



ttp consulting
transport planning specialists

WEPCo Limited

**North Cornelly Schools
Development Project, Welsh
and English Medium Schools**

Transport Assessment Report

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Contents

| | | |
|----------|---|-----------|
| 1 | INTRODUCTION | 3 |
| | Existing Corneli Site (to be Ysgol y Ferch o'r Sger / Welsh Medium) | 4 |
| | Existing Marlas Site (to be Afon y Felin and Corneli / English Medium) | 4 |
| | Marlas Site (Gibbons Way) Local Development Plan Site Allocation – PLA3 (18)5 Pre-Application..... | 5 |
| | This Report..... | 6 |
| 2 | RELEVANT POLICY CONSIDERATIONS | 7 |
| | National Policy | 7 |
| | Local Policy (Bridgend Local Development Plan 2006-2021 (LDP) | 12 |
| | Policy Summary..... | 12 |
| 3 | EXISTING SITUATION | 14 |
| | Site and Surrounding Area | 14 |
| | Local Highway Network | 14 |
| | Existing Drop-off / Pick-up Facilities | 15 |
| | Highway Safety Considerations | 16 |
| | Pupil Questionnaire Surveys | 17 |
| | Existing Pupil Locations (Approximate GIS Postcode Plots) | 18 |
| 4 | ACCESSIBILITY BY NON-CAR MODES OF TRANSPORT..... | 20 |
| | Walking | 20 |
| | Cycling..... | 21 |
| | Public Transport Accessibility | 22 |
| | Accessibility Index (AI) and Local Amenities | 23 |
| 5 | 20MPH SPEED LIMITS, ACTIVE TRAVEL AND FUNDING AND SCHOOL CROSSING PATROLS..... | 24 |
| | 20mph Speed Limits BCBC | 24 |
| | Active Travel / Safer Routes Funding BCBC..... | 25 |
| | Bridgend Active Travel Map (Pyle)..... | 25 |
| | Interim Desktop Active Travel Audit..... | 27 |
| | School Crossing Patrols (SCP's) | 29 |
| 6 | DEVELOPMENT PROPOSALS..... | 30 |
| | Proposal Overview | 30 |
| | Pick-up and Drop-off Facilities..... | 30 |
| | Vehicle Access | 31 |
| | Road Safety Audits..... | 31 |
| | Active Travel Access..... | 31 |
| | Car Parking..... | 32 |
| | Cycle Parking..... | 33 |
| | Deliveries, Refuse Collection..... | 33 |
| | Emergency Service Access | 33 |

| | | |
|----------|--|-----------|
| | Indicative Highway Works | 34 |
| | Stopping-up Orders and Public Highway Dedication | 34 |
| 7 | MULTI-MODAL TRIP GENERATION AND TRIP IMPACT OVERVIEW | 35 |
| | Multi-Modal Trip Generation | 36 |
| | Vehicle Trip Impact | 36 |
| | Marlas Site Local Plan Allocation (PLA3 18) Potential Trip Generation | 37 |
| | Parking Impact..... | 37 |
| | Junction Capacity Assessments | 38 |
| 8 | DRAFT TRANSPORT IMPLEMENTATION STRATEGY | 39 |
| | 20mph Zones..... | 39 |
| | Vehicle Access and Visibility Splays | 39 |
| | Corneli Site Bus Routeing / Tracking | 39 |
| | Indicative Highway Works | 39 |
| | Stopping-Up Orders and Highway Dedication Plans..... | 39 |
| | Off-Site Connectivity Improvement Works..... | 39 |
| | Pick-up / Drop-off Facilities..... | 39 |
| | Road Safety Audits..... | 40 |
| | Car and Cycle Parking | 40 |
| | School Travel Plans | 40 |
| | Internal Layout and Design | 41 |
| | Active Travel / Crossing Infrastructure | 41 |
| | Demolition and Construction Management Plan | 41 |
| 9 | SUMMARY AND CONCLUSION..... | 42 |
| | Summary | 42 |
| | Conclusion | 44 |

Appendices

- Appendix A - PAC Submission Layout Plans
- Appendix B - Accident Data Sheets
- Appendix C - Walking and Cycling Isochrones
- Appendix D - BCBC Integrated Network Map (Pyle)
- Appendix E - Site Vehicle Access and Visibility Splays Drawings, Vehicle Tracking
And Indicative Highway Works
- Appendix F - Site Circulation Plans
- Appendix G - Stopping-up Order Plan and Highway Dedication Plan

1 INTRODUCTION

1.1 WEPCo Limited has appointed TTP Consulting to produce a Transport Assessment to support proposals for the following:

- Welsh Medium - Ysgol y Ferch o'r Sger (Corneli site) - 480 pupils (includes 60 place nursery) with a gross internal floor area of 2,500sqm. The existing school accommodates up to 150 pupils, with a circa 330 pupil uplift.
- English Medium (Marlas site) - 500 pupils (includes 60 place nursery and 15 place ALN with a gross internal floor area of 2,675sqm. This site will include the existing Afon Y Felin (152 pupils) and Corneli Schools (275 pupils) that will be relocated, as well as the nursery and ALN pupils.

1.2 The age of the pupils will be between 3 – 11, as well as Nursery provision.

1.3 The site locations of the proposed Corneli and Marlas sites are shown at **Figure 1.1** with both located within Pyle, in the planning and highway jurisdiction of Bridgend County Borough Council (BCBC).

Figure 1.1 – Site Location Plans (Corneli and Marlas Sites)



Existing Corneli Site (to be Ysgol y Ferch o'r Sger / Welsh Medium)

- 1.4 The application site measures approximately 3.2ha and is located on land west of Heol-y-Parc, North Cornelly, Bridgend CF33 4LW which is within the North Corneli settlement boundary. The site is brownfield land and houses the existing Corneli Primary School and Ysgol y Ferch o'r Sger school with associated amenity and multi-use games areas, playing fields, hardstanding and car parking areas. The site is relatively level and open and is bounded by a mix of low-level fencing and a row of mature trees along the southeastern boundary.
- 1.5 The site currently has two vehicle access points, one off Greenfield Terrace and the second off Hall Drive at the southern boundary. The site is surrounded by predominantly residential development in all directions. To the west and south-west of the site exists the North Cornelly Surgery, Cornelly Community Centre and other local community and retail uses including a small supermarket.
- 1.6 The existing site provides a bus drop of facility to accommodate for the students qualifying for free learner travel in Ysgol y Ferch o'r Sger.
- 1.7 In terms of the pupil numbers, the following are currently provided at Ysgol y Ferch o'r Sger that will be retained / expanded at the Corneli site:
- Primary school – ~200 pupils.
 - Nursery - ~40 pupils.
 - **Total = ~240 pupils.**

Existing Marlas Site (to be Afon y Felin and Corneli / English Medium)

- 1.8 The proposed application site measures approximately 2ha and is located to the east of Heol y Parc, North Cornelly, Bridgend CF33 4LW which is within the North Corneli settlement boundary. The site is brownfield land and is currently informal open area consisting of grassed areas, hardstanding forming part of the wider housing estate and a Multi-Use Games Area (MUGA). The site was also occupied until recently by a youth centre (Marlas Youth Engagement Centre).
- 1.9 The site is surrounded by predominantly residential development to the north and south. To the west of the site are the educational facilities of Ysgol y Ferch o'r Sger and Corneli Primary School. Community facilities including the North Cornelly Community Playgroup are also located to the west of the site boundary.

1.10 In terms of the pupil numbers, the following are currently provided for the existing Corneli and Afon y Felin schools that will be located on the Marlas Site:

- Primary school - ~430 pupils
- Nursery – ~70 pupils
- **Total = ~500 pupils.**

1.11 The proposed ground floor layouts for both sites submitted as part of the PAC are provided in **Appendix A** for reference.

Marlas Site (Gibbons Way) Local Development Plan Site Allocation – PLA3 (18)

1.12 As previously mentioned, the Marlas site (Land at Gibbons Way) is allocated within the current Local Development Plan, as per **Figure 1.2** below.

Figure 1.2 Land at Gibbons Way Allocation



Pre-Application

1.13 Pre-application feedback was provided in October 2022, as well as a follow-up meeting, which has been considered as part of the Transport Assessment.

1.14 Notwithstanding the above it is pertinent to note that during discussions, unfortunately it was stated that that BCBC Highways department will not comment on the PAC and only the formal Application submission. On this basis, it is considered that there may be the need for an Addendum, with follow on Technical Notes during the determination process.

1.15 We were able to discuss the proposals with the Road Safety Team who in principle, supported the layouts from an access perspective.

This Report

1.16 The remainder of the Transport Assessment is structured as follows:

- Section 2 reviews relevant transport policies;
- Section 3 summarises the existing situation in the context of the local area surrounding the schools;
- Section 4 describes accessibility by non-car modes;
- Section 5 provides additional information on active travel and 20mph zones;
- Section 6 sets out the development proposals of the new schools;
- Section 7 sets out the multi-modal trip generation
- Section 8 considers the overarching / interim Transport Implementation Strategy (TIS); and,
- Section 9 provides a summary and conclusion.

2 RELEVANT POLICY CONSIDERATIONS

2.1 Relevant transport policies and guidance have been reviewed at National, Regional and Local level to assist in this assessment and in the shaping of the proposals and are set out below.

National Policy

Future Wales (The National Plan 2040)

2.2 Future Wales is a national development framework and a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

2.3 Within the document, there are a number of relevant policies with regards to transport, travel and infrastructure that are summarised below:

- Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking;
- Policy 10 – International Connectivity;
- Policy 11 – National Connectivity; and,
- Policy 12 – Regional Connectivity.

2.4 The Welsh Government's aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport. The sustainable transport hierarchy in Planning Policy Wales, which prioritises active travel and public transport, is a fundamental Welsh Government principle that underpins Future Wales.

2.5 The document also states that "*planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points*".

Planning Policy Wales Edition 11 (February 2021)

2.6 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. PPW, the TANs, MTANs and policy clarification letters comprise national planning policy. With regards to Transport Assessments, the document states that:

- *“Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately.*
- *Planning applications for developments, including changes of use, falling into the categories identified in TAN 18: Transport must be accompanied by a Transport Assessment. In addition, in areas where the transport network is particularly sensitive, planning authorities should consider requiring Transport Assessments for developments which fall outside of the thresholds set out in TAN 18. Transport Assessments can be required for any proposed development if the planning authority considers that there is a justification or specific need. Transport Assessments provide the basis for negotiation on scheme details, including the level of parking, and measures to improve walking, cycling, and public transport access, as well as measures to limit or reduce levels of air and noise pollution. They should cover the transport impacts during the construction phase of the development, as well as when built and in use. Transport Assessments also provide an important basis for the preparation of Travel Plans. Further guidance on Transport Assessments and Travel Plans is contained in TAN 18.”*

2.7 With regards to car and cycle parking, the following text is relevant:

- *“New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities.”*
- *“A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport”.*

Wales Transport Strategy (2021)

2.8 The Wales Transport Strategy 2021 aims to deliver a transport system that provides a better Wales for generations to come. With regards to transport and parking, the following points are pertinent to note:

- *“Introduce a new national default speed limit of 20mph in residential areas and tackle pavement parking”.*

- "Upgrade, improve and future-proof our road network, addressing congestion pinch points and investing in schemes that support road safety, journey reliability, resilience, modal shift and electric bike, motorbike and vehicle charging".
- "Develop policies on parking for all vehicle types to drive modal shift to public transport and active travel, taking equality into account for example, ensuring that parking provision for disabled people is maintained in the design of new schemes and road layouts".
- "Deliver our Electric Vehicle Charging Strategy and encourage the use of motorbikes and powered light vehicles instead of cars where there are no other transport choices".

Electric Vehicle Charging Strategy for Wales (2021)

2.9 The document states that "there is an immediate need for more charging and better charging infrastructure to facilitate consumer confidence in making the switch to electric vehicles" and that "The provision of electric vehicle charging infrastructure should be planned as part of the overall design of a development."

2.10 With regards to the proposals, this is considered to be a Workplace Charging area in line with the guidance, the requirements of which are shown in **Figure 2.1** below.

Figure 2.1 Workplace Charging



Learner Travel Measure (Wales) 2008

- 2.11 The document sets out that local authorities have a duty to risk assess routes to school, including walked routes. The guidance covers such issues as the need to consider the age and specific needs of learners; route conditions; traffic; footpaths; crossing points; canals; rivers; ditches; embankments; lighting; bridges and any other dangers, including social dangers. It also requires local authorities to take into consideration the views of children. The guidance has been drafted in line with the Rights of the Child Measure 2011.
- 2.12 With regards to walking distances, the document states the following:
- **Provide free home to school transport for learners of compulsory school age attending primary school who live 2 miles or further from their nearest suitable school;**
 - Provide free home to school transport for learners of compulsory school age attending secondary school who live 3 miles or further from their nearest suitable school; and,
 - Distances below these thresholds are referred to as 'walking distances'.

Technical Advice Note (TAN) 18: Transport (2007)

- 2.13 This document works in conjunction with Planning Policy Wales which sets out the land use planning policies of the Welsh Assembly Government (WAG). Local planning authorities are required to take TAN 18 into account when preparing their development plans.
- 2.14 TAN 18 highlights the importance of integrating land use and transport planning as a means of helping to achieve WAG's wider sustainable development objectives. In relation to new school developments the following guidance is relevant:
- developments should include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking / servicing;
 - walking should be encouraged for local journeys by giving careful consideration to location, access arrangements and design. Measures such as wide pavements, adequate lighting, pedestrian friendly desire lines and road crossings, and traffic calming, can facilitate safe walking and cycling routes to school; and
 - secure cycle parking and changing facilities should be provided for all major employment developments, including educational institutions.
- 2.15 TAN 18 requires all new schools to be subject to a Transport Assessment. It sets out the assessment process for new development proposals, which includes the production of a

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

2.16 With regards to schools, the TIS should also include / discuss:

- the creation or improvement of safe cycling and walking routes;
- restricting car access around schools;
- providing adequate cycle storage; and,
- creating a framework for future school travel planning activity.

2.17 With regards to Parking TAN 18 also states that, in determining maximum car parking standards for new development, regard should be given to:

- public transport accessibility and opportunities or proposals for enhancement;
- targets and opportunities for walking and cycling;
- objectives for economic development including tourism;
- the availability in the general area of safe public on- and off- street parking provision; and
- potential for neighbouring or mixed-use developments sharing parking spaces, for example at different times of the day or week.

Active Travel (Wales) Act 2013

2.18 This is an Act of the National Assembly for Wales to make provision for supporting active travel across Wales, with Welsh Ministers and local authorities to take reasonable steps to enhance the provision made for, and to have regard to the needs of, walkers and cyclists.

2.19 Local authorities should take reasonable steps to enhance the provision made for walkers and cyclists, promote active travel journeys, and secure new active travel routes and related facilities and improvements to existing ones where possible. The proposed development will be focussed around supporting active travel accessibility.

2.20 The document also states that *"every effort should be made to engage schools within the local authority in the consultation process. This could be through holding standalone events or using evidence collected through other means where pupil and residents' involvement can be demonstrated, including:*

- *The development of school travel plans or community access plans;*
- *Learner travel assessments;*
- *Safe routes in communities network audits;*
- *Delivery of behaviour change programmes such as Active Journeys."*

Local Policy (Bridgend Local Development Plan 2006-2021 (LDP))

2.21 As per the pre-application feedback, the following local policies are relevant to the planning application.

- Strategic Policy SP2: Design and Sustainable Place Making.
- Strategic Policy SP3: Strategic Transport Planning Principles.
- Policy PLA9: Development Affecting Public Rights of Way.
- Policy PLA11: Parking Standards.
- Policy ENV5: Green Infrastructure.
- Policy ENV17: Renewable Energy and Low/Zero Carbon Technology.
- SPG17: Parking Standards.

Policy Summary

2.22 The proposals are considered to be consistent with National and Local policy due to the following reasons, with further justification set out in this report, as well as the School Travel Plans:

- The sites are located close to Pyle railway station and a number of bus stops in the local area;
- The sites are located in areas that are already established for education / school use;
- A Transport Assessment and Travel Plans for both sites are submitted for the application that also contains a Transport Implementation Strategy (TIS);
- Both the Transport Assessment and Travel Plans provide a focus on positively influencing sustainable and Active Travel and the reduction of single car occupancy vehicle trips;
- Both sites include active travel routes / secondary access routes to encourage additional permeability by non-car modes;

- Road Safety has been considered as part of the proposal, with Stage 1 RSA's to be undertaken in accordance with GG119. The Road Safety Team at BCBC was consulted who had no objections in principle;
- Disabled / less able-bodied site users are considered as part of the proposals in the layout / design;
- Charging facilities for electric vehicles are provided at a rate of 10%.
- Blue badge parking is provided.
- The proposals seek to mitigate potential on-street parking impacts by design and inclusion of active travel and permeability by walking / cycling;
- Car parking has been provided below the Council's maximum standard.
- Any affected rights of way are considered with alternative routes indicated and areas proposed for upgrade / to be made good.

3 EXISTING SITUATION

Site and Surrounding Area

- 3.1 The existing site locations in proximity to local public transport facilities are shown in **Figure 3.1**.

Figure 3.1 – Existing School Locations



Local Highway Network

- 3.2 The local highway network within the vicinity includes Heol-y-Parc, Greenfield Terrace, Hall Drive, Heol Fach, Gibbons Way and Plas Morlais, among others. It is pertinent to note that new 20mph limits are enforced on local roads surrounding the sites.
- 3.3 Heol-y-Parc is a two-way road that runs in a broadly north to south orientation between the junction with Marlas Road / Ffordd Yr Eglwys to the north and the junction to the south where it meets Ffordd Yr Eglwys again. There are parking bays located intermittently along the road, and double yellow lines are present in areas where parking is restricted. Off-road cycle lanes are also available at the northern section of the Heol-y-Parc.
- 3.4 Greenfield Terrace is a two-way road that runs in an east to west alignment between the junction with Heol Fach to the west and Heol-y-Parc to the east. The road allows traffic in each direction, albeit the carriageway width narrows on the approach to the junction with Heol Fach.

Ysgol Y Ferch O'r Sger Primary School is located approximately halfway along Greenfield Terrace and is associated with the zigzag 'Keep-Clear' road markings and a stretch of single yellow line markings outside of the school. No stopping is permitted on the stretch of single yellow line space from Monday to Friday, between 8am – 6pm. There are parking bays situated along the northern side of the carriageway, including past the Primary School, where access to vehicle crossovers is also provided.

- 3.5 Hall Drive is a two-way road that runs in an east to west orientation between the junction with Heol Fach / Porthcawl Road to the west and Heol-y-Parc to the east. There are a series of dropped kerbs / vehicle crossovers along the majority of the road, providing access into the driveways of the properties situated along Hall Drive, and in between these spaces, unrestricted car parking is permitted. On the approach to the junction with Heol Fach / Porthcawl Road, there are zig-zag 'Keep-Clear' markings located on the northern side of the carriageway, which are associated with Corneli Primary School.
- 3.6 Heol Fach is a two-way road that runs broadly in a north to south orientation towards the junction with Water Street / an Unnamed Road, and the junction with Hall Drive to the South, where it becomes Porthcawl Road. The road provides section of double yellow line and on-street parking at intermittent locations.
- 3.7 Gibbons Way is a no-through road that connects to Heol-y-Parc to the west. The road predominately provides a route towards the residential dwellings situated on Gibbons Way, a sports facility, as well as a turning facility for larger vehicle needing to access Gibbons Way.
- 3.8 Plas Morlais is formed of a series of roads surrounding the residential dwellings located to the east of Heol-y-Parc. Plas Morlais connects to Heol-y-Parc at two locations, with the road comprising a series of shorter cul-de-sac streets, with a roundabout at its furthest end facilitating a route back towards Heol-y-Parc.

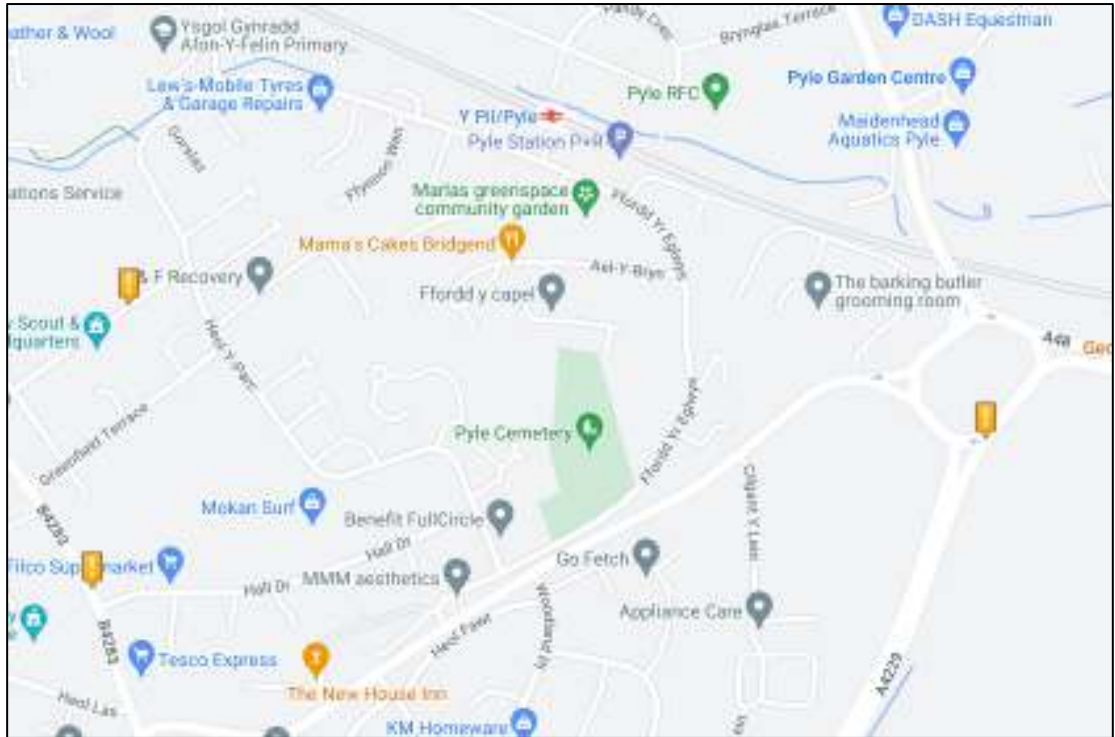
Existing Drop-off / Pick-up Facilities

- 3.9 Upon review, it is understood that none of the existing schools have off-street pick-up / drop-off facilities.
- 3.10 The only facility is the on-site area for buses for Ysgol y Ferch o'r Sger albeit it is not clear if this is currently used / open with this potentially currently occurring on-street (Greenfield Terrace).

Highway Safety Considerations

3.11 A review of highway safety in the surrounding area has been undertaken using Crashmap for a five-year period through to the end of 2021, with an extract provided below (for incidents involving children).

Figure 3.2 – Crashmap Extract (Incidents Involving Children Only)



3.12 In total, there were 3 incidents over the most-recent 5-year period involving children, with descriptions of these provided below and accident sheets provided in **Appendix B**:

- Accident ref [2021622100841]: The accident data report revealed a slight injury to a child between age of 6 – 10. The accident occurred on Meadow Street in fine, dry weather at 4:33pm and involved a car and pedestrian (child). The report notes that the car was proceeding normally along Meadow Street, when it collided with the pedestrian who was noted to be in the carriageway, crossing the road.
- Accident ref [2020622000682]: The accident data report revealed a slight injury to a child between age of 6 – 10. The accident occurred on Heol Fach at 2:26pm; weather conditions were wet/damp. The report states that the accident involved a car and pedestrian (child), and explains that the accident occurred when the car which was proceeding normally along Heol Fach, collided with the pedestrian who was in the carriageway, crossing the road.

- Accident ref [2020622000569]: The accident data report revealed a slight injury to a child between age of 6 – 10. The accident occurred on the southern exit of the A4229 roundabout at 10:55am; weather conditions were fine and dry. The report stated that the accident involved two vehicles and resulted in two injuries, one of which was a child between the ages of 6 – 10. The injuries occurred as a result of a collision between the two vehicles, which involved one vehicle proceeding normally along the carriageway, colliding with another vehicle turning left.

Pupil Questionnaire Surveys

Travel Survey (May 2022)

3.13 Pupil hands-up / questionnaire surveys have been undertaken at all three existing schools, with the results shown in **Table 3.1** below.

| Table 3.1: School Modal Split Surveys (Pupils) | | | |
|---|---------------------|----------------|-------------------------------|
| Method of Travel | Afon Y Felin | Corneli | Ysgol Y Ferch o'r Sgêr |
| Car | 27% | 42% | 37% |
| Car Share | 2% | 2% | 3% |
| Walk | 52% | 34% | 27% |
| Cycle | 0% | 0% | 6% |
| Scoot | 15% | 10% | 8% |
| Taxi | 1% | 6% | 2% |
| School Coach | 0% | 0% | 18% |
| Public Bus | 1% | 0% | 0% |
| Other | 0% | 7% | 0% |
| <i>USE BEFORE SCHOOL CLUB</i> | 16% | 13% | 18% |
| <i>USE AFTER SCHOOL CLUB</i> | 19% | 11% | 4% |
| Total | 100% | 100% | 100% |

3.14 The above suggests that non-car modes of travel are most common across all schools, with the majority of trips consisting of walking, scooting / cycling or taxi / school bus. Travel by non-car modes will be further promoted within the school Travel Plans that will be developed / approved as part of the planning application process.

Existing Pupil Locations (Approximate GIS Postcode Plots)

3.15 **Table 3.2** provides a summary of the approximate pupil distances from the sites, based on available postcode data, with the data suggesting that the vast majority of pupils live within 1 mile of the schools (80%+).

| Table 3.2: Existing Pupil Approximate Distances to Existing Schools | | | | | |
|--|--|------------|----------------|-------------|-----------|
| School Pupils | Approximate Distance to Each School | | | | |
| | 0-400m | 400-800m | 800m to 1 mile | 1 – 2 miles | 2+ miles |
| Afon y Felin | 39 | 70 | 29 | 13 | 1 |
| Corneli | 49 | 99 | 98 | 13 | 16 |
| Ysgol y Fercho'r Sger | 21 | 30 | 67 | 26 | 55 |
| Total | 109 | 199 | 194 | 52 | 72 |

3.16 It is pertinent to note that Ysgol y Ferch o'r Sger has a wider catchment, with a larger proportion of pupils living 2+ miles away, further than the English schools Afon y Felin and Corneli; these children qualify for the free learner travel. GIS postcode plots with catchments are provided in **Figure 3.3** through **3.5** below for reference and are based on the data available from the schools.

Figure 3.3 Afon Y Felin Postcode Plot

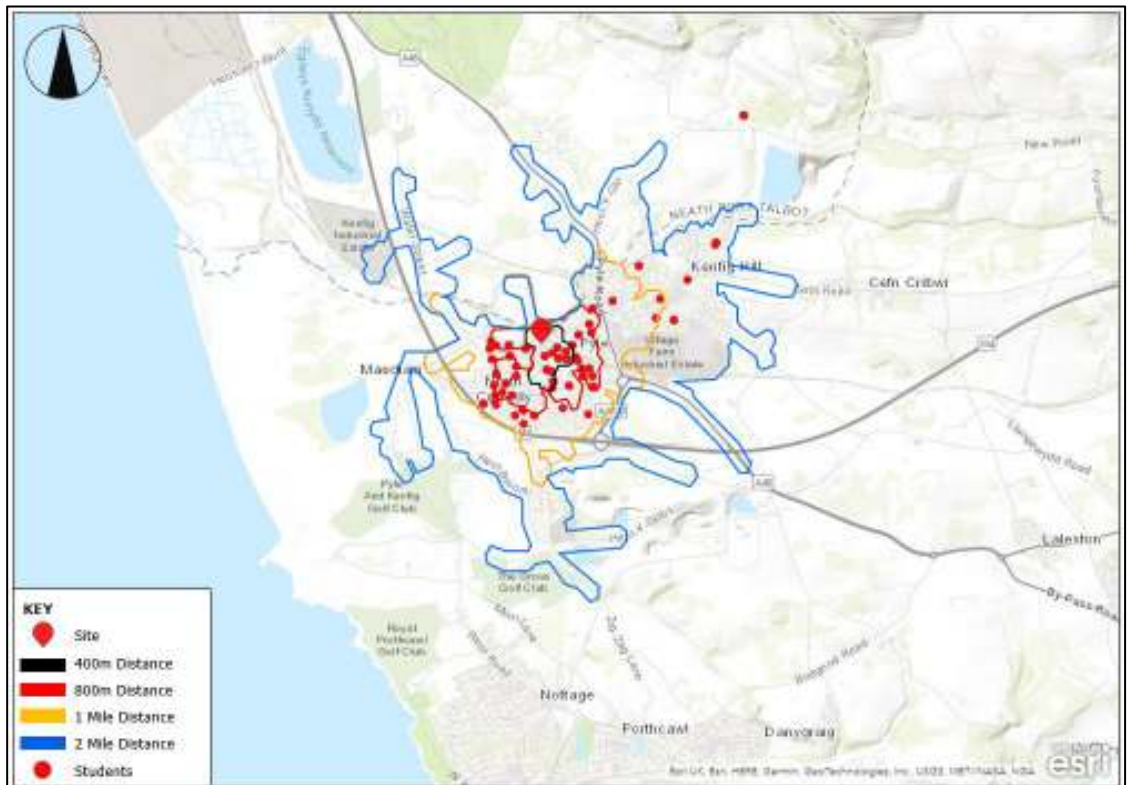


Figure 3.4 Corneli Postcode Plot

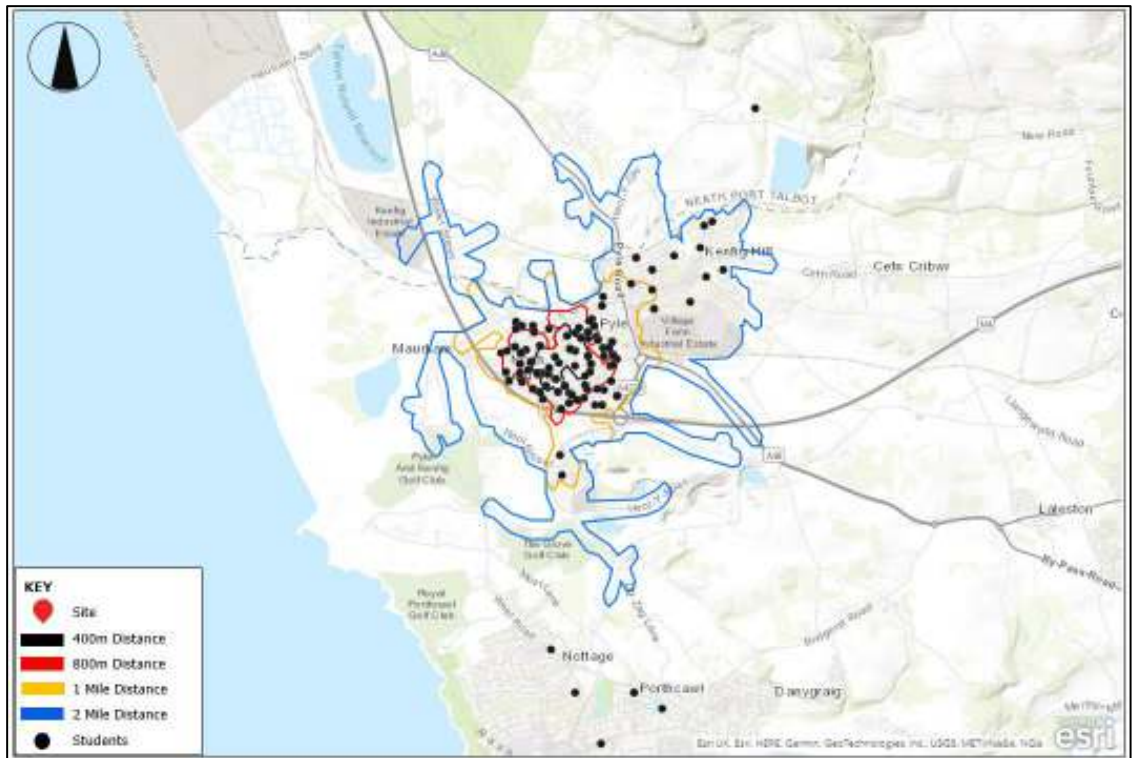
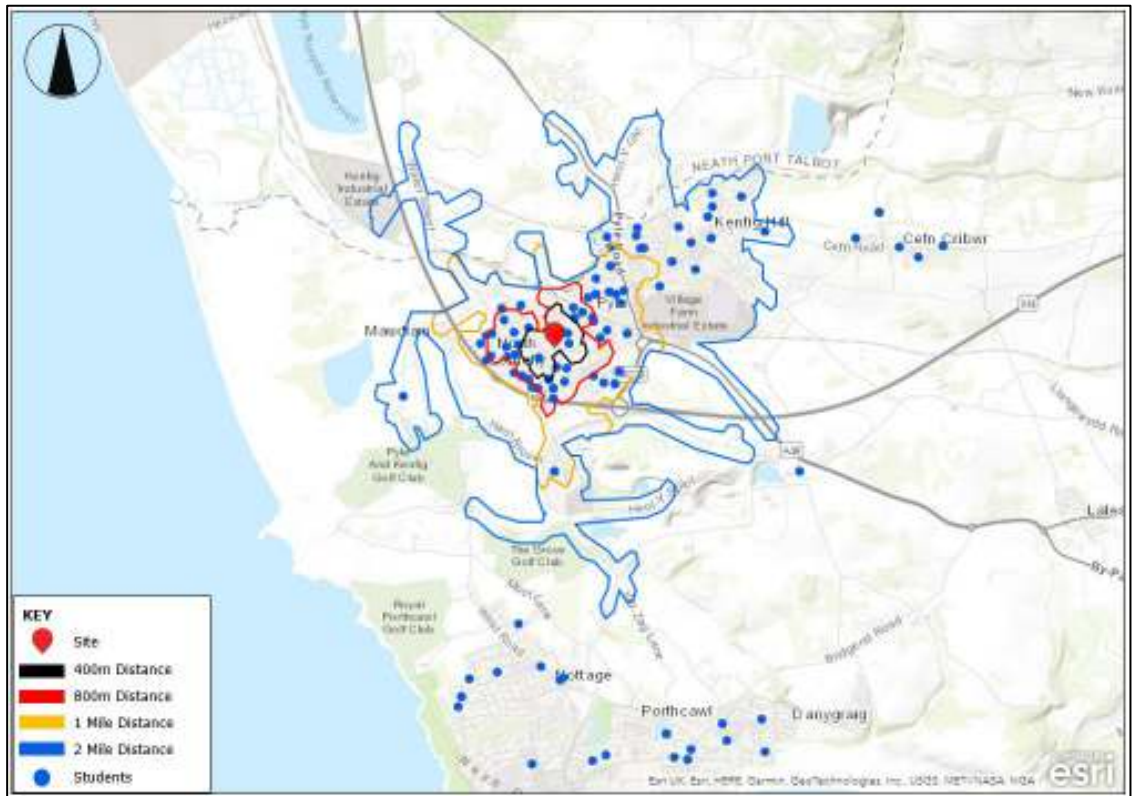


Figure 3.5 Ysgol Y Ferch o'r Sger Postcode Plot



4 ACCESSIBILITY BY NON-CAR MODES OF TRANSPORT

4.1 The sites are both accessible by a variety of modes of transport, supported by the following:

- Access to a local active travel network connecting the sites to the surrounding residential areas;
- Access to a network of crossing points of various types also connecting the sites to the surrounding residential areas;
- Access to local amenities; and,
- Access to public transport facilities.

