

# YGG Glantaf, Cardiff – Specialist Resource Base (SRB)

**Transport Statement** 

City and County of Cardiff

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### Quality information

Prepared by	Checked by	Verified by	Approved by
B.,	Hang	Jeron Dong	Fang
Ben Burton	Spiro Panagi	Jeremy Douch	Spiro Panagi
Senior Consultant	Associate Director	Regional Director	Associate Director

7/11/2023				
,, _ = = = =	PAC Submission	SP	Spiro Panagi	Associate Directo

#### Prepared for:

City and County of Cardiff

#### Prepared by:

AECOM Limited 5 Callaghan Square Cardiff CF10 5BT United Kingdom

T: +44 29 2067 4600 aecom.com

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# 1.Introduction

#### 1.1 Introduction

- 1.1.1 AECOM has been commissioned by the City and County of Cardiff (CCC) to produce a Transport Statement (TS) to accompany a planning application for the provision of a new Specialist Resource Base (SRB) for pupils with profound learning needs, located on the site of the existing Ysgol Gyfun Gymraeg (YGG) Glantaf.
- 1.1.2 YGG Glantaf is a Welsh medium secondary school, one of the first to be provided in Cardiff. This SRB facility will be introduced within the existing school grounds and will not result in any changes to the operation of the wider school provision.
- 1.1.3 The SRB utilises areas within the mainstream school buildings, accommodating pupils with behavioural issues or similar, who may not be suited to the lesson timetable of the mainstream school, but are not required to attend a separate school elsewhere. The new SRB will be designed to accommodate 60 pupils where the main objective is to provide a safe and inspiring place to learn and grow in independence. The new facility will comprise 30 ASD (Autism Spectrum Disorder) pupil places and 30 number CLN (Complex Learning Needs) pupil places.
- 1.1.4 The existing school already provides facilities for pupils with Additional Learning Needs (ALN) and this will contribute to a significant proportion of the SRB places that will be relocated within this facility. It is understood that there are 22 existing SRB pupils supported within YGG Glantaf together with their associated support staff. The proposals therefore seek to formalise some existing facilities with new purpose built facilities and also expand this to a capacity of 60 pupils, an increase over the current situation of 38 in terms of pupil space provision. As part of the proposals, there is expected to be an additional 22 support staff employed to accommodate the increase in pupils.
- 1.1.5 Pre-Application Consultation will be formally carried out to scope out Local Authority opinion, prior to planning submission. The transport planning input will be informed by TAN 18 and also by experience professional judgment. TAN 18 only provides guidance for new schools and sets out the need for a Transport Assessment for those large scale proposals. This is set out in detail in Chapter 4, together with the reasoning as to why a TS is appropriate to support an application in this case.
- 1.1.6 Therefore in summary, the development proposals are not for a new school and instead propose a limited scale redevelopment of open area for a purpose built SRB facility. The SRB facility will provide 60 pupil places, a significant proportion of which will be fulfilled by those pupils already supported by YGG Glantaf. The accessibility of the existing school site has been investigated, with specific regard to BREEAM requirements and also for the needs of SRB.
- 1.1.7 The masterplan developments and the potential for enhancing access by sustainable modes has been discussed with the Highway Authority through a workshop format to facilitate open discussion. This TS has been informed by those discussions.
- 1.1.8 In consideration of the above and that the level of detail is required to be proportionate to the scale of development, and that robust assumptions have been employed where information is not currently available, it has been determined that a Transport Statement is adequate to inform a planning application.

### 1.2 Site Location

- 1.2.1 The Proposed Development is located at the existing YGG Glantaf, approximately 4.5km northwest of Cardiff City Centre, adjacent to the River Taff. The existing school is accessed from Gabalfa Road, which borders the site to the east. The site is bordered to the north by the A4054. The location of the Proposed Development is shown in **Figure 1-1**.
- 1.2.2 There are no changes proposed to the current access arrangements as part of these proposals. The existing school and proposed SRB facility will be served by vehicle and pedestrian accesses on Gabalfa Road and pedestrian access from the A4054 Bridge Road.

Legend
Site Boundary

Andrew's Road

Figure 1-1: Site Location

#### 1.3 BREEAM

- 1.3.1 The Proposed Development has been assessed in reference to the latest BREEAM guidance. BREEAM is a platform for assessing the sustainability credentials for the built environment. Two BREEAM topics relate specifically to Transportation and are considered in this Transport Statement and the Travel Plan also submitted: Tra01 'Transport Assessment and Travel Plan', and Tra02 'Sustainable Transport Measures'. For each topic, a number of credits are available which contribute towards the overall BREEAM rating for a new development.
- 1.3.2 Tra01 aims 'to reward awareness of existing local transport and identify improvements to make it more sustainable'. Two credits are available for the following:
  - Undertake a site-specific Transport Assessment (or Transport Statement) that includes current and
    future travel patterns and the impact of travel associated with site users and the development
    proposals, an appraisal of existing opportunities for travel by sustainable modes (i.e., walking and
    cycling, public transport), and the location of existing amenities in relation to the site.
  - The preparation of a Travel Plan that provides a long-term management strategy which encourages
    more sustainable travel to and from the development. This process should involve the end-user of
    the development (if possible), and there should be a commitment to the implementation of the
    measures contained in the travel plan.
- 1.3.3 Section 2 of this TS provides an audit of existing accessibility to the site by all modes of transport. This includes a calculation of the public transport Accessibility Index (AI) and assessment of the current accessibility to local amenities, in accordance with the methodologies contained in the BREEAM guidance.
- 1.3.4 A Travel Plan (TP) will be secured by Planning Condition as part of the planning application process. The TP will aim to promote the use of the most sustainable forms of travel for all types of journeys associated with the scheme. This will be produced in consultation with both the site occupier and the Council's education department to ensure that the document aligns with operational requirements.

- 1.3.5 Tra02 aims 'to maximise the potential for local public, private and active transport through provision of sustainable transport measures appropriate to the site'. A pre-requisite to being assessed on this topic is the achievement of the criteria contained in Tra01. There are 10 credits are available for the provision of the following:
  - Award credits (according to the existing AI score for the development) based on the number of sustainable transport measures implemented, covering public transport, private transport and active travel.
- 1.3.6 Section 2 of this TS presents the existing sustainable transport measures and local amenities in close proximity to the school. Section 3 of this TS describes the measures that will be implemented as part of the Proposed Development to improve sustainable access.

#### 1.4 Document Structure

- 1.4.1 The TS is structured as follows:
  - **Section 2** Site Accessibility: Examines the local transport conditions in the vicinity of the site and the accessibility of the school to non-car modes of travel;
  - **Section 3** Development Proposals: Provides a detailed description of the scheme proposals, including the proposed means of access and parking provision;
  - **Section 4** Planning Policy Review: Considers the development in the context of relevant national and local planning and transport policies;
  - **Section 5** Trip Generation: Sets out the forecast trip generation for the typical operation of the Proposed Development;
  - **Section 6** Transport Implementation Strategy;
  - Section 7 Conclusions: Summarises the key findings and conclusions of the TS; and
  - Section 8 BREEAM Compliance: summarises alignment to BREEAM criteria.

# 2. Site Accessibility

#### 2.1 Introduction

2.1.1 This section sets out information regarding the local highway network, walking, cycling and public transport accessibility, local amenities and the area's highway safety record.

### 2.2 Site Location and Existing Usage

- 2.2.1 The Proposed Development is located at the existing YGG Glantaf, approximately 4.5km northwest of Cardiff City Centre, adjacent to the River Taff. The existing school can be accessed from Gabalfa Road, which borders the site to the east and also from the A4054, locally known as Bridge Road, which forms the northern border of the school premises. The location of the Proposed Development is shown in Figure 1-1.
- 2.2.2 The Proposed Development comprises the provision of a new SRB facility, located on the site of YGG Glantaf, which is currently in use and will continue to operate with the introduction of the proposals. The existing school has capacity for approximately 1,329 pupils, within this total capacity, there is provision for ALN and SRB pupils. Both the existing school and the proposed facility cater for pupils in a Welsh medium, between the ages of 11-18.

# 2.3 Local Highway Network

2.3.1 The following section provides a description of the characteristics of the local highway network surrounding the school site. The roads described are labelled and shown on Figure 1-1, for ease of reference. During the preparation of this report and the development of the masterplan, the Welsh Government reviewed and replaced speed limits for streets to 20 mph, this took place on 17<sup>th</sup> September 2023. The routes described below would be subject to this new legal speed restriction.

### A4054 Bridge Road

- 2.3.2 The A4054 lies to the north, west and south of the school and forms part of the Strategic Road Network (SRN). In the vicinity of the site, the A4054 is a single-carriageway road and is subject to a 20mph speed limit. The existing school has a gated access onto the A4054 which leads to the northern car parking areas and to the central building area.
- 2.3.3 The A4054 is a bus route and a bus layby and is located to the immediate west of the school access for west bound travel. A bus stop for eastbound travel is provided opposite the school access. The A4054 has an average carriageway width of approximately 7.5m in the vicinity of YGG Glantaf. The A4054 connects to the A48 approximately 1.3km to the south of the site.

#### **Gabalfa Road**

- 2.3.4 Gabalfa Road borders the school to the east and provides existing vehicular access, via two separate junctions and also pedestrian provision at these locations and a traffic free footpath. Gabalfa Road is single-carriageway with an average width of 6.5m. As well as providing access to the school, Gabalfa Road serves the residential areas to the east of the site.
- 2.3.5 Gabalfa Road runs broadly north to south, and at its northern extent Gabalfa Road meets the A4054 at a 3 arm mini roundabout. The A4054 Bridge Road forms the western arm of the junction and the A4054 Station Road forms the northern arm. Station Road is a local bus route a zebra crossing facility exist in close proximity to the mini roundabout junction.

- 2.3.6 At around 35 metres to the south of the A4054 junction, Gabalfa Road forms a 4 arm mini roundabout junction with the main school entrance connecting as the western arm and Gabalfa Avenue connecting as the eastern arm. The vehicular and pedestrian entrance to the school serves the northern car parking areas and the main buildings.
- 2.3.7 To the south of the above location, at a distance of around 70 metres, a pair of gated accesses provide separate vehicular and pedestrian connections to the school. This approach is sign posted as 'Reception' and serves a smaller eastern car park. The footways on the western side of Gabalfa Road leading to this entrance are between 3.5 and 4.5 metres wide. It is assumed that this entrance is used for pupils and also for visitors and support professionals. The is an additional narrow car park accessed to the immediate south of this junction which provides parallel parking adjacent to the school boundary.
- 2.3.8 Within a short walking distance of 50 metres, a gated access is provided from Gabalfa Road, for pedestrians through to the hard surface play areas.

#### **Gabalfa Avenue**

2.3.9 Gabalfa Avenue forms the eastern arm of the mini-roundabout connecting the main school access with Gabalfa Road. Gabalfa Avenue is primarily a residential distributor road that runs through the residential areas to the east of the site. It also provides access to a Ministry of Defence (MOD) facility which lies between Gabalfa Road and College Road. Gabalfa Avenue is a local bus route and has an average carriageway width of approximately 6.5m.

