



Blaenau Gwent County Borough Council

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# TREDEGAR NEW WELSH MEDIUM PRIMARY SCHOOL

Travel Plan





Blaenau Gwent County Borough Council

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Blaenau Gwent County Borough Council

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# TREDEGAR NEW WELSH MEDIUM PRIMARY SCHOOL

## Travel Plan

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# 1 INTRODUCTION

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## 1.1 BACKGROUND

- 1.1.1. WSP have been appointed to support Blaenau Gwent County Borough Council in their proposals to development of a new Welsh Medium Primary located to the north-east of Tredegar Town Centre.
- 1.1.2. This Travel Plan (TP) will ultimately provide a strategy for managing all travel and transport opportunity within the development, principally to increase mode choice and reduce reliance on private car travel by seeking to improve access to the site by sustainable modes of transport. This TP also includes a package of physical and behavioural measures aimed at managing and promoting journeys to and from the site by sustainable modes and reduce reliance on single occupancy car travel.
- 1.1.3. This TP will need to be considered alongside the supporting Transport Assessment (TA) and the Masterplan for the scheme which illustrates physical design measures to encourage sustainable travel. Information and analysis contained within all of these supporting documents have a key role in informing the development of the Travel Plan.

## 1.2 PROPOSALS OVERVIEW

- 1.2.1. The proposals include the erection of a single building, comprising 1,980m<sup>2</sup> for a 210 place primary school, a 30 place nursery school and a 28 place childcare facility.
- 1.2.2. The proposals also include the provision of a bus drop-off/ turning area to the south of the main school building which will facilitate a dedicate school bus service.
- 1.2.3. The proposals include the provision of 34 car parking spaces, consisting of 31 staff car parking spaces and 3 visitors' spaces. The proposals also include the provision of 2 disabled parking spaces, 4 electric parking spaces. Additionally, 10 parallel parking bays have been proposed along Chartist Way for the picking up and setting down of school children.
- 1.2.4. Vehicular access to the school will be taken from Chartist Way, approximately 40m to the north of its junction with Green Meadow. The proposed site access junction arrangement is in form of a priority controlled junction.

## 1.3 WHAT IS A TRAVEL PLAN?

- 1.3.1. A Travel Plan is a strategic management tool designed to accommodate a site's specific transportation needs. The Travel Plan aims to educate people regarding how, why and when they need to travel. Travel plans are increasingly playing a significant role in the planning process. Department for Transport guidance 'Using the Planning Process to secure Travel Plans: Best Practice Guidance' defines a travel plan as:

'A strategy for managing multi-modal access to a site or development, focusing on promoting access by sustainable modes. Effective travel plans can bring benefits both to existing communities and to new or expanding developments. They can assist in reducing traffic congestion, widening accessibility and reducing air pollution.'

- 1.3.2. Based on this national definition, Travel Plans should help minimise the amount of car travel to and from the area. This will bring benefits to those living in the area as well as wider local community and environment.

- 1.3.3. The Travel Plan is not one fixed document, but a dynamic and evolving mechanism for introducing and maintaining a package of measures. These measures focus on promoting access to the area by alternative, sustainable modes of transport and reducing single occupancy car travel.