4.2 The following paragraphs summarise the site's accessibility by non-car modes.

Walking

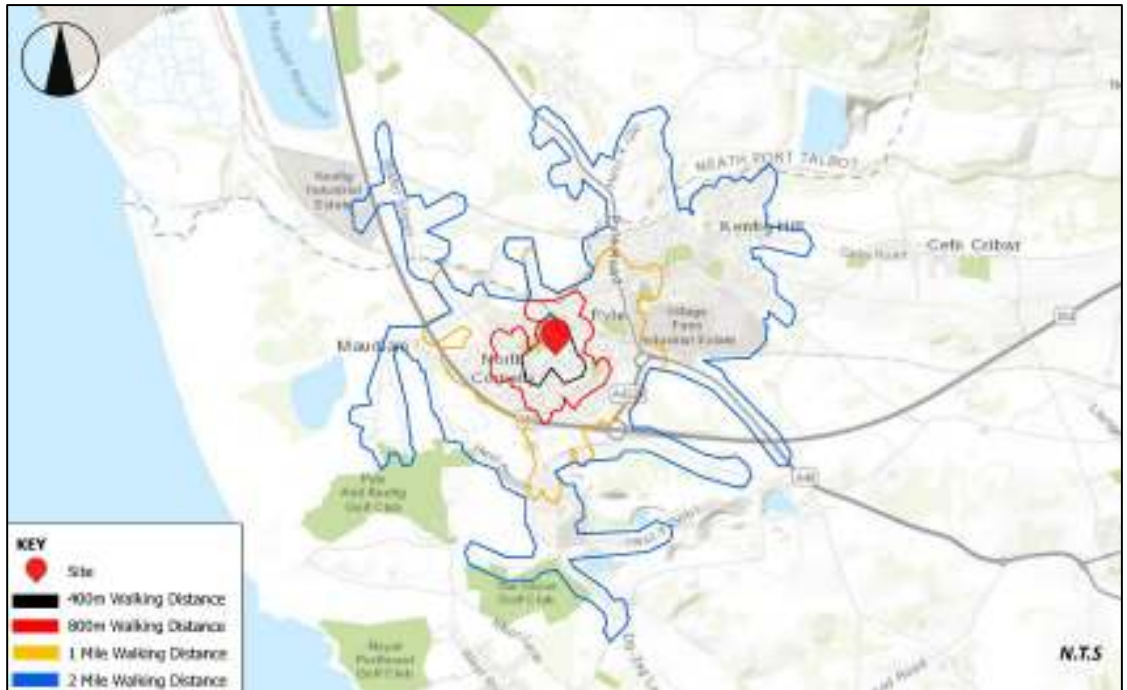
4.3 In terms of what constitutes a reasonable walking distance it is necessary to consider what is realistic for a walking trip. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) states that "*walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile*". The document also provides guidance on acceptable walking distances and suggests that a preferred maximum walking distance of 2km is applicable for commuting trips for staff.

4.4 In addition to this, an acceptable walking distance for schools in Wales is considered to be 2 miles (3.2km) or less for Primary Schools or 3 miles (4.8km) or less for Secondary schools (with certain other criteria applied) however, this is currently being reviewed. Welsh Government Active Travel Guidance also states that "*walking predominates for journeys of less than two miles*". On this basis, it is considered appropriate that distances up to circa 2km should be considered more than reasonable to be undertaken on foot, and that walking is a realistic mode to consider for trips within this distance however, this distance could in theory be longer (up to 2 miles).

4.5 Further to this, NTS data suggests that for primary school children, 80% of trips under 1 mile (1.6km) are undertaken by foot and 95% of trips under 1 mile (1.6km) for secondary school children.

4.6 **Figure 4.1** provides details of an 400m, 800m, 1 mile and 2-mile catchment zone surrounding the school. The map shows that a number of residential areas can realistically be accessed on foot, as well as a number of bus stops. A detailed plan is provided for reference at **Appendix C**.

Figure 4.1: Walking Isochrone Map



Cycling

- 4.7 Local Transport Note 2/08 'Cycle Infrastructure Design' (DfT, 2008) states that *"many utility cycle journeys are under three miles... although, for commuter journeys, a trip distance of over five miles is not uncommon"*. It can therefore be concluded with regards to staff, that 3 miles, which is equivalent to approximately 5km, represents a reasonable typical cycling distance. Welsh Government Active Travel Guidance also states that *"cycling is more convenient for longer journeys, typically up to five miles for regular utility journeys"*.
- 4.8 With regards to pupils, considering the Welsh Government guidance on thresholds of 2 miles (3.2km) for younger children and 3 miles (4.8km) for older children, these are also considered appropriate cycling / scooting distances. **Figure 4.2** shows a 5km (3 miles) and 8km (5 miles) cycling catchment from the school for both pupil and staff maximum thresholds and is provided for reference at **Appendix C**.

Figure 4.2: Cycling Isochrone Map



Public Transport Accessibility

By Bus

- 4.9 There are a number of stops in the local area that provides access to bus route 63, which facilitates services between Porthcrawl to Talbot Green (Bus Station) via Bridgend, with a service frequency of roughly 20 minutes in both directions. With regards to school start and finish times, the following services are provided throughout the day:

- First Bus at 06:33.
- Arrival/Departure every 20 mins until 18:32.
- Last bus at 21:22.

By Rail

- 4.10 Y Pil/Pyle (Pyle) Rail Station is located approximately 600m north of the site and provides access to Marches Line rail services, connecting towns/villages in south-west Wales, to destinations such as Newport, Shrewsbury and Manchester Piccadilly by changing at Cardiff Central Station. The station also provides access to Swanline rail services, which serves nearby local towns/villages between Swansea and Cardiff. Step-free access is available throughout the whole station, and ramps for train access are provided. With regards to school start and finish times, the following services patterns are available:

5 20MPH SPEED LIMITS, ACTIVE TRAVEL AND FUNDING AND SCHOOL CROSSING PATROLS

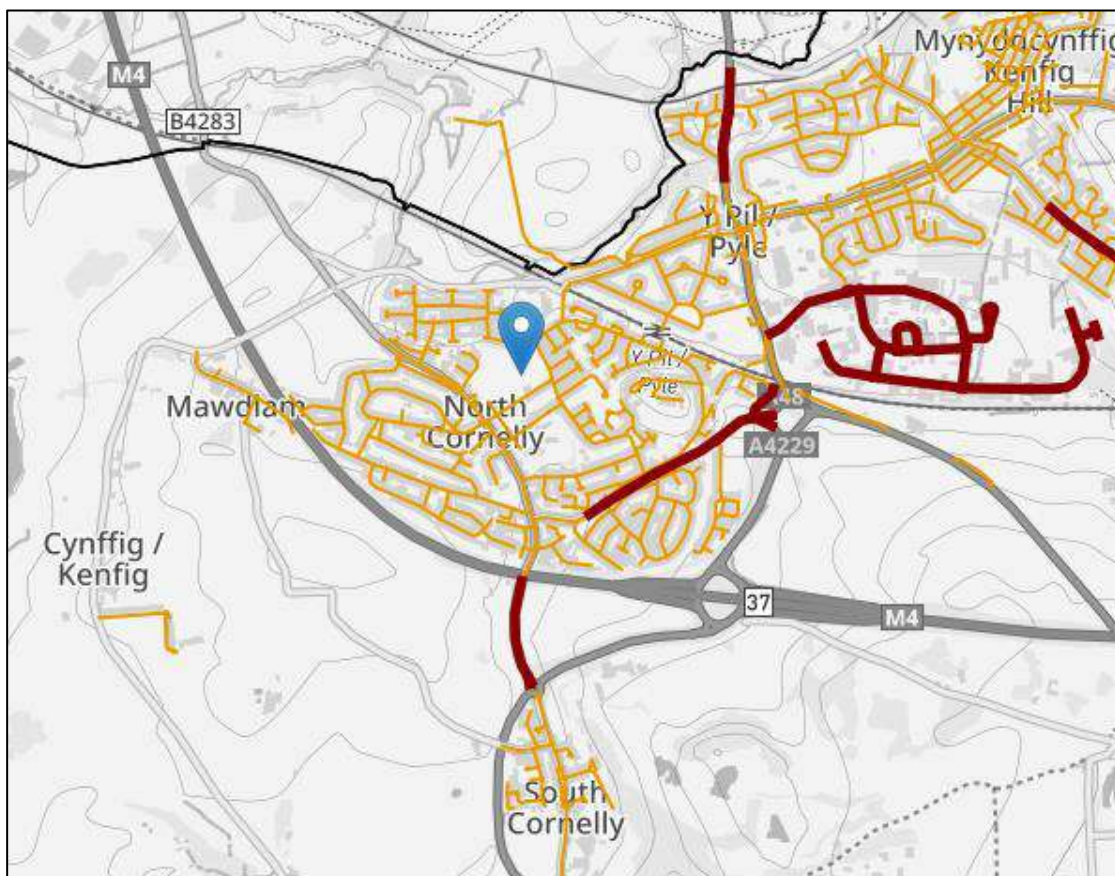
20mph Speed Limits BCBC

5.1 It is noted by the Welsh Government that by reducing the default speed of vehicles on certain roads, it will make it easier for drivers to stop in time to prevent collisions thereby increasing road safety.

- *"In the distance a 20mph car can stop, a 30mph car will still be doing 24mph. A person is around five times more likely to be killed when hit by a vehicle travelling at around 30mph than they are from a vehicle travelling around 20mph."*

5.2 These changes took place in Bridgend on the 17th September, with the roads shown in orange to be 20mph. As can be seen, most of the roads surrounding the school sites are to be 20mph as of this date, which is set to, by definition, significantly improve road safety in the area. This, in turn, is likely to increase / encourage trips by active travel.

Figure 5.1 20mph Roads in Pyle, Bridgend (Shown in Orange)



Active Travel / Safer Routes Funding BCBC

5.3 BCBC has obtained the following Active Travel / Safer Routes funding since 2021 shown in **Figure 5.2, 5.3 and 5.4.**

Figure 5.2 Active Travel Fund 2022 - 2023

| | |
|--|------------|
| Active Travel Fund | |
| Active travel package - Bridgend to Pencoed – Package of Improvements (Bridgend to Coychurch and Pencoed to Pencoed College) | £2,594,250 |
| Core Allocation | £458,000 |
| Safe Routes in Communities | |
| Coity Higher Community Safe Routes | £222,280 |
| Road Safety Revenue | £39,585 |

Figure 5.3 Active Travel Fund 2022 - 2023

| | |
|--|------------|
| Bridgend | |
| Active Travel Fund | |
| Bridgend to Pencoed: package of improvements (phase 3) | £3,463,000 |
| Ynysawdre to Bryncethin (west of river) | £105,000 |
| Pyle to Porthcawl Active Travel route: phase 1 | £387,000 |
| Active Travel minor crossing improvements | £392,000 |
| Core allocation | £707,000 |

Figure 5.4 Active Travel Fund 2023 - 2024

| | |
|--|----------|
| Bridgend | |
| Active Travel Fund | |
| Ynysawdre to Bryncethin (West of River) | £784,000 |
| South Comelly Active Travel Route (Pyle Phase 2) | £26,000 |
| Core allocation | £707,000 |

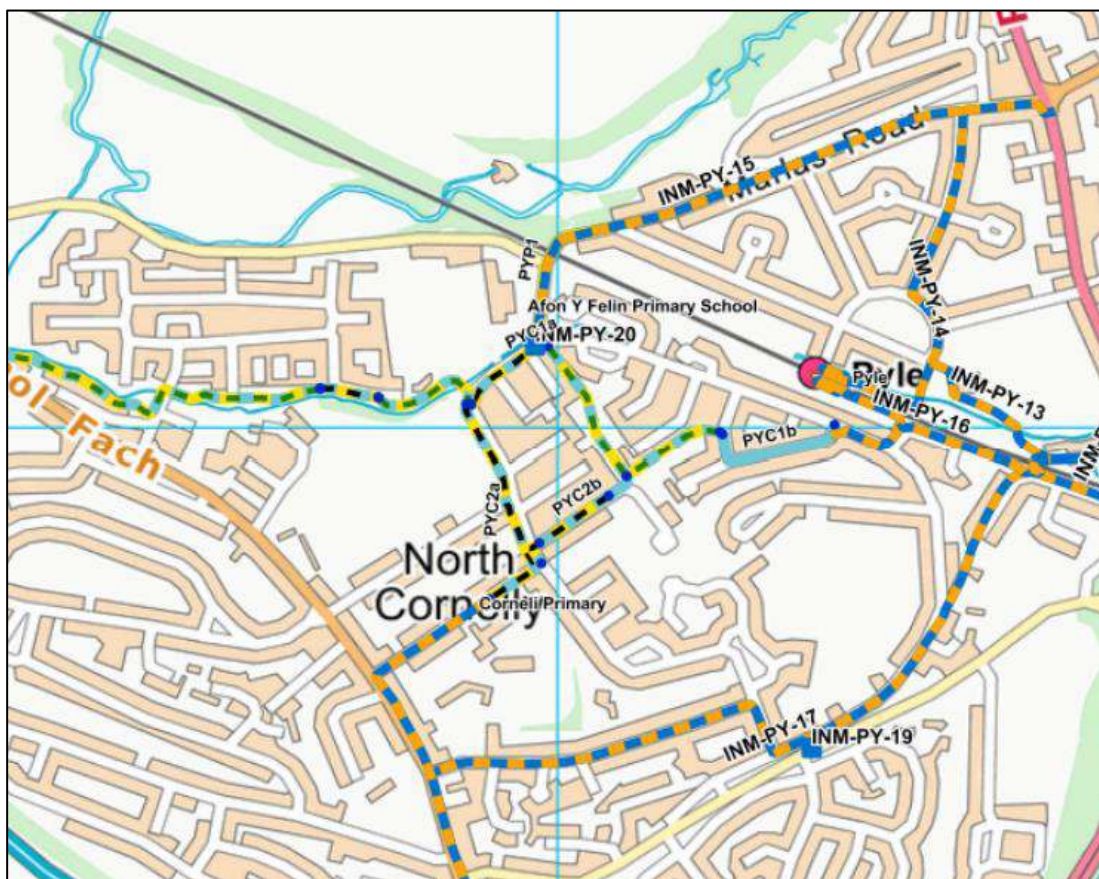
5.4 At this stage, we do not know what has been applied for to help deliver INM objectives in 2024-2025.

Bridgend Active Travel Map (Pyle)

5.5 A review of the Pyle Integrated Network Map (INM) has been undertaken and is shown in **Figure 5.5**; this was last updated / published in 2018.

5.6 It is pertinent to note that the local area already provides 3 schools on different sites and, on this basis, active travel in the area is already considered as part of improvements proposed within the INM (the schools are even listed on the existing INM therefore providing a key direction in terms of the measures to be provided). Further details of the INM are provided in **Appendix D**.

Figure 5.5: Bridgend / Pyle Integrated Network Map



5.7 By reference to the INM the following improvements aim to be delivered by BCBC (subject to funding) over the next circa 15-year period that will encourage trips in the local area by foot and bicycle. It is pertinent to note that some of the below have been delivered on the basis that it was prepared in 2018.

- Pyle INM-PY-9 **Cycling/Shared-Use.** Upgrade of existing active travel route from Village Farm Industrial Estate to North Cornelly commercial centre (via INM-PY-17).
- Pyle INM-PY-10 **Cycling/Shared-Use.** Improvement to connection between Kenfig Hill commercial centre and Pyle commercial centre including sections of off-road route.
- Pyle INM-PY-11 **Cycling/Shared-Use.** New off-road shared-use route from Pyle commercial centre to Village Farm Industrial Estate.

- Pyle INM-PY-12 **Walking**. New section of footway from A48 Pyle Road to Pyle railway station access and footbridge.
- Pyle INM-PY-14 **Cycling/Shared-Use**. Improved route between Pyle commercial centre and Pyle railway station.
- Pyle INM-PY-15 **Cycling/Shared-Use** Improvement to link between Pyle commercial centre and Afon y Felin Primary School inc. some off-road provision where appropriate.
- Pyle INM-PY-16 **Cycling/Shared-Use..** Improvement to alternative route from Village Farm industrial estate to Pyle railway station including new footbridge suitable for shared use.
- Pyle INM-PY-17 **Cycling/Shared-Use**. Enhanced connection from North Cornelly commercial centre to Village Farm Ind. Estate and Cynffig Comp.
- Pyle INM-PY-18 **Cycling/Shared-Use**. New off-road active travel route between Pyle and Bridgend via Laleston.
- Pyle INM-PY-19 **Walking**. Enhanced crossing point, type to be confirmed but could include central refuge.
- Pyle INM-PY-20 **Walking**. New crossing point, potentially with plateau.

Interim Desktop Active Travel Audit

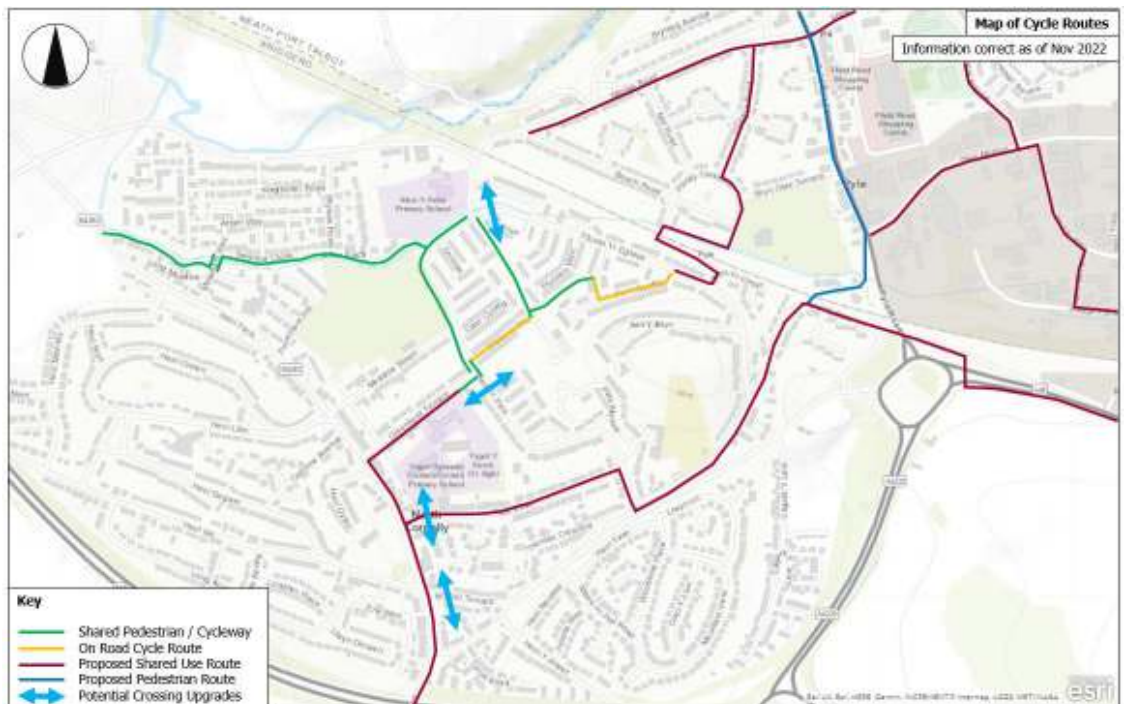
5.8 A desktop review has been undertaken of further potential active travel improvements which could be provided in the local area to further enhance connectivity and encourage non-car trips. A plan is provided at **Figure 5.6** and **Figure 5.7** that shows existing and proposed crossings / active travel links, as well as identifying where potential proposed improvements / upgrades could be made by BCBC which are as follows (some of these may have also been recently delivered):

- 1. Marlas Road / Ffordd Yr Eglwys – Upgrade from dropped kerb / tactile paving to Zebra crossing.
- 2. Heol-y-Parc – Upgrade from dropped kerb / tactile paving to Zebra – subject to Road Safety Audit recommendations.
- 3. School Terrace – Upgrade / relocate refuge island crossing type.
- 4. Hall Drive – New crossing – subject to Road Safety Audit recommendations.

Figure 5.6 Existing Crossings and Potential Improvements / Upgrades



Figure 5.7 Existing / Proposed Active Travel Connections



5.9 On the basis of the proposals, it is considered that BCBC (Active Travel Team) would be best placed to consult with the schools to design / deliver the necessary active travel improvements as part of the Integrated Network Map updates and apply through the Welsh Government Active Travel Fund / other funding avenues / sources.

School Crossing Patrols (SCP's)

- 5.10 There are SCP's within Bridgend and from consultation with the Road Safety Team, it is understood that they can assist with regards to the crossing of pupils at key locations surrounding schools.

6 DEVELOPMENT PROPOSALS

Proposal Overview

6.1 In summary, the development proposals are as follows:

- Welsh Medium - Ysgol y Ferch o'r Sger (Corneli site) - 480 pupils (includes 60 place nursery) with a gross internal floor area of 2,500sqm. The existing school accommodates up to circa 200 pupils, with a circa 220 pupil uplift (excluding the nursery).
- English Medium (Marlas site) - 500 pupils (includes 60 place nursery and 15 place ALN with a gross internal floor area of 2,675sqm. This site will include the existing Afon Y Felin (152 pupils) and Corneli Schools (275 pupils), total of circa 427 pupils, that will be relocated, as well as the nursery and ALN pupils. There will be an uplift of circa 13 pupils (excluding the nurseries).
- There are no material changes to the Nurseries, with the Marlas site currently theoretically already accommodating up to circa 70 children (Corneli and Afon y Felin) and the Corneli site accommodating up to circa 40 children (Ysgol y Ferch o'r Sger).
- Both schools currently provide for ALN pupils and will continue to do so, with pupils able to be dropped-off within the sites, close to the entrance points.

6.2 Application Plans are provided in **Appendix A** for both sites.

6.3 **Table 6.1** provides a summary of the existing and proposed pupil numbers.

| Table 6.1 – Net Change in Pupil Numbers (Excluding Nursery) | | | |
|--|--------------------------|--------------------------|---|
| | Existing Capacity | Proposed Capacity | Total Estimated Change over Existing |
| Corneli (Ysgol y Ferch) | 200 | 420 | +220 |
| Marlas (Corneli and Afon) | 427 | 440 | +13 |
| Combined | 577 | 982 | +233 |

Pick-up and Drop-off Facilities

6.4 Although not included within Policy, BCBC Highways has indicated (as part of the pre-application response) that no pupil drop-off / pick-up facility would be supported on any school; except for the Welsh school (Corneli site) bus drop-off / pick-up for those qualifying for free learner travel.

6.5 The proposals have taken this into consideration, with no drop-off / pick-up facilities provided, expect for the Corneli bus drop-off / pick-up.

- 6.6 Due to this requirement, all pupil vehicle activity associated with pick-up, and drop-off will occur on-street (on the roads surrounding the sites) and on this basis, the proposals have been designed to maximise permeability by active travel so as to promote the reduction in car use and the potential effects on on-street parking.

Vehicle Access

Marlas Site

- 6.7 Vehicle access to the Marlas site will be provided from Heol-y-Parc, with no egress to / from Gibbons Way. Access and visibility splay drawings are provided in **Appendix E**.
- 6.8 Discussions with the Road Safety Team indicated no objections in principle to this access, with a Stage 1 Road Safety Audit being conducted in mid-October 2023.

Corneli Site

- 6.9 Vehicle access to the Corneli site will be provided from Greenfield Terrace and Hall Drive. Access and visibility splay drawings are provided in **Appendix E**.
- 6.10 Discussions with the Road Safety Team indicated no objections in principle to this access, with a Stage 1 Road Safety Audit being conducted in mid-October 2023.

Road Safety Audits

- 6.11 Stage 1 Road Safety Audits are being undertaken on the 11th / 12th October. An initial meeting was held with BCBC Road Safety Team on the 28th of September.
- 6.12 The proposals were agreed in principle albeit we will liaise / communicate with the Road Safety Team once the audits have been completed and the suggestions / recommendations are understood.
- 6.13 At the meeting, it was discussed that the Council may need to incorporate additional crossing points at the main entrances although this will be discussed further once the audits are returned.

Active Travel Access

Marlas Site

- 6.14 Active travel has been considered in terms of the proposals in the following ways:
- Main pedestrian access from Heol-y-Parc with secondary access from the north-east corner of Gibbons Way.

- Separate Key Stage 2 access from Plas Morlais.
- Cycle parking / stands provided.

6.15 Refer to the site plan at **Appendix A** and access / circulation plan provided at **Appendix F**.

Corneli Site

6.16 Active travel has been considered in terms of the proposals in the following ways:

- Main pedestrian entrance off Hall Drive with a secondary pedestrian access provided off Greenfield Terrace.
- Separate pedestrian access provided for the Children’s centre off Greenfield Terrace.
- Cycle parking / stands provided.

6.17 Refer to the site plan at **Appendix A** and the access / circulation plan provided at **Appendix F**.

Car Parking

Staff Parking

6.18 Car parking will be provided for staff in accordance with the Councils maximum standard for Zone 2 – 4 which allows a maximum of 1 space per teaching staff member and 3 visitor spaces.

6.19 In accordance with Welsh Government guidance electric vehicle charging is provided for both sites at a rate of 10% active charging, with passive provision also included.

Marlas Site

6.20 This site will provide a total of 38 spaces which is made up of 33 standard spaces, 3 visitor spaces and 2 blue badge spaces.

6.21 Based on a total of 45 full-time teaching staff, this is considered both a reasonable and appropriate level. In addition to the full-time staff there are expected to be in the region of 32 ancillary members of staff that are part time.

6.22 3 drop-off bays will also be provided for the ALN pupils.

Corneli Site

6.23 This site will provide a total of 48 spaces which is made up of 39 standard spaces, 7 visitor spaces and 2 blue badge spaces.

- 6.24 Based on a total of 45 full-time teaching staff and 29 ancillary members of staff that are part time, this is considered appropriate.
- 6.25 A total of 20 spaces will be retained for the Children’s Centre including 2 blue badge spaces.
- 6.26 3 drop-off bays will also be provided for the ALN pupils.

Visitor Parking

- 6.27 Marked visitor bays will be provided within the quantum of the proposed parking provision, and where possible will be located within 50m of building entrance points.

Disabled / Blue Badge Parking

- 6.28 This will be provided at a rate of 5% in accordance with the Council’s standards.

Electric Vehicle Charging Provision

- 6.29 In both car parks, electric vehicle charging will be provided at a rate of 10% active and 90% passive provision, where more active charging points can be included if / when necessary.

Cycle Parking

- 6.30 Cycle parking will be provided for both staff and pupils albeit it is considered that given the age of the children scooter parking may be more in demand. In terms of staff parking, the following will be provided at each school:
- 2 spaces per 5 staff in a lockable and secure store;
 - Cycle / scooter parking for children at a rate of 2 space per 100 children; and,
 - Changing facilities available for staff along with the provision of lockers.

Deliveries, Refuse Collection

Marlas Site

- 6.31 Deliveries and refuse collection will occur on-site. Vehicle tracking is provided in **Appendix E**.

Corneli Site

- 6.32 Deliveries and refuse collection will occur on-site. Vehicle tracking is provided in **Appendix E**.

Emergency Service Access

- 6.33 Emergency service vehicles will be provided with relevant access requirements.

Indicative Highway Works

- 6.34 Off-site highway works drawings are shown in **Appendix E**.
- 6.35 Further details will be provided as part of the S278 / Detailed Design stages, which will include the need for any on-street parking management proposals / orders.

Stopping-up Orders and Public Highway Dedication

Stopping-Up Orders and Highway Dedication

- 6.36 Stopping-up orders are required to deliver the proposals on both sites.
- 6.37 Indicative plans showing areas that require stopping up / dedication for both sites are shown in **Appendix G**.

Off-Site Connectivity Improvement Works

- 6.38 Potential areas for improvement are shown in **Appendix A**.

7 MULTI-MODAL TRIP GENERATION AND TRIP IMPACT OVERVIEW

7.1 **Table 7.1** sets out the potential number of additional multi-modal trips expected, if full capacities were reached at each school.

7.2 It is pertinent to note that at this stage the catchment area of the Corneli site is not yet confirmed and, on this basis, if there is a more localised catchment then this would further increase trips by active travel.

| School Pupils | Approximate Distance to Each School | | | | |
|---------------|-------------------------------------|------------|----------------|-------------|------------|
| | 0-400m | 400-800m | 800m to 1 mile | 1 – 2 miles | 2+ miles |
| Corneli | +23 | +34 | +74 | +29 | +61 |
| Marlas | +3 | +5 | +4 | +1 | 0 |
| Total | +26 | +39 | +78 | +30 | +61 |

7.3 As shown above, there could be the potential for circa 234 additional total person trips, as also set out in **Table 6.1**.

7.4 With no material changes expected to the Marlas site / Afon y Felin / Corneli schools; the trip generation exercise has been undertaken for the additional pupils in the Welsh school (Corneli site), with the following taken into consideration from the NTS England 2022 Table NTS0614a (as no data is available for Wales since 2013-14) as shown in **Table 7.2**. It is pertinent to note that this does not account for the additional learner travel provision (i.e., bus provision) as provided for in Wales (qualifying distance of 2+ miles for Primary school children).

| Method of Travel | Primary / Infant School Ages 5-10 | | | |
|------------------|-----------------------------------|--------------------|--------------------|------------------|
| | <u>0 - 1 mile</u> | <u>1 - 2 miles</u> | <u>2 - 5 miles</u> | <u>5 miles +</u> |
| Walk | 86% | 18% | 0% | 0% |
| Bicycle | 1% | 2% | 0% | 0% |
| Car / van | 12% | 78% | 77% | 72% |
| Bus | 1% | 3% | 22% | 14% |
| Other transport | 0% | 0% | 1% | 14% |

7.5 On the basis of the above, the following has been projected:

- 80% of additional trips within 0m-400m would in the future be undertaken by foot = +18 trips by foot;
- 60% of additional trips within 400m-800m would in the future be undertaken by foot = +21 trips by foot;
- 60% of additional trips between 800m-1 mile would in the future be undertaken by foot = +45 trips by foot;
- 20% of additional trips between 1 to 2 miles would in the future be undertaken by foot = +6 trips by foot; and,
- All trips outside of 2 miles would be undertaken by school bus = +61 trips by school bus.