# 2.4 Walking and Cycling

- 2.4.1 Active travel access to the existing school is taken from Gabalfa Road and Bridge Road. Gabalfa Road has footways on both sides of its carriageway, which are provided at a minimum width of 2m. South of the main vehicular access to the school, the footway on the western side of Gabalfa Road (adjacent to the school) widens to approximately 4.5m, allowing for both walking and cycling movements in the vicinity of the school accesses on Gabalfa Road. Crossing facilities in the form of dropped kerbs and tactile paving are provided on all arms of the mini-roundabout between the school access, Gabalfa Road and Gabalfa Avenue. Gabalfa Avenue provides good facilities for pedestrians, with footways segregated by green verges on either side of the carriageway.
- 2.4.2 Footways of 2.0 metres width or greater, are present on both sides of the A4054 Bridge Road, along the entirety of the school boundary and beyond towards Llandaff Bridge, allowing for active travel movements over the River Taff to neighbouring residential areas, as well as Danescourt Railway Station. A zebra crossing is provided on the A4054 on both its eastern and northern approaches to the miniroundabout connecting with Gabalfa Road, at the northern extent of the school grounds.
- 2.4.3 National Cycle Network (NCN) Route 8 runs directly to the south of the school, along the northern side of the River Taff. The route is referred to as the Taff Trail and provides an off-road walking / cycling route between the site and Cardiff City Centre. As part of the proposals, two new 'community' pedestrian / cycle accesses with be provided to the south-west of the site directly from the Taff Trail, providing both stepped and ramped access between the existing footpath and the school. Short stay cycle parking in the form of Sheffield stands will be constructed adjacent to the stepped access to allow a safe and convenient location for visitors to dismount and store their bikes.
- 2.4.4 CCC's Existing Route Map (ERM) shows routes for walking and cycling which meet Welsh Government standards. In terms of walking, the A4054 (north of Gabalfa Road) is designated as an active travel route (ref. WNWhit7). The Taff Trail, as identified above, which runs directly to the south of the school, is designated as a shared-use walking / cycling path (ref. 8-6), segregated from the road.

### **Planned Walking & Cycling Improvements**

2.4.5 A set of Integrated Network Maps submitted by CCC to the Welsh Government (WG) were approved in February 2018. The maps set out the Council's plans for enhancing active travel infrastructure over the next 15 years. The following network improvements are identified as part of the approved Integrated Network Maps, and of relevance to the Proposed Development:

- 'SCH8' & 'SCH67': School safety improvements required in the short, medium and longer term along Gabalfa Road, where vehicular access to the existing school is taken; and
- 'Route 142': Provision of off-road cycle facilities along Bridge Road (south of Llandaff Bridge) and Radyr Court Road.
- 2.4.6 These proposals will serve to further enhance the existing high level of connectivity by active modes of travel between the site and the local area. A copy of these maps are included within **Appendix A**.

# 2.5 Public Transport

2.5.1 Existing public transport services operating in the vicinity of the site have been identified with reference to current timetable and routeing information.

#### **Bus Services**

2.5.2 The IHT's *Guidance for Providing for Public Transport in Developments*, published in 1999, suggests 400m as the 'acceptable' walking distance to a bus stop. The nearest bus stops are located directly adjacent to the school on the A4054, at the northern access, or within 50m walking distance from the main school entrance. These stops, referred to as 'Ysgol Glantaf', are served by multiple school services, as well as services 24 and 25, which take a circular route between Cardiff City Centre, Llandaff and Whitchurch. An additional service, G1, is available from the bus stop located on the A4054, referred to as 'Cow & Snuffers', approximately 190m walking distance from the school. **Table 2-1** provides a summary of the bus services which are available from the bus stops local to the site.

Table 2-1: Summary of Local Bus Services

Service Number (Stop)	Route	Days	First Service	Last Service	Approx. Frequency
		Mon-Fri	07:32	18:47	30 minutes
24 (Ysgol Glantaf)	City Centre – Whitchurch – Llandaff North (Circular)	Sat	08:52	18:22	30 minutes
		Sun	08:48	18:43	Hourly
		Mon-Fri	07:50	19:10	30 minutes
25 (Ysgol Glantaf)	City Centre – Llandaff – Llandaff North (Circular)	Sat	08:39	18:19	30 minutes
		Sun	09:03	18:02	Hourly
G1 (Cow & Snuffers)	Gabalfa – Gwaelod y Garth via Whitchurch (Circular)	Mon-Sat	07:58	18:28	90 minutes
615 (Ysgol Glantaf)	Roath – Heath – Ysgol Glantaf (School Service)	Mon-Fri	08:22	14:55	2 Services
806 (Ysgol Glantaf)	Llanishen – Ysgol Glantaf (School Service)	Mon-Fri	07:55	14:50	2 Services
813 (Ysgol Glantaf)	Lisvane – Ysgol Glantaf (School Service)	Mon-Fri	08:15	14:50	2 Services

Source: Bustimes.org (October 2023).

2.5.3 Overall, bus services operate at a reasonable frequency from stops in close proximity to the premises, offering multiple services to local destinations as well as further afield to Cardiff, from which a wider range of regional services are available.

#### **Rail Services**

- 2.5.4 The nearest railway station is Danescourt station, which is located approximately 900m walking distance from the site via the A4054 and Llandaff Bridge. This equates to a walking time of around 12 minutes and is equivalent to a five minute cycle ride.
- 2.5.5 Facilities provided at Danescourt and services to / from this station are summarised in **Table 2-2** and **Table 2-3** respectively.

Table 2-2: Summary of Facilities at Danescourt Railway Station

Facility	Details	
Car Parking	No	
Disabled Car Parking	No	
Cycle Storage	No	
Staffing / Ticket Office	No	
Self Service Ticket Machines	Yes	
Step Free Access Coverage	Yes	

Source: National Rail (October 2023).

Table 2-3: Summary of Rail Services at Danescourt Railway Station

Direction	Days	First Service	Last Service	Approximate Frequency
Towards Coryton (via Cardiff Centre)	Mon-Sat	07:06	19:37	30 minutes
Towards Radyr	Mon-Sat	07:17	23:06	30 minutes

Source: National Rail (October 2023). All services listed are direct.

2.5.6 Overall, there is a good provision of rail services from Danescourt to key destinations, both locally and regionally. Services begin early in the morning and finish late at night, ensuring a provision to suit a wide range of travel times. Connections at Cardiff Central provide opportunities to board services covering a number of national destinations. Overall, this displays a high availability of rail services to/from the site and surrounding area.

# 2.6 Accessibility Index

- 2.6.1 A requirement of the BREEAM process is the calculation of the Accessibility Index (AI). In line with the guidance an assessment of the AI of the site has been undertaken using the AI calculator and associated methodology contained within the BREEAM guidance.
- 2.6.2 The assessment involves establishing the average number of bus and rail services per hour from compliant transport nodes during a site's operating hours. The guidance specifies an five-hour operating period (07:30hrs to 10:00hrs & 15:00hrs to 17:30hrs) as the default hours of operation for a typical day for a 'School' site. Compliant transport nodes are those within 1km of the premises for rail and 650m for bus. Danescourt Railway Station is located approximately 900m walk away from the site, via walkable routes. The nearest bus stops are situated directly adjacent to the school, and additionally at approximately 50m walking distance from the main school entrance. For bi-directional services, average frequency has been calculated for one direction only.
- 2.6.3 The AI calculations for the bus and rail services considered as part of the assessment are included in **Appendix B.**

2.6.4 The input frequencies of services from compliant nodes results in an **AI of 4.33** which, according to BREEAM guidance, is sufficient to achieve two credits for this building type.

# 2.7 Accessibility to Amenities

- 2.7.1 The proximity of the site in relation to a specific range of local complementary amenities has been reviewed in line with BREEAM guidance, and in particular Table 7.1 of the guidance contained within topic Tra01. In accordance with Table 7.1, the definition of local amenities includes: 'appropriate food outlets', 'access to cash', and 'access to a recreation or leisure facility for fitness or sports', all to be located within 500m of the site.
- 2.7.2 **Table 2-4** sets out the range of specific amenities referenced in the BREEAM guidance and highlights those within 500m walking distance of the school. This demonstrates the site meets a requirement of BREEAM topic Tra01 which is to demonstrate that 'at least three accessible amenities are present'.

Table 2-4: BREEAM Local Amenities within 500m of the Site

Category	Within 500m?	Name / Location	Distance from site (m)
Appropriate food outlet	~	Lidl	350m
Access to cash	~	Texaco Petrol Station	220m
Access to an outdoor open space	~	On Site	0m
Access to a recreation or leisure facility for fitness or sports	~	On Site	0m
Publicly available postal facility	<b>~</b>	Postbox (Bridge Road)	180m
Community facility	~	Llandaff North and Gabalfa Hub (Library)	500m
Over the counter services associated with a pharmacy	×	-	-
Public Sector GP surgery or general medical centre	×	-	-
Childcare facility or school	<b>~</b>	On Site	0m

Note: all distances measured from the site along pedestrian routes.

# 2.8 Highway Safety

2.8.1 A review of Personal Injury Collision (PIC) data has been obtained from the 'Crashmap' online resource to determine whether there are any locations on the local highway network with poor collision records. An extract showing the PICs recorded in the study area during the latest available five-year period which at the time of writing is from 1st January 2017 to 31st December 2021 is reproduced as **Figure 2-1**. The study area for the purposes of this assessment includes the A4054 in the vicinity of the school, as well as Gabalfa Road, from which vehicular access to the existing school is taken.

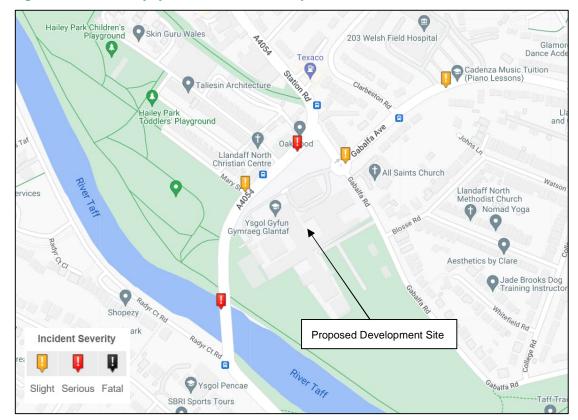


Figure 2-1: Personal Injury Collisions in the Vicinity of the Site

Source: Crashmap (October 2023)

- 2.8.2 Over the five-year period, a total of four PICs have been identified within the vicinity of the site, including two 'serious PICs on the A4054. Both of the 'serious' PICs involved a single vehicle and driver, as opposed to interactions between multiple vehicles. The remaining two PICs were classified as 'slight', with one of these occurring on the A4054 adjacent to the junction with Mary Street, and the other taking place on the mini-roundabout junction between Gabalfa Road and Gabalfa Avenue, from which staff vehicular access to the school is provided.
- 2.8.3 The low number of PICs over the five-year period equates to less than one incident per year and suggests there are no existing safety issues in the area local to the site, and the Proposed Development is unlikely to give rise any issues of safety to highway users. Therefore, no further detailed investigations or analysis is deemed to be required beyond this high-level review.