## 1.4 POLICY FRAMEWORK

- 1.4.1. This TP will complement the policies and strategies set out by national, regional and local government. Identifying a clear policy framework and applying good practice to the development of a Travel Plan will help to maximise its effectiveness.
- 1.4.2. National and local planning policy is geared to encourage developers and / or end users to implement travel plans to reduce the reliance on car travel and to provide opportunities for travel in more sustainable ways.
- 1.4.3. Research into existing Travel Plans implemented on commercial sites in the UK has shown significant benefits to businesses and the local area. Therefore, it is important to take on board guidance and policy on travel plans and incorporate successful elements from other examples of travel planning.
- 1.4.4. Other guidance documents to be considered in establishing suitable objectives, measures and targets include:
- The essential guide to travel planning (The National Business Travel Network/DfT 2007) – this provides an update to the Travel plan resource pack for employers;
  - Making travel plans work: lessons from UK case studies (DfT 2005);
  - A guide on travel plans for developers (DfT 2006); and
  - Making Smarter Choices Work (DfT 2002).
- 1.4.5. There are a number of benefits to be derived from Travel Plans by employers, staff and the community at large, for example:
- Producing financial savings through a reduction in the loss of time due to congestion and by reducing the demand for car parking;
  - Improving accessibility of the premises to the labour market and potential customers;
  - Providing a competitive advantage in the labour market by assisting recruitment and retention, improving public image and being more accessible to suppliers and customers;
  - Enhancing company credibility, particularly in the local community by demonstrating a commitment towards improving the environment; and
  - Reducing the inequalities that may exist between staff who do and do not have access to a car.
- 1.4.6. The Travel Plan can benefit participating staff by:
- Making it easier for staff to undertake travel associated with their daily business;
  - Providing a range of travel choices for commuting to work;
  - Improving the physical fitness of staff who chose to walk or cycle to work; and
  - Enabling staff to work for an employer with good green credentials, thereby assisting in recruitment and retention.
- 1.4.7. The Travel Plan can benefit school pupils by:



- Improving the physical fitness of pupils who chose to walk or cycle to school; and
- Increased active travel may lead to behavioural benefits.

1.4.8. The Travel Plan can benefit visitors by:

- Making the site accessible via a range of travel choices, and
- Ensuring that parking policy reflects the needs of the business.

## **1.5 STRUCTURE OF THIS DOCUMENT**

1.5.1. This report provides the basis for the implementation of the Travel Plan. It will set out the objectives, the measures that will be implemented, and the mechanisms to be put in place to ensure that the measures will be implemented and monitored. The document is structured as follows:

- Section 2 sets out the existing transport infrastructure;
- Section 3 sets out the development proposals;
- Section 4 outlines the objectives and targets;
- Section 5 outlines the measures for this TP;
- Section 6 sets out the promotional strategy; and
- Section 7 outlines the process for monitoring and review.

## 2 EXISTING CONDITIONS

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### 2.1 INTRODUCTION

- 2.1.1. In order to assess the impact of the proposed development of the site, it is necessary to establish the conditions that exist within the surrounding transport network. Therefore, this section of the report describes the site location and the transport characteristics including the local highway network, public transport facilities, and accessibility to local amenities.

### 2.2 SITE LOCATION

- 2.2.1. The proposed development site (herein referred to as 'the site') comprises circa. 21,576m<sup>2</sup> of undeveloped land located approximately 1.2km to the north-east of Tredegar.
- 2.2.2. The existing site is currently situated on primarily vacant land comprising green fields, tree belts and a small playground facility towards the north-eastern portion of the site. The site is bound to the north and east by Chartist Way, to the south by green fields which front the A4047 Beaufort Road and to the west by a mixture of residential and commercial properties fronting Graham's Yard and Dukestown Road.
- 2.2.3. There is currently an informal vehicular access into the site in the form of a dropped kerb from Chartist Way, just south of the playground facility. Pedestrians can access the proposed site directly from Chartist Way using the existing access to the playground facility towards the north-east of the site.

### 2.3 LOCAL HIGHWAY NETWORK

#### CHARTIST WAY

- 2.3.1. Chartist Way is a two-way, single carriageway road which runs in a north to south alignment and bounds the site to the east. The road is approximately 7.5m in width and is subject to a 30mph speed limit.
- 2.3.2. To the north, Chartist Way meets Dukestown Road via a priority controlled junction and to the south, Chartist Way meets the A4047 Beaufort Road via a priority controlled junction. Chartist Way provides vehicle access to a number of residential streets, including Yscubor Wen to the north and Green Meadow to the south via priority controlled junctions.
- 2.3.3. There is currently a Traffic Regulation Order (TRO) in place along Chartist Way in the form of weight restrictions for vehicles which exceed 7.5 tonnes (except for access). The restrictions are signed at the southern extent of Chartist Way, to the north of its junction with the A4047 Beaufort Road.