Multi-Modal Trip Generation

7.6 A multi-modal trip generation for the additional trips is shown in **Table 7.3** below based on 90 additional trips by foot (based on the assessment above) and 61 additional children living outside the 2+ mile radius therefore qualifying for free learner travel, which is also set above:

| Modal of Travel | Percentage | Additional Trips Estimation |
|------------------------|-------------------|------------------------------------|
| Car | 21% | <i>+45 trips</i> |
| Car Share | 2% | <i>+3 trips</i> |
| Walk | 41% | <i>+90 trips</i> |
| Cycle / Scoot | 8% | <i>+18 trips</i> |
| School Bus | 28% | <i>+61 trips</i> |
| Public Bus | 0% | <i>+0 trips</i> |
| Other | 0% | <i>+3 trips</i> |
| TOTAL | 100% | <i>+220 trips</i> |

Vehicle Trip Impact

7.7 The following can be concluded with regards to vehicle trip impact with the above considered to provide a worst-case assessment:

- The above does not account for the implementation of a Travel Plan at both schools;
- The above does not account for before and after schools clubs, where trips would not all occur during the same 1-hour period;

- There will be staggered start and finish times to spread the drop-off / pick-up periods out as much as possible.
- There are multiple access points on each school.

Marlas Site Local Plan Allocation (PLA3 18) Potential Trip Generation

7.8 As previously mentioned, the Marlas site (Land at Gibbons Way) is also allocated within the Local Development Plan, as per **Figure 7.1** below.

Figure 7.1 Land at Gibbons Way Allocation



7.9 Based on the above allocation, it is considered that the proposals would not generate any material differences in trips in the immediate area than that associated with the above, with the potential to provide a net benefit when considered against a development that could provide 45 residential units, employment uses and a health and well-being facility.

Parking Impact

7.10 Based on the above, the following can be concluded with regards to potential parking impact:

- Staff parking will be provided for on-site, in accordance with the maximum standards set out by BCBC.
- Given the layouts of the schools and the number of available access routes by walking / cycling, any on-street parking impact associated with pick-up / drop-off will be spread over a wider area and not concentrated.
- Considering before and after school clubs will be provided and there will be staggered start and finish times it is expected that any additional on-street parking demand can be met on-street on roads surrounding the numerous entrance points.
- There will be no material changes for the existing Afon y Felin and Corneli sites, with these schools already established with no material changes to pupil numbers.

- All schools will also implement Travel Plans to further support the shift to active travel / non-car modes of transport.

7.11 If necessary, additional areas of on-street parking management can be discussed / agreed with the Council.

Junction Capacity Assessments

7.12 As part of the pre-application feedback, BCBC highways advised that junction modelling should be undertaken at the following junctions:

- Greenfield Terrace / Heol y Parc; and,
- Hall Drive / Heol Fach.

7.13 Given the level of potential vehicular increases, the number of pedestrian access points (i.e., permeability by foot / bicycle) the use of before and after school clubs, staggered start and finish times, as well as the difficulty in predicting where parents could park to drop-off and pick-up (as well as onward journeys), TTP does not consider that junction modelling is reasonable / appropriate to undertake, particularly with the schools implementing Travel Plans with the focus being on sustainable and active modes of transport.

8 DRAFT TRANSPORT IMPLEMENTATION STRATEGY

8.1 It is recognised that schools, although part of the local community, can cause congestion, particularly at the start and end of the school day associated with drop-off and pick-up activity.

8.2 To address and manage the impacts associated with the proposed development, this section presents an overview / summary of the key transport proposals and the overarching Draft Transport Implementation Strategy at the schools to encourage sustainable travel, to address issues associated with car use and to reduce the potential effects of on-street / overspill parking at all times of the day.

20mph Zones

8.3 20mph speed limits are now introduced on local roads to the benefit of road safety and in particular this application for schools.

Vehicle Access and Visibility Splays

8.4 Access and visibility splay drawings are provided in **Appendix E**.

Corneli Site Bus Routeing / Tracking

8.5 Vehicle tracking is provided in **Appendix E**.

Indicative Highway Works

8.6 Indicative highway works drawings are shown in **Appendix E**.

8.7 Further details will be provided as part of the S278 / Detailed Design stages, which will include the need for any on-street parking management proposals / orders.

Stopping-Up Orders and Highway Dedication Plans

8.8 Stopping-up orders are required to deliver both schemes. As a result of the proposals there will also be land to be dedicated as highway. These areas are shown in **Appendix G**.

Off-Site Connectivity Improvement Works

8.9 Potential areas for improvement are shown on the site plan in **Appendix A**.

Pick-up / Drop-off Facilities

8.10 No on-site drop-off / pick-up areas (except for the re-provided Corneli site bus drop-off) will be provided in accordance with the advice received from BCBC Highways department.

- 8.11 Although the reasoning for this is not necessarily fully understood with policy suggesting otherwise, the request has been taken on board when developing the proposals.

Road Safety Audits

- 8.12 At the time of the submission these had not been undertaken with these scheduled to take place on the 11th / 12th October during the school peak periods.
- 8.13 After a meeting held on the 28th September 2023 it is understood that there are objections to the proposals in principle.

Car and Cycle Parking

- 8.14 Car and cycle parking is provided in accordance with the relevant maximum and minimum standards for Zone 2 – 4.
- 8.15 Electric vehicle charging, blue badge and visitor parking is provided in both sites. A total of 10% of spaces will be provided with an active charging point, with passive provision also provided that could be converted in the future.

School Travel Plans

- 8.16 Travel Plans will be prepared for both schools, with the following to be set out:
- Travel noticeboards at common / visible areas of each school.
 - Appointment of school-wide Travel Plan Co-ordinator (TPC).
 - Appointment of pupil Travel Champions in each year group at each school.
 - Rolling out of certain measures and initiatives, where possible (such as bike security tagging, walking and cycling challenges, promotion of council initiatives, etc).
 - Surveys / monitoring to be undertaken at Year 1, Year 3 and Year 5.
 - Provide an opportunity for pupil / parent input where appropriate.
 - Provision of a marketing strategy and dissemination of marketing materials to pupils and parents.
 - Links made between sustainable and Active Travel and classroom teaching (i.e., health and wellbeing benefits of Active Travel).

Internal Layout and Design

- 8.17 The internal layouts and design will promote travel by sustainable and active modes of travel, as shown in the scheme proposals at **Appendix A**.

Active Travel / Crossing Infrastructure

- 8.18 TTP has provided postcode map plots to identify concentrations of pupils and we are willing to work with BCBC Active Travel Team and the schools to identify potential improvement opportunities in the local area. We have set out potential crossing improvement locations in **Figure 5.6** and **Figure 5.7**.
- 8.19 Considering there are currently schools in the area it, it is expected that the Council's INM already allows for this and can be updated in the future, as necessary.
- 8.20 The Road Safety Audits will review the access proposals and where necessary, provide commentary on crossing infrastructure to be provided by the Council and included within the Integrated Network Map, where funding can be applied for as necessary to deliver relevant schemes.

Demolition and Construction Management Plan

- 8.21 The contractor will prepare a Demolition and Construction Management Plan prior to commencement of the development setting out how the movement of construction vehicles along with construction activity in general will be managed to minimise the potential effects on the surrounding area.
- 8.22 The document will include details on vehicular routing, frequency and type of vehicles along with control of dust etc. and include contact details for the contractor.

9 SUMMARY AND CONCLUSION

Summary

9.1 WEPCo Limited has appointed TTP Consulting to produce a Transport Assessment to support proposals for the following:

- Welsh Medium - Ysgol y Ferch o'r Sger (Corneli site) - 480 pupils (includes 60 place nursery) with a gross internal floor area of 2,500sqm. The existing school accommodates up to 150 pupils, with a circa 330 pupil uplift.
- English Medium (Marlas site) - 500 pupils (includes 60 place nursery and 15 place ALN with a gross internal floor area of 2,675sqm. This site will include the existing Afon Y Felin (152 pupils) and Corneli Schools (275 pupils) that will be relocated, as well as the nursery and ALN pupils.

9.1 The existing situation can be summarised as follows:

- The existing Corneli site measures approximately 3.2ha and is located on land west of Heol-y-Parc, North Cornelly, Bridgend CF33 4LW which is within the North Corneli settlement boundary. The site is brownfield land and houses the existing Corneli Primary School and Ysgol y Ferch o'r Sger school with associated amenity and multi-use games areas, playing fields, hardstanding and car parking areas. The site is relatively level and open and is bounded by a mix of low-level fencing and a row of mature trees bounds the southeastern boundary.
- The existing Marlas site measures approximately 2ha and is located to the east of Heol y Parc, North Cornelly, Bridgend CF33 4LW which is within the North Corneli settlement boundary. The site is brownfield land and is currently informal open area consisting of grassed areas, hardstanding forming part of the wider housing estate and a Multi-Use Games Area (MUGA). The site was also occupied until recently by a youth centre (Marlas Youth Engagement Centre).
- The sites are both accessible by a variety of modes of transport, supported by access to a local active travel network connecting the sites to the surrounding residential areas, access to a network of crossing points of various types also connecting the sites to the surrounding residential areas, access to local amenities; and, access to public transport facilities. Notwithstanding this, the sites have an approximate AI of 2.90, which is 'poor'.

- In terms of pupil locations, the pupil postcode data suggests that most of all pupils live within 1 mile of the schools (80%+).
- As can be seen, most of the roads surrounding the school sites will be 20mph, which is set to, by definition, significantly improve road safety in the area. This, in turn, is likely to increase / encourage trips by active travel.
- By reference to the INM there are a number of improvements to be delivered by BCBC (subject to funding) over the next circa 15-year period that will encourage trips in the local area by foot and bicycle.

9.2 The proposals, effects of development and the overarching Transport Implementation Strategy can be summarised as follows:

- In total, excluding the nursery provision, there will be an uplift of circa 233 pupils across both school sites, mostly associated with the expansion of the Welsh school on the Corneli site.
- Based on an assessment of potential trip impact, we expect that the proposals could generate an additional demand of circa 45 trips by car, albeit there will be staggered start times and before and after school clubs to consider / factor into this when considering peak hour impacts.
- Active travel and permeability have been at the centre of the design proposals of the schools, with both sites providing a range of access points and connectivity to the wider areas.
- On the basis of the above considering the additional level of vehicle trip generation as well as the proposals that provide a number of walking access points, we do not think that either junction modelling or parking surveys are either necessary and / or appropriate.
- TTP has provided postcode map plots to identify concentrations of pupils and we are willing to work with BCBC Active Travel Team and the schools to identify potential improvement opportunities in the local area. We have set out potential crossing improvement locations in **Figure 5.6** and **Figure 5.7**.
- Access points will be subject to Road Safety Audits with outcomes fed back to the Road Safety Team, including any recommendations on additional crossing points. All vehicle access points are provided with adequate visibility. The Welsh school / Corneli site will continue to provide a bus-drop-off facility with no other on-site / off-street facilities provided.

- Car and cycle parking are to be provided in accordance with the relevant maximum and minimum standards. Electric vehicle charging is provided at a rate of 10% active charging, blue badge parking is provided at a rate of 5%, and visitor parking is also provided in both sites.
- Deliveries, servicing and refuse collection will all take place within the sites.
- Indicative stopping-up / highway dedication plans are provided, and these areas are to be discussed / agreed with the Council.
- Additional areas for BCBC to consider from an improvement perspective and to retain connectivity for existing residents for those links stopped-up are shown in relevant plans.
- Both schools will implement and manage a new School Travel Plan.

Conclusion

9.3 In conclusion, the proposals comply with policy at all levels and the Transport Assessment indicates that there are no transport or highways reasons to refuse the application.

Appendix A

(Proposed Layout Plan)



Note
 1. Do not scale from this drawing
 2. To be read in conjunction with Project Risk Register REF: XXX
 3. To be read in conjunction with all other Landscape Architects drawings

KEY



| ID | RISK | MITIGATION | DATE MITIGATED |
|-------------------------------|------|------------|----------------|
| RESIDUAL PROJECT RISKS | | | |

| DATE | REV | DESCRIPTION OF REVISION | DRAWN BY | APPROVED BY |
|------------|-----|-------------------------|----------|-------------|
| 26/09/2023 | P01 | Issued for PAC | KP | LS |

REVISIONS

STATUS
S3 - FOR PLANNING

ares
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CLIENT:
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PROJECT TITLE:
Bridgend Primary Schools - Corneli Site

DRAWING TITLE:
Landscape Illustrative Masterplan

DRAWING SCALE: 1:500
 PAPER SIZE: A1

DRAWN BY: KP
 APPROVED BY: LS

DRAWN DATE: 25/07/2022
 ALA PROJECT CODE: ALA735

DRAWING NUMBER: **BR0201-ALA-00-ZZ-DR-L-20001** STATUS: **S3** REVISION: **P01**



Note
 1. Do not scale from this drawing
 2. To be read in conjunction with Project Risk Register REF: XXX
 3. To be read in conjunction with all other Landscape Architects drawings

KEY

| ID | RISK | MITIGATION | DATE MITIGATED |
|-------------------------------|------|------------|----------------|
| RESIDUAL PROJECT RISKS | | | |

| DATE | REV | DESCRIPTION OF REVISION | DRAWN BY | APPROVED BY |
|------------|-----|-------------------------|----------|-------------|
| 28/09/2023 | P01 | Issued for PAC | EM | LS |

REVISIONS

STATUS
S2 - FOR PLANNING

ares
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PROJECT TITLE:
Bridgend Primary Schools - Marlas Site

DRAWING TITLE:
Landscape Illustrative Masterplan

| | | |
|----------------|--------------|-------------------|
| DRAWING SCALE: | DRAWN BY: | DRAWN DATE: |
| 1:500 | MM | 31/05/2022 |
| PAPER SIZE: | APPROVED BY: | ALA PROJECT CODE: |
| A1 | LS | ALA735 |

DRAWING NUMBER: **BR0301-ALA-00-ZZ-DR-L-20001 S2** STATUS: **S2** REVISION: **P01**



Appendix B

(Accident Data Sheets)



Validated Data

Crash Date: Tuesday, December 12, 2017 **Time of Crash:** 2:47:00 PM **Crash Reference:** 2017621701649

| | | | | | |
|--------------------------------------|--|---------------------|-------|------------------------------|---------------|
| Highest Injury Severity: | Serious | Road Number: | B4283 | Number of Casualties: | 1 |
| Highway Authority: | Bridgend | | | Number of Vehicles: | 1 |
| Local Authority: | Bridgend County Borough | | | OS Grid Reference: | 281804 181569 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Not at or within 20 metres of junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Not Applicable | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|---|-------------|---------------|-----------------|--|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1 | Van or goods vehicle 3.5 tonnes mgw and under | 3 | Male | 36 - 45 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Journey as part of work | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------|---------------------|
| 1 | 1 | Serious | Pedestrian | Female | 56 - 65 | In carriageway, not crossing | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Monday, June 08, 2020 **Time of Crash:** 10:55:00 AM **Crash Reference:** 2020622000569

| | | | | | |
|--------------------------------------|--|---------------------|-------|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | A4229 | Number of Casualties: | 2 |
| Highway Authority: | Bridgend | | | Number of Vehicles: | 2 |
| Local Authority: | Bridgend County Borough | | | OS Grid Reference: | 282838 181689 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 40 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | Dislodged vehicle load in carriageway | | | | |
| Junction Detail: | Roundabout | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Give way or uncontrolled | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|---|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 10 | Female | 46 - 55 | Vehicle proceeding normally along the carriageway, on a right hand bend | Front | Unknown | None | None |
| 2 | Car (excluding private hire) | 5 | Male | 36 - 45 | Vehicle is in the act of turning left | Offside | Unknown | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 2 | 2 | Slight | Driver or rider | Male | 36 - 45 | Unknown or other | Unknown or other |
| 2 | 3 | Slight | Vehicle or pillion passenger | Female | 6 - 10 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Friday, July 31, 2020 **Time of Crash:** 2:26:00 PM **Crash Reference:** 2020622000682

| | | | | | |
|--------------------------------------|--|---------------------|-------|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | B4283 | Number of Casualties: | 1 |
| Highway Authority: | Bridgend | | | Number of Vehicles: | 1 |
| Local Authority: | Bridgend County Borough | | | OS Grid Reference: | 281822 181544 |
| Weather Description: | Raining without high winds | | | | |
| Road Surface Description: | Wet or Damp | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Other junction | | | | |
| Junction Pedestrian Crossing: | Pedestrian phase at traffic signal junction | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Auto traffic signal | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 3 | Female | 21 - 25 | Vehicle proceeding normally along the carriageway, not on a bend | Nearside | Unknown | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|----------------|--------|----------|--|---------------------------------|
| 1 | 1 | Slight | Pedestrian | Male | 6 - 10 | In carriageway, crossing on pedestrian crossing facility | Crossing from driver's nearside |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Monday, July 26, 2021 **Time of Crash:** 2:42:00 PM **Crash Reference:** 2021622100564

| | | | | | |
|--------------------------------------|--|---------------------|-------|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | B4283 | Number of Casualties: | 1 |
| Highway Authority: | Bridgend | | | Number of Vehicles: | 1 |
| Local Authority: | Bridgend County Borough | | | OS Grid Reference: | 281799 181576 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Not at or within 20 metres of junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Not Applicable | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|---|-------------|---------------|-----------------|----------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1 | Van or goods vehicle 3.5 tonnes mgw and under | 8 | Male | 26 - 35 | Vehicle is reversing | Back | Journey as part of work | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------------|--------------------------------|
| 1 | 1 | Slight | Pedestrian | Female | 56 - 65 | In carriageway, crossing elsewhere | Crossing from driver's offside |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Wednesday, September 08, 2021 **Time of Crash:** 4:33:00 PM **Crash Reference:** 2021622100841

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 1

Highway Authority: Bridgend **Number of Vehicles:** 1

Local Authority: Bridgend County Borough **OS Grid Reference:** 281871 181863

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 4 | Female | Over 75 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Unknown | None | None |

Casualties

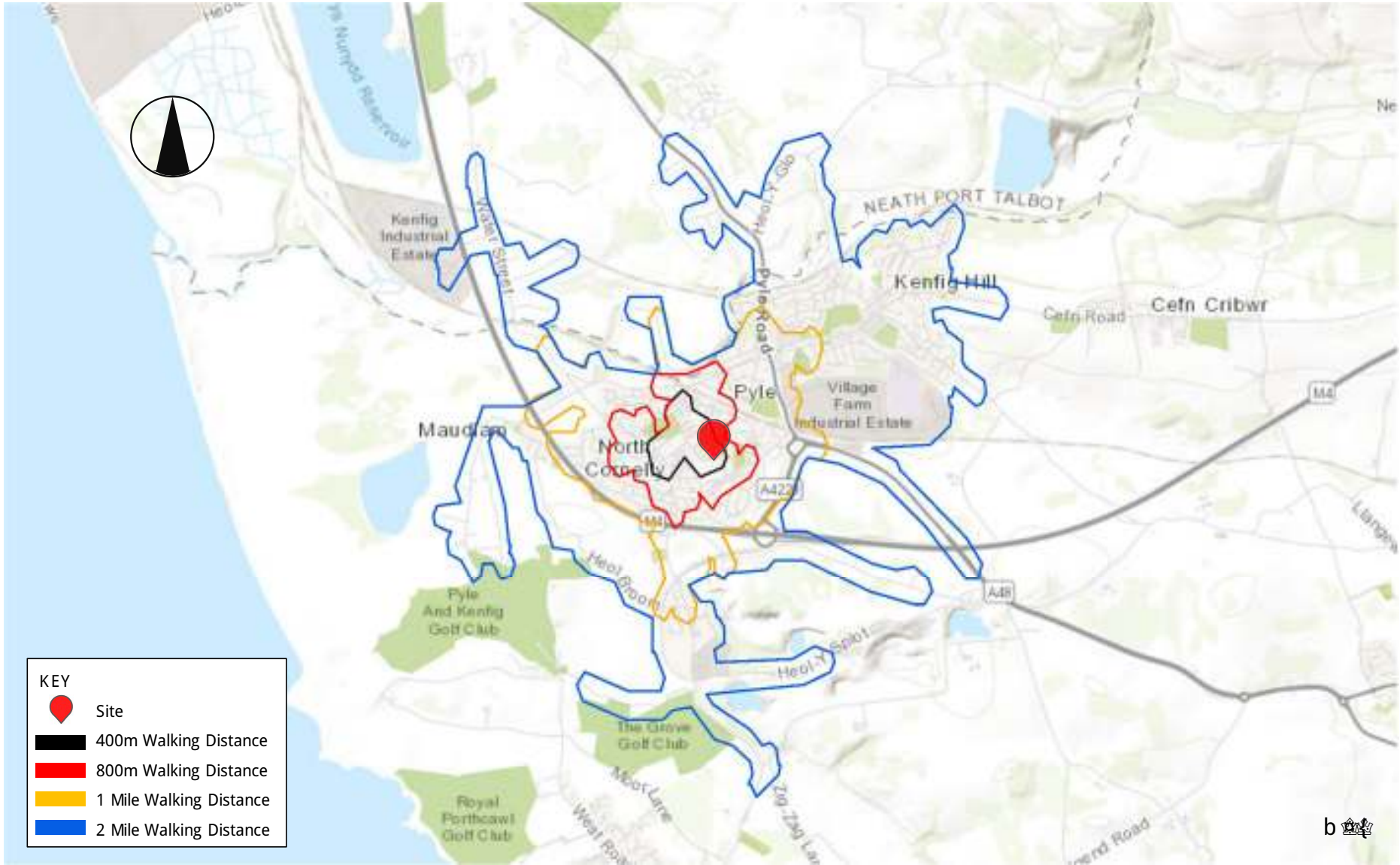
| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------------|---------------------------------|
| 1 | 1 | Slight | Pedestrian | Male | 6 - 10 | In carriageway, crossing elsewhere | Crossing from driver's nearside |

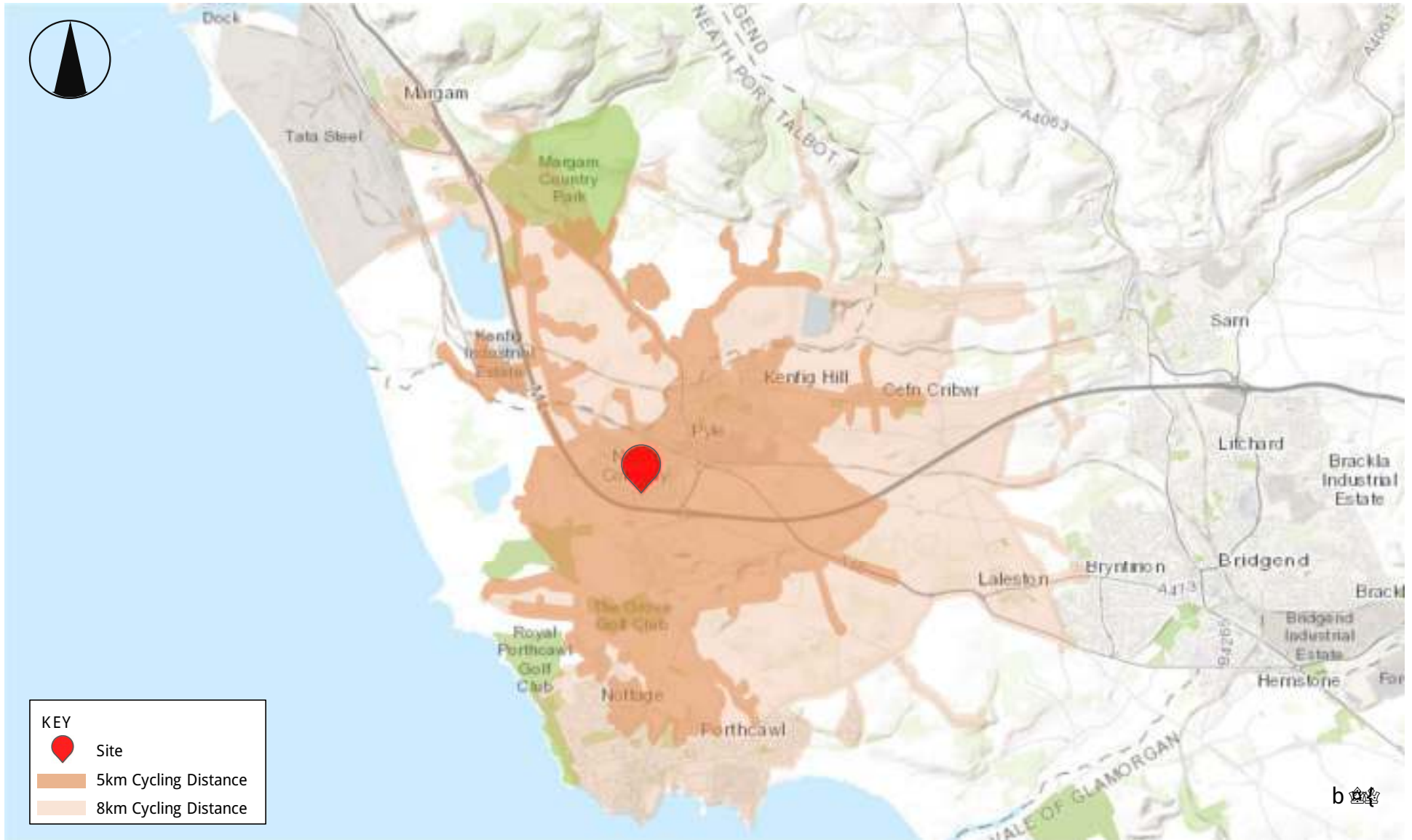
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix C

(Walking and Cycling Isochrones)





Appendix D

(INM Map Pyle - BCBC)



Chwefror/February 2018

Deddf Teithio Llesol (Cymru) 2013
Active Travel (Wales) Act 2013

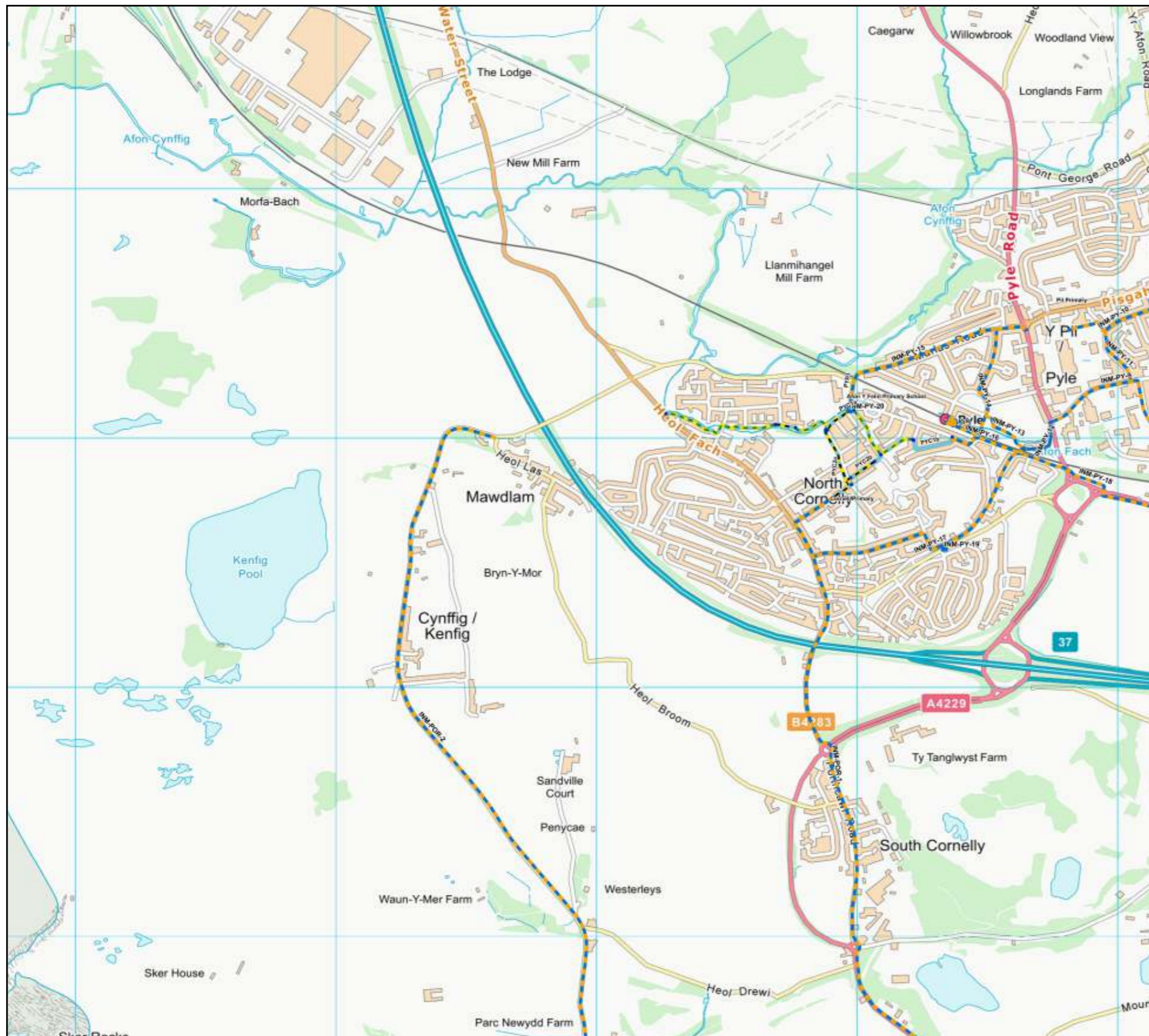
Fap Rhwydwaith Integredig **Integrated Network Map**



Map Rhwydwaith Integredig/Integrated Network Map 9

Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.

Bridgend County Borough Council
Civic Offices
Angel Street
Bridgend, CF31 4WB



Legend / Eglurhad

Active Travel Routes / Llwybrau Teithio Llesol

- Undefined path design / Dyluniad llwybr heb ei ddiffinio
- Footpath (away from road) / Llwybr troed (i ffwrdd o'r ffordd)
- Footway (alongside road) / Troedffordd (ochr yn ochr â ffordd)
- Cycle track (away from road) / Trac beicio (i ffwrdd o'r ffordd)
- Cycle track (alongside road) / Trac beicio (ochr yn ochr â ffordd)
- Shared use foot/cycle path (away from road) / Llwybr cerdded/beicio a rennir (i ffwrdd o'r ffordd)
- Shared use foot/cycle path (alongside road) / Llwybr cerdded/beicio a rennir (ochr yn ochr â ffordd)
- Segregated foot/cycle path (away from road) / Llwybr cerdded/beicio wedi'i wahanu (i ffwrdd o'r ffordd)
- Segregated foot/cycle path (alongside road) / Llwybr cerdded/beicio wedi'i wahanu (ochr yn ochr â ffordd)
- Cycle route (on road, not segregated) / Lôn feicio (ar y ffordd, heb ei gwahanu)
- Cycle lane (on road, segregated) / Lôn feicio (ar y ffordd, wedi'i gwahanu)
- Pedestrian zone / Ardal cerdded
- Pedestrian and cycle zone / Ardal cerdded a beicio
- Road without footway / Ffordd heb droedffordd

Line end points / Pwyntiau diwedd llinell

Integrated Network Walking

Integrated Network Cycling

Integrated Network Shared Use

Landmarks / Tirnodau

Bus Station / Gorsaf Fysus

Hospital / Ysbyty

Railway Station / Gorsaf Reilffordd

Schools / Ysgolion

Labels / Labeli

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Er bod Llywodraeth Cymru wedi gwneud pob ymdrech i sicrhau bod y wybodaeth ar y wefan hon yn gywir ac yn gyfredol, mae Llywodraeth Cymru yn cymryd unrhyw gyfrifoldeb am unrhyw wybodaeth anghywir. Lluniwyd y data o hawliau tramwy cyhoeddus, RhTI yr AO, Llwybrau Trefol RhTI yr AO a data sy'n deillio o ffotograffau o'r awyr wedi'i ategu gan arolwg maes. Yn y map ar-lein yn darparu canllaw yn unig ac nid yw cofnod cyfreithiol.



Map Rhwydwaith Integredig/Integrated Network Map 10

Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.