### 2.9 Summary

2.9.1 The site is located at the existing YGG Glantaf, approximately 4.5km northwest of Cardiff City Centre, adjacent to the River Taff. There are a good range of local complementary facilities available within a reasonable walking and cycling distance. There is a high level of provision of public transport services close to the Proposed Development, as well as good walking and cycling accessibility to the surrounding residential areas. Based on the last five years of personal injury collision data, there are no highway safety concerns in the study area.

# 3. Proposed Development

#### 3.1 Introduction

3.1.1 This section of the TS outlines the scheme proposals, including the method of access for all vehicle types, as well as the internal movement, deliveries and servicing strategies.

### 3.2 Overview of Proposals

- 3.2.1 The Proposed Development comprises of the building of a new Specialist Resource Base (SRB) on the campus of the existing Ysgol Gyfun Gymraeg Glantaf with capacity for 60 pupils. The SRB utilises areas within the mainstream school buildings, accommodating pupils with behavioural issues or similar, who may not be suited to the lesson timetable of the mainstream school, but are not required to attend a separate school elsewhere. The new facility will provide a safe and inspiring SRB to learn and grow with independence by providing the means of delivering integrated education, in line with the current Welsh holistic curriculum.
- 3.2.2 The new SRB will be designed to accommodate 60 pupils where the main objective is to provide a safe and inspiring place to learn and grow in independence. The new facility will comprise 30 ASD (Autism Spectrum Disorder) pupil places and 30 number CLN (Complex Learning Needs) pupil places.
- 3.2.3 The existing school already provides facilities for pupils with Additional Learning Needs (ALN) and also a significant proportion of the SRB places that will be relocated within this facility. It is understood that there are 22 existing SRB pupils supported within YGG Glantaf together with their associated support staff. The proposals therefore seek to formalise some existing facilities with new purpose built facilities and also expand this to a capacity of 60 pupils, an increase of 38 in terms of space provision. As part of the proposals, there is expected to be an additional 22 support staff employed to accommodate the increase in pupils.
- 3.2.4 In addition to the main development purpose, which is to create the SRB, the proposals do include for SUDs features, a new 2G pitch, an integral café and ancillary installations such as sprinkler tank, fire hydrant tank and Bin store. The 2G pitch and café are understood to be proposed as community facilities. With regards to the café this is integral to the new building and will form part of the learning curriculum. The café will be positioned in order to serve users of the Taff Trail. In that regard it does not have a vehicular traffic impact neither will it require parking. It is intended to be accessed by the public in a set location either by bicycle or by walking, and it will not be accessible through the school or the local highway network.
- 3.2.5 An extract of the proposed site layout is illustrated in **Figure 3-1.** A more detailed version is available at **Appendix C.**

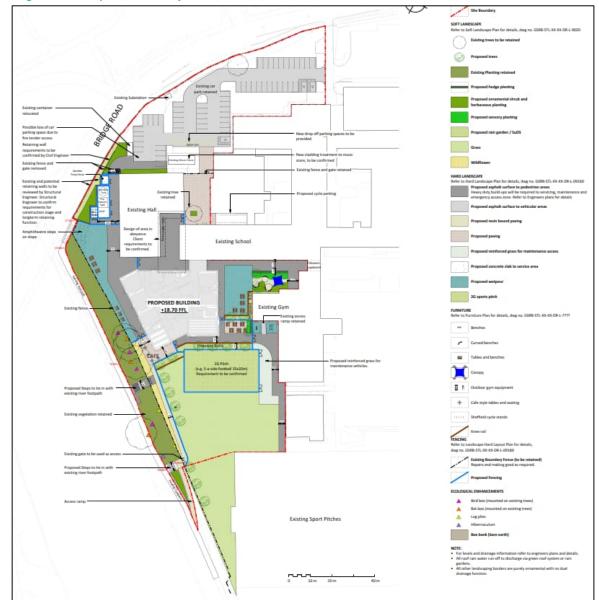


Figure 3-1: Proposed Site Layout

### 3.3 Access Strategy

- 3.3.1 The existing vehicular access on the A4054 Bridge Road and the two accesses on Gabalfa Road will remain in use for the existing school and will also be utilised for the new drop-off and pick up provision.. In the vicinity of the school, the A4054 Bridge Road and Gabalfa Road are all subject to a 20mph speed limit, which is now the national legal norm in street settings. Within this slow speed environment and the limited scale proposed increase in pupils and staff, the existing access arrangements are considered to be appropriate to serve the new development.
- 3.3.2 Appropriate and legible access will be developed and provided (i.e., through on-carriageway markings and appropriate signage) to direct users to appropriate areas to maximise efficiency of movement and minimise conflict.
- 3.3.3 Swept Path Analysis (SPA) has been undertaken on the minor changes to the car parking area, as well as to ensure safe access to the new development can be achieved by service and emergency vehicles. A robust-sized fire tender (8.7m length) has been assessed to ensure emergency access to the proposed SRB facility and adjacent café area can be achieved. This analysis was focused more on the circulatory of the building where roads and car parks do not exist. There is some overrun of spaces shown, although in an emergency setting this would not be an issue.

- 3.3.4 A minibus vehicle has been tested for access to the three proposed drop-off spaces located at the southern extent of the existing car park. The SPA shows that this is achievable, with minibuses able to access the three pick up and drop off bays, before circulating and leaving the existing car park. The proposed drop-off spaces could be managed with a stacking arrangement for both taxis and mini buses, with all vehicles held until the pupils have all dismounted or boarded the transport, then released in front facing order.
- 3.3.5 The proposed site layout indicates an area of bin storage will be provided between the existing car park and the proposed SRB building. It is anticipated that a refuse vehicle would access the bin storage via the existing car park, utilising the area adjacent to the music store to pull in and position itself approximately 25m from the refuse area. This is considered to be within a typical setting where refuse vehicles are permitted to reverse a short distance within the site and where the refuse workers will manoeuvre the bins from the bin store to the refuse vehicle, within the maximum handler walking distances. Swept path analysis has been undertaken to ensure that a 10.2m refuse vehicle is able to manoeuvre through the car park, before performing a turning manoeuvre to exit the site. The swept path analysis is presented in **Appendix D**.
- 3.3.6 The integral small scale café will be serviced in the same way as the existing school with the limited stock and deliveries transported by trolley or wheeled cage by the school to the proposed location.

#### **Pedestrian & Cycle Access**

- 3.3.7 Pedestrian and cycle access will be retained via the existing segregated vehicle and pedestrian access, located to the south of the existing school main access junction. This will provide a segregated route to the school entrances, separating vehicle access and non-motorised user access. A cycle store will be provided in close proximity to the new building, to allow a safe and convenient location for pupils, staff or visitors to dismount and store their bikes.
- 3.3.8 In addition to the existing provision, two new 'community' pedestrian / cycle accesses with be provided to the south-west of the site directly from the Taff Trail, together they would provide both stepped and ramped access between the existing footpath and the school. Short stay cycle parking in the form of Sheffield stands will be constructed adjacent to the stepped access to allow a safe and convenient location for visitors to dismount and store their bikes.
- 3.3.9 The proposed connection to the trail is considered to be of significant benefit to the existing school staff and pupils also to the proposed new development of the SRB facility. This link would also serve the integral café area which will assist the SRB curriculum and benefit the community.
- 3.3.10 The proposals to link into the Taff Trail has been discussed with the Highway Authority and the principle of this was supported in workshop meetings and well received. It is understood that there are aspirations for the Council to enhance the trail route section that runs in proximity to the school boundary. It is understood that additional width could be added to enhance the shared walking and cycling area. At the time of discussion, it was discussed that detailed surveys would be required for mapping and ecology to understand more around constraints and opportunities.
- 3.3.11 The planning process for the SRB has been progressed as required, at the time of writing the surveys are not yet commissioned. Therefore at this stage the project team and school can confirm that they are committed in continuing discussions with the Highway Authority to work to understand more around what can be achieved.

### 3.4 Parking

#### **Car Parking**

- 3.4.1 The Managing Transportation Impacts (Incorporating Parking Standards) has been adopted as Supplementary Planning Guidance (SPG). The SPG sets out the CCC parking standards for different types of new developments. The parking standards seek to assist developers, designers and builders in the preparation and submission of planning applications, and to achieve a common approach to the provision of vehicle parking facilities associated with new development and change of use.
- 3.4.2 Parking standards are identified in the document according to land use and location, with location split into 'Central' and 'Non-Central' areas. This site is considered to be a 'Non-Central' area, the car and cycle parking standards for which are set out in Table P.10 of the SPG.
- 3.4.3 The guidance notes in Chapter 6 of the SPG included the following:
  - "6.13 There may be scope for applying standards flexibly in exceptional circumstances where the specific use or nature of development if its occupation or management warrants this."
- 3.4.4 The specific use and nature of this development is not fully covered by the land use categories, and it does require flexibility in parking in order to successfully manage the facility and provide the specialist level of provision required. These types of specialist education provision do typically include, across Cardiff and neighbouring authorities, areas for drop off and pick up and the provision of additional parking spaces, over standard school provision, based on operational needs.
- 3.4.5 **Table 3-1** summarises the car parking standards in the SPG and their application to the Proposed Development at full capacity.

Table 3-1: CCC Car Parking Standards Applied to Proposed Development

Type	Standard	<b>Maximum Provision</b>
Standard parking	1 per 30 pupils	2 spaces
Powered Two- Wheeler	1 – 5% of total parking spaces	1 space
Disabled parking	6% of total parking spaces, and a further 6% as enlarged standard spaces	2 spaces (1 enlarged)

- 3.4.6 **Table 3-1** shows that in regard to non-operational parking, the maximum provision permitted by the standards for mainstream schools is two spaces, relating to the proposed SRB development for 60 pupils. The SPG also states that when the car parking provision is less than 200 spaces, 6% of the total parking spaces should be provided as disabled, and a further 4% as enlarged spaces. On the basis of the maximum provision permitted of two spaces, this equates to one disabled and one enlarged bay.
- 3.4.7 The existing school car park is considered to have sufficient capacity to accommodate the parking requirements of the Proposed Development, including three disabled spaces. There will be no new creation of parking spaces as part of this application and the school will instead manage the existing provision and encourage more sustainable forms of travel for both existing and proposed staff.
- 3.4.8 The SPG states that coach / bus parking is to be provided as required. The provision of an SRB facility will mean that the pupils who attend will be provided with contracted school transport. The extensive area already used to accommodate the current provision of five school buses or coaches has sufficient area to accommodate more coach / bus parking, however, it is not deemed to be required. The Proposed Development layout retains the existing car parking arrangement, with the addition of three pick-up / drop-off spaces to accommodate additional taxi and minibus trips associated with the increase in SRB pupils and formalisation of a new SRB facility. These spaces will be managed by the school and will remain available for use at the appropriate drop-off and collection times.

#### **Cycle Parking**

3.4.9 **Table 3-2** summarises the cycle parking standards in the SPG and this will be used to inform the provision to the Proposed Development at full capacity.

