

REPORT N° 70025811

COED EVA SCHOOL

TRANSPORT STATEMENT

NOVEMBER 2016

COED EVA SCHOOL
TRANSPORT STATEMENT
Torfaen County Borough Council

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1 INTRODUCTION

1.1 OVERVIEW

WSP | Parsons Brinkerhoff (WSP | PB) has been commissioned by Torfaen County Borough Council (TCBC) to provide specialist transport and highways advice in support of development proposals to build a new primary school block at Coed Eva School, Cwmbran. The proposals concern the reconstruction of the primary school block that was burnt down on the 1st of January 2016. It is now intended for the primary school element to link with the existing junior school on site.

The scope of this Transport Statement (TS) was agreed by email with TCBC on the 18th of August 2016. The report assesses the existing conditions within close proximity to the development, and outlines the development proposals associated with the rebuild.

2 EXISTING CONDITIONS

2.1 EXISTING SITE

Coed Eva primary school is situated in Cwmbbran town, within the county borough of Torfaen. Coed Eva primary school is located to the south west of Cwmbbran, with vehicular access provided from Teynes Road. Coed Eva primary school was established in 2009 and is an English language community school made up of infant, junior and nursery classes.

On site, there are 22 car parking bays provided for staff and visitors, none of which are designated for disabled users.

2.2 SITE LOCATION AND SURROUNDING USE

The site location and neighbouring buildings are shown in **Figure 1**.