Bridgend County Borough Council
Civic Offices
Angel Street
Bridgend, CF31 4WB



Legend / Eglurhad

Active Travel Routes / Llwybrau Teithio Llesol

- Undefined path design / Dyluniad llwybr heb ei ddiffinio
- Footpath (away from road) / Llwybr troed (i ffwrdd o'r ffordd)
- Footway (alongside road) / Troedffordd (ochr yn ochr â ffordd)
- Cycle track (away from road) / Trac beicio (i ffwrdd o'r ffordd)
- Cycle track (alongside road) / Trac beicio (ochr yn ochr â ffordd)
- Shared use foot/cycle path (away from road) / Llwybr cerdded/beicio a rennir (i ffwrdd o'r ffordd)
- Shared use foot/cycle path (alongside road) / Llwybr cerdded/beicio a rennir (ochr yn ochr â ffordd)
- Segregated foot/cycle path (away from road) / Llwybr cerdded/beicio wedi'i wahanu (i ffwrdd o'r ffordd)
- Segregated foot/cycle path (alongside road) / Llwybr cerdded/beicio wedi'i wahanu (ochr yn ochr â ffordd)
- Cycle route (on road, not segregated) / Lôn feicio (ar y ffordd, heb ei gwahanu)
- Cycle lane (on road, segregated) / Lôn feicio (ar y ffordd, wedi'i gwahanu)
- Pedestrian zone / Ardal cerdded
- Pedestrian and cycle zone / Ardal cerdded a beicio
- Road without footway / Ffordd heb droedffordd

Line end points / Pwyntiau diwedd llinell

Integrated Network Walking



Integrated Network Cycling



Integrated Network Shared Use



Landmarks / Tirnodau

Bus Station / Gorsaf Fysus

Hospital / Ysbyty

Railway Station / Gorsaf Reilffordd

Schools / Ysgolion

Labels / Labeli

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Er bod Llywodraeth Cymru wedi gwneud pob ymdrech i sicrhau bod y wybodaeth ar y wefan hon yn gywir ac yn gyfredol, mae Llywodraeth Cymru yn cymryd unrhyw gyfrifoldeb am unrhyw wybodaeth anghywir. Lluniwyd y data o hawliau tramwy cyhoeddus, RhTI yr AO, Llwybrau Trefol RhTI yr AO a data sy'n deillio o ffotograffau o'r awyr wedi'i ategu gan arolwg maes. Yn y map ar-lein yn darparu canllaw yn unig ac nid yw cofnod cyfreithiol.



Integrated Network Map – Supporting Information

The following information supplements the Council's Integrated Network Maps (INMs), and includes the scheme descriptions and timescales associated with each of the proposals contained within the Council's INM. In addition, the tables below also include details of the new Existing Routes which have been added to the Existing Routes Map following the consultation process for the INM. The schemes contained within the following tables have been sorted in alphabetical order by settlement, and then numerically by the proposal reference number.

This document is also supported by a separate consultation report which sets out the engagement methods used, outlines the responses that were received and confirms any changes made as a result of representations received during the consultation.

The proposals shown on the maps have been developed with the following aims in mind:

1. Improved access to key services and facilities including town centres, employment sites, retail areas and transport hubs;
2. Improved access to education facilities such as schools and colleges;
3. Improvements to, and expansion of, the existing strategic cycle network in the county borough.

The routes and proposals shown on the Active Travel Integrated Network Maps are indicative alignments that may be subject to change as routes are further developed. The development and delivery of the proposals shown on the INM will be dependent upon the availability of funding.

INTEGRATED NETWORK MAP – PROPOSAL DESCRIPTIONS

| Settlement | Proposal Reference | Map No. | Type | Proposal Description | Priority |
|------------|--------------------|---------|--------------------|---|----------|
| Bettws | INM-BE-1 | 7 | Walking | Dropped kerbs and re-surfacing where appropriate on Betws Road | Medium |
| Bettws | INM-BE-2 | 7 | Cycling/Shared-Use | New shared-use connection from Bettws commercial centre to Bryngarw Country Park | Long |
| Bridgend | INM-BR-1 | 8 | Cycling/Shared-Use | New off-road shared-use path along disused railway line from Bryngarw Country Park to NCN 4 | Long |
| Bridgend | INM-BR-2 | 8 | Cycling/Shared-Use | Improved access from Brynmenyn Industrial Estate to Coleg Cymunedol y Dderwen | Medium |
| Bridgend | INM-BR-3 | 8 | Walking | New section of footway on A4065 near level crossing | Medium |
| Bridgend | INM-BR-4 | 8 | Cycling/Shared-Use | Direct connection from Coleg Cymunedol y Dderwen to Brynmenyn Industrial Estate using disused railway line | Long |
| Bridgend | INM-BR-5 | 8 | Cycling/Shared-Use | Enhance surface, and lighting if required to Brynmenyn Industrial Estate | Medium |
| Bridgend | INM-BR-6 | 8 | Cycling/Shared-Use | New section of footway/shared-use path to Tondu Railway Station | Short |
| Bridgend | INM-BR-7 | 8 | Walking | New crossing for pedestrians/cyclists at junction of A4063 and A4065 | Medium |
| Bridgend | INM-BR-8 | 8 | Cycling/Shared-Use | New part-traffic free link to Coleg Cymunedol y Dderwen | Medium |
| Bridgend | INM-BR-9 | 8 | Cycling/Shared-Use | New shared-use off-road route from Brynmenyn Industrial Estate to Bridgend Designer Outlet | Medium |
| Bridgend | INM-BR-10 | 8 | Cycling/Shared-Use | Long term proposal to connect Bryncethin with Pencoed via Heol-y-Cyw | Long |
| Bridgend | INM-BR-11 | 8 | Walking | Resurfaced route with new drainage leading to Tondu Primary | Medium |
| Bridgend | INM-BR-12 | 8 | Cycling/Shared-Use | Improved link from Aberkenfig commercial centre to Coleg Cymunedol y Dderwen | Short |
| Bridgend | INM-BR-13 | 8 | Walking | New section of footway/shared-use on B4281/A4063 from Bridgend Road to Sarn Railway Station | Medium |
| Bridgend | INM-BR-14 | 11 | Cycling/Shared-Use | Improved provision for cyclists between Bridgend and Tondu, inc. new section of footway/shared-use path to Sarn Railway Station | Short |
| Bridgend | INM-BR-15 | 11 | Walking | New footway and resurfaced existing section where necessary from NCN 885 to Bridgend Designer Outlet | Long |
| Bridgend | INM-BR-16 | 11 | Cycling/Shared-Use | Improvements to an existing connection between Bridgend Designer Outlet and Sarn | Medium |
| Bridgend | INM-BR-17 | 11 | Walking | New sections of footway to connect various destinations within Bridgend Designer Outlet | Medium |
| Bridgend | INM-BR-18 | 11 | Cycling/Shared-Use | Improved connection between Bridgend town centre and Bridgend Designer Outlet along Coity Road | Medium |
| Bridgend | INM-BR-19 | 11 | Walking | New section of footway/shared-use route from Bryntirion Comprehensive to Penyfai | Long |
| Bridgend | INM-BR-20 | 11 | Cycling/Shared-Use | Improved connection between Bridgend town centre and Penyfai | Medium |
| Bridgend | INM-BR-21 | 11 | Walking | Widen and resurface route from Wildmill to Litchard Primary | Medium |
| Bridgend | INM-BR-22 | 11/14 | Cycling/Shared-Use | Improved link between Wildmill/Litchard and Bridgend town centre and bus station | Short |
| Bridgend | INM-BR-23 | 11/14 | Walking | Dropped kerbs along length of Quarella Road | Short |
| Bridgend | INM-BR-24 | 11/15 | Cycling/Shared-Use | New shared-use active travel link between Wildmill railway station and Brackla residential area | Long |
| Bridgend | INM-BR-25 | 11 | Cycling/Shared-Use | Improved link from Wildmill to Litchard/Brackla Industrial Estates | Short |
| Bridgend | INM-BR-26 | 11 | Walking | Widened footway (where possible) and resurface | Short |
| Bridgend | INM-BR-27 | 11/15 | Cycling/Shared-Use | New shared-use off-road route between Bridgend town centre and Bridgend Designer Outlet | Long |
| Bridgend | INM-BR-28 | 15 | Cycling/Shared-Use | Improved active travel link from Princess of Wales Hospital to Brackla via Brackla Industrial Estate | Short |
| Bridgend | INM-BR-29 | 11 | Cycling/Shared-Use | New shared-use off-road link from Brackla Industrial Estate and residential area to Princess of Wales Hospital | Long |
| Bridgend | INM-BR-30 | 11/15 | Cycling/Shared-Use | Improved connection including shared-use provision between Brackla and Coity | Short |
| Bridgend | INM-BR-31 | 15 | Cycling/Shared-Use | Improved link to Brackla commercial centre and Brackla Primary School | Short |
| Bridgend | INM-BR-32 | 15 | Cycling/Shared-Use | Provides an enhanced active travel link from Bridgend to Brackla | Medium |
| Bridgend | INM-BR-33 | 15 | Cycling/Shared-Use | Extend existing off-road shared-use path from Brackla to Coychurch, connecting to link to Bridgend town | Long |
| Bridgend | INM-BR-34 | 15 | Cycling/Shared-Use | New link from Brackla to Bridgend Industrial Estate, including links to proposed Brackla station and P&R site | Long |
| Bridgend | INM-BR-35 | 15 | Walking | New section of footway from Brackla to Coychurch | Long |
| Bridgend | INM-BR-36 | 15 | Cycling/Shared-Use | New shared-use off-road route through Bridgend Industrial Estate | Medium |
| Bridgend | INM-BR-37 | 15 | Cycling/Shared-Use | New shared-use off-road active travel route as part of overall route from Bridgend to Pencoed | Medium |

| Settlement | Proposal Reference | Map No. | Type | Proposal Description | Priority |
|--------------|--------------------|---------|--------------------|---|----------|
| Bridgend | INM-BR-38 | 15 | Cycling/Shared-Use | New shared-use off-road active travel route as part of overall route from Bridgend to Pencoed | Medium |
| Bridgend | INM-BR-39 | 15 | Cycling/Shared-Use | Improved connection between Bridgend commercial centre and Waterton Industrial Estate/Brocastle business park with links to College and retail park | Long |
| Bridgend | INM-BR-40 | 15 | Walking | Widened footways and dropped kerbs, if necessary, along A473 from Ewenny Road/Cowbridge Road jct to Bridgend Retail Park | Short |
| Bridgend | INM-BR-41 | 15 | Cycling/Shared-Use | Improved provision for active travel including potential for new shared-use/footbridge over main railway line | Long |
| Bridgend | INM-BR-42 | 15 | Walking | Widened footways or new pedestrian bridge over railway line on Coychurch Road | Long |
| Bridgend | INM-BR-43 | 15 | Cycling/Shared-Use | Improvements to active travel link from Bridgend to retail park/industrial estate/college avoiding Nolton Street one-way system | Medium |
| Bridgend | INM-BR-44 | 15 | Cycling/Shared-Use | Enhancement to and extension of existing route from Brackla to Bridgend town centre | Medium |
| Bridgend | INM-BR-45 | 15 | Cycling/Shared-Use | Shared-use off-road route along A48 between Broadlands and Bridgend Industrial Estate | Short |
| Bridgend | INM-BR-46 | 15 | Cycling/Shared-Use | Improvement for cyclists between Bridgend town centre and Bridgend technology park | Short |
| Bridgend | INM-BR-47 | 14 | Cycling/Shared-Use | Enhancement to existing active travel link from Bridgend town centre to Brynteg School | Short |
| Bridgend | INM-BR-48 | 14 | Cycling/Shared-Use | Extension to existing active travel link from Broadlands to Brynteg Comprehensive School | Medium |
| Bridgend | INM-BR-49 | 14 | Cycling/Shared-Use | New shared-use off-road route from Broadlands link to Bridgend town centre via Newbridge Fields | Long |
| Bridgend | INM-BR-50 | 14 | Cycling/Shared-Use | Improvement to connection from Maes yr Haul Primary school to existing link to Bridgend town centre | Short |
| Bridgend | INM-BR-51 | 14 | Cycling/Shared-Use | Improvement to on-road route between Broadlands and Bridgend town centre | Short |
| Bridgend | INM-BR-52 | 14 | Cycling/Shared-Use | Enhanced connection between Laleston and Bridgend | Short |
| Bridgend | INM-BR-53 | 14 | Walking | Improved crossing inc. dropped kerbs at junction of West Road and Westfield Avenue | Short |
| Bridgend | INM-BR-54 | 14 | Cycling/Shared-Use | Enhancement of link from Bridgend town centre to Bryntirion Comprehensive School including some off-road provision | Short |
| Bridgend | INM-BR-55 | 14 | Cycling/Shared-Use | New off-road shared-use route from Bryntirion Comprehensive school to Broadlands along Merlin Crescent | Short |
| Bridgend | INM-BR-56 | 14 | Cycling/Shared-Use | Improvement to connection from Cefn Glas commercial centre to Bridgend town centre with some off-road provision | Medium |
| Bridgend | INM-BR-57 | 14 | Cycling/Shared-Use | Improvement to link from existing off-road shared-use route to proposed Merlin Crescent route | Short |
| Bridgend | INM-BR-58 | 14 | Cycling/Shared-Use | Improvement to on-road route between Broadlands and Bridgend town centre | Medium |
| Bridgend | INM-BR-59 | 14 | Walking | New footway/shared-use route along PRoW from Broadlands to Laleston/Trelales Primary | Long |
| Bridgend | INM-BR-60 | 14 | Walking | New section of footway on Rogers Lane to Trelales Primary | Long |
| Bridgend | INM-BR-61 | 11 | Walking | Improved crossing facilities and associated footway works at junction of Bridgend Road/Heol Eglwys, Penyfai | Medium |
| Bridgend | INM-BR-62 | 11 | Walking | Enhanced crossing facilities on all arms of junction for pedestrians at Litchard Cross | Short |
| Bridgend | INM-BR-63 | 14 | Walking | Enhanced crossing at junction of cycle route and Careg LLwyd | Short |
| Bridgend | INM-BR-64 | 14 | Walking | New section of footway along Church Road leading to Bridgend Life Centre | Medium |
| Bridgend | INM-BR-65 | 15 | Walking | New crossing for pedestrians (dropped kerbs) at junctino of Ewenny Road and Grove Road | Short |
| Bridgend | INM-BR-66 | 15 | Walking | Improved pedestrian crossing and widened pavements at junction of Cowbridge Road and Heol Llangrallo | Short |
| Bridgend | INM-BR-67 | 15 | Walking | New section of footway on western side of Coity Road | Medium |
| Bridgend | INM-BR-68 | 14 | Walking | New crossing facilities to access shops inc. dropped kerbs on Llangewydd Road | Short |
| Bridgend | INM-BR-69 | 15 | Cycling/Shared-Use | New off-road shared-use route from Brackla to Bridgend Industrial Estate | Long |
| Bridgend | INM-BR-70 | 11 | Walking | Improved pedestrian route, possible surfacing of PRoW from Parc Derwen to Bridgend Designer Outlet | Long |
| Bridgend | INM-BR-71 | 8/11 | Walking | New section of footway/shared-use route to Sarn services | Long |
| Bridgend | INM-BR-72 | 11 | Walking | Replacement of steps with ramp leading from Coity Road to Litchard Primary | Short |
| Bridgend | INM-BR-73 | 8 | Cycling/Shared-use | New off-road active travel route between Clos Tyn y Coed and Leyshon Way | Long |
| Bridgend | INM-BR-74 | 15 | Cycling/Shared-use | Enhanced route through dropped kerb provision, and re-surfacing/enhanced lighting from Charles Street to Clos-y-Waun | Short |
| Bridgend | INM-BR-75 | 15 | Walking | New section of footway/shared-use path on A48 from Broadlands to Brynteg Comprehensive School | Medium |
| Gilfach Goch | INM-GG-1 | 6 | Walking | Improved footway including dropped kerbs, where required, on Coronation Road | Short |
| Gilfach Goch | INM-GG-2 | 6 | Walking | Improved footway link to Abercerdin Primary School | Short |
| Maesteg | INM-MA-1 | 1 | Cycling/Shared-Use | New off-road link from Caerau to Croeserw. | Long |
| Maesteg | INM-MA-2 | 1 | Walking | Resurface or repair damaged paving leading to Spelter Industrial Estate | Short |

| Settlement | Proposal Reference | Map No. | Type | Proposal Description | Priority |
|-------------|--------------------|---------|--------------------|--|----------|
| Maesteg | INM-MA-3 | 2 | Cycling/Shared-Use | New section of shared-use off-road route along disused railway line providing direct connection from existing route to Maesteg Comprehensive | Long |
| Maesteg | INM-MA-4 | 2 | Cycling/Shared-Use | Enhanced connection from Nantyllyllon to existing off-road shared-use route linking to Caerau | Short |
| Maesteg | INM-MA-5 | 2 | Cycling/Shared-Use | Enhanced connection from Nantyllyllon to existing off-road shared-use route linking to Maesteg town centre | Short |
| Maesteg | INM-MA-6 | 2 | Cycling/Shared-Use | Improvement to connection from Heol ty Gwyn industrial estate to Maesteg town centre including some path widening for shared-use | Medium |
| Maesteg | INM-MA-7 | 2 | Cycling/Shared-Use | Improvement to connection from Maesteg Parc to Maesteg town centre including some off-road shared-use sections of route | Short |
| Maesteg | INM-MA-8 | 2 | Cycling/Shared-Use | Enhanced link from existing off-road shared-use route to Maesteg town centre via railway station | Medium |
| Maesteg | INM-MA-9 | 2 | Cycling/Shared-Use | Enhanced link from Cwmfelin to Maesteg town centre including sections of path widening for shared-use | Long |
| Maesteg | INM-MA-10 | 2 | Walking | New section of footway along Ewenny Road | Short |
| Maesteg | INM-MA-11 | 2 | Cycling/Shared-Use | Improvement of, and extension to, existing active travel link from Maesteg School to Garth Primary School. | Long |
| Maesteg | INM-MA-12 | 2 | Walking | Improved crossing including dropped kerbs on Heol Faen approach to Garth Primary | Short |
| Maesteg | INM-MA-13 | 5 | Cycling/Shared-Use | Enhanced connection from Cwmfelin Primary School to proposed link to Maesteg town centre (INM-MA-9) | Medium |
| Maesteg | INM-MA-14 | 5 | Cycling/Shared-Use | New (mostly) shared-use off-road route from Maesteg school to Llangynwyd | Long |
| Maesteg | INM-MA-15 | 5 | Walking | Widened footways where possible leading to Cwmfelin Primary | Medium |
| Maesteg | INM-MA-16 | 5 | Cycling/Shared-Use | Long term proposal to connect Bridgend and Maesteg | Long |
| Maesteg | INM-MA-17 | 1 | Cycling/Shared-Use | Long term proposal to connect Maesteg and Duffryn (NPT) | Long |
| Maesteg | INM-MA-18 | 5 | Walking | New crossing point on Bridgend Road between Parc Tyn-y-Waun and Prospect Place | Short |
| Ogmore Vale | INM-OG-1 | 4 | Walking | Dropped kerbs where required | Short |
| Ogmore Vale | INM-OG-2 | 4 | Cycling/Shared-Use | Improvement to connection from Nantymoel commercial centre to Ogmore Vale commercial centre | Medium |
| Ogmore Vale | INM-OG-3 | 4 | Walking | Dropped kerbs (inc. jct of A4061/Glyn Street) leading to Ogmore Vale commercial centre | Short |
| Ogmore Vale | INM-OG-4 | 4 | Walking | Dropped kerbs/crossings on Bridge Street/A4061 where required leading to Ogmore Vale commercial centre | Short |
| Ogmore Vale | INM-OG-5 | 4 | Cycling/Shared-Use | Improvement to link to existing off-road shared-use route from Ogmore Vale commercial centre | Short |
| Ogmore Vale | INM-OG-6 | 4 | Walking | New crossing point on Bridge Street at junction with cycle route NCN 883 | Medium |
| Ogmore Vale | INM-OG-7 | 4 | Cycling/Shared-use | New off-road shared-use path from Waun Goch Terrace to NCN 883 | Long |
| Ogmore Vale | INM-OG-8 | 4 | Cycling/Shared-use | Enhanced signing, surfacing and vegetation clearance along NCN 883 | Short |
| Ogmore Vale | INM-OG-9 | 4 | Walking | New crossing point on Fronwen Terrace near bus stop and local store | Short |
| Ogmore Vale | INM-OG-10 | 4 | Walking | New crossing point on Park Avenue near playground and bus stop | Short |
| Ogmore Vale | INM-OG-11 | 4 | Walking | New dropped kerb crossing point on Walter's Road at junction with Alma Terrace to access local retail outlet | Short |
| Pencoed | INM-PE-1 | 12 | Cycling/Shared-Use | Improved on-road provision for cyclists, including speed reduction measures | Short |
| Pencoed | INM-PE-2 | 12 | Cycling/Shared-Use | New shared-use off-road route from Pencoed college campus to links in RCT | Long |
| Pencoed | INM-PE-3 | 12 | Cycling/Shared-Use | Improved connection to Pencoed town centre from western residential area | Medium |
| Pencoed | INM-PE-4 | 12 | Cycling/Shared-Use | Extension to existing active travel off-road route to connect to Pencoed commercial centre and Pencoed Primary School | Short |
| Pencoed | INM-PE-5 | 12 | Walking | New section of footway from Parc y Rhos to Min y Nant | Medium |
| Pencoed | INM-PE-6 | 12 | Walking | New section of footway linking Heol Las to Wimbourne Road | Medium |
| Pencoed | INM-PE-7 | 12 | Walking | Widen footways where possible | Short |
| Pencoed | INM-PE-8 | 12 | Walking | Widened footway and dropped kerbs where possible along Penybont Road. | Short |
| Pencoed | INM-PE-9 | 12 | Cycling/Shared-Use | Enhanced connection to link from existing off-road route to Pencoed commercial centre, Croesty Primary and Pencoed Comprehensive Schools. | Short |
| Pencoed | INM-PE-10 | 12 | Walking | Widen footways where possible along Coychurch Road. | Short |
| Pencoed | INM-PE-11 | 12 | Cycling/Shared-Use | Widened path to shared-use with new entrance to Pencoed Comprehensive School. | Medium |
| Pencoed | INM-PE-12 | 12 | Cycling/Shared-Use | Improvement of, and extension to, existing active travel link to Pencoed technology park from Pencoed commercial centre | Medium |
| Pencoed | INM-PE-13 | 12 | Cycling/Shared-Use | New shared-use off-road route from Pencoed College to employment site at Junction 35 and Pencoed technology park | Short |
| Pencoed | INM-PE-14 | 12 | Walking | Enhanced crossing facilities for pedestrians at junction of Coychurch Road/Felindre Road | Short |

| Settlement | Proposal Reference | Map No. | Type | Proposal Description | Priority |
|------------|--------------------|---------|--------------------|--|----------|
| Pencoed | INM-PE-15 | 12 | Walking | Enhanced crossing point on A473 leading to Pencoed Technology Park | Short |
| Pencoed | INM-PE-16 | 12 | Cycling/Shared-Use | New section of shared-use route across playing fields | Medium |
| Pencoed | INM-PE-17 | 12 | Walking | New section of footway from Min y Nant to Penprysg Road leading to Pencoed Primary | Short |
| Pontycymer | INM-PO-1 | 3 | Cycling/Shared-Use | Improvement to connection to existing off-road shared-use route from Blaengarw commercial centre | Long |
| Pontycymer | INM-PO-2 | 3 | Walking | General improvement including dropped crossings, where necessary, leading to Blaengarw commercial centre | Short |
| Pontycymer | INM-PO-3 | 3 | Cycling/Shared-Use | Improvement to connection to existing off-road shared-use route from Pontycymer commercial centre | Medium |
| Pontycymer | INM-PO-4 | 3 | Walking | General improvements (inc. crossings & surfacing where necessary) from Ffaldau Industrial Estate to Pontycymer commercial centre | Short |
| Pontycymer | INM-PO-5 | 3 | Walking | Dropped kerbs (if necessary) from Ffladau Primary School to Pontycymer commercial centre | Short |
| Pontycymer | INM-PO-6 | 3 | Walking | Dropped kerbs (if necessary) from Ffladau Primary School to Pontycymer commercial centre | Short |
| Pontycymer | INM-PO-7 | 3 | Walking | New crossing point on A4064 from David Street to primary school | Short |
| Porthcawl | INM-POR-1 | 9/16 | Cycling/Shared-Use | Proposal for an off-road shared-use route between Porthcawl and Pyle | Medium |
| Porthcawl | INM-POR-2 | 9/16 | Cycling/Shared-Use | Long term proposal for a new shared-use off-road route between North Cornelly and Porthcawl via Kenfig Nature Reserve | Long |
| Porthcawl | INM-POR-3 | 16 | Cycling/Shared-Use | New route from Newton to Nottage including some sections of on-road and section fo off-road shared-use | Medium |
| Porthcawl | INM-POR-4 | 16 | Walking | Proposed new footway and widening existing footway from Nottage to Nottage Road, Newton | Short |
| Porthcawl | INM-POR-5 | 16 | Cycling/Shared-Use | Improved link between West Park Primary school and Porthcawl Comprehensive school including off-road provision where possible | Medium |
| Porthcawl | INM-POR-6 | 16 | Cycling/Shared-Use | Enhanced active travel link between Nottage commercial centre and Porthcawl commercial centre inc. sections of shared-use off-road route | Short |
| Porthcawl | INM-POR-7 | 16 | Walking | New off-road facility for pedestrians/shared-use on Lock's Lane | Short |
| Porthcawl | INM-POR-8 | 16 | Cycling/Shared-Use | Upgrade of existing footpath to make suitable for shared-use off-road | Medium |
| Porthcawl | INM-POR-9 | 16 | Walking | New crossing point along West Drive to access shared-use path near junction with Windsor Road | Short |
| Porthcawl | INM-POR-10 | 16 | Cycling/Shared-Use | Enhanced link from the comprehensive school to the town centre with onward links to Newton (INM-POR-12) | Short |
| Porthcawl | INM-POR-11 | 16 | Walking | Dropped kerbs and re-surfacing if and where necessary | Short |
| Porthcawl | INM-POR-12 | 16 | Cycling/Shared-Use | Improved connection from Newton to Porthcawl town centre and onward to Porthcawl Comprehensive School (INM-PO-10) | Medium |
| Porthcawl | INM-POR-13 | 16 | Cycling/Shared-Use | Enhanced link to Porthcawl town centre from Porthcawl Primary School | Short |
| Porthcawl | INM-POR-14 | 16 | Cycling/Shared-Use | Upgrade existing off-road footpath to make suitable for shared use between Newton and Porthcawl town centre via Trecco Bay | Medium |
| Porthcawl | INM-POR-15 | 16 | Cycling/Shared-Use | Long term proposal to connect Bridgend and Porthcawl | Long |
| Porthcawl | INM-POR-16 | 14/16 | Cycling/Shared-use | New off-road active travel route between Porthcawl and Bridgend along A4106 | Long |
| Porthcawl | INM-POR-17 | 16 | Cycling/Shared-use | New off-road active travel route from Rhych Avenue to Newton Primary School/Sandy Lane | Medium |
| Porthcawl | INM-POR-18 | 16 | Cycling/Shared-use | New active travel route from Dan-y-Graig to Newton Primary School/Porthcawl Commercial Centre | Medium |
| Pyle | INM-PY-1 | 10 | Walking | New section of footway along lane leading to Mynydd Cynffig junior school | Medium |
| Pyle | INM-PY-2 | 10 | Walking | Widened footways on Prince Road leading to Kenfig Hill commercial centre | Short |
| Pyle | INM-PY-3 | 10 | Walking | Widened footways on Prince Road leading to Kenfig Hill commercial centre | Short |
| Pyle | INM-PY-4 | 10 | Walking | New crossing facility (type to be determined) at junction of Prince Road and Commercial Street | Short |
| Pyle | INM-PY-5 | 10 | Cycling/Shared-Use | New section of shared-use route completing link between existing off-road shared-use route to Cynffig Comp. | Medium |
| Pyle | INM-PY-6 | 10 | Walking | New crossing facility (type to be confirmed) at junction of Pisgah Street and Garth Street | Short |
| Pyle | INM-PY-7 | 10 | Walking | New section of footway leading to shared-use path from Pisgah Street past Doctor's surgery | Medium |
| Pyle | INM-PY-8 | 10 | Cycling/Shared-Use | Improvement to existing route linking Cynffig Comprehensive School to Village Farm industrial estate | Medium |
| Pyle | INM-PY-9 | 10 | Cycling/Shared-Use | Upgrade of existing active travel route from Village Farm Industrial Estate to North Cornelly commercial centre (via INM-PY-17) | Medium |
| Pyle | INM-PY-10 | 10 | Cycling/Shared-Use | Improvement to connection between Kenfig Hill commercial centre and Pyle commercial centre including sections of off-road route | Medium |
| Pyle | INM-PY-11 | 10 | Cycling/Shared-Use | New off-road shared-use route from Pyle commercial centre to Village Farm Industrial Estate | Medium |
| Pyle | INM-PY-12 | 10 | Walking | New section of footway from A48 Pyle Road to Pyle railway station access and footbridge | Long |
| Pyle | INM-PY-13 | 10 | Cycling/Shared-Use | Enhanced link from Village Farm Industrial Estate to Pyle railway station including some off-road provision | Long |
| Pyle | INM-PY-14 | 9 | Cycling/Shared-Use | Improved route between Pyle commercial centre and Pyle railway station | Medium |

| Settlement | Proposal Reference | Map No. | Type | Proposal Description | Priority |
|------------|--------------------|---------|--------------------|---|----------|
| Pyle | INM-PY-15 | 9 | Cycling/Shared-Use | Improvement to link between Pyle commercial centre and Afon y Felin Primary School inc. some off-road provision where appropriate | Medium |
| Pyle | INM-PY-16 | 9 | Cycling/Shared-Use | Improvement to alternative route from Village Farm industrial estate to Pyle railway station including new footbridge suitable for shared-use | Long |
| Pyle | INM-PY-17 | 9 | Cycling/Shared-Use | Enhanced connection from North Cornelly commercial centre to Village Farm Ind. Estate and Cynffig Comp. | Short |
| Pyle | INM-PY-18 | 10 | Cycling/Shared-use | New off-road active travel route between Pyle and Bridgend via Laleston | Long |
| Pyle | INM-PY-19 | 9 | Walking | Enhanced crossing point, type to be confirmed but could include central refuge | Short |
| Pyle | INM-PY-20 | 9 | Walking | New crossing point, potentially with plateau | Short |

Appendix 1 – Scheme Prioritisation

The schemes contained within the draft INM have been prioritised using the scoring matrix shown in the table below. This scoring has been carried out in order to determine the likely timescales for delivery associated with each of the schemes, and is based on the following criteria:

- Ecological Issues;
- Land Issues;
- Planning Issues;
- Statutory undertakings (e.g. legal processes).