Table 3-2: CCC Cycle Parking Standards Applied to Proposed Development

Cycle Parking Type	Standard	Minimum Provision
Short Stay	1 per 4 long stay spaces	3 spaces
Long Stay	1 space per 5 pupils	12 spaces

- 3.4.10 The SPG states that cycle parking should be located in a safe, secure and convenient location and for reasons of security, cycle parking facilities should be positioned in areas that are visible and therefore allow for informal surveillance. A total of 28 cycle stands are proposed to be situated within the site between the existing hall and existing school building. The proposed location is conveniently located along the pedestrian desire lines between the proposed drop-off spaces and the proposed SRB facility.
- 3.4.11 The SPG also requires the provision of appropriate lockers, changing and shower facilities to support staff cycling trips. Changing facilities are designed into the staff WC and there is sufficient area to integrate a shower unit. Personal lockers will be provided within the staff room.

#### 3.5 Construction Traffic

- 3.5.1 Managing the construction effects will form part of the Construction Traffic Management Plan (CTMP) or similar document. The management measures will be intended to protect the environment, amenity and safety of the existing school users and local neighbourhood pupils and employees and visitors, local residents, businesses, the general public and the surroundings in the vicinity of the Proposed Development.
- 3.5.2 As part of the CTMP, a construction vehicle routeing regime for access to the construction site will be identified and agreed with the LHA to ensure that drivers of construction related vehicles do not use inappropriate routes which are unsuitable by virtue of their width, alignment or character. The CTMP will also consider measures to discourage deliveries during peak traffic periods on the highway network. There will be ongoing monitoring of the CTMP during the construction phase to establish the effectiveness of the measures.

# 3.6 Summary

- 3.6.1 The Proposed Development comprises of the building of new Specialist Resource Base (SRB) on the campus of the existing Ysgol Gyfun Gymraeg Glantaf with capacity for 60 pupils.
- 3.6.2 The existing school already provides facilities for pupils with Additional Learning Needs (ALN) and also a significant proportion of the SRB places that will be relocated within this facility. It is understood that there are 22 existing SRB pupils accommodated within YGG Glantaf together with their associated support staff. The proposals therefore seek to formalise some existing facilities with new purpose built facilities and also expand this to a capacity of 60 pupils, an increase of 38 in terms of space provision. As part of the proposals, there is expected to be an additional 22 support staff employed to accommodate the increase in pupils.
- 3.6.3 The Proposed Development layout retains the existing car parking arrangement, with the addition of three pick-up / drop-off spaces to accommodate additional taxi and minibus trips associated with the increase in SRB pupils and formalisation of a new SRB facility. Pedestrian and cycle access will be retained via the existing segregated vehicle and pedestrian access, located to the south of the existing school main access junction. This will provide a segregated route to the school entrances, separating vehicle access and non-motorised user access. A total of 28 cycle stands are proposed to be situated within the site between the existing hall and existing school building.

- 3.6.4 In addition to the existing provision, two new 'community' pedestrian / cycle accesses with be provided to the south-west of the site directly from the Taff Trail, together they would provide both stepped and ramped access between the existing footpath and the school. Short stay cycle parking in the form of Sheffield stands will be constructed adjacent to the stepped access to allow a safe and convenient location for visitors to dismount and store their bikes.
- 3.6.5 The proposed connection to the trail is considered to be of significant benefit to the existing school staff and pupils also to the proposed new development of the SRB facility. This link would also serve the integral café area which will assist the SRB curriculum and benefit the community.
- 3.6.6 There are also commitments in place to try and investigate opportunities for enhancing the Taff Trail at the boundary with the school and in conjunction with the Highway Authority and its investigations.

# 4. Planning Policy Review

#### 4.1 Introduction

4.1.1 This section of the TS provides a review of relevant existing planning and transport policies at a national and local level considered relevant to the Proposed Development.

#### **Planning Policy Wales**

- 4.1.2 Edition 11 of PPW was published in February 2021 and sets out the land use planning policies of the WG. It is supported by a number of Technical Advice Notes (TANs), which provide detailed planning advice on subjects contained within PPW. *TAN 18: Transport* is considered of particular relevance to the Proposed Development and is included in this policy review. An overarching theme within PPW is the commitment of the WG to sustainability.
- 4.1.3 Planning policy in Wales is plan-led, with up to date LDPs forming a fundamental part of the system. PPW states that planning applications "must be determined in accordance with the adopted plan unless material considerations indicate otherwise." This chapter provides a review of the CCC LDP to demonstrate that the proposed development accords with policy.
- 4.1.4 PPW outlines the vision for development of a more effective and efficient transport system, the promotion of more sustainable and healthy forms of travel, as well as minimising the need to travel. PPW indicates that this will be achieved through integration:
  - "Within and between different types of transport;
  - Between transport measures and land use planning;
  - Between transport measures and policies to protect and improve the environment; and
  - Between transport measures and policies for education, health, social inclusion and wealth creation."
- 4.1.5 The WG outlines a support for a transport hierarchy in relation to the accessibility of new development that prioritises walking and cycling in the first instance, followed by public transport, ultra-low emissions vehicles and finally other private motor vehicles. The proposed measures to support this are set out in **Chapter 6** of this TS.
- 4.1.6 Paragraph 4.1.11 states:

"Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services."

4.1.7 Paragraph 4.1.40 relates to the provision of facilities for EVs:

"To encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system should encourage and support the provision of ULEV charging points as part of new development."

- 4.1.8 Paragraph 4.1.49 states that car parking provision has a major influence on both mode choice and development patterns.
- 4.1.9 Paragraphs 4.1.55 to 4.1.56 identify the requirements for development proposals to be accompanied by an appropriate level of transport assessment. It directs professionals to the TAN 18 for guidance on the preparation and content of assessments.

#### **Technical Advice Note (TAN) 18: Transport**

- 4.1.10 TAN 18 was published in March 2007. It describes how to integrate land use and transport planning and explains how transport impacts should be assessed and mitigated. It supports, and should be read in conjunction with, PPW.
- 4.1.11 The integration of land use and transport planning forms part of an overall sustainable development approach by the WG towards strategy and policy objectives. This is predominantly through maximising the accessibility of developments by sustainable modes of transport. This also includes reducing the need to travel and encouraging multi-purpose trips. Accessibility is defined in TAN 18 as "the relative ability to take up services, markets or facilities" (p.8).
- 4.1.12 Paragraph 4.6 states that parking standards for new development should be determined on an evidence basis which includes accessibility to other modes of transport. The Proposed Development provides car and cycle parking in accordance with the CCC Parking Standards contained within *Managing Transportation Impacts (Incorporating Parking Standards)* SPG (July 2018), as discussed in **Chapter 3** of this TS.
- 4.1.13 Section 5 requires all new development to be designed in a way that is inclusive for all. The design of the development also plays an important role in providing genuine alternatives to car travel. This includes sufficient cycle parking in close proximity to the school access, for pupils who cycle to school, and ensuring suitable accessibility within the site for all pupils and staff.
- 4.1.14 Section 7 considers the role that public transport can play in offering an alternative to car travel, giving emphasis to the provision of new services and facilities, as well as facilitating interchange, as methods of encouraging uptake.
- 4.1.15 Annex D contains the guidance thresholds, by land planning use, where a Transport Assessment could be considered as required. A table is provided, following paragraph D.4, which sets out the thresholds in gross floor area, dwellings or seats, as required per land use. In relation to schools, it states 'All new schools (see D5 below)' Paragraph D5 advises that:
  - "All new school should be subject to a TA. The level of analysis should provide the decision maker with suitable data regarding the accessibility of the site by all modes and the impacts on movement patterns likely to occur. The level of detail should be proportionate to the scale of development."
- 4.1.16 The development proposals are not for a new school and instead propose a limited scale redevelopment of open area for a purpose built SRB facility. The SRB facility will provide 60 pupil places, a significant proportion of which will be fulfilled by those pupils already supported by YGG Glantaf. The accessibility of the existing school site has been investigated, with specific regard to BREEAM requirements and also for the needs of the SRB. Therefore, in consideration of the above and that the level of detail is required to be proportionate to the scale of development, it has been determined that a Transport Statement is adequate to inform a planning application.

#### **Wales Transport Strategy**

- 4.1.17 The Wales Transport Strategy 2021 (WTS) was published in March 2021 and provides a long-term vision for transport over the next 20 years. The vision of the WTS is "an accessible, sustainable and efficient transport system." In order to deliver its vision, the WTS sets out three priorities:
  - Priority 1 Bring services to people in order to reduce the need to travel;
  - Priority 2 Allows people and goods to move easily from door to door by accessible, sustainable transport; and
  - Priority 3 Encourage people to make the change to more sustainable transport.
- 4.1.18 The Proposed Development will aim to improve integration between modes, facilitate the use of existing school transport availability, and improve connectivity. It is therefore considered to be aligned with the WTS.

#### **National Transport Finance Plan**

- 4.1.19 The *National Transport Finance Plan* (NTFP) provides the timescales for financing and delivery of schemes in Wales. The NTFP is not a policy document and nor does it prioritise schemes to be taken forward. It was published in 2015 and an update was since published in 2018.
- 4.1.20 The purpose of the NTFP is to:
  - Provide the timescale for financing schemes undertaken by the WG;
  - Provide the timescale for delivering these schemes and detail the estimated expenditure required to deliver the scheme; and
  - Identify the likely source of financing to allow delivery to take place.
- 4.1.21 The NTFP is not a policy document nor does it seek to prioritise schemes to be taken forward. It brings together projects already being delivered. Some of these are already under construction. Others are already under development but are not yet being built.

#### **Active Travel (Wales) Act 2013**

- 4.1.22 The Active Travel (Wales) Act became law in Wales in November 2013. The Act makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It also requires both the WG and local authorities to promote walking and cycling as a mode of transport.
- 4.1.23 The purpose of this Act is to require local authorities to continuously improve facilities and routes for pedestrians and cyclists and to prepare maps identifying current and potential future routes for their use. The Act also requires new road schemes (including road improvement schemes) to consider the needs of pedestrians and cyclists at design stage.
- 4.1.24 The Act is accompanied by a statutory design guidance document, published in December 2014, which provides advice on the planning, design, construction and maintenance of active travel networks and infrastructure, and is to be used at all stages of the process. Reference will be made to this guidance in the planning and design of the Proposed Development.

#### Well-being and Future Generations (Wales) Act 2015

- 4.1.25 The Wellbeing of Future Generations (Wales) Act 2015 has resulted in the WG outlining seven goals in a 'wellbeing statement' (published in 2017) that contribute to sustainable development and details the aims to improve economic, social, environmental and cultural wellbeing of Wales for future generations. The Act places a duty on Local Authorities to set wellbeing objectives and contribute to achieving the seven well-being goals, which are:
  - A prosperous Wales;
  - A resilient Wales;
  - A healthier Wales;
  - A more equal Wales;
  - A Wales of cohesive communities;
  - A Wales of vibrant culture and thriving Welsh language; and
  - A globally responsible Wales.
- 4.1.26 The seven goals form the basis for twelve objectives, also detailed in the wellbeing statement. Several of these are directly relevant to this proposed scheme:
  - Drive sustainable growth and combat climate change;
  - Promote good health and well-being for everyone;
  - Build healthier communities and better environments; and

Deliver modern and connected infrastructure.

### 4.2 Local Policy

4.2.1 Planning legislation states that applications must be determined in accordance with the LDP unless material considerations indicate otherwise.