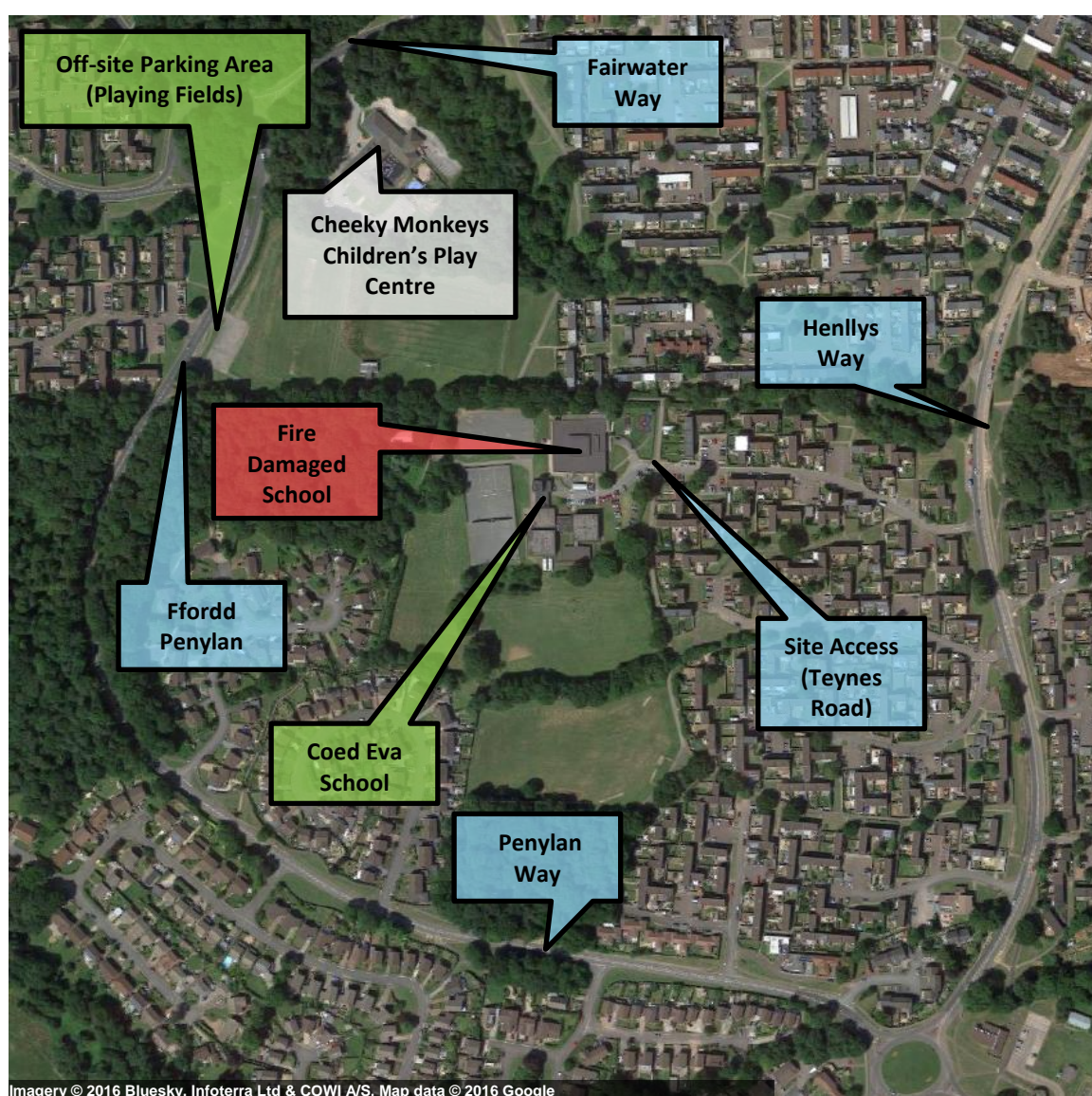


Figure 1: Site Location

The development site is part of the Coed Eva campus that consists of three elements; Infant, Junior, and Nursery. The existing school was built up of two blocks, prior to the primary school block being damaged by fire.

The school site also includes an enclosed play area, two tarmac play areas, and two playing fields. To the north, two sports fields separate the site from the Cheeky Monkeys children's amusement centre. To the east, the site is predominantly bound by residential areas and a single vehicular access. The site is bound by playing fields to the south and west.

2.3 EXISTING SITE ACCESS

There are five main pedestrian access routes (footpaths) to the school site. The school can be accessed from Fairwater Way (north), Teynes Road (east), Penylan Way (two footpaths), and Ffordd Penylan (west). As previously mentioned, Teynes Road forms the single vehicular access point to the school.

During a site visit undertaken on 20.09.2016 it was noted that the vehicular pick-up arrangements were predominantly taken from the parking area located off Ffordd Penylan, with 25 vehicles occupying the car park at approximately 15:20. The parking area off Ffordd Penylan is shown in **Figure 2**. Pick-ups also took place from a layby located on the western side of Henllys Way, immediately north of its junction with Teynes Road and on-road at Teynes Road.



Figure 2: Playing Fields Car Park (Left) and Infants School Pedestrian Access (Right)

2.4 HIGHWAY NETWORK

The site is bound by Fairwater Way (north), Henllys Way (east), Penylan Way (south), and Ffordd Penylan (west). Teynes Road is the single vehicular access point leading to the site entrance. The roads identified above are all subject to a 30mph speed limit.

Henllys Way is the main road that Teynes Road adjoins. Henllys Way connects to Penylan Way and Fairwater way via roundabouts, south and north respectively. Fairwater Way connects to Ffordd Penylan via a roundabout to the west of the Cheeky Monkeys children's amusement centre.

It has been adjudged that bus accessibility from Coed Eva primary school is of a high standard. Numerous footpaths tie in to the surrounding roads from the site. Generally the footways all comprise dropped kerbs but some are without tactile paving. There is no school bus service available.

Personal Injury Collision data was provided by the Local Highway Authority for the period from 2010 to 2015. A review of the data did not identify any safety concerns linked to movements to and from the school site on the local highway network. Two collisions were recorded in 2014 on Henllys Way, which resulted in slight injuries and did not involve pedestrians, cyclists, or children.

2.5 PUBLIC TRANSPORT PROVISION

Several bus stops are located on roads surrounding the site as summarised in **Table 1**.

Table 1: Public Transport Provision (weekday service)

BUS STOP LOCATION	SERVICE No.	ROUTE	FREQUENCY
Fairwater Way	5	Cwmbran to St. Dials Shops	Hourly
Henllys Way	7	Cwmbran Station to Two Lock, Cwmbran ASDA	Hourly
Penylan Way	810	Fairwater School to Llantarnam	Once in the Peak Hours (08:00-09:00 & 15:00-16:00)
Ffordd Penylan	810	Fairwater School to Llantarnam	Once in the Peak Hours (08:00-09:00 & 15:00-16:00)

2.6 HOURS OF OPERATION

Table 2 identifies the teaching hours for pupils that attend Coed Eva school.

Table 2: Pupil Start & Finish Times

	START	LUNCH	FINISH
Primary – Infant	08.50	12.00 - 13.15	15.15
Primary – Junior	08.50	12.00 - 13.00	15.15
Nursery	09.00	11.30 - 12.45	15.15

In addition to the standard teaching hours, Coed Eva also provides the following activities and initiatives;

- Walking Bus scheme to and from the car park off of Ffordd Penylan Road,
- Pre School breakfast club starts at 8.15am,
- After School clubs finish at 5.15pm, and
- A “wraparound” provision finishes at 5.45pm.

The teaching staff at Coed Eva primary school arrive on site from 07.30 onwards, and leave by approximately 16.30, unless there are school events or staff meetings etc.

3

PROPOSED DEVELOPMENT

3.1 COED EVA PROPOSED CAPACITY

The capacity of the school will be 420 places with an admission number (AN) of 60 pupils for reception year through to year 6. In addition there will be a nursery with capacity for 54 Full Time Equivalent (FTE) places.