Where a scheme is affected by one or more of the above criteria, one point has been allocated against the scheme for each issue that applies. Therefore, each scheme has been awarded a score between 0 and 4 which has been used to determine its relative complexity, and as a result, the timescale for delivery of the scheme as follows:

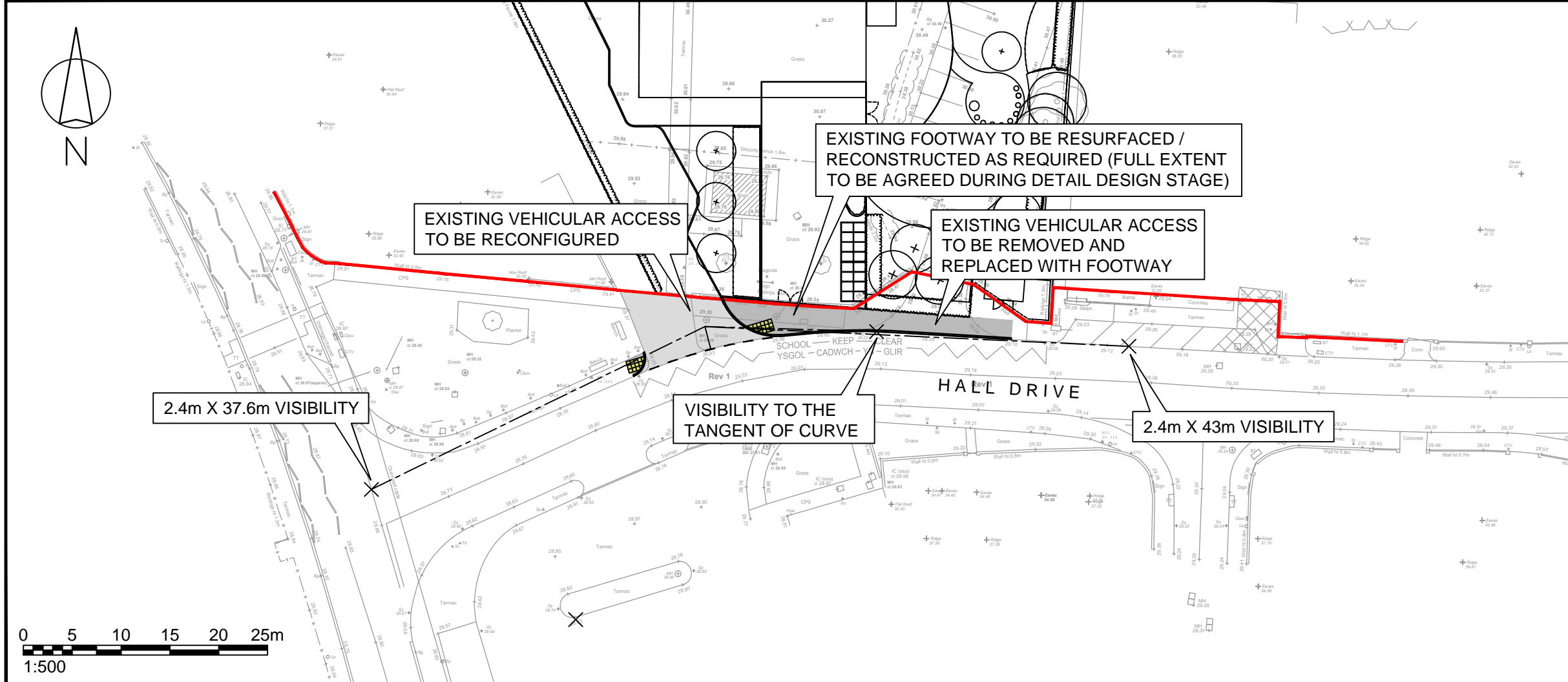
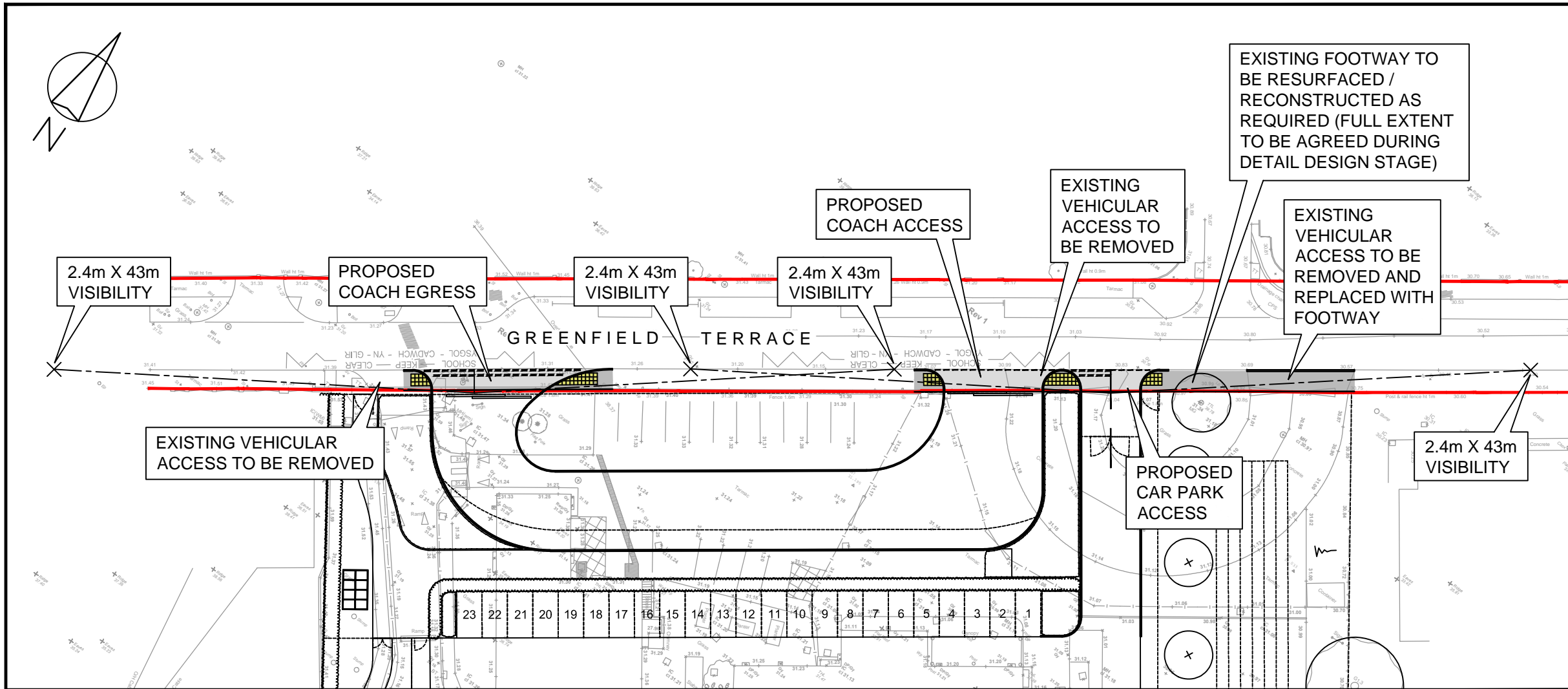
- Short-term: Risk to Delivery Score – 0
- Medium-term: Risk to Delivery Score – 1-3
- Long-term: Risk to Delivery Score – 4

The timescales identified above are in line with guidance from Welsh Government although no specific dates were suggested to define the short-, medium- or long-term periods. As a result, the Council has used a similar approach to that used in the preparation of the Local Transport Plan, with the short-term covering a 5-year period from adoption of the plan between 2018 and 2023, the medium-term covering the period from 2023 to 2028, with long-term schemes identified for delivery between 2028 and 2033.

A more detailed prioritisation exercise, based on the process previously used to prioritise schemes contained within the LTP, will be carried out following submission of the INMs to determine the relative priority of each proposed scheme.

Appendix E

(Site Vehicle Access and Visibility Splays Drawings, Vehicle Tracking and Indicative Highway Works)



| Rev | Details | Drawn | Checked | Date |
|-----|--|-------|---------|------------|
| A | Site layout updated & Highway works revised. | DW | AH | 27.07.2023 |
| B | Site layout updated & Highway works revised. | DW | AH | 30.08.2023 |
| C | Site layout updated. | DW | AH | 20.09.2023 |

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

Client
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Project
Corneli & Marlas Primary Schools

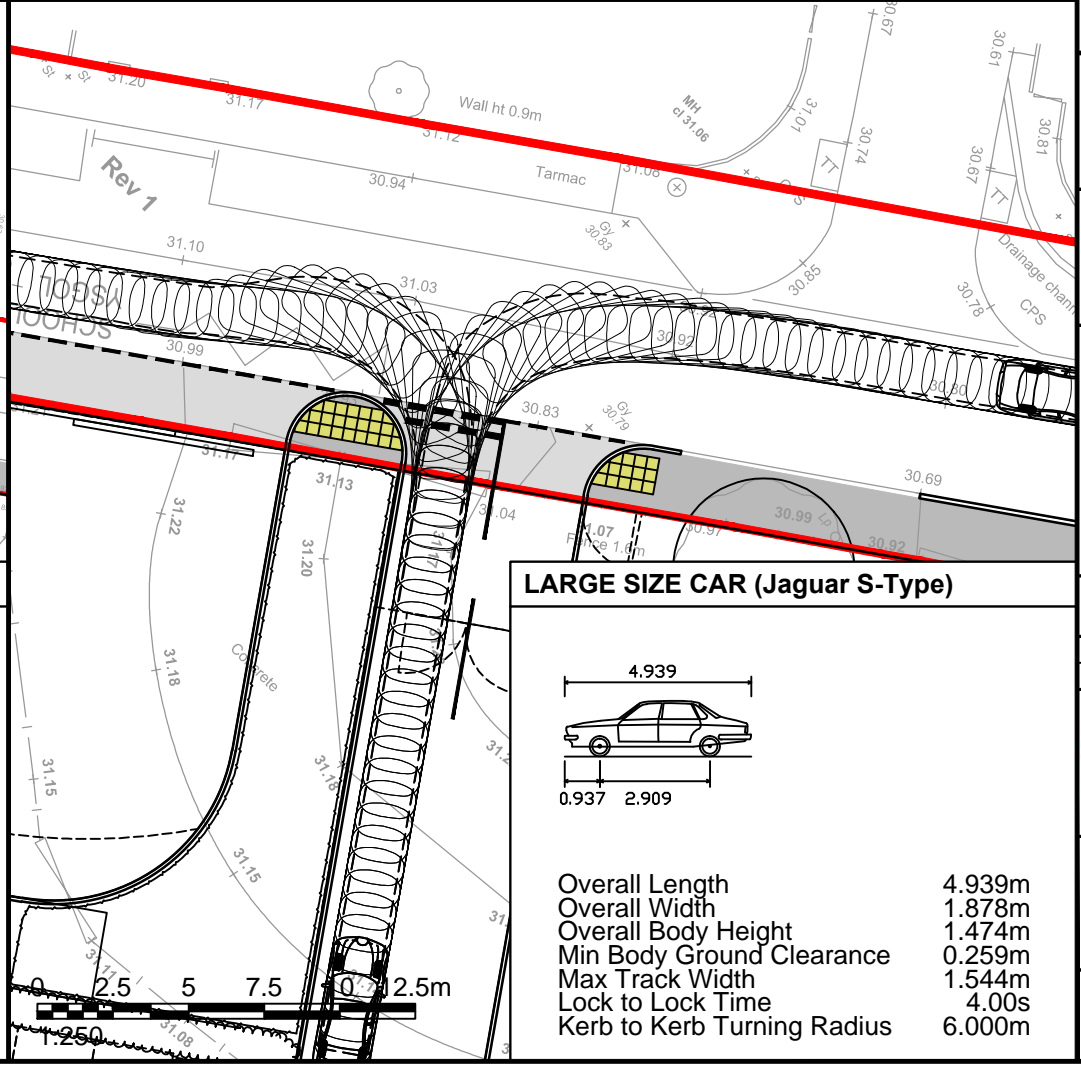
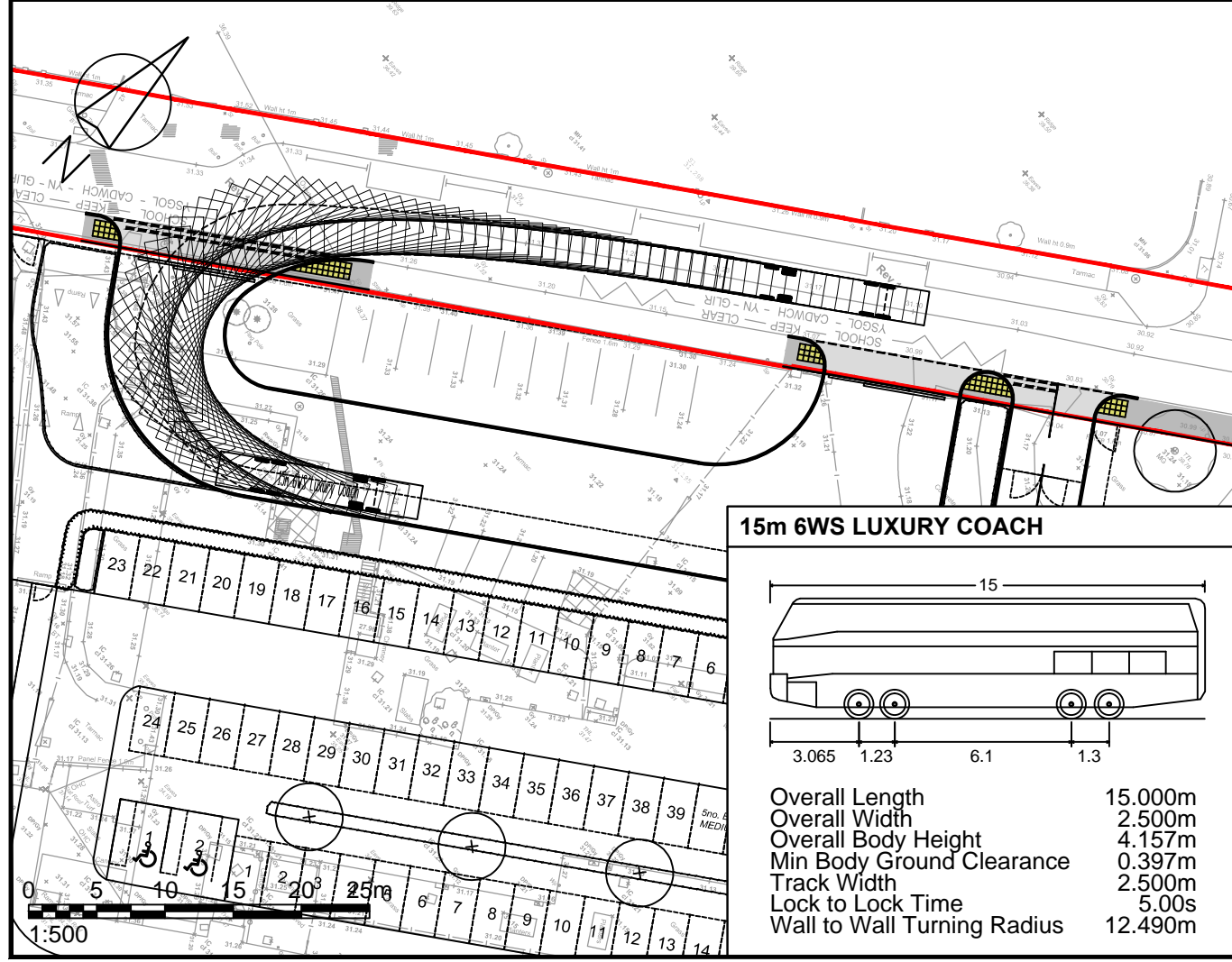
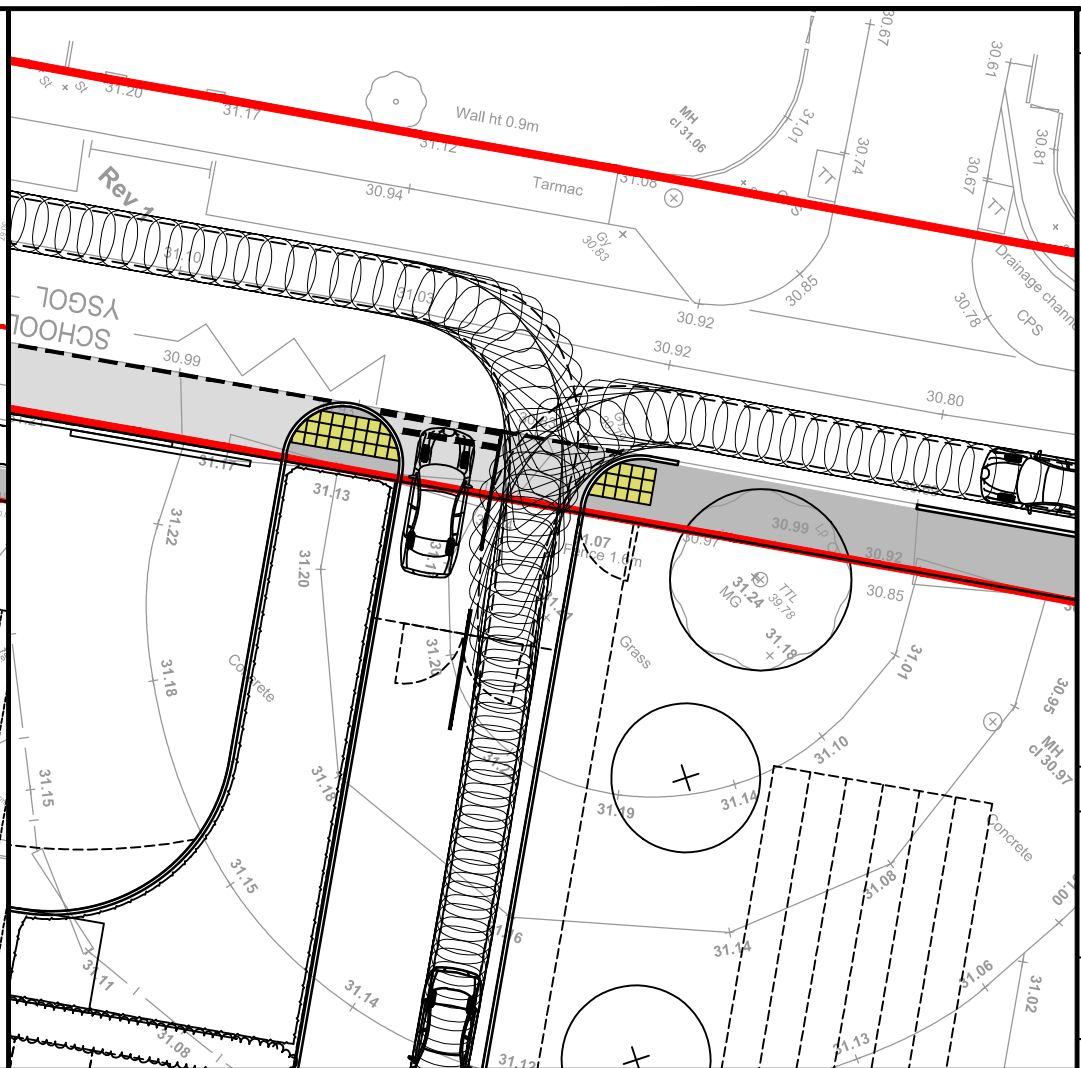
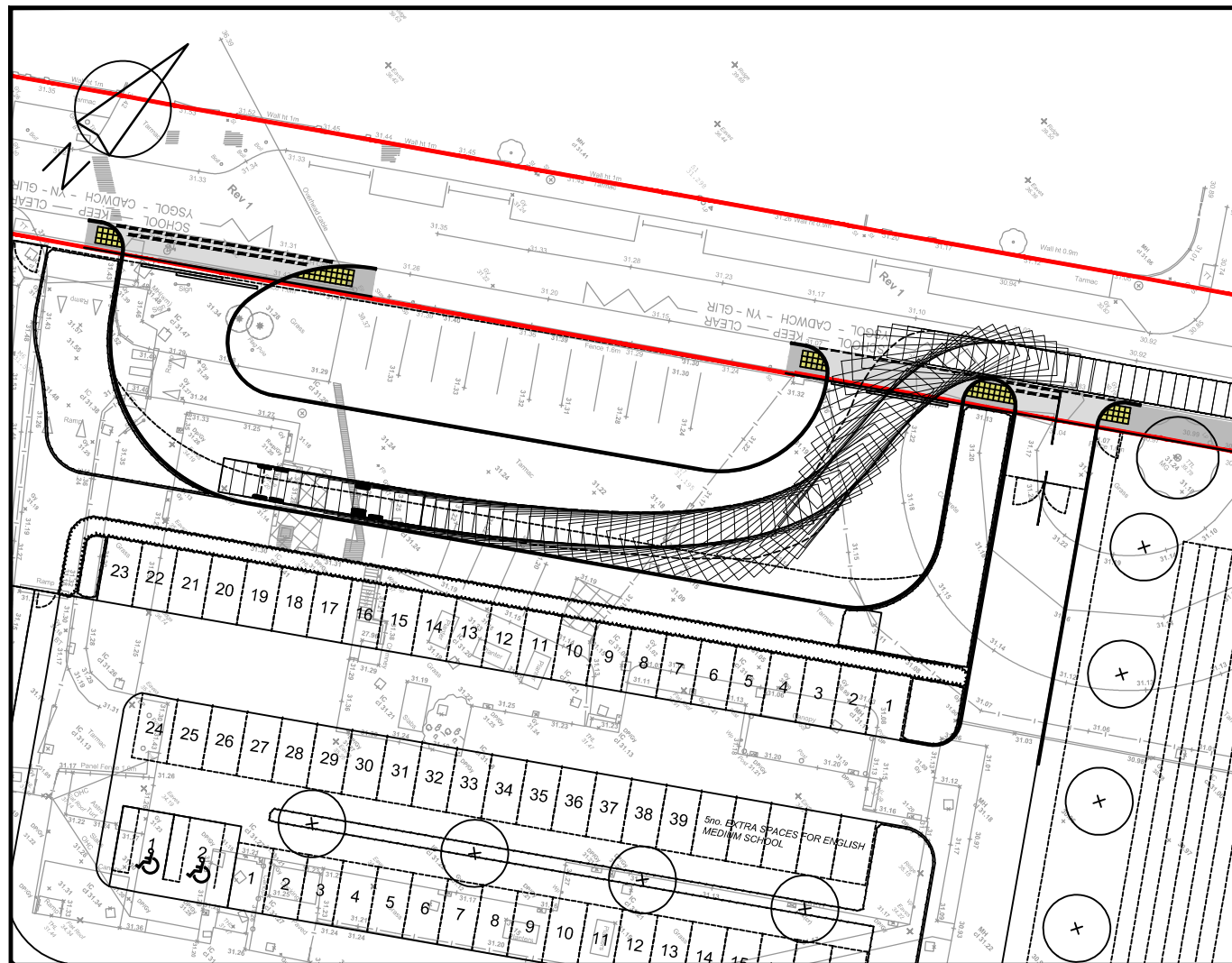
Drawing Title
Indicative Highway Works (Welsh School)

| | | | |
|---------|-------|------------|----|
| Scale | 1:500 | Size | A3 |
| Drawn | DW | 04.09.2022 | |
| Checked | AH | 04.09.2022 | |



111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

| | | | |
|----------------|---------------|-----|---|
| Drawing Number | 2022-4488-003 | Rev | C |
|----------------|---------------|-----|---|



15m 6WS LUXURY COACH

| | |
|-----------------------------|---------|
| Overall Length | 15.000m |
| Overall Width | 2.500m |
| Overall Body Height | 4.157m |
| Min Body Ground Clearance | 0.397m |
| Track Width | 2.500m |
| Lock to Lock Time | 5.00s |
| Wall to Wall Turning Radius | 12.490m |

LARGE SIZE CAR (Jaguar S-Type)

| | |
|-----------------------------|--------|
| Overall Length | 4.939m |
| Overall Width | 1.878m |
| Overall Body Height | 1.474m |
| Min Body Ground Clearance | 0.259m |
| Max Track Width | 1.544m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 6.000m |

| Rev | Details | Drawn | Checked | Date |
|-----|--|-------|---------|------------|
| A | Site layout updated & Highway works revised. | DW | AH | 30.08.2023 |
| B | Site layout updated, delivery vehicle swept paths added. | DW | AH | 20.09.2023 |

- NOTES:**
- Do not scale from this drawing.
 - This drawing to be read & printed in colour.
 - This drawing is for illustrative purposes only, and not for construction.

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| | FORWARD MOVEMENTS (design speed - 5kph) |
| | REVERSE MOVEMENTS (design speed - 2.5kph) |

Client
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Project
Corneli & Marlas Primary Schools

Drawing Title
Vehicular Swept Paths Analysis (Welsh School) Sheet 1 of 3

| | | | |
|---------|---------------|------------|----|
| Scale | 1:500 / 1:250 | Size | A3 |
| Drawn | DW | 27.07.2023 | |
| Checked | AH | 27.07.2023 | |

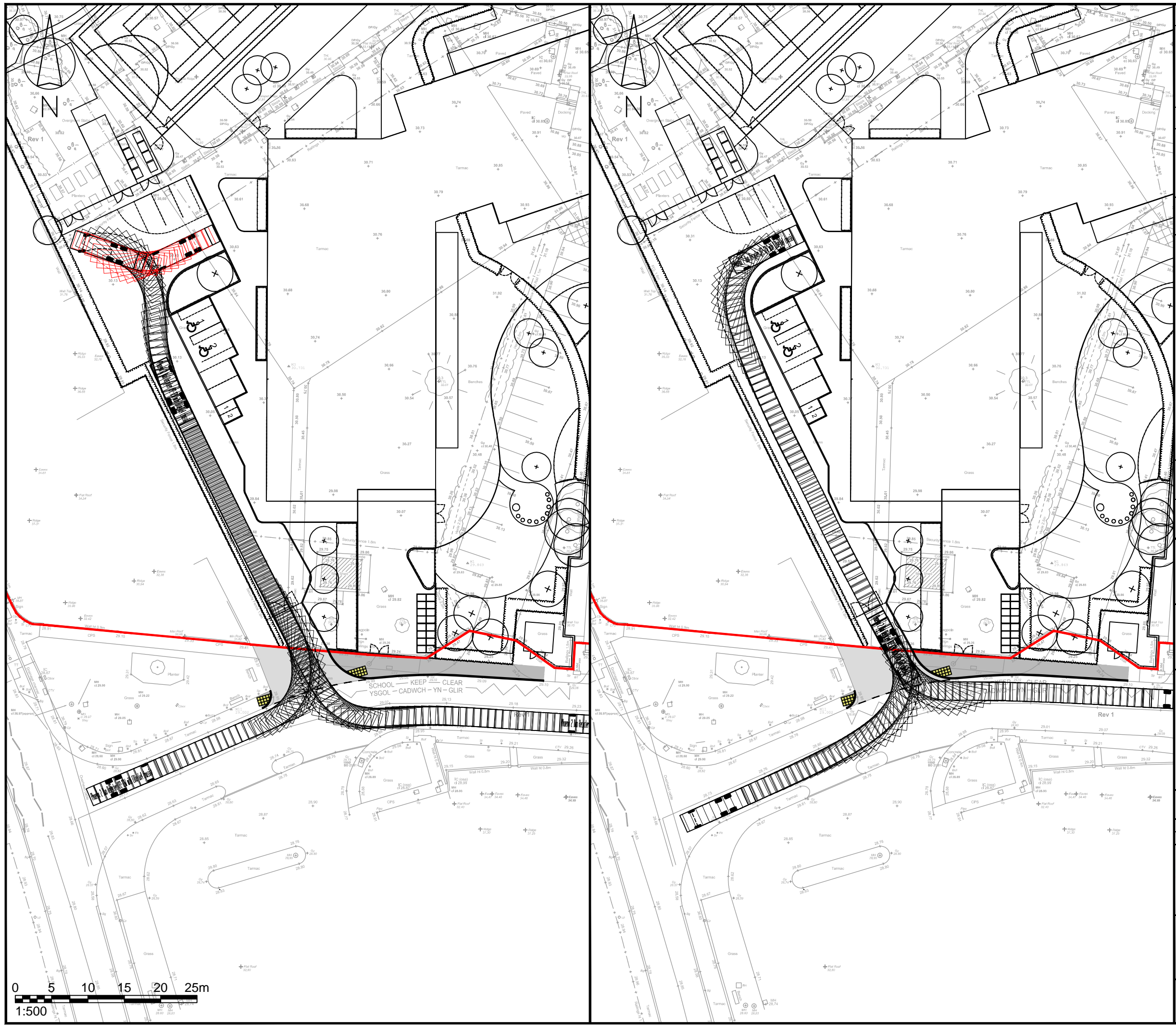


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|----------------|--------------------|-----|---|
| Drawing Number | 2022-4488-TR13 (1) | Rev | B |
|----------------|--------------------|-----|---|

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2022-4488-TR13_B - V.S.P.A. (WELSH SCHOOL).DWG

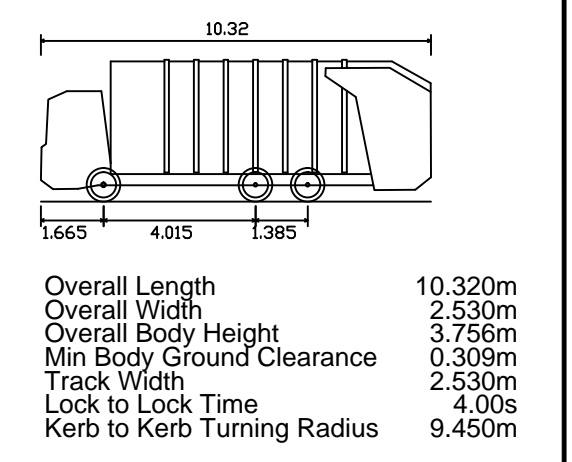


| Rev | Details | Drawn | Checked | Date |
|-----|--|-------|---------|------------|
| A | Site layout updated & Highway works revised. | DW | AH | 30.08.2023 |
| B | Site layout updated, delivery vehicle swept paths added. | DW | AH | 20.09.2023 |

NOTES:

- Do not scale from this drawing.
- This drawing to be read & printed in colour.
- This drawing is for illustrative purposes only, and not for construction.

Phoenix 2 Duo Recycler
(P2-12W with Elite 6x4 chassis)



| | |
|--|--|
| | FORWARD MOVEMENTS (design speed - 5kph) |
| | REVERSE MOVEMENTS (design speed - 2.5kph) |

Client
...

Project
Corneli & Marlas Primary Schools

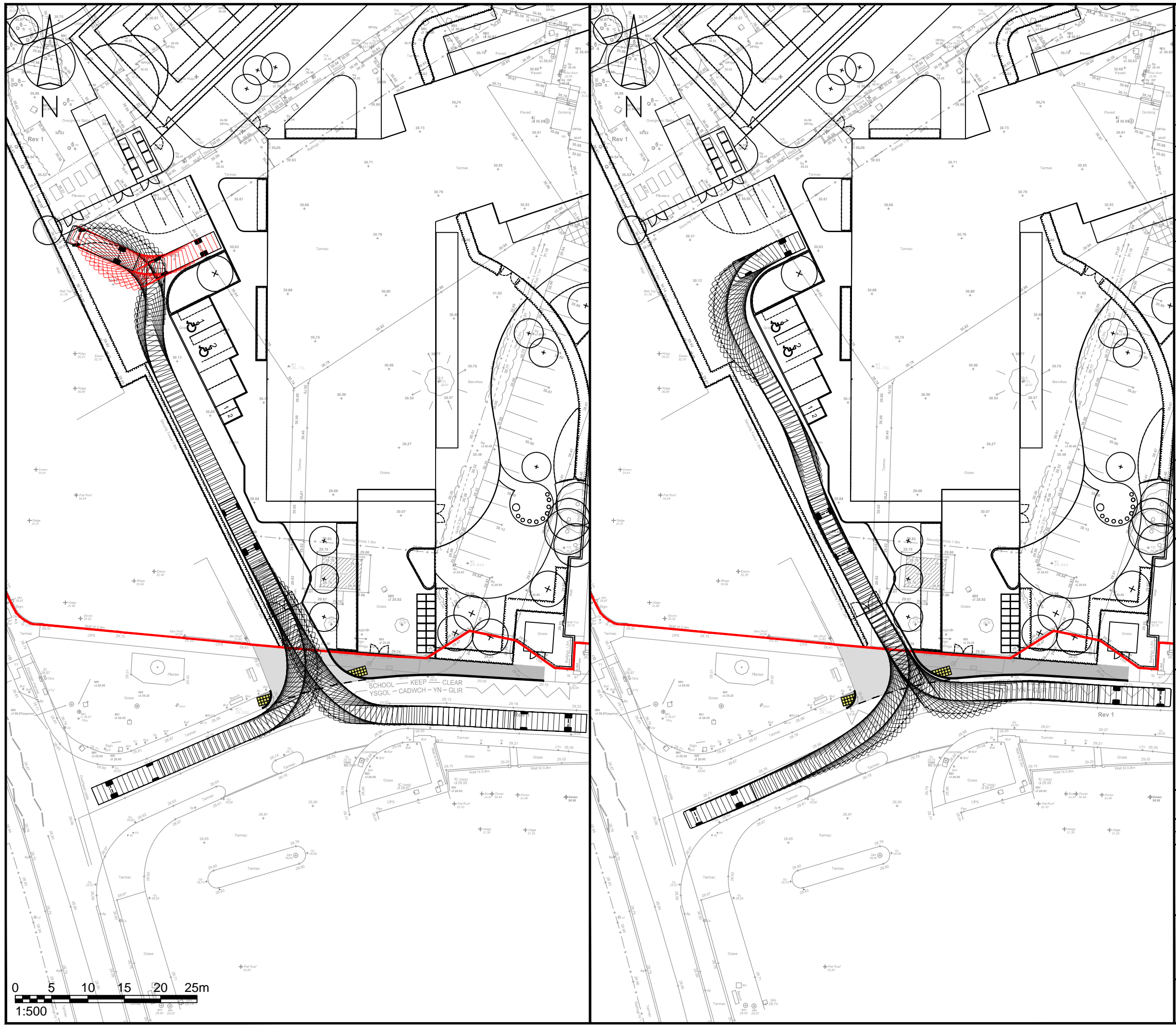
Drawing Title
Vehicular Swept Paths Analysis (Welsh School)
Sheet 2 of 3

| | | | |
|---------|-------|------------|----|
| Scale | 1:500 | Size | A3 |
| Drawn | DW | 27.07.2023 | |
| Checked | AH | 27.07.2023 | |



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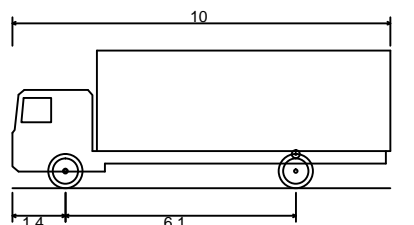
| | | | |
|----------------|--------------------|-----|---|
| Drawing Number | 2022-4488-TR13 (2) | Rev | B |
|----------------|--------------------|-----|---|



| Rev | Details | Drawn | Checked | Date |
|-----|--|-------|---------|------------|
| A | Site layout updated & Highway works revised. | DW | AH | 30.08.2023 |
| B | Site layout updated, delivery vehicle swept paths added. | DW | AH | 20.09.2023 |

- NOTES:**
- Do not scale from this drawing.
 - This drawing to be read & printed in colour.
 - This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN HG RIGID VEHICLE (1998)



| | |
|-----------------------------|---------|
| Overall Length | 10.000m |
| Overall Width | 2.500m |
| Overall Body Height | 3.645m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to Lock Time | 3.00s |
| Kerb to Kerb Turning Radius | 11.000m |

| | |
|--|---|
| | FORWARD MOVEMENTS (design speed - 5kph) |
| | REVERSE MOVEMENTS (design speed - 2.5kph) |

Client
...