### **Cardiff Local Development Plan 2006-2026**

- 4.2.2 The *Cardiff Local Development Plan 2006-2026* (CCC LDP) was adopted in January 2016. The LDP is used by CCC to guide and manage development, providing a basis by which planning applications are determined.
- 4.2.3 Policy KP8 emphasises the impact of the location and form of developments on travel choices and demand. It states:

"Development in Cardiff will be integrated with transport infrastructure and services in order to:

- Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport;
- Reduce travel demand and dependence on the car;
- Enable and maximise use of sustainable and active modes of transport;
- Integrate travel modes;
- Provide for people with particular access and mobility requirements;
- Improve safety for all travellers;
- Maintain and improve the efficiency and reliability of the transport network;
- Support the movement of freight by rail or water; and
- Manage freight movements by road and minimise their impacts".
- 4.2.4 Policy KP8 also demonstrates that achieving the 50:50 split between travel by car and sustainable travel is "necessary for the transport network to accommodate movements associated with the growth envisaged within this plan in a way which avoids unmanageable levels of congestion on the highway network".
- 4.2.5 Policy T1 relates to walking and cycling. The purpose of this policy is to exploit the potential for encouraging modal shift towards active travel by favouring developments which include design features and facilities that make it easy for people to walk and cycle for everyday journeys instead of travelling by car. Encouraging 'active travel' will help to minimise car use and support the CCC in fulfilling its legal duty under the *Active Travel (Wales) Act 2013* to develop, improve and maintain local walking and cycling networks.
- 4.2.6 Policy T5 relates to managing transport impacts. The purpose of this policy is to ensure that all new developments for which planning permission is required will:
  - Properly address the demand for travel and its impacts;
  - Contribute to reducing reliance on the private car, in line with national planning policies and the strategic transport objectives and policies of the LDP;
  - Make satisfactory provision for access, parking and circulation, particularly by pedestrians, cyclists, public transport users and disabled people with mobility impairments and particular access needs; and
  - Avoid unacceptable harm to safe and efficient use and operation of the road, public transport and other movement networks and routes.

4.2.7 Policy T6 states that "development will not be permitted which would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks". This TS demonstrates that the Proposed Development will not have a significant impact on the operation of the highway network.

# Managing Transportation Impacts (Incorporating Parking Standards) Supplementary Planning Guidance

- 4.2.8 This SPG was adopted in July 2018. It sets out CCC's approach to assessing and managing the transport impacts of developments and supplements the transport and other related policies in Cardiff's LDP.
- 4.2.9 The SPG refers to the *Manual for Streets* (MfS) user hierarchy in relation to access and circulation arrangements. This hierarchy advises that a development considers pedestrians first, followed by cyclists, public transport users, specialist service vehicles and finally other motor traffic. This is consistent with other local and national policy.
- 4.2.10 The SPG includes guidance notes and checklists for TAs; these have been referenced in the preparation of this TS. A Travel Plan (TP) will be secured by Planning Condition as part of the planning application process.
- 4.2.11 Parking standards are identified in the document according to land use and location, with location split into 'Central' and 'Non-Central' areas. This site is considered to be a 'Non-Central' area, the car and cycle parking standards for which are set out in Table P.10 of the SPG and summarised below in **Table 4-1.**

Table 4-1: Car and Cycle Parking Standards for Non-Residential Institutions (Non-Central)

			Minimo	Marrian	Disabled Parking Provision	
Area / Development Type	Development Parking Long Stay Short Stay Powered Two- Cycle Wheeler	Where car parking provision is up to 200 spaces	Where car parking provision is over 200 spaces			
Non-Central, Non- Residential Institutions	1 per 30 pupils	1 per 10 pupils plus 1 per 10 / 5 pupils scooter parking (primary schools / secondary schools)	1 per 4 long stay spaces	1 – 5% of total parking spaces	6% of total parking spaces, with a further 6% as enlarged standard spaces	4 spaces plus 4% of total parking spaces, and a further 4% as enlarged standard spaces

- 4.2.12 The guidance notes in Chapter 6 of the SPG included the following:
  - "6.13 There may be scope for applying standards flexibly in exceptional circumstances where the specific use or nature of development if its occupation or management warrants this."
- 4.2.13 The specific use and nature of this development is not fully covered by the land use categories, and it does require flexibility in parking in order to successfully manage the facility and provide the specialist level of provision required. These types of specialist education provision do typically include, across Cardiff and neighbouring authorities, areas for drop off and pick up and the provision of additional parking spaces, over standard school provision, based on operational needs.
- 4.2.14 Cycle provision should be provided in a safe, secure and convenient positions and also be located close to the intended destinations. Cycle provision should be designed into a scheme from the outset to ensure adequate provision is made available from first occupation. Innovative approaches to cycle storage and facilities, such as two tier storage systems and lockers for cycle helmets, are encouraged.

#### **Cardiff Local Transport Plan 2015–2020**

- 4.2.15 The Cardiff Local Transport Plan 2015-2020 (CCC LTP) identifies the key transport issues relevant to Cardiff, the high level interventions needed to address these and the specific priorities for the local authority to deliver in the plan period up to 2020, as well as looking forward to 2030. The LTP reflects the requirements of the Active Travel (Wales) Act 2013 which places emphasis on improvements to pedestrian and cycle provision. CCC was formerly one of the ten constituent local authorities of the SEWTA, and prepared its LTP following the end of the SEWTA RTP five-year transport delivery programme.
- 4.2.16 A number of high level interventions are outlined in the LTP that target improvements to the strategic public transport network, the active travel network, and the highway network (in relation to supporting sustainable travel).

# 4.3 Summary

- 4.3.1 This section of the report has set out and discussed the planning policies at a national and local level considered relevant to the Proposed Development.
- 4.3.2 The proposed scheme is considered to align with the policies in PPW, TAN 18, the LDP and LTP. They support land use planning principles, providing development in proximity to complimentary facilities, thereby reducing the need to travel. The proposed access arrangements will integrate with off-site provision to facilitate take up of sustainable modes, and will ensure that safe and suitable access can be achieved for all people.. In summary, the proposals are considered to be consistent with both overarching national and local planning and transport policy.

# 5. Trip Generation

#### 5.1 Introduction

- 5.1.1 This section of the TS sets out the methodology for calculating the trip generation of the Proposed Development. It has been set out that the scheme will form part of the existing school and seeks to provide purposed built facilities for up to 60 SRB pupils. It is understood that there are currently 22 SRB pupils enrolled at the school (who will form a large quantum of the "allocation of spaces") and therefore a significant proportion of the new pupil provision, and their associated staffing needs, have already been allocated and exist within the typical traffic movements of the current school operations.
- 5.1.2 This proposed increase in pupils and associated staff is considered to be of limited scale. This section will set out the key considerations for the potential increase in pupil and staff movements.

# **5.2 Trip Generation**

5.2.1 The methodology that has been used to provide an indication of forecast traffic movements, includes the use of Census data to establish the likely existing mode share of the proposed additional staff population. This is considered a reasonable method for establishing an interim mode share, and will be reviewed as part of the Travel Plan.

#### Staff

- 5.2.2 As part of the proposals, there is expected to be an additional 22 support staff employed to accommodate the increase in pupils.. The number of staff arriving by car/LGV has been identified based on a mode share derived through analysis of the 2011 Census 'Journey to Work' data. This has been undertaken for employment trips to the Cardiff 023 and 026 Middle Super Output Areas (MSOA). The school lies on the border of the two MSOAs and as such, data for both MSOAs has been analysed to produce an average mode share. The location of the site in the context of the two MSOAs is shown on Figure 5-1.
- 5.2.3 It should be set out and acknowledged that the 2011 census data is over 10 years old. This may not now be a close representation of employment travel movements for this area as it once would have been. Whilst the 2021 Census has been completed and some datasets have been released, at the time of writing the equivalent dataset ('Journey to Work') is not yet available and therefore cannot be used to derive mode share for employment trips. As part of the Travel Plan for the Proposed Development, post-occupation travel behaviour surveys will be undertaken. This will provide a more accurate baseline for the future Travel Plan monitoring.

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Figure 5-1: Cardiff 023 and 026 MSOAs

5.2.4 The total number of proposed staff travelling by each mode is shown in **Table 5-1**.

Table 5-1: Forecast Mode Share of Additional Staff

Mode	Mode Share (AVG of Cardiff 023 & 026)	No. Staff
Walk	13%	3
Pedal Cycle	4%	1
Driving a Car or Van	67%	15
Passenger in a Car or Van	5%	1
Public Transport	11%	2
Taxi	0%	0
Motorcycle, Scooter or Moped	0%	0
Total	100%	22

5.2.5 **Table 5-1** indicates that out of the proposed total of 22 additional staff associated with the SRB, 15 are forecast to travel to and from the school via car / van, with one travelling as a passenger. This proposed increase in staff vehicle trips is considered to be of limited scale.

#### **Pupils**

- 5.2.6 It is understood that there are currently 22 SRB pupils enrolled at the school and therefore a significant proportion of the new pupil provision, and their associated staffing needs, have already been allocated and exist within the typical traffic movements of the existing school. The proposals seek to expand this to a capacity of 60 pupils, an increase of 38 in terms of space provision. The additional 38 pupils associated with the proposed new SRB are envisaged to be provided with school organised travel, as per similar facilities, which is strictly by contracted vehicles.
- 5.2.7 The traffic generation set out in this section has been based on robust assumptions and then the modal split determined based on local travel patterns, which are now some 11 years old. The two are not linked and it could have been an easy assumption to limit this traffic generation to the number of parking spaces to be provided on site. Although with this robust assessment it could show, that even in a worst case, the traffic impact is not considered significant. The travel modes will be more accurately determined through the Travel Plan surveys and monitoring.
- 5.2.8 The majority of pupils will travel by mini bus for which three additional drop-off spaces will be provided on site, accommodating the limited- scale increase in pupils. For pupils that are either located remotely or have specific needs to travel alone, there will be space for taxis to park on site.

#### **Trip Generation Summary**

5.2.9 In total, the proposed redevelopment of the school will result in up to 18 additional vehicle trips to and from the site, associated with an increase in staff members and pupils. Of the additional 22 staff members, 15 are forecast to travel to and from the school via car / van. The additional 38 pupils associated with the proposed new SRB are envisaged to travel as per the existing school pupils, which is by contracted vehicles. The majority of pupils will travel by mini bus for which three additional drop-off spaces will be provided on site. For pupils that are either located remotely or have specific needs to travel alone, there will be space for taxis to park on site. Staggering the start and finish times of the SRB and mainstream schools will be explored in order to ease the amount of local traffic and parking issues at school peak times.

# 6. Transport Implementation Strategy

#### **6.1 Introduction**

- 6.1.1 TAN 18 requires any TS document to provide the information necessary to assess the suitability of an application in travel demand and traffic impact terms. It recommends that a TIS should be included within the TS. The TIS is intended to set objectives and targets in managing travel demand, whilst detailing the infrastructure and measures necessary to achieve them. The TIS should also set up a framework for monitoring the targets including modal travel choice.
- 6.1.2 A TIS shares many of the same goals as a TP; therefore, the modal information, targets and measures set out in this chapter will inform the TP, which will be secured by Planning Condition as part of the planning application process.