The proposed development site will not alter the capacity at Coed Eva school, the catchment area will remain the same and therefore the travel demand is not expected to change from the baseline conditions.

3.2 PROPOSED DEVELOPMENT

Site Layout

The new Coed Eva primary school building will link with the existing junior school on site. As the capacity of the school is not altering, the number of car parking bays will also remain the same on completion of the proposed development.

The proposed site location is shown in **Figure 3**.



Figure 3: Site Location Plan

The footprint / ground floor plan of the proposed primary school block can be seen in **Figure 4**.

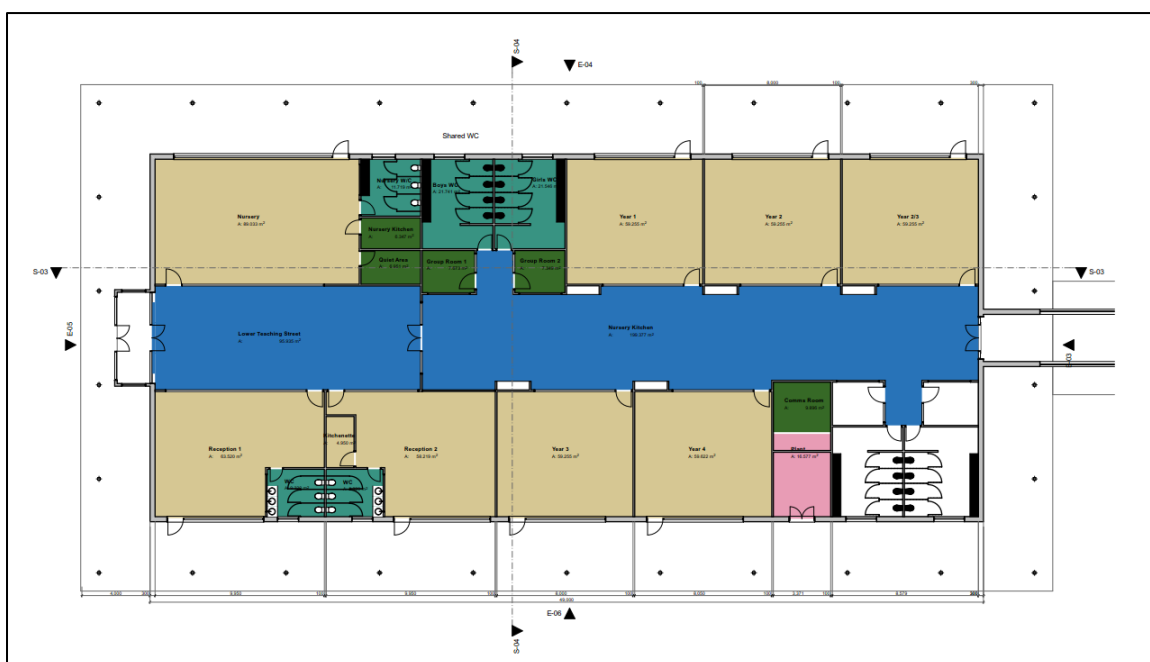


Figure 4: Proposed Layout

Changes to the Existing School Entrance

Although the proposed work is to be carried out over a new footprint, the existing access for vehicles and pupils / staff will remain the same throughout the project and after its completion.

3.3 CONSTRUCTION MANAGEMENT PLAN (CMP)

Prior to the construction stages of the project, it is essential that the client appoints a contractor to undertake a CMP. The CMP will ensure that construction works do not interfere, and cause minimal disruption to the normal running of the school during the construction period.

The school should be briefed on the following;

- health and safety procedures
- programming and timing
- zoning and phasing arrangements
- decanting of pupils and staff
- arrangements for moving into and commissioning new buildings

4 SUMMARY & CONCLUSION

4.1 OVERVIEW

This TS has been prepared for the proposed new primary school block at Coed Eva primary school, Cwmbbran. It has set out the existing conditions regarding vehicular and pedestrian access to the site as well as the development proposals.

4.2 CONCLUSION

This TS has shown that the capacity of the school will neither increase or decrease, and therefore the proposed primary school block will not have an impact on vehicular trips made to and from the site. In addition to vehicular trips, the new development will not affect any pedestrian routes that link to the site.

As the capacity of the school will remain the same, the site will not require an additional vehicular access, or any improvements on Teynes Road.

A review of the PIC data also demonstrates that there are no existing safety concerns regarding pedestrian, cyclists, or children on the site access road or on any part of the surrounding highway network.

For the above reasons, it is considered that the proposed development can be safely accommodated on to the local highway network.