Project
Corneli & Marlas Primary Schools

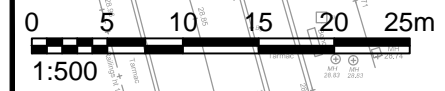
Drawing Title
Vehicular Swept Paths Analysis (Welsh School) Sheet 3 of 3

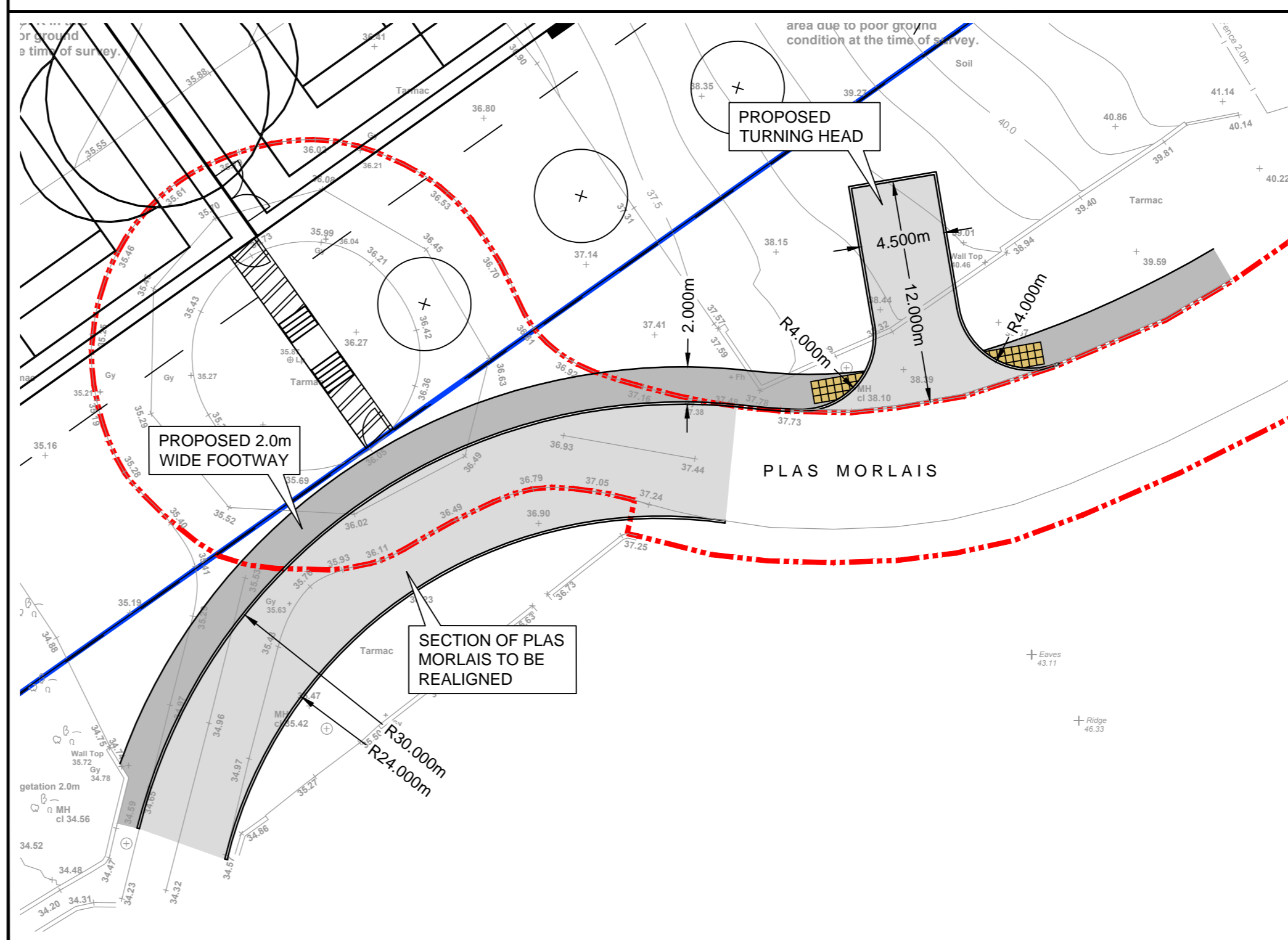
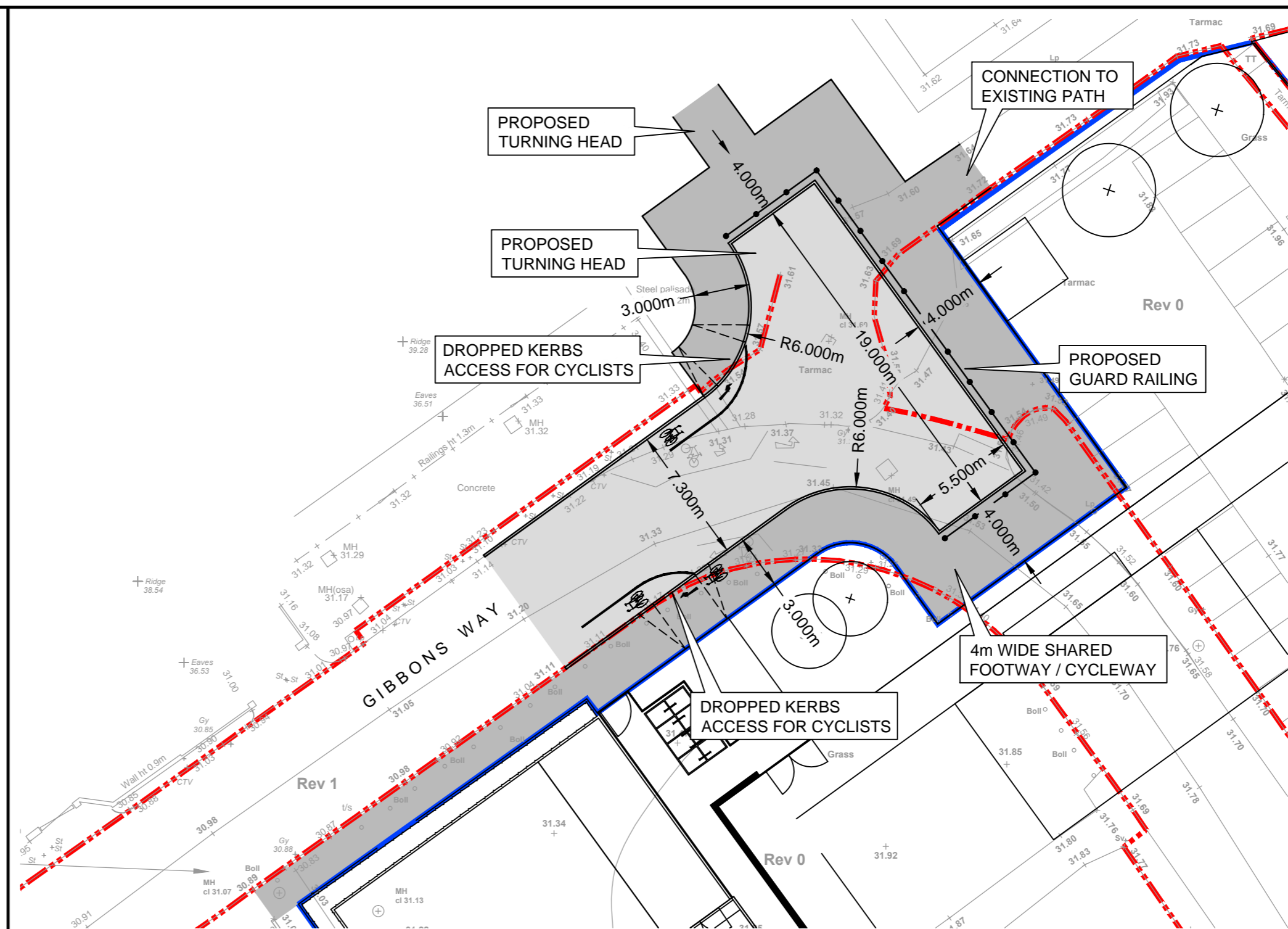
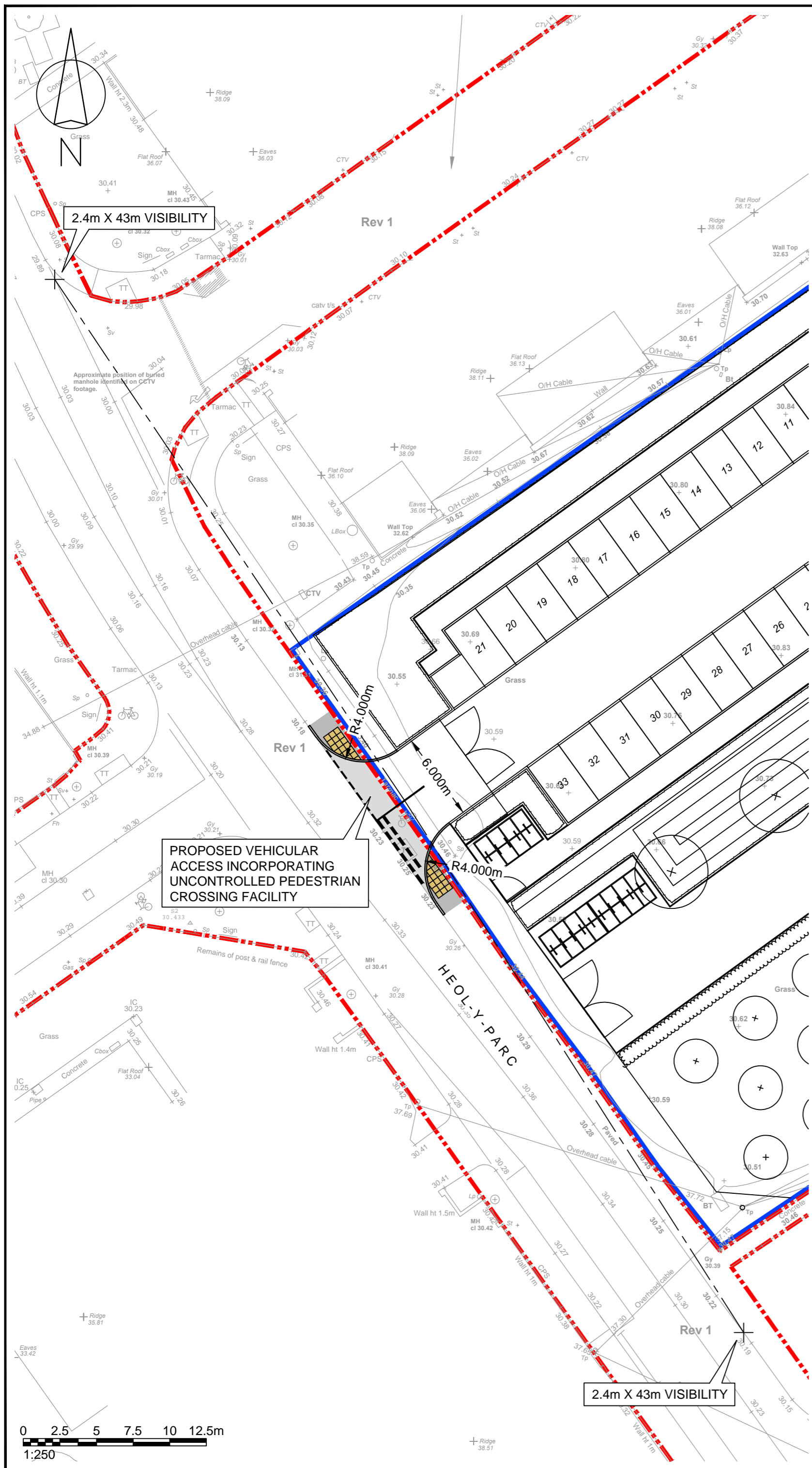
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|---------|-------|------------|----|
| Scale | 1:500 | Size | A3 |
| Drawn | DW | 27.07.2023 | |
| Checked | AH | 27.07.2023 | |



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| | | | |
|----------------|--------------------|-----|---|
| Drawing Number | 2022-4488-TR13 (3) | Rev | B |
|----------------|--------------------|-----|---|



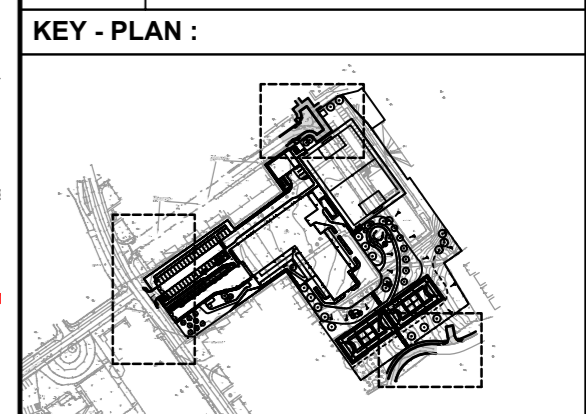


| Rev | Details | Drawn | Checked | Date |
|-----|---|-------|---------|------------|
| A | Site layout updated. | DW | AH | 27.07.2023 |
| B | Site layout updated, turning head revised, site access relocated. | DW | AH | 19.09.2023 |
| C | Proposed footway / cycleway widened and extended. | DW | AH | 22.09.2023 |
| D | Site layout updated, turning head in Plas Morlais added. | DW | AH | 04.10.2023 |
| E | Footway works in Gibbons Way extended. | DW | AH | 10.10.2023 |

- NOTES:**
- Do not scale from this drawing.
 - This drawing to be read & printed in colour.
 - This drawing is for illustrative purposes only, and not for construction.

KEY:

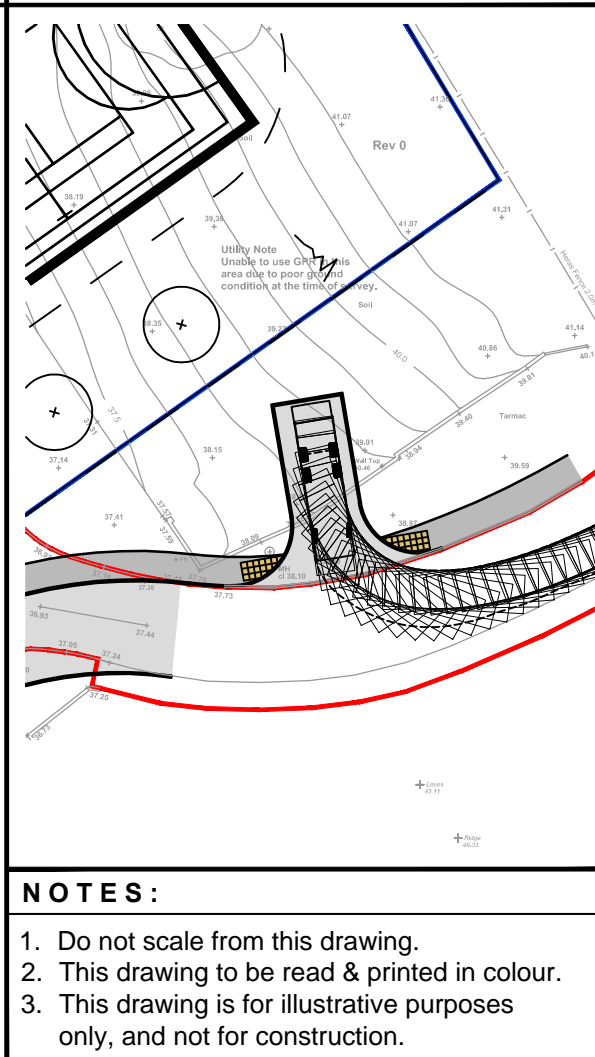
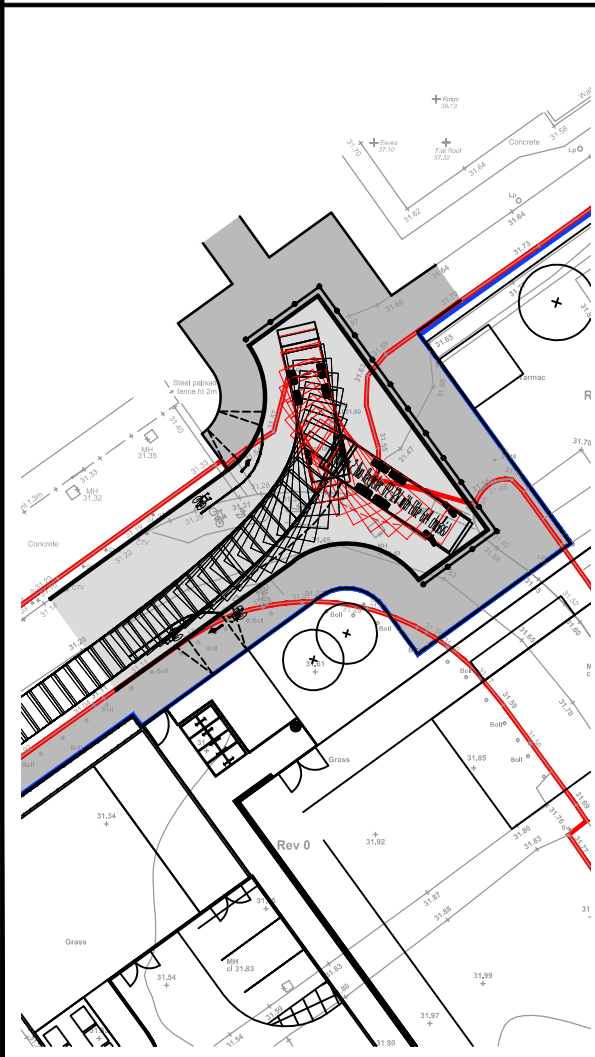
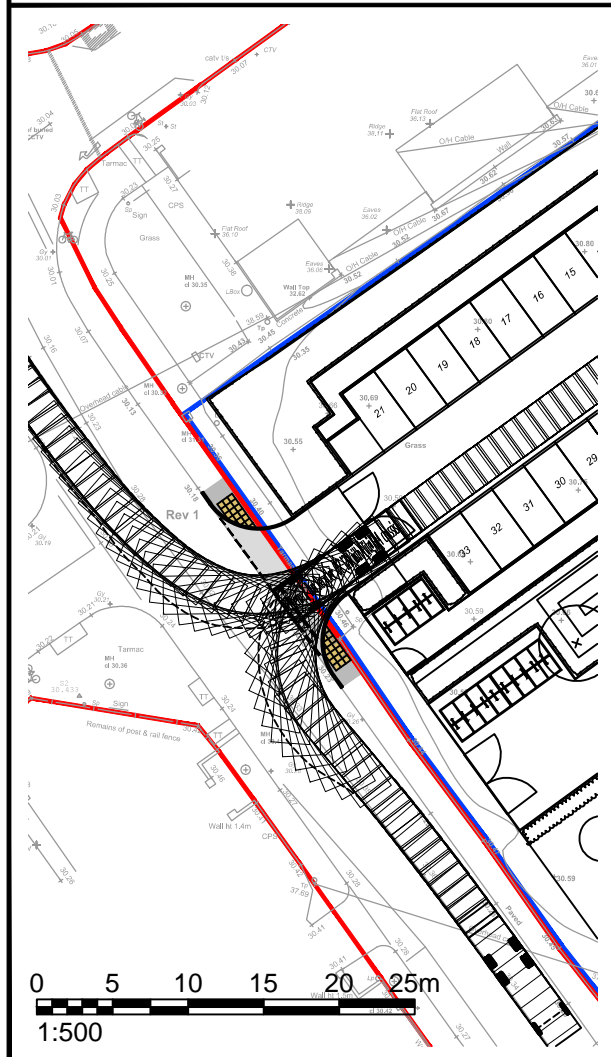
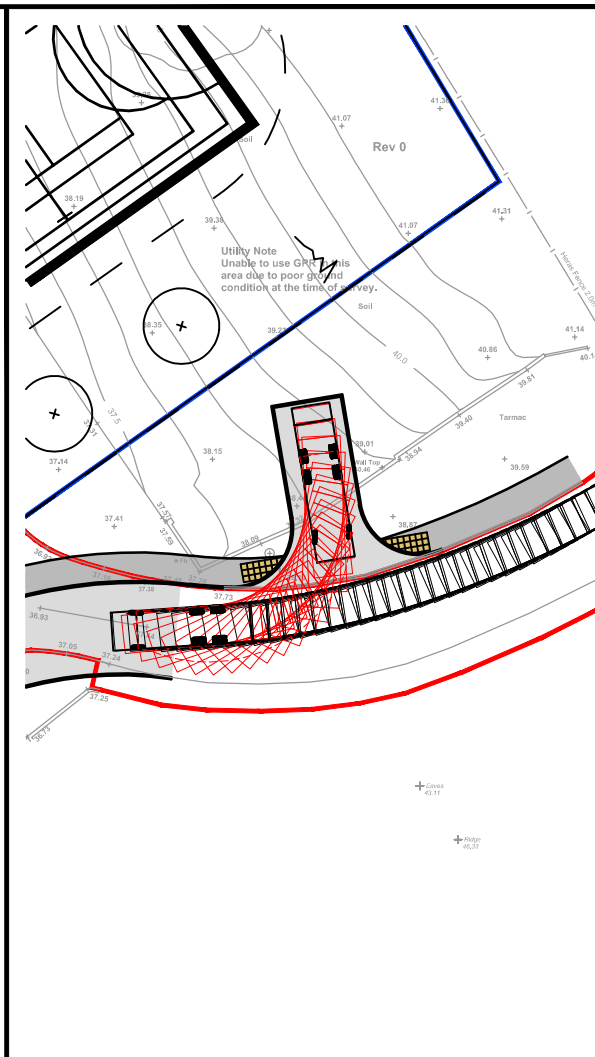
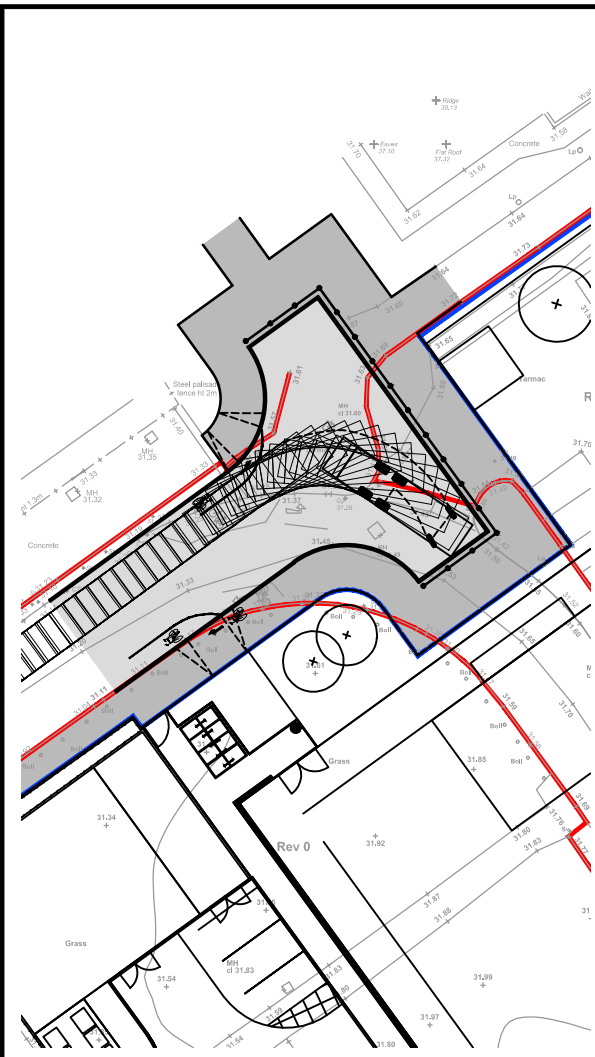
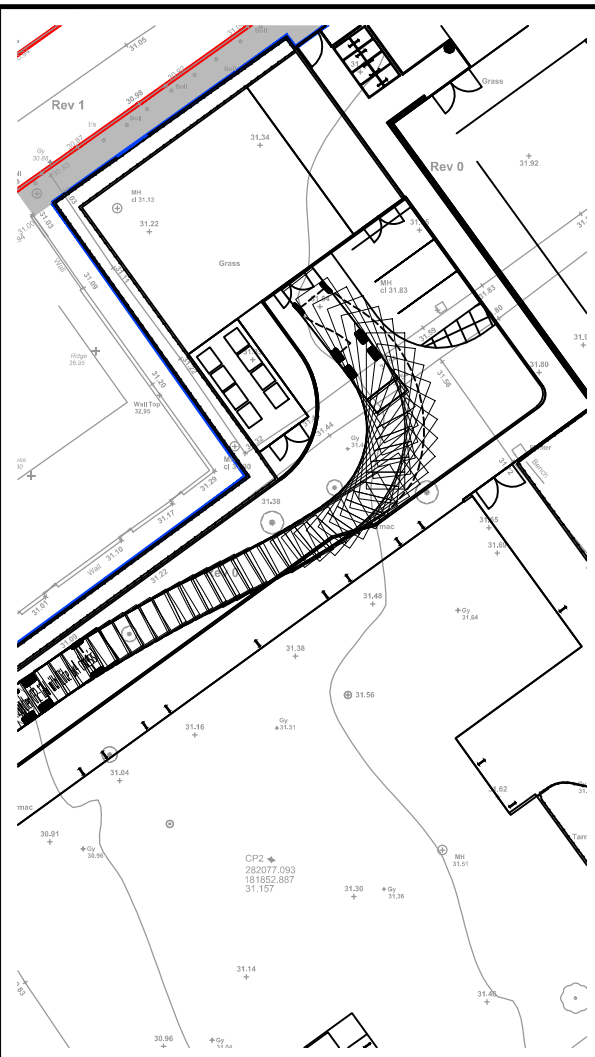
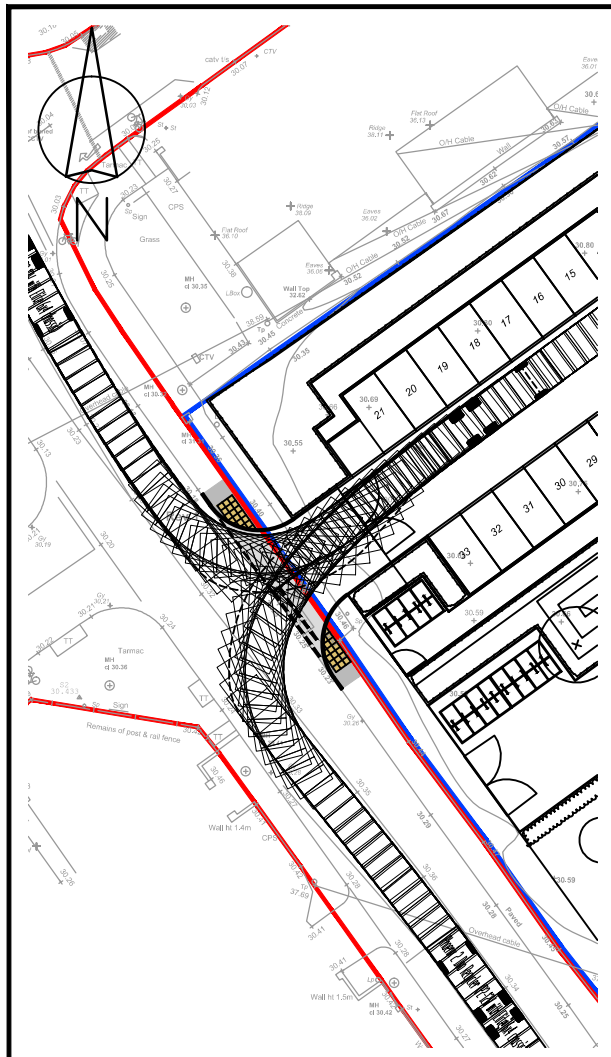
| | |
|--|---------------------------|
| | EXISTING HIGHWAY BOUNDARY |
| | SITE BOUNDARY |



| | | | |
|--|---|------------|----|
| Client | ... | | |
| Project | Corneli & Marlas Primary Schools | | |
| Drawing Title | Indicative Highway Works (English School) | | |
| Scale | 1:250 | Size | A2 |
| Drawn | DW | 05.09.2022 | |
| Checked | AH | 05.09.2022 | |
| | | | |
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| Drawing Number | 2022-4488-004 | Rev | E |

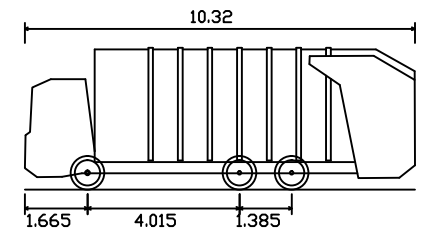
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2022-4488-004_E - INDICATIVE HIGHWAYS WORKS (ENGLISH SCHOOL).DWG



| Rev | Details | Drawn | Checked | Date |
|-----|---|-------|---------|------------|
| A | Site layout updated, turning head revised, site access relocated, delivery vehicle swept paths added. | DW | AH | 19.09.2023 |
| B | Proposed footway / cycleway widened and extended. | DW | AH | 22.09.2023 |
| C | Site layout updated, turning head in Plas Morlais added. | DW | AH | 04.10.2023 |
| D | Footway works in Gibbons Way extended. | DW | AH | 10.10.2023 |

Phoenix 2 Duo Recycler
(P2-12W with Elite 6x4 chassis)



| | |
|-----------------------------|---------|
| Overall Length | 10.320m |
| Overall Width | 2.530m |
| Overall Body Height | 3.756m |
| Min Body Ground Clearance | 0.309m |
| Track Width | 2.530m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 9.450m |

| | |
|--|--|
| | FORWARD MOVEMENTS (design speed - 5kph) |
| | REVERSE MOVEMENTS (design speed - 2.5kph) |

Client
...