# 6.2 Mode Share and Targets

- 6.2.1 Mode share targets are used to evaluate the success of the TIS and to identify areas on which further measures should be focused in order to help to drive travel behaviour change. To enable the setting of valid and realistic targets, a valid baseline first needs to be established.
- 6.2.2 **Table 5-1** sets out the forecast mode share of the staff based at the Proposed Development. This has been determined from 2011 census data using an average mode share of respondents who work in both the Cardiff 023 and 026 MSOAs. This shows that 67% of staff are forecast to travel as a driver of a car / van, 5% as a passenger in a car / van, 13% on foot, 11% via public transport (including rail), and 4% via bicycle.
- 6.2.3 A TP will be secured by Planning Condition as part of the planning application process. It will be required to be in place when the SRB is fully operational, and it is appropriate to set targets based on the forecast mode share for that time. The target will be to reduce the 'car' mode share by 6% for staff over five years, where operationally allowable, consistent with the DfT report Smarter choices: Changing the way we travel (2004). Following a baseline travel survey and better understanding of the operational requirements of staff, specific mode share reduction targets may be confirmed or adjusted as appropriate, during the drafting of the TP and following discussions between CCC and the Travel Plan Coordinator (TPC).

# 6.3 Monitoring and Evaluation

- 6.3.1 The point at which baseline travel surveys are required will be subject to agreement with CCC as the LHA. A minimum response rate to the travel surveys will be required to be set and agreed to ensure that the data is representative.
- 6.3.2 The format of the baseline and monitoring surveys will also need to be agreed with CCC. In general, these will seek to establish the actual travel patterns, the reasons for travel choice and potential measures to encourage consideration of alternatives. For staff, it is envisaged that the surveys will be primarily online-based, but paper copies will also be made available to staff should they prefer. The arrangements for the survey of pupil trips to / from the site will also need to be agreed with the CCC, given the specific nature and needs of transporting pupils.
- 6.3.3 The results of the baseline travel surveys will be analysed and the factors influencing travel behaviour will be investigated. It will then be necessary for the Travel Plan Co-ordinator (TPC) to review and update the respective TP to include additional details and the need for any other measures not already included that require further investigation. Specific objectives and targets will need to be identified, separated into short/medium/long term targets, and will need to be SMART (Specific, Measurable, Achievable, Realistic, and Timed). Specific actions and measures to encourage sustainable modes of travel will be identified. For the on-going management of the TP to be successful and to deliver the desired outcomes, it is important that the parties involved in the delivery of the TP, which means the TPC, and CCC, work effectively in partnership to achieve the desired results.

- 6.3.4 Monitoring of the TP will be required for a five-year period from the date of the baseline travel surveys. They will be undertaken at intervals of one, three and five years after the date (or close to the date) of the baseline travel surveys. The TPC will aim to coordinate the baseline travel surveys and subsequent monitoring surveys to ensure consistency between the collection of data for the TP. Surveys will avoid sustained periods of inclement weather or when there is significant disruption to the local road or public transport network.
- 6.3.5 A monitoring report will be prepared by the TPC for each monitoring survey. These will identify the results of the surveys and success of the measures implemented in achieving the targets. The reports will be submitted to CCC for comment. If the targets are not met, then it will be necessary to review what remedial measures need to be implemented to mitigate the impact of any under achievement.

#### 6.4 Travel Plan Measures and Interventions

- 6.4.1 In order to achieve the reduction in single occupancy car use and encourage a modal shift to more sustainable forms of travel, a number of TP measures will be implemented.
- 6.4.2 A TPC will be appointed who will be responsible in ensuring the success of the TP and its targets and objectives. The TP will contain a range of measures additional to those that will be provided as part of the development to enhance the attractiveness of sustainable travel and to encourage the use of the walking, cycling and public transport infrastructure. Additional measures include:
  - Newsletters to staff members;
  - Noticeboards within the staff / visitor areas advertising sustainable transport information; and
  - Promotion of national sustainable transport initiatives such as national walk to school day and bike to school week, etc.
- 6.4.3 Where possible, the TPC will work alongside staff to identify what additional measures could be implemented. Where appropriate, 'travel training' will be provided to pupils.

# 6.5 Physical Measures and Interventions

6.5.1 Physical measures will be implemented to encourage journeys to / from the school using sustainable transport modes and to ensure that safe and secure access can be provided for non-motorised users.

#### **On-Site Measures**

- 6.5.2 The Proposed Development will benefit from the existing school infrastructure provision. Pedestrian and cycle access will be retained via the existing segregated vehicle and pedestrian access, located to the south of the existing school main access junction. This will provide a segregated route to the school entrances, separating vehicle access and non-motorised user access. A total of 28 cycle stands are proposed to be situated within the site between the existing hall and existing school building. The proposed location is conveniently located along the pedestrian desire lines between the proposed drop-off spaces and the proposed SRB facility.
- 6.5.3 In addition to the existing provision, two new 'community' pedestrian / cycle accesses with be provided to the south-west of the site directly from the Taff Trail, together providing both stepped and ramped access between the existing footpath and the school. Short stay cycle parking in the form of Sheffield stands will be constructed adjacent to the stepped access to allow a safe and convenient location for visitors to dismount and store their bikes.
- 6.5.4 The proposed connection to the trail is considered to be of significant benefit to the existing school staff and pupils as well as to the proposed new development of the SRB facility. This link would also serve the integral café area which will assist the SRB curriculum and benefit the community.
- 6.5.5 There are also commitments in place to try and investigate opportunities for enhancing the Taff Trail at the boundary with the school and in conjunction with the Highway Authority and its investigations.

# 7. Summary & Conclusions

- 7.1.1 AECOM was commissioned by the City and County of Cardiff (CCC) to produce a Transport Statement (TS) to accompany a planning application for the provision of a new Specialist Resource Base (SRB) for pupils with profound learning needs, located on the site of the existing Ysgol Gyfun Gymraeg (YGG) Glantaf.
- 7.1.2 YGG Glantaf is a Welsh medium secondary school, one of the first to be provided in Cardiff. This SRB facility will be introduced within the existing school grounds and will not result in any changes to the operation of the wider school provision. The development proposals are not for a new school and instead propose a limited scale redevelopment of open area for a purpose built SRB facility. The SRB facility will provide 60 pupil places, a significant proportion of which will be fulfilled by those pupils already supported by YGG Glantaf.
- 7.1.3 The site is located at the existing YGG Glantaf, approximately 4.5km northwest of Cardiff City Centre, adjacent to the River Taff. There are a wide range of local complementary facilities available within a reasonable walking and cycling distance. There is a very good provision of public transport services close to the Proposed Development, as well as established walking and cycling accessibility to the surrounding residential areas. Based on the last five years of personal injury collision data, there are no highway safety concerns in the study area.
- 7.1.4 The existing school already provides facilities for pupils with Additional Learning Needs (ALN) and also a significant proportion of the SRB places that will be relocated within this facility. It is understood that there are 22 existing SRB pupils supported within YGG Glantaf together with their associated support staff. The proposals therefore seek to formalise some existing facilities with new purpose built facilities and also expand this to a capacity of 60 pupils, an increase of 38 in terms of space provision. As part of the proposals, there is expected to be an additional 22 support staff employed to accommodate the increase in pupils.
- 7.1.5 The Proposed Development layout retains the existing car parking arrangement, with the addition of three pick-up / drop-off spaces to accommodate additional taxi and minibus trips associated with the increase in SRB pupils and formalisation of a new SRB facility. Pedestrian and cycle access will be retained via the existing segregated vehicle and pedestrian access, located to the south of the existing school main access junction. This will provide a segregated route to the school entrances, separating vehicle access and non-motorised user access. A total of 28 cycle stands are proposed to be situated within the site between the existing hall and existing school building.
- 7.1.6 In addition to the existing provision, two new 'community' pedestrian / cycle accesses with be provided to the south-west of the site directly from the Taff Trail, together providing both stepped and ramped access between the existing footpath and the school. Short stay cycle parking in the form of Sheffield stands will be constructed adjacent to the stepped access to allow a safe and convenient location for visitors to dismount and store their bikes.
- 7.1.7 The proposed connection to the trail is considered to be of significant benefit to the existing school staff and pupils also to the proposed new development of the SRB facility. This link would also serve the integral café area which will assist the SRB curriculum and benefit the community.
- 7.1.8 There are also commitments in place to try and investigate opportunities for enhancing the Taff Trail at the boundary with the school and in conjunction with the Highway Authority and its investigations.
- 7.1.9 The development proposals are considered to align with the policies in PPW, TAN 18, the LDP and LTP. They support land use planning principles, providing development in proximity to complimentary facilities, thereby reducing the need to travel. The proposed access arrangements will integrate with off-site provision to facilitate take up of sustainable modes, and will ensure that safe and suitable access can be achieved for all people. In summary, the proposals are considered to be consistent with both overarching national and local planning and transport policy.

7.1.10 In total, the proposed redevelopment of the school could result in up to 18 additional vehicle trips to and from the site, associated with an increase in staff members and pupils. Of the additional 22 staff members, 15 are forecast to travel to and from the school via car / van. The additional 38 pupils associated with the proposed new SRB are envisaged to travel as per the existing school pupils, which is by contracted vehicles. The majority of pupils will travel by mini bus for which three additional drop-off spaces will be provided on site. For pupils that are either located remotely or have specific needs to travel alone, there will be space for taxis to park on site. Staggering the start and finish times of the SRB and mainstream schools will be explored in order to ease the amount of local traffic and parking issues at school peak times. A TP will be secured by Planning Condition as part of the planning application process. It will be required to be in place when the SRB is fully operational, and it is appropriate to set targets based on the forecast mode share for that time. The target will be to reduce the 'car' mode share by 6% for staff over five years, where operationally allowable, consistent with the DfT report Smarter choices: Changing the way we travel (2004). Following a baseline travel survey and better understanding of the operational requirements of staff, specific mode share reduction targets may be confirmed or adjusted as appropriate, during the drafting of the TP and following discussions between CCC and the Travel Plan Coordinator (TPC).

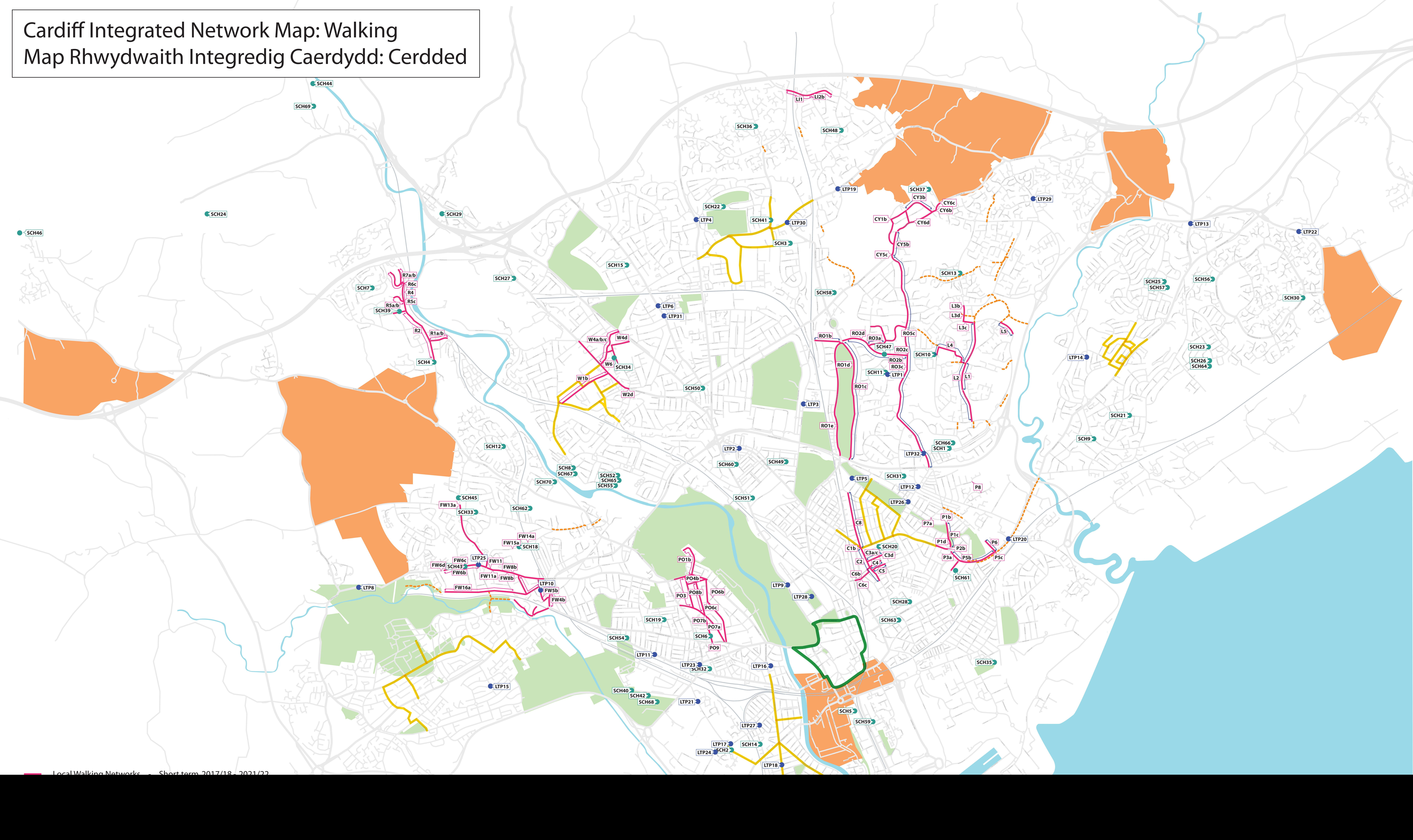
# **8.BREEAM Compliance**

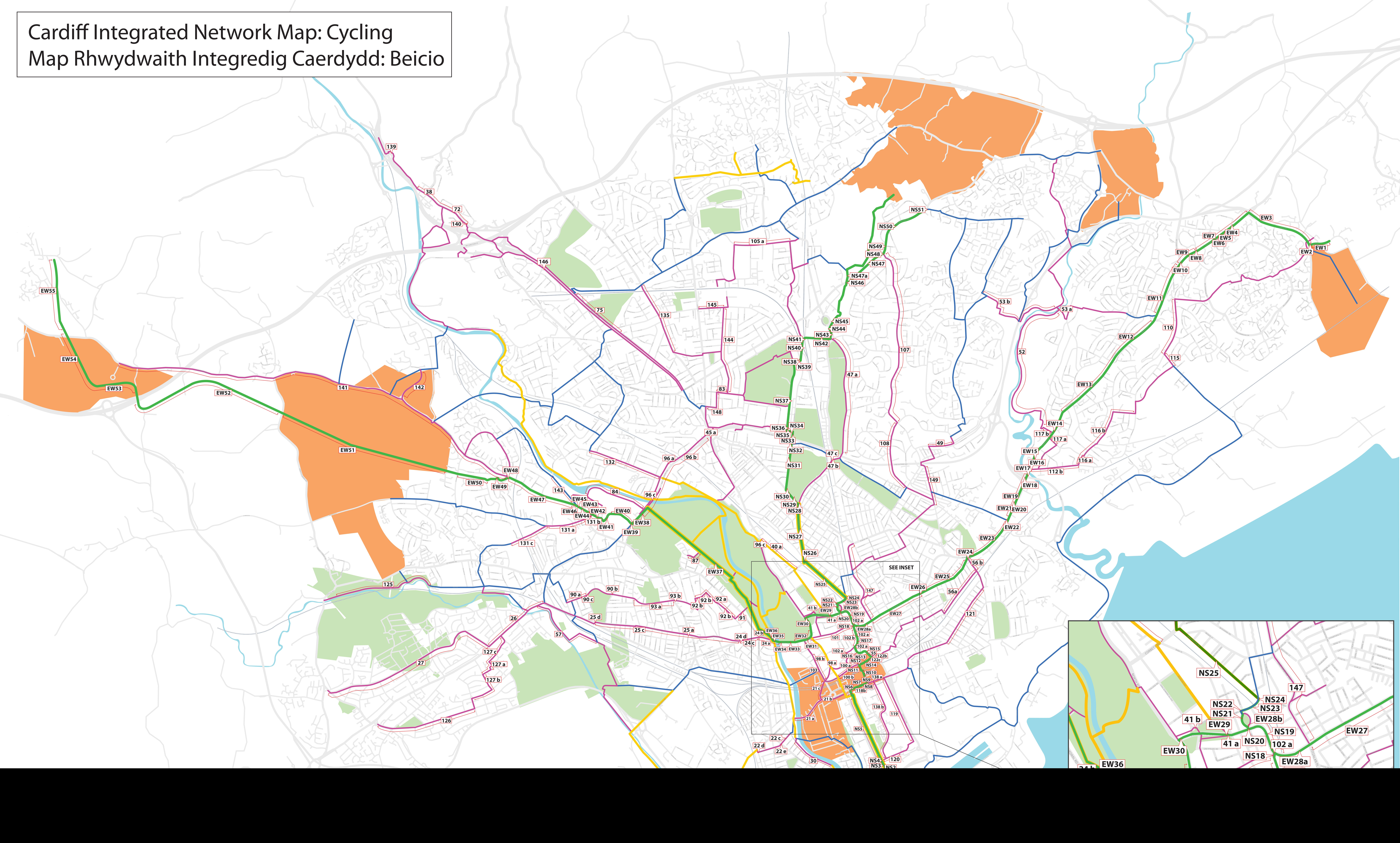
8.1.1 **Table 8-1** provides a checklist of information to show where the BREEAM requirements have been met, which will assist in determining compliance.

**Table 8-1: BREEAM Criteria and Compliance** 

Number	Criteria	Compliance
TRA 01	a: Existing, travel patterns and opinions of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.	Information not available.
	b: Travel patterns and transport impact of future building or site users.	Set out in Section 5 of TS.
	c: Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;	Set out in Section 2 of TS.
	d: Reporting of the number and type of existing accessible amenities, within 500m of the site	Set out in Section 2 of TS.
	e: Disabled access accounting for varying levels and types of disability, including visual impairment.	Shown on layout drawings contained within Appendix C.
	f: Calculation of the existing public transport Accessibility Index (AI)	Set out in Section 2.6 of TS and <b>Appendix B.</b>
	g: Current facilities for cyclists	Set out in Section 2 of TS.
	The occupier has been involved in the development of the TP.	A Travel Plan (TP) will be secured by Planning Condition as part of the planning application process. This will be produced in consultation with both the site occupier and the Council's education department to ensure that the document aligns with operational requirements.
	The TP will be implemented post construction and will be supported by the building's management in operation.	The TP will include a commitment to the implementation of the measures and regime contained within.
TRA 02  Credits 1 to 10	<ul> <li>Public Transport Measures</li> <li>The existing Al achieves all 28 (1).</li> <li>Increase in Al through (i) negotiations with bus / train companies (2) or (ii) a dedicated service (3).</li> <li>Public Transport information system (1).</li> </ul>	Set out in Section 2 of TS.  The site location has an Al score of <b>4.33</b> which, according to BREEAM guidance, is sufficient to achieve two credits for this building type.
Transport Options Implemented	Private Transport Measures  Electric charging for at least of 10% of the total car parking capacity (1).  Car sharing group or facility for at least 5% of the total car parking capacity (1).	None identified.
	Active Travel Measures  Consult with the Local Authority on the state of the local cycle networks and public accessible routes (2).  Compliant cycle storage (1).  At least two compliant cyclist facilities (1).	<ul> <li>Cycle storage and appropriate lockers / changing facilities / showers / drying spaces to be provided.</li> <li>Discussion held on the proposed enhancements of the Taff Trail active travel network. Commitment given to exploring opportunities.</li> </ul>
	<ul> <li>Alternative Transport Measures</li> <li>Site specific improvement measures (not covered above) implemented (1-3).</li> </ul>	None identified.

# **Appendix A: CCC Integrated Network Maps**





# **Appendix B: BREEAM Accessibility Index**

### BREEAM 2018 Tra01/02 Accessibility Index calculator



DICEANI 2010 11401702 Accessibility index calculator									delivered by <mark>bre</mark>	
Using the drop down boxes make t	he relevant s	elections and pr	ess the 'Select	t' button						
Building type	School ▼								Select	
No. nodes required	<b>3</b> ▼									
NODE 1 - Ysgol Glantaf										
Public transport type	Bus									
Distance to node (m)	50									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1.8	1.8	0.2	0.2	0.2	0.2				
NODE 2 - Cow & Snuffers										
Public transport type	Bus	]								
Distance to node (m)	190									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.8									
		•	•	•	•	•	•	•	-	-
NODE 3 - Danesacourt Railway Sta	ition	-								
Public transport type										
Distance to node (m)	900									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
A	1 1	1 1	1	1	1	1	1	1	1	1

Accessibility Index 4.43

# **Appendix C: Proposed Site Layout**

• For levels and drainage information refer to engineers plans and details. • All roof rain water run-off to discharge via green roof system or rain

• All other landscaping borders are purely ornamental with no dual

drainage function.

Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.