Project
Corneli & Marlas Primary Schools

Drawing Title
Vehicular Swept Paths Analysis (English School) Sheet 1 of 2

| | | | |
|---------|-------|------------|----|
| Scale | 1:500 | Size | A3 |
| Drawn | DW | 27.07.2023 | |
| Checked | AH | 27.07.2023 | |

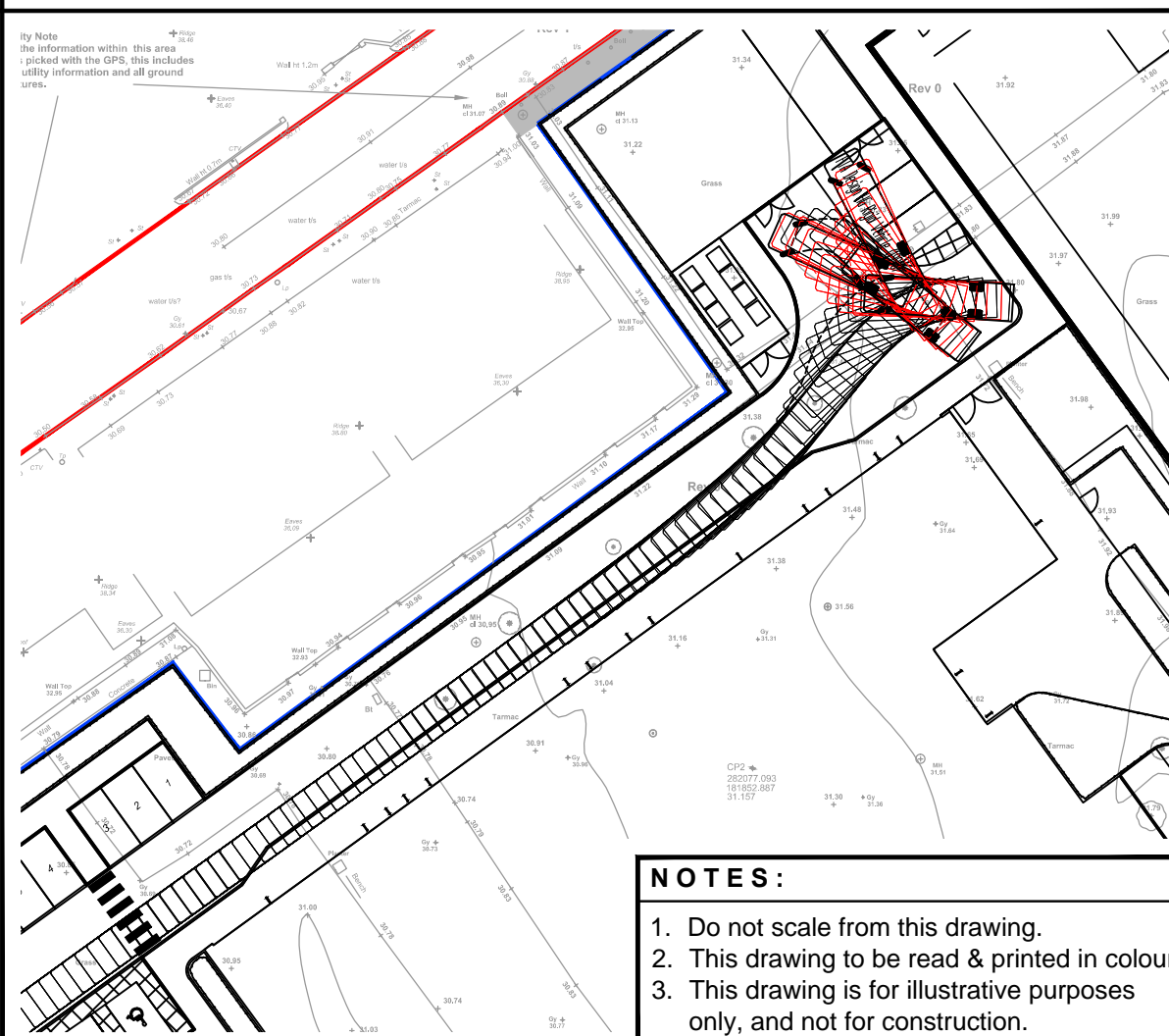
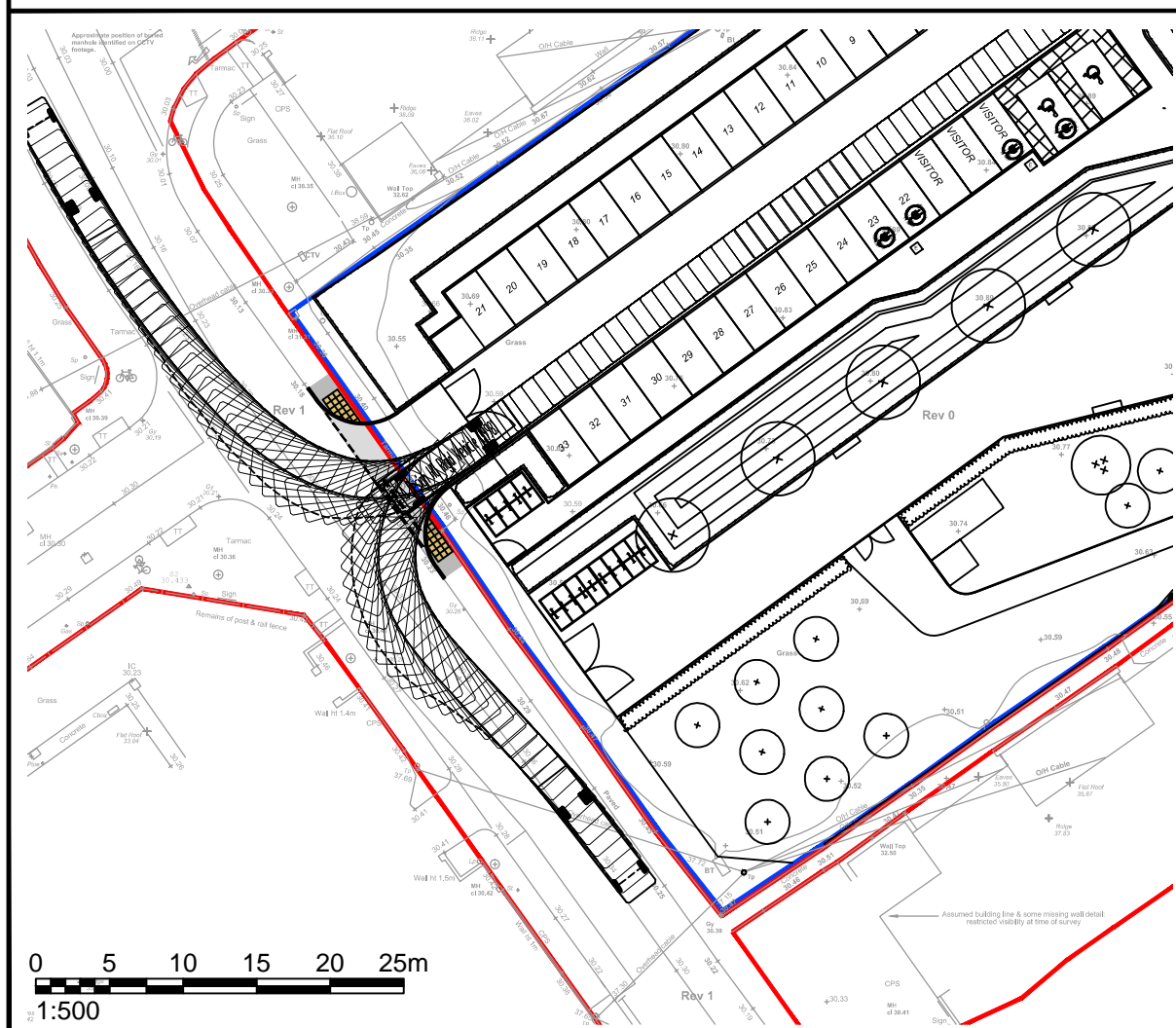
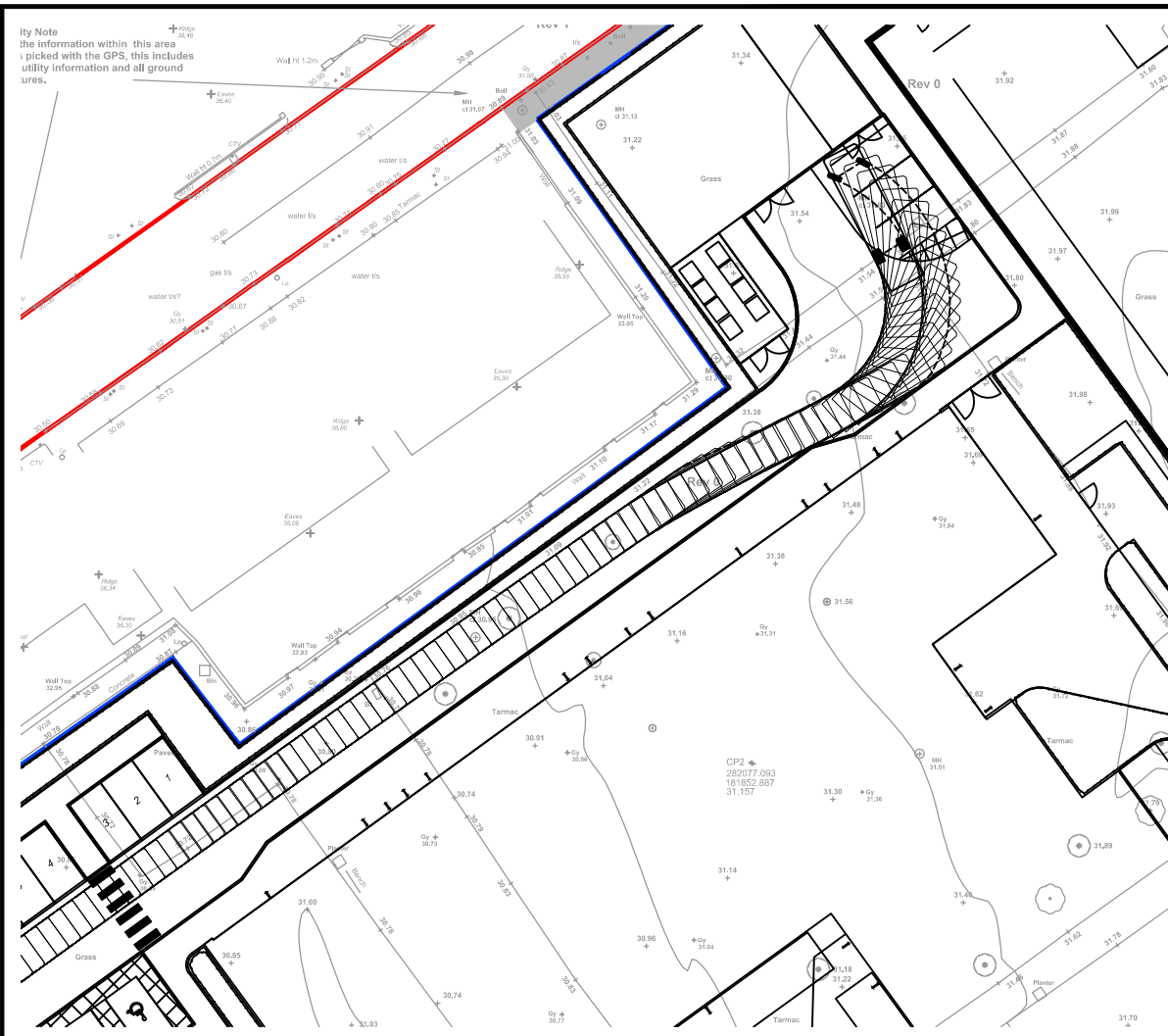
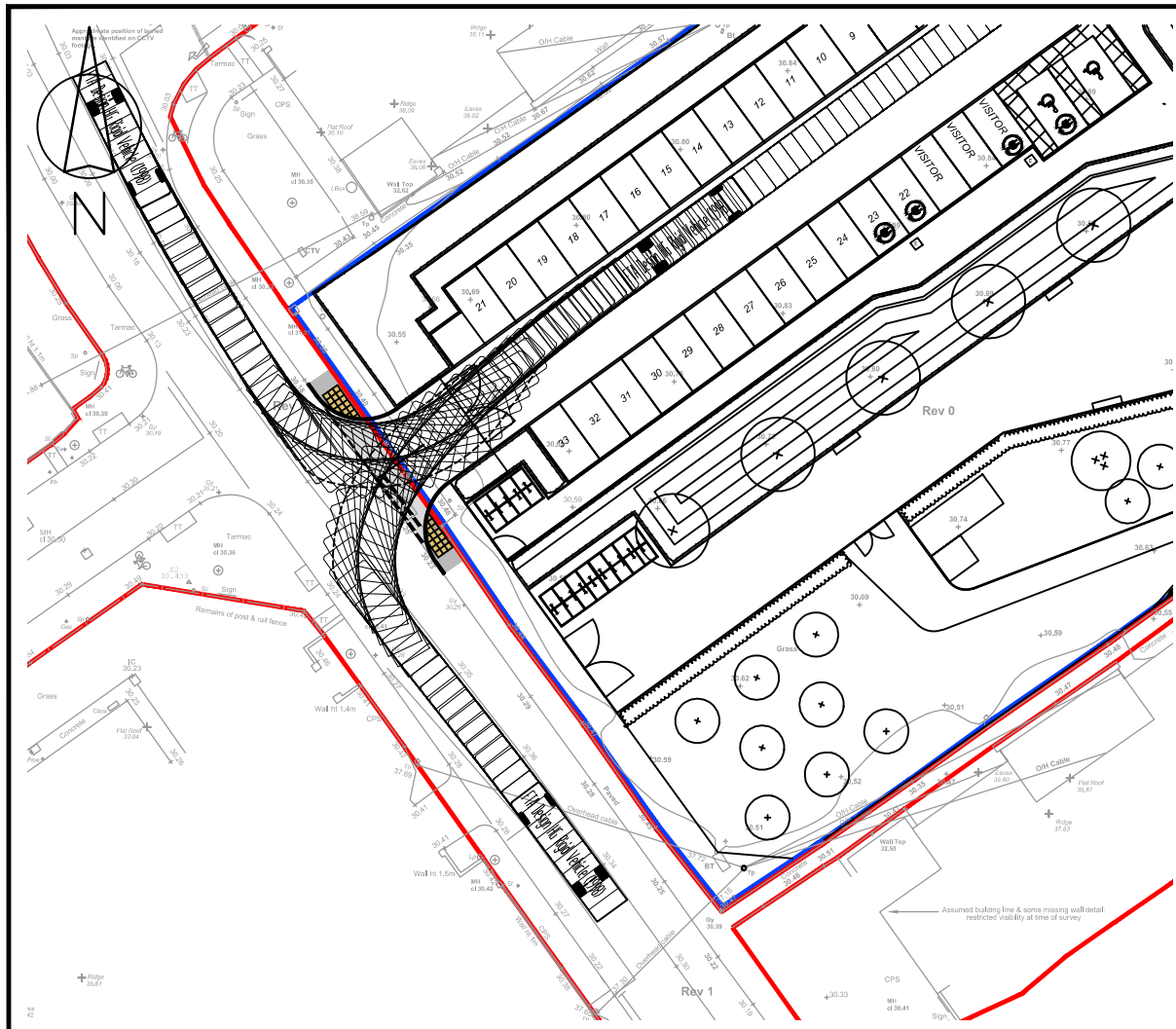


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| | | | |
|----------------|--------------------|-----|---|
| Drawing Number | 2022-4488-TR14 (1) | Rev | D |
|----------------|--------------------|-----|---|

NOTES:

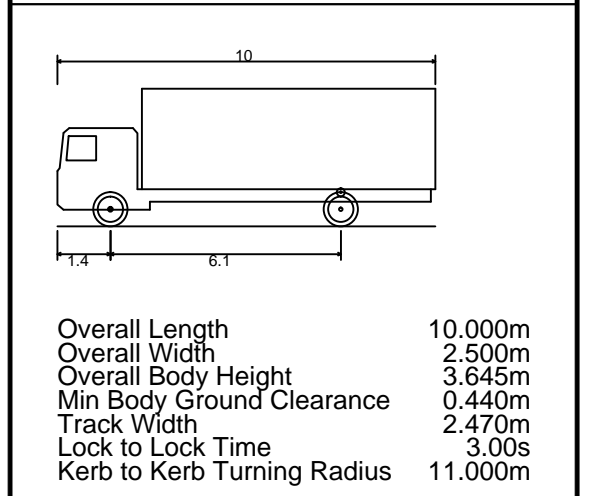
1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.



- NOTES:**
1. Do not scale from this drawing.
 2. This drawing to be read & printed in colour.
 3. This drawing is for illustrative purposes only, and not for construction.

| Rev | Details | Drawn | Checked | Date |
|-----|---|-------|---------|------------|
| A | Site layout updated, turning head revised, site access relocated, delivery vehicle swept paths added. | DW | AH | 19.09.2023 |
| B | Proposed footway / cycleway widened and extended. | DW | AH | 22.09.2023 |
| C | Site layout updated, turning head in Plas Morlais added. | DW | AH | 04.10.2023 |
| D | Footway works in Gibbons Way extended. | DW | AH | 10.10.2023 |

FTA DESIGN HG RIGID VEHICLE (1998)



| | |
|--|---|
| | FORWARD MOVEMENTS (design speed - 5kph) |
| | REVERSE MOVEMENTS (design speed - 2.5kph) |

Client
 ...

Project
Corneli & Marlas Primary Schools

Drawing Title
Vehicular Swept Paths Analysis (English School)
Sheet 2 of 2

Scale **1:500** Size **A3**

Drawn DW 27.07.2023
 Checked AH 27.07.2023



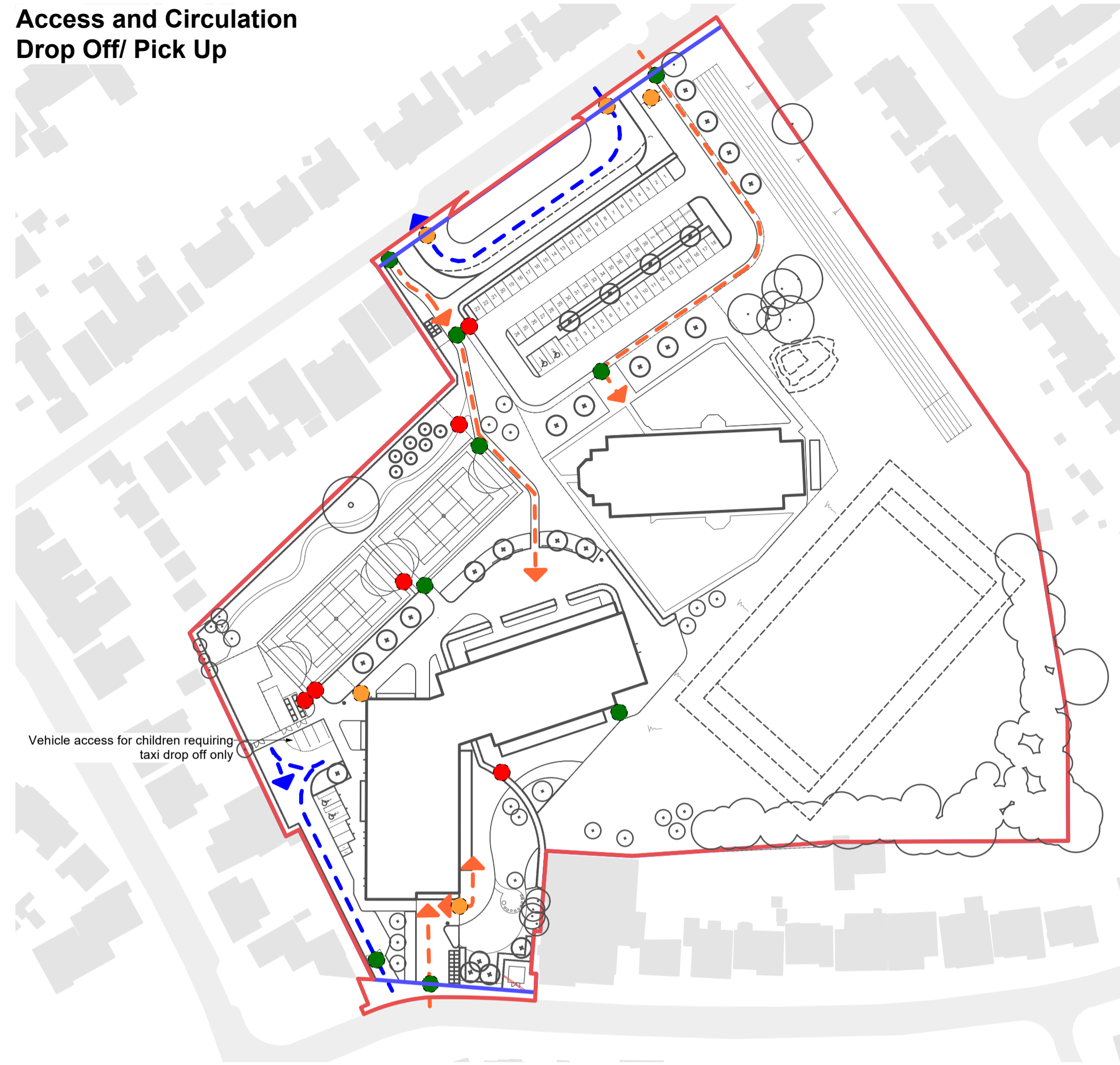
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Drawing Number **2022-4488-TR14 (2)** Rev **D**

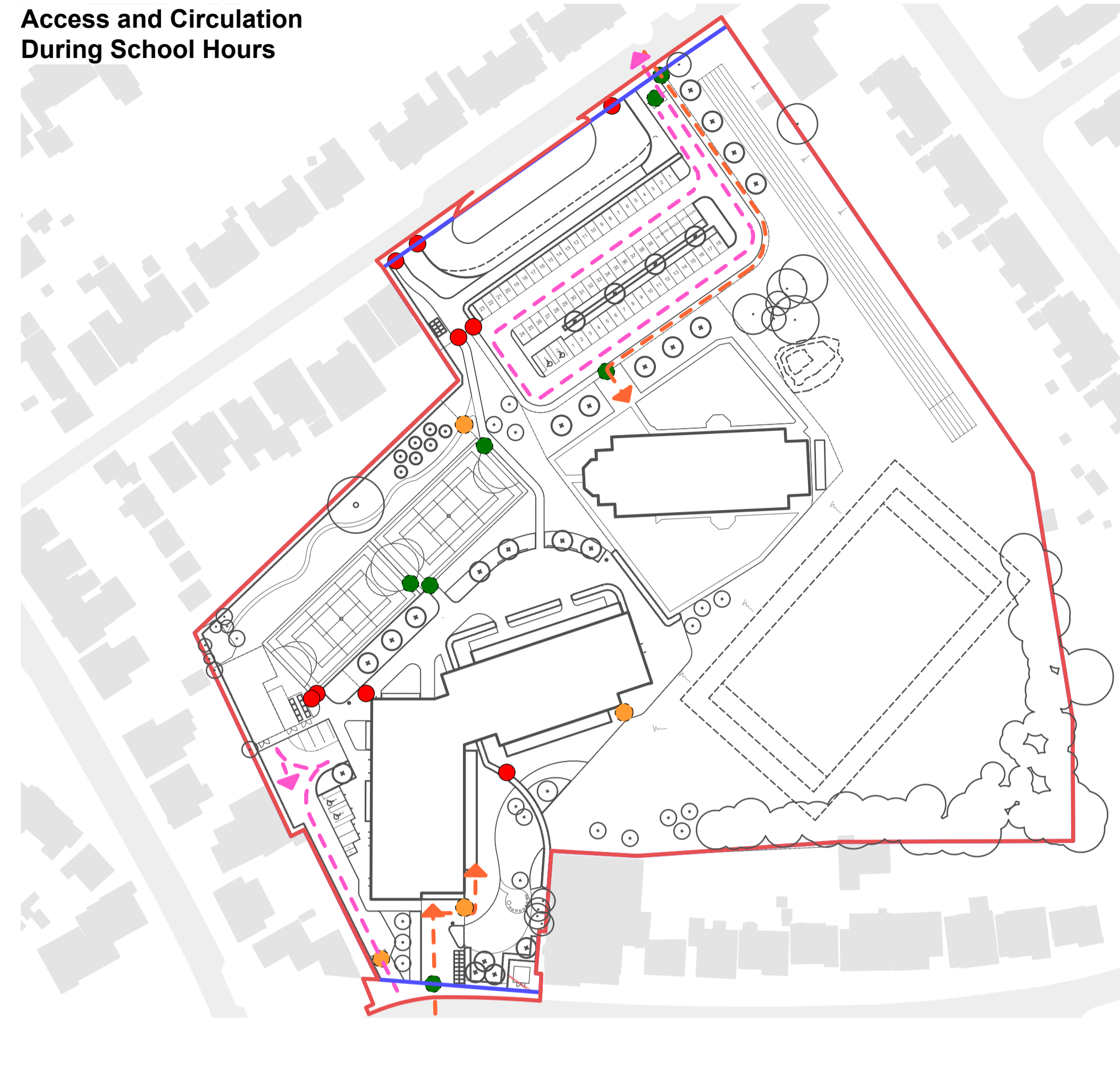
Appendix F

(Site Circulation Plans)

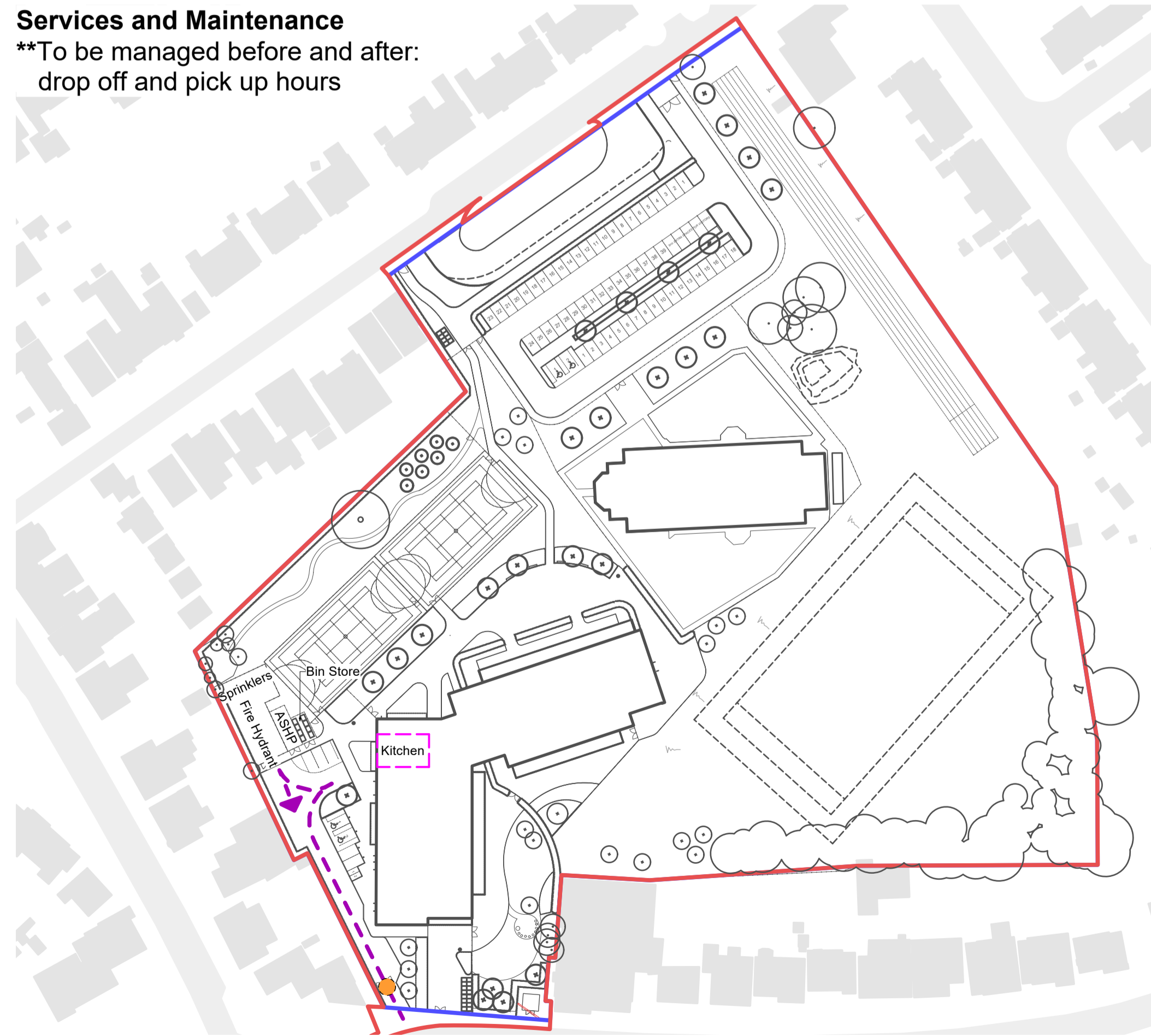
**Access and Circulation
Drop Off/ Pick Up**



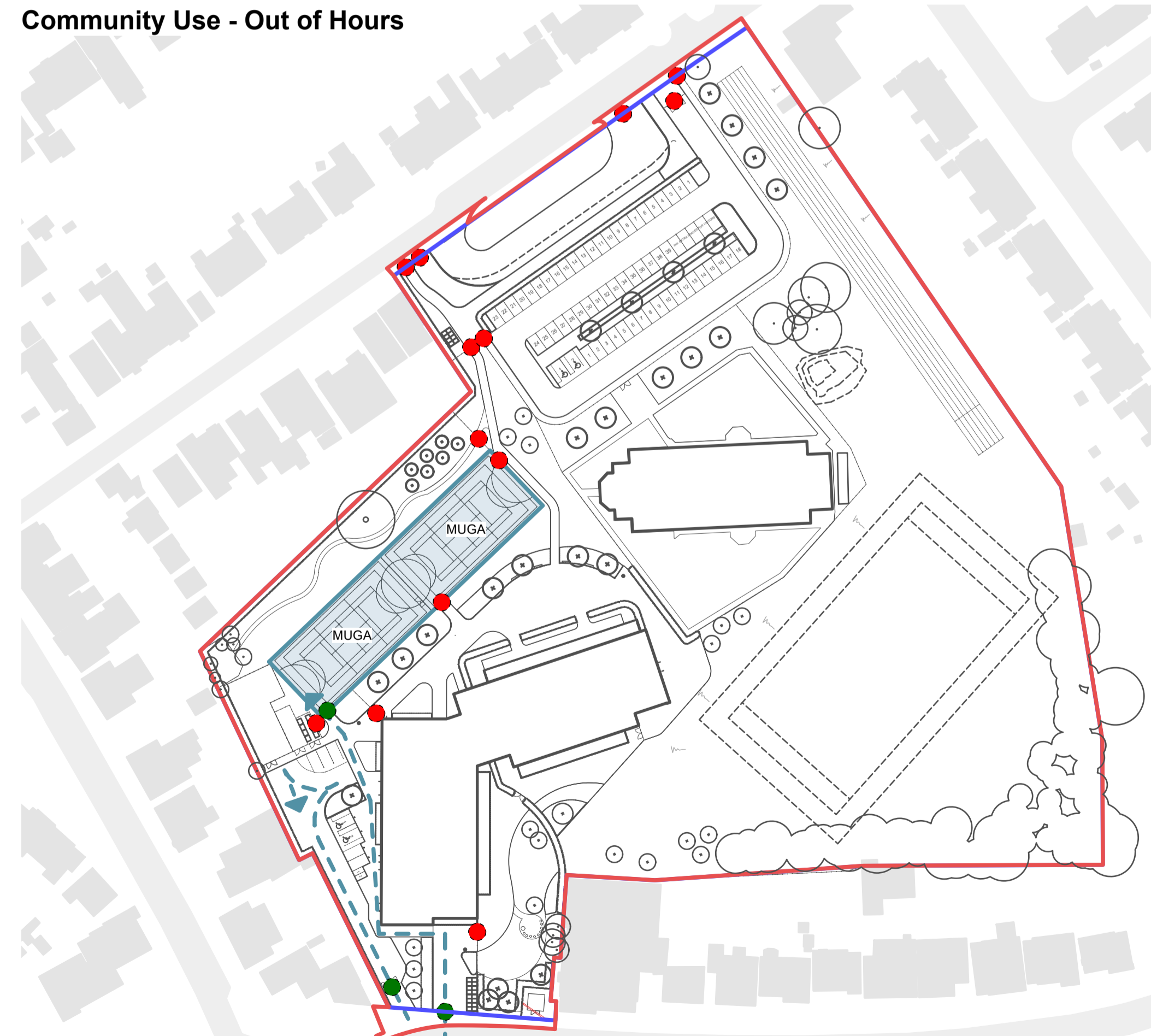
**Access and Circulation
During School Hours**



**Services and Maintenance
**To be managed before and after:
drop off and pick up hours**



Community Use - Out of Hours



Note
1. Do not scale from this drawing
2. To be read in conjunction with Project Risk Register REF: XXX
3. To be read in conjunction with all other Landscape Architect's drawings

KEY

Gates

- Gate - OPEN
- Gate - MANAGED
- Gate - LOCKED

Movement

- - - Pedestrian Access
- - - Vehicle Access
- - - Drop off: Coach or Taxi Access Only
- - - Service vehicle Access
- - - Out of hours Access

| ID | RISK | MITIGATION | DATE MITIGATED |
|-------------------------------|------|------------|----------------|
| RESIDUAL PROJECT RISKS | | | |

| DATE | REV | DESCRIPTION OF REVISION | DRAWN BY | APPROVED BY |
|------------------|-----|-------------------------|----------|-------------|
| 27/09/2023 | P01 | Issued for PAC | KP | LS |
| REVISIONS | | | | |

STATUS
S3 - FOR PLANNING

ares
LANDSCAPE ARCHITECTS

Ares Landscape Architects LTD
Gatecrasher,
51 Eyre Lane
Sheffield
S1 4RB
t: 0114 276 2000
e: hello@aresdesign.co.uk
w: ares.eu.com

CLIENT:
Sheppard Robson

PROJECT TITLE:
Bridgend Primary Schools - Corneli Site

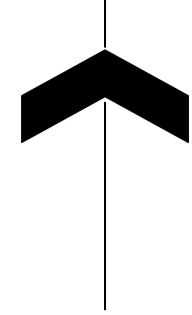
DRAWING TITLE:
Access and Circulation

DRAWING SCALE: 1:1000
PAPER SIZE: A1

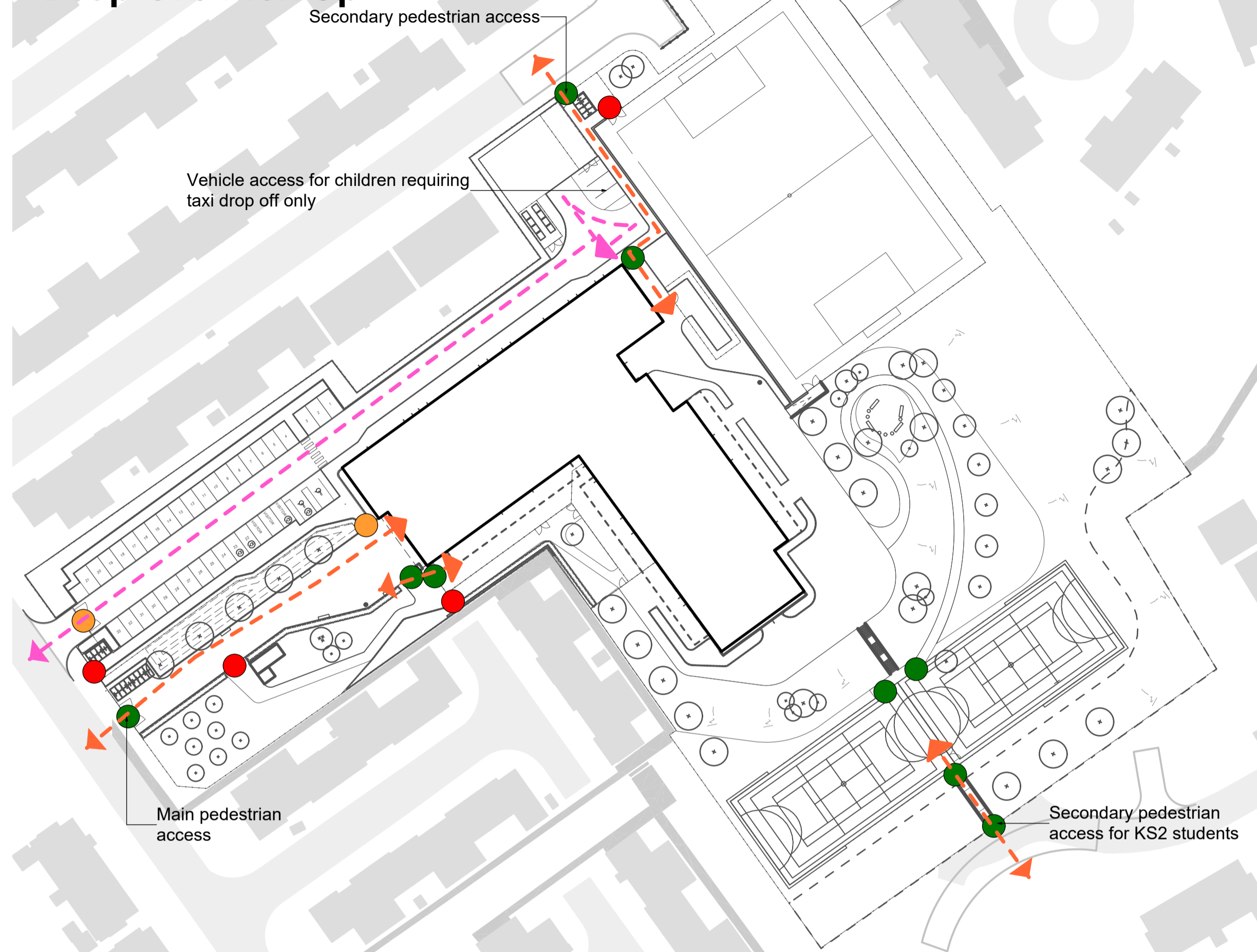
DRAWN BY: KP
APPROVED BY: LS

DRAWN DATE: 27/07/2022
ALA PROJECT CODE: ALA735

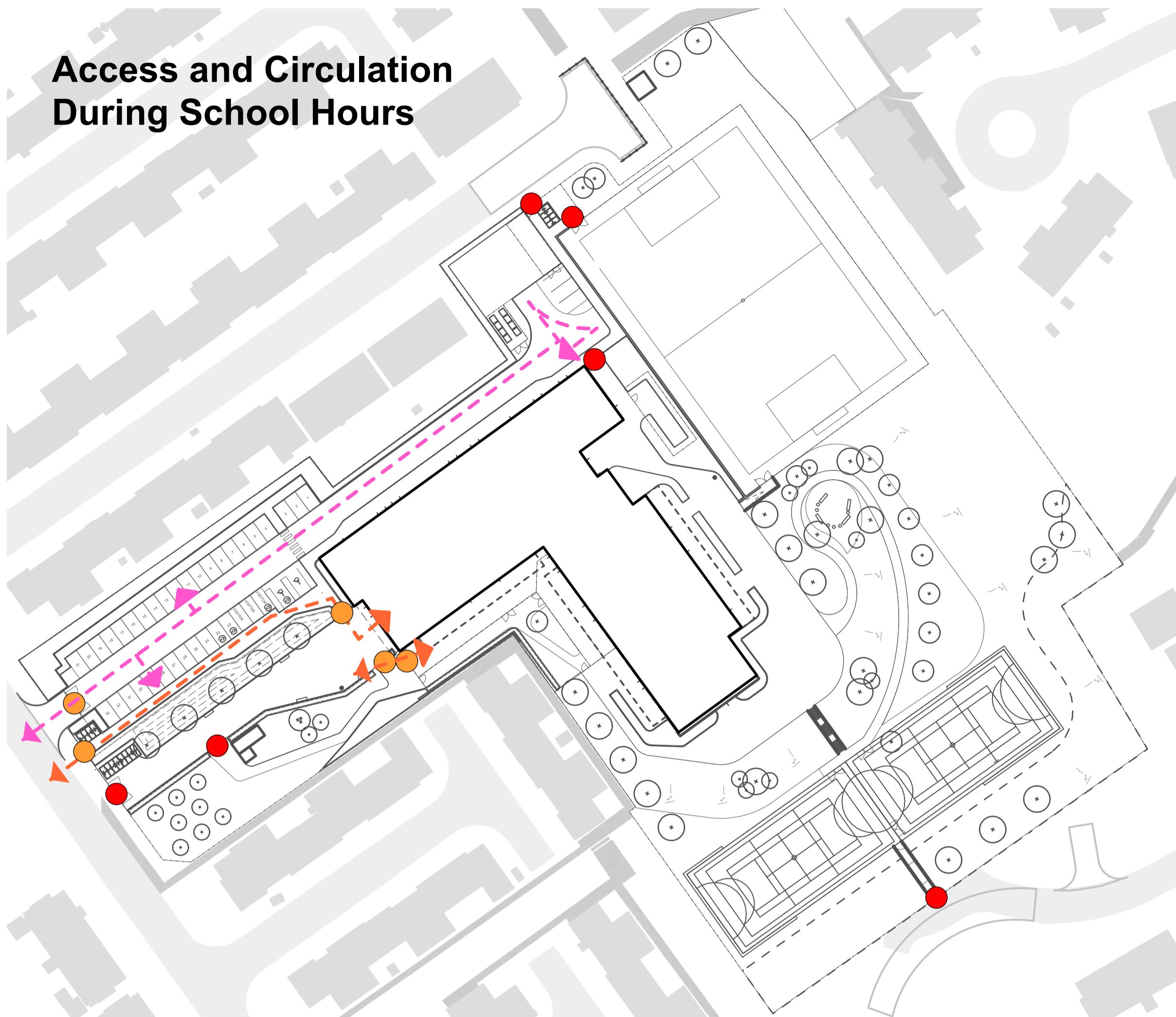
DRAWING NUMBER: **BR0201-ALA-00-ZZ-DR-L-20005** STATUS: **S3** REVISION: **P01**



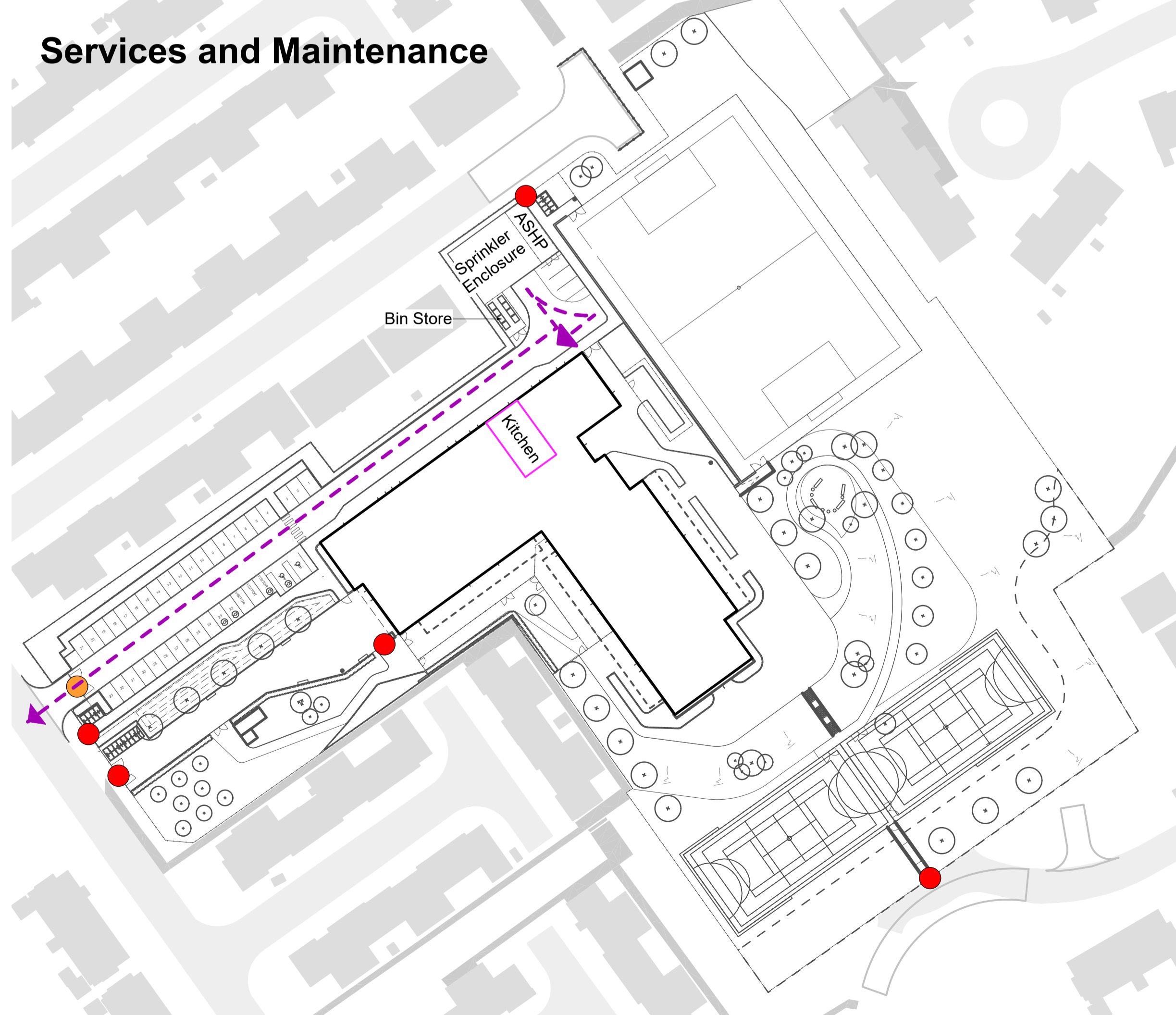
Access and Circulation Drop Off/ Pick Up



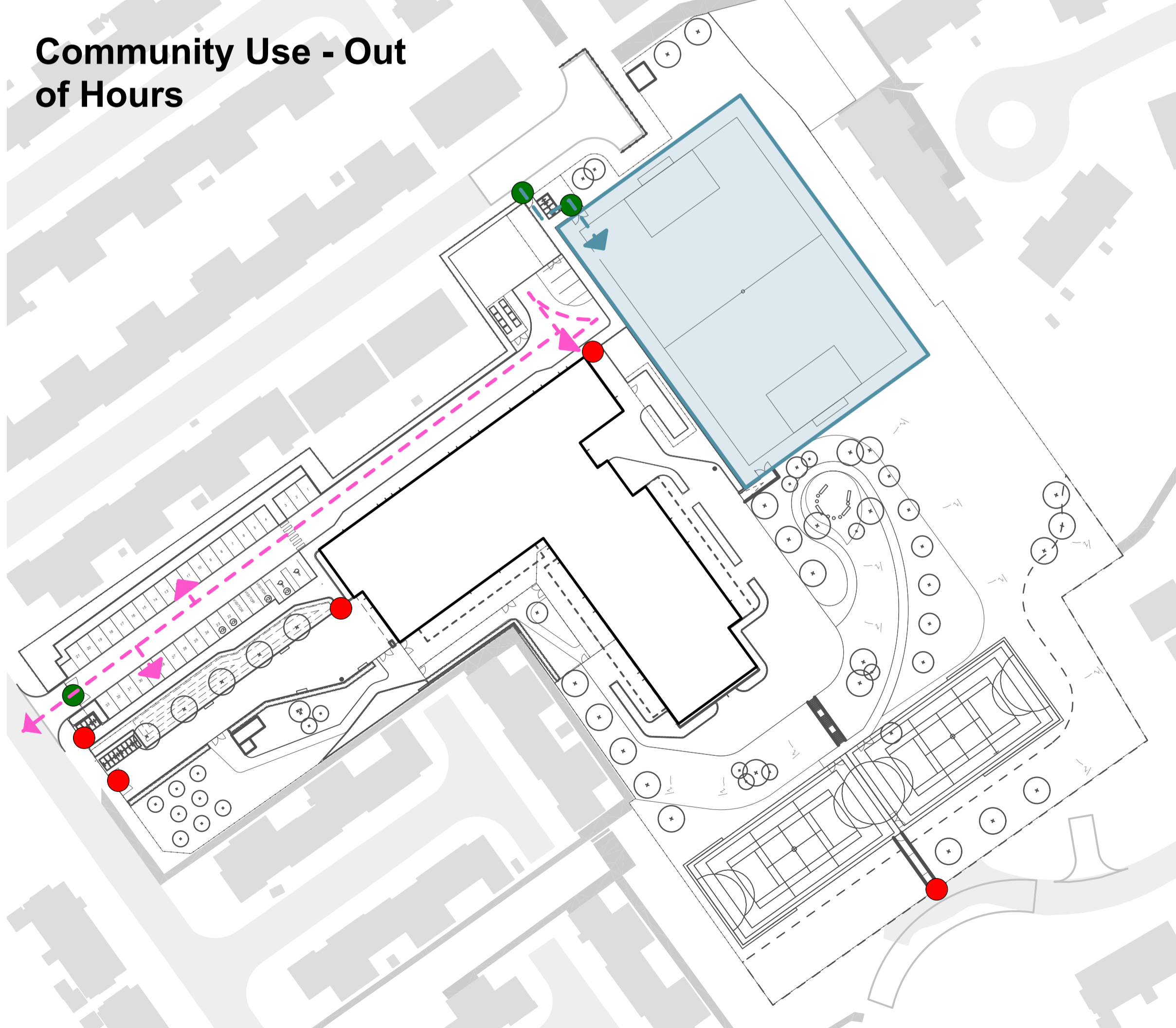
Access and Circulation During School Hours



Services and Maintenance



Community Use - Out of Hours



Note
1. Do not scale from this drawing
2. To be read in conjunction with Project Risk Register REF: XXX
3. To be read in conjunction with all other Landscape Architects drawings

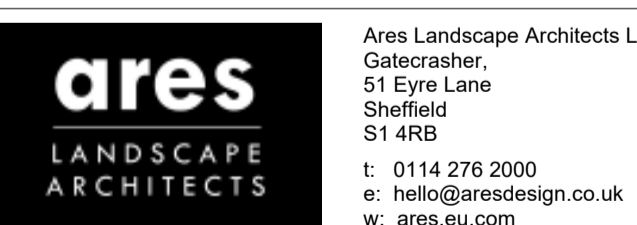
KEY

- Gates**
- Gate - OPEN (Green circle)
 - Gate - MANAGED (Orange circle)
 - Gate - LOCKED (Red circle)
- Movement**
- Pedestrian Access (Orange arrow)
 - Vehicle Access (Pink arrow)
 - Drop off/ Coach or Taxi Access Only (Blue arrow)
 - Service vehicle Access (Purple arrow)
 - Out of hours Access (Teal arrow)

| ID | RISK | MITIGATION | DATE MITIGATED |
|-------------------------------|------|------------|----------------|
| RESIDUAL PROJECT RISKS | | | |

| DATE | REV | DESCRIPTION OF REVISION | DRAWN BY | APPROVED BY |
|------------------|-----|-------------------------|----------|-------------|
| 28/09/2023 | P01 | Issued for PAC | EM | LS |
| REVISIONS | | | | |

STATUS
S2 - FOR PLANNING



CLIENT:
Sheppard Robson

PROJECT TITLE:
Bridgend Primary Schools - Marlas Site

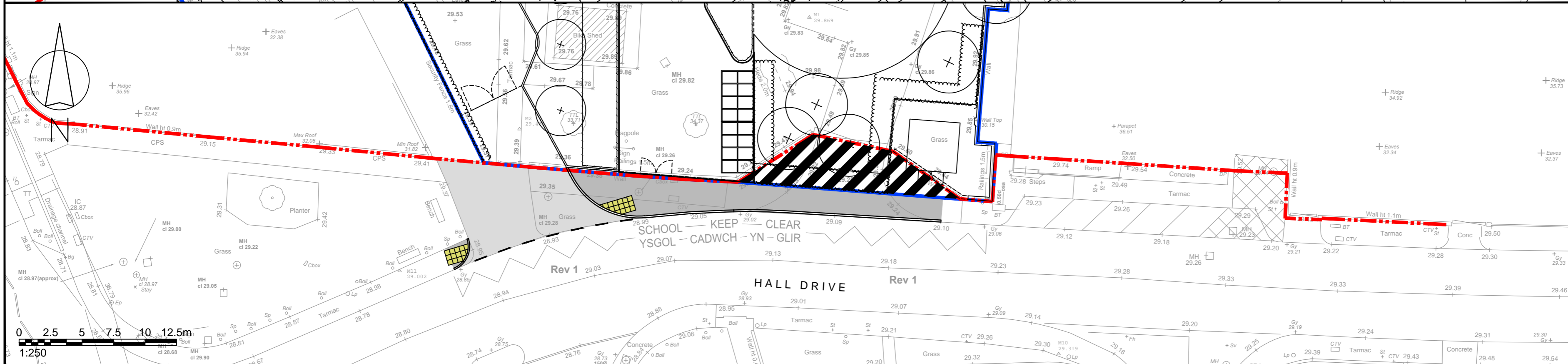
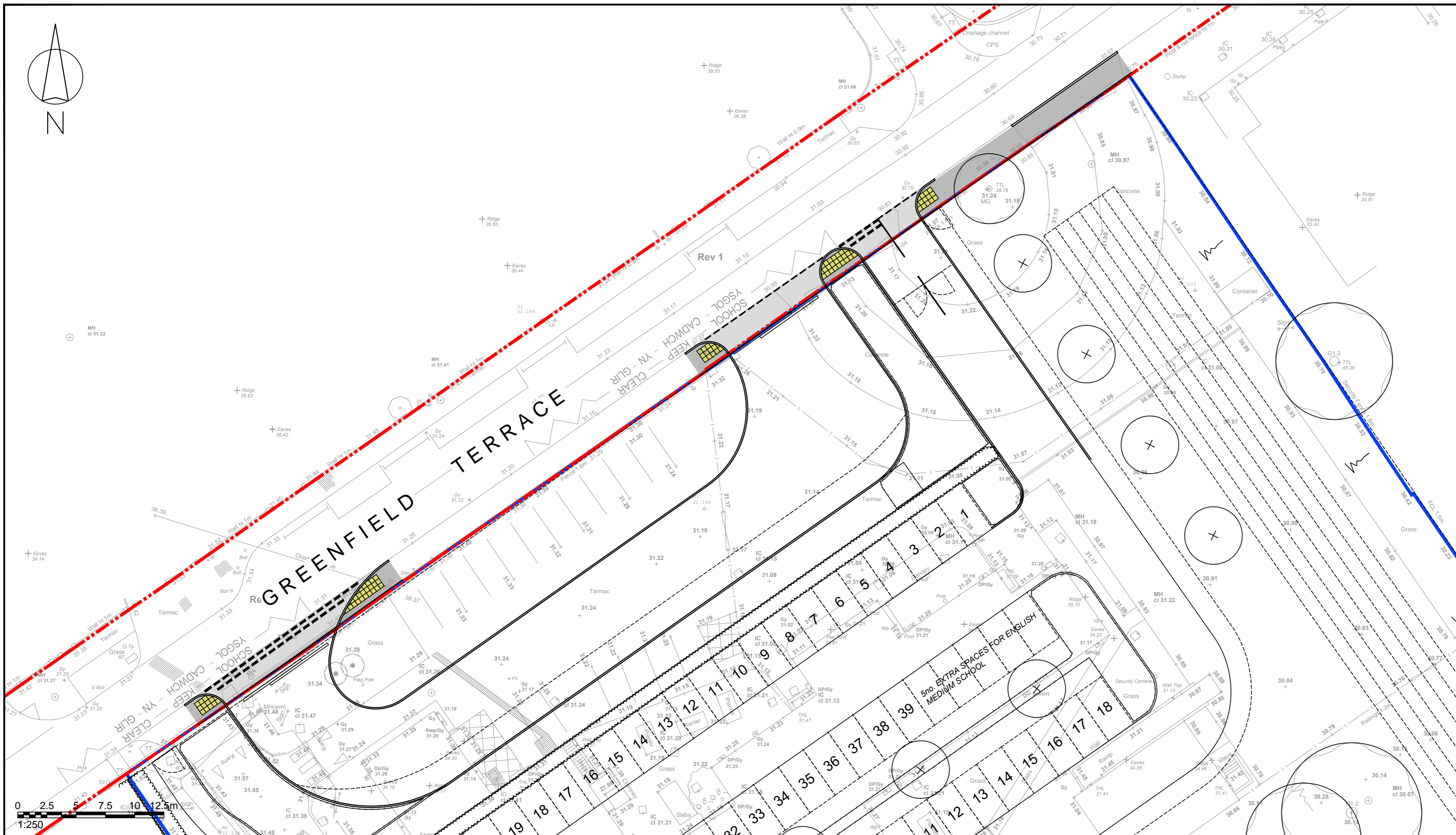
DRAWING TITLE:
Access and Circulation

| | | |
|-------------------------|--------------------|-----------------------------|
| DRAWING SCALE: 1:500 | DRAWN BY: MM | DRAWN DATE: 23/02/2022 |
| PAPER SIZE: A1 | APPROVED BY: LS | ALA PROJECT CODE: ALAT35 |

DRAWING NUMBER: **BR0301-ALA-00-ZZ-DR-L-2000S2** STATUS: **P01**

Appendix G

(Stopping-up Order / Highway Dedication Plans)



| Rev | Details | Drawn | Checked | Date |
|-----|---------|-------|---------|------|
| ... | ... | ... | ... | ... |

- NOTES:**
1. Do not scale from this drawing.
 2. This drawing to be read & printed in colour.
 3. This drawing is for illustrative purposes only, and not for construction.

KEY:

| | |
|--|---|
| | EXISTING HIGHWAY BOUNDARY |
| | SITE BOUNDARY |
| | AREA OF PUBLIC HIGHWAY TO BE STOPPED UP |

Client
...

Project
Corneli & Marlas Primary Schools

Drawing Title
Stopping Up Plan (Welsh School)

Scale **1:250** Size **A2**

Drawn **DW** 03.10.2023
Checked **AH** 03.10.2023

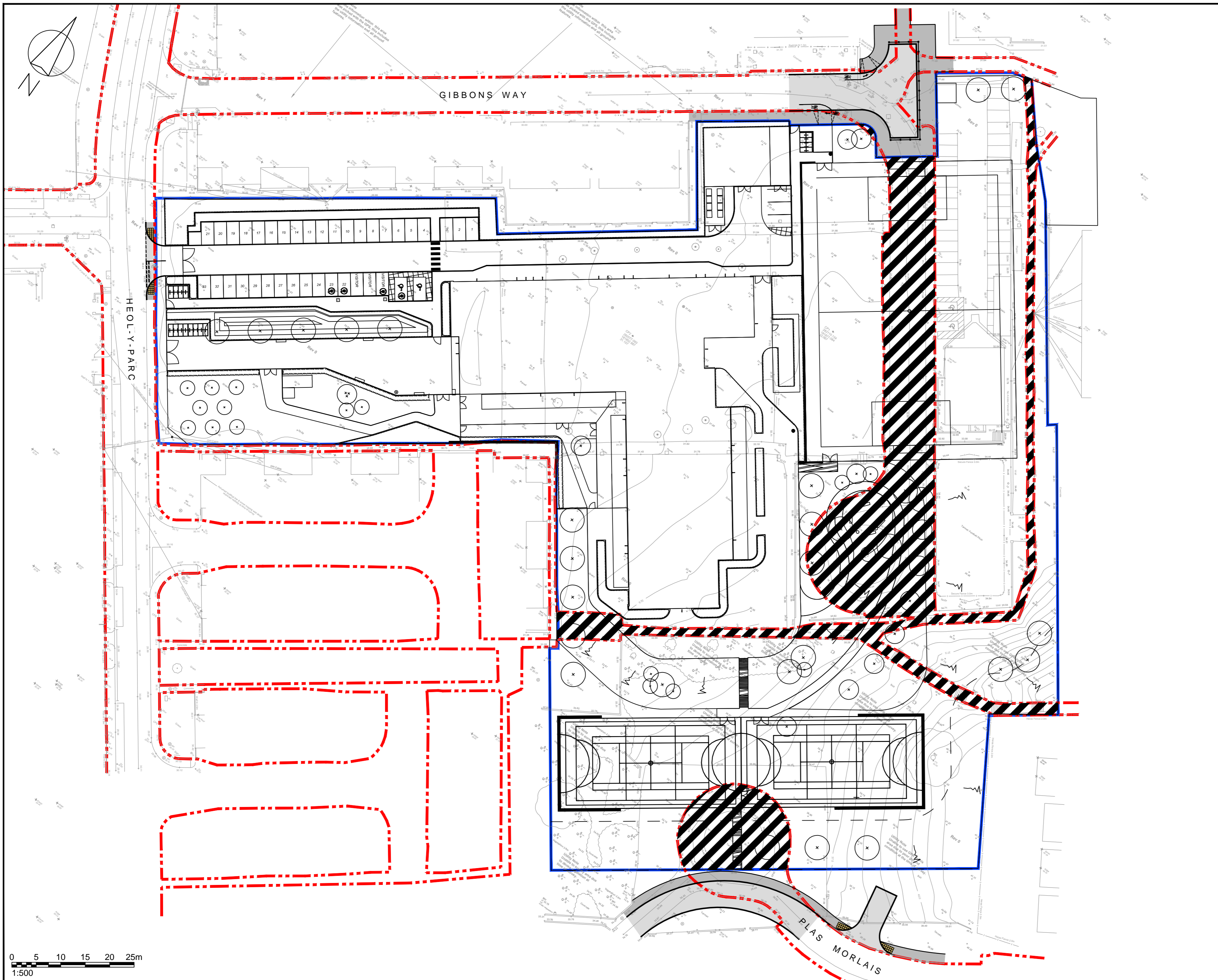


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Drawing Number **2022-4488-010** Rev

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2022-4488-010 - STOPPING UP PLAN (WELSH SCHOOL).DWG



| Rev | Details | Drawn | Checked | Date |
|-----|--|-------|---------|------------|
| A | Footway works in Gibbons Way extended. | DW | AH | 10.10.2023 |

NOTES:

- Do not scale from this drawing.
- This drawing to be read & printed in colour.
- This drawing is for illustrative purposes only, and not for construction.

KEY:

| | |
|--|---|
| | EXISTING HIGHWAY BOUNDARY |
| | SITE BOUNDARY |
| | AREA OF PUBLIC HIGHWAY TO BE STOPPED UP |

Client
...

Project
Corneli & Marlas Primary Schools

Drawing Title
Stopping Up Plan (English School)

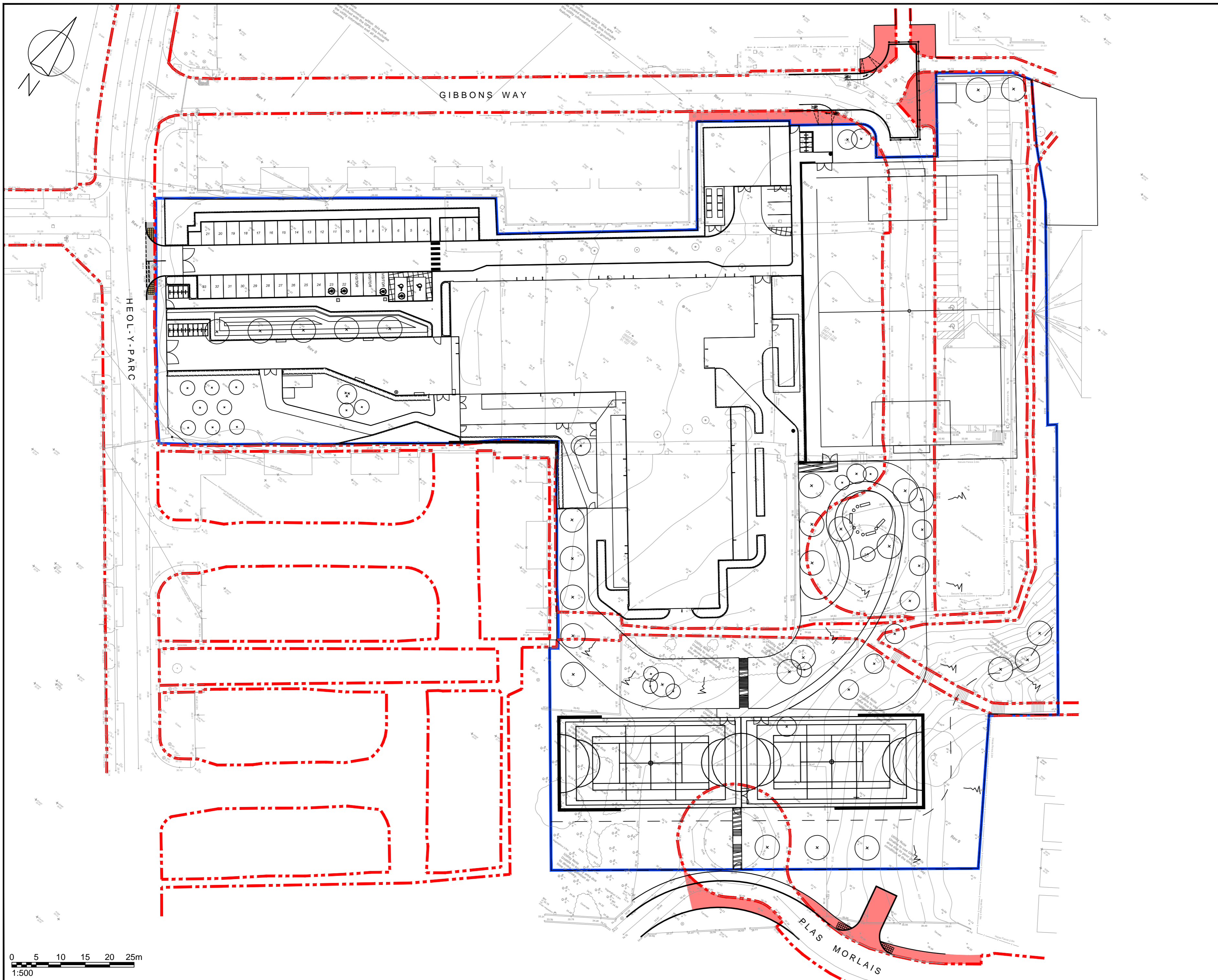
| | | | |
|---------|-------|------------|----|
| Scale | 1:500 | Size | A2 |
| Drawn | DW | 04.10.2023 | |
| Checked | AH | 04.10.2023 | |



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| | | | |
|----------------|---------------|-----|---|
| Drawing Number | 2022-4488-011 | Rev | A |
|----------------|---------------|-----|---|

0 5 10 15 20 25m
1:500



| Rev | Details | Drawn | Checked | Date |
|-----|--|-------|---------|------------|
| A | Footway works in Gibbons Way extended. | DW | AH | 10.10.2023 |

NOTES:

- Do not scale from this drawing.
- This drawing to be read & printed in colour.
- This drawing is for illustrative purposes only, and not for construction.

KEY:

| | |
|--|--------------------------------------|
| | EXISTING HIGHWAY BOUNDARY |
| | SITE BOUNDARY |
| | AREA TO BE ADOPTED AS PUBLIC HIGHWAY |

Client
...

Project
Corneli & Marlas Primary Schools

Drawing Title
Land Adoption Plan (English School)

| | | | |
|---------|-------|------------|----|
| Scale | 1:500 | Size | A2 |
| Drawn | DW | 04.10.2023 | |
| Checked | AH | 04.10.2023 | |



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| | | | |
|----------------|---------------|-----|---|
| Drawing Number | 2022-4488-012 | Rev | A |
|----------------|---------------|-----|---|

0 5 10 15 20 25m
1:500