S4 P32 28/09/23 Updates to landscape design following client meeting/feedback S4 P29 22/09/23 STAGE 3 ISSUE SO P27 21/09/23 Draft for tracking coordination SO PL01 24/08/23 First Draft for Team Co-ordination

STATUS | REV | DATE | DESCRIPTION CLIENT

**AECOM** 

# STRIDE TREGLOWN

**REVISED BY** CMS

CHECKED BY

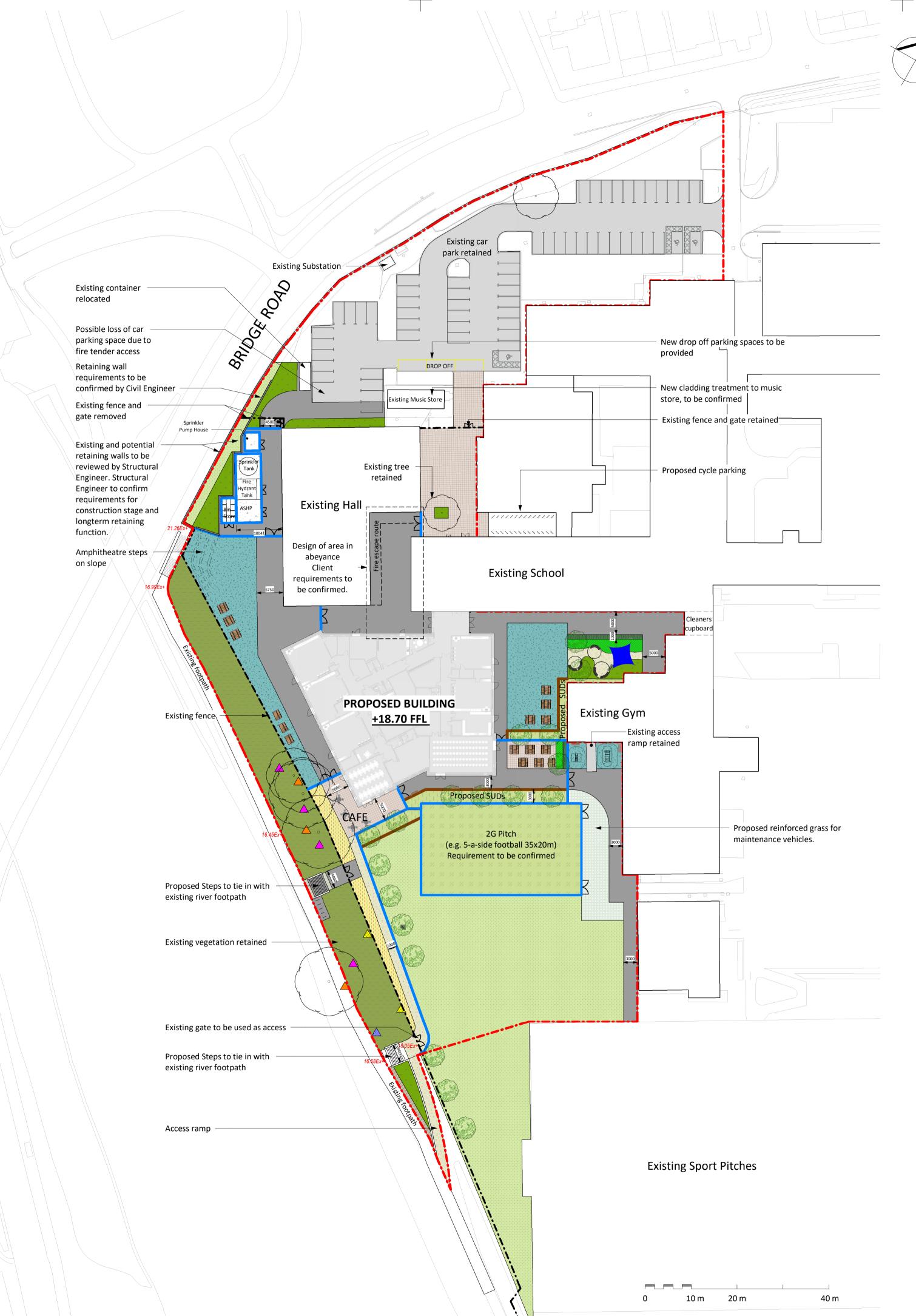
155452

ORIGINATOR NO

Ysgol Glantaf SRB Bridge Road, Cardiff CF14 2JL

DRAWING TITLE Landscape GA Plan

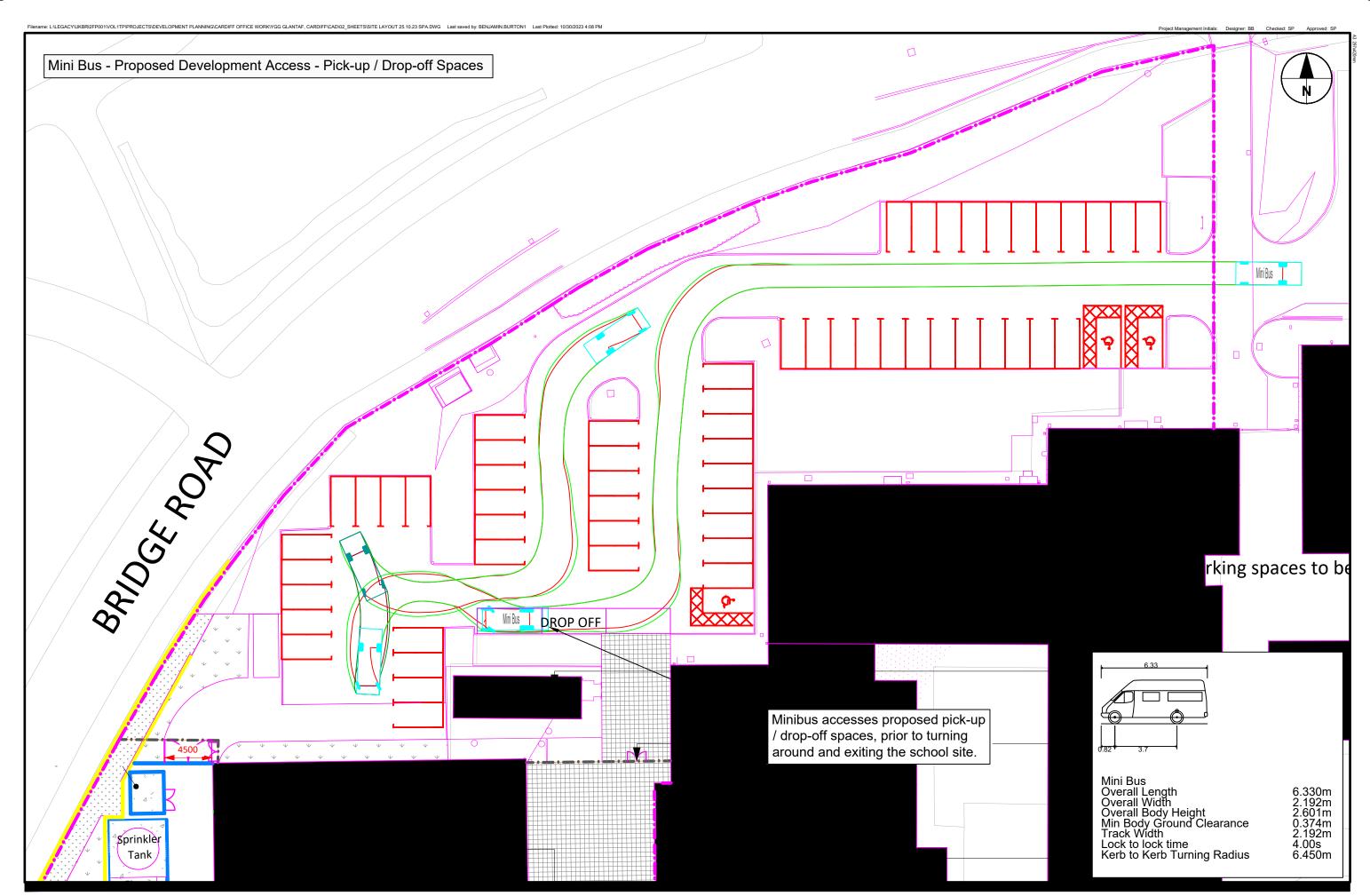
STATUS CODE SCALE **S4**: Suitable for stage approval 1:500@A1 DRAWING USAGE: PROJECT - ORIGINATOR - VOLUME - LEVEL - TYPE - ROLE - CLASS. - NUMBER STATUS \_ REVISION GSRB-STL-XX-XX-DR-L-09001 S4\_P32



# **Appendix D: Swept Path Analysis**

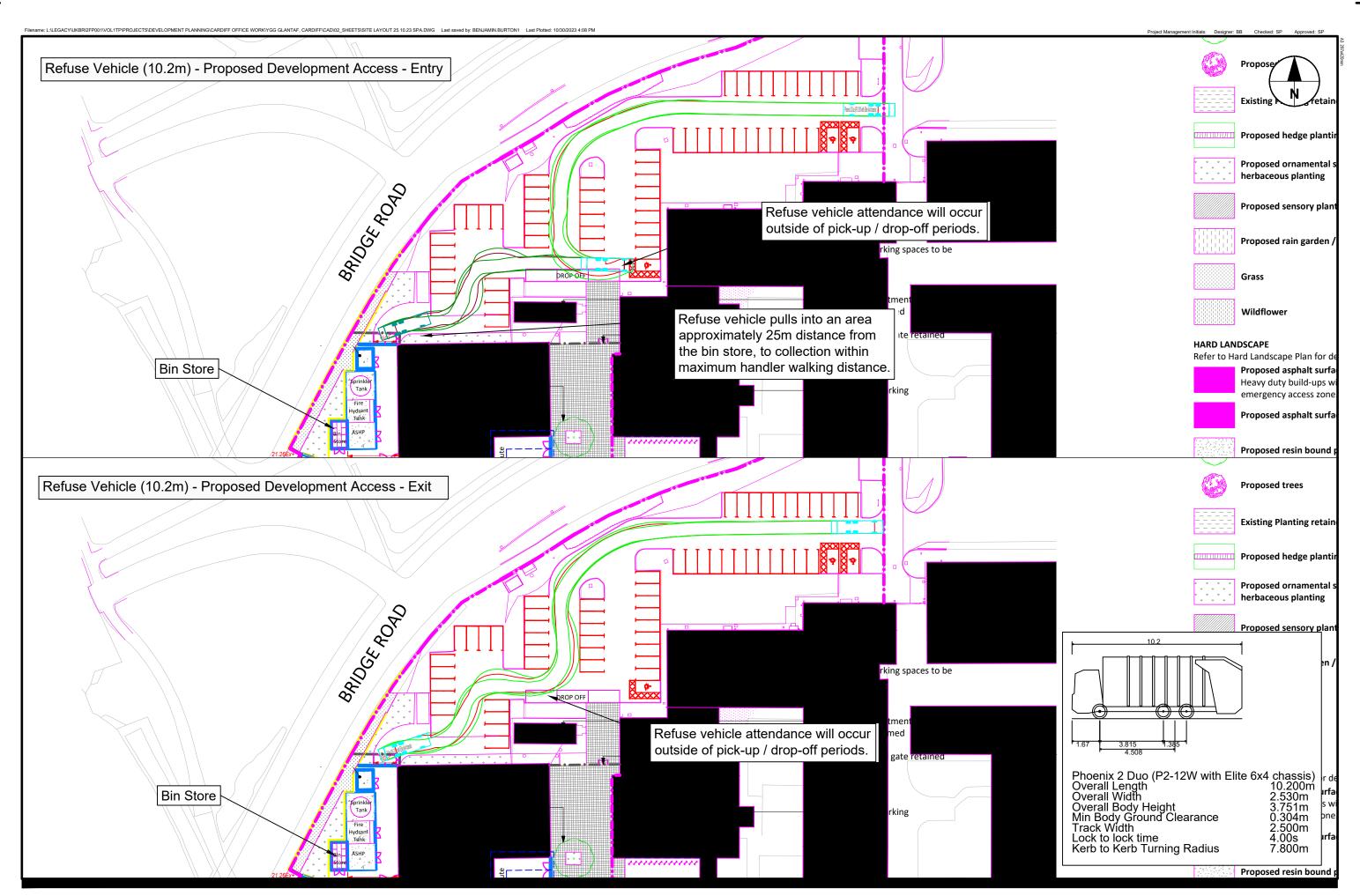








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