#### A4047 BEAUFORT ROAD

- 2.3.4. The A4047 Beaufort Road is a two-way, single carriageway road which runs in roughly a south-west to north-east alignment to the south of the site. The road is approximately 8.1m to 9.1m in width in the vicinity of Chartist Way. The A4047 Beaufort Road is subject to a 30mph speed limit from the A4048 to Manmoel Road, thereafter, the speed limit changes to 40mph.
- 2.3.5. The A4047 Beaufort Road connects the village of Sirhowy to the village of Beaufort and provides access to many residential streets, as well as local distributor roads. At its western extent, the A4047 Beaufort Road meets the A4048 via a four-arm roundabout, to which Beaufort Road forms the eastern

arm. At its north-eastern extent, the A4047 Beaufort Road meets Bryn Serth Road and Waun-Y-Pound Road via a four arm roundabout.

- 2.3.6. The A4047 Beaufort Road is subject to TRO's in the form of double yellow lines (no waiting at any time) along intermittent sections of its route. Restrictions are present along both sides of A4047 Beaufort Road to the east of Thomas Ellis Way and its junctions with Rhoslan and Beaufort Close.

### **DUKESTOWN ROAD**

- 2.3.7. Dukestown Road is a two-way, single carriageway road which runs in roughly a north to south alignment and bounds the site to the north and east. The road is approximately 6.4m to 8.3m in width and is subject to a 30mph speed limit.
- 2.3.8. Dukestown Road provides vehicle access to a number of residential streets, including Scwrfa Road, Ebenezer Street, Picton Road, Graham's Yard, Chartist Way and Ystrad Deri. At its southern extent, Dukestown Road meets the A4047 Beaufort Road via a priority controlled junction. At its northern extent, Dukestown Road becomes St Luke's Road to the west of its junction with Picton Road / Old Duke Road. Thereafter, St Luke's Road connects to the A4048 and Merthyr Road via a five arm roundabout, providing a connection to the A465 to the north via a grade separated junction.
- 2.3.9. South of the Sirhowy River, Dukestown Road becomes a one-way road, allowing northbound traffic only from the river to its junction with the A4047 Beaufort Road. Dukestown Road also connects to an unnamed road (crosses the Sirhowy River) which forms the eastern arm of the A4047/A4048 roundabout to the west of the river.

### **GRAHAMS YARD**

- 2.3.10. Grahams Yard is a small access road which runs in a north to south alignment to the west of the site. The road serves the garages of the residential properties which front Dukestown Road and also provides access to a few properties which skirt alongside the site's western boundary.
- 2.3.11. At its northern extent, Grahams Yard connects with Dukestown Road via a priority controlled junction and provides access to the garages which serve the residential properties fronting Dukestown Way. There is no vehicular access to the southern extent of Grahams Road as the road is stopped up to the north of Sirhowy Ironworks, approximately 50m south of the Grahams Yard / Dukestown Road junction. However, it appears that there is a pedestrian access provided throughout the length of the road.
- 2.3.12. At its southern extent, Grahams Yard connects to Dukestown Road via a priority controlled junction (adjacent to the Sirhowy River) and provides access to several residential properties fronting either Dukestown Town or those which skirt the western boundary of the site.

## **2.4 PUBLIC TRANSPORT**

### **EXISTING BUS SERVICES**

- 2.4.1. Existing northbound and southbound bus stops are located on Chartist Way, approximately 150m to the north-east of the proposed site. The bus stops are in the form of flag posts, with raised kerbs and bus stop markings on the road.
- 2.4.2. Northbound and southbound bus stops are also located along Yscubor Wen, approximately 350 to the north-east of the proposed site. The southbound bus stop is sheltered, whilst the northbound bus

stop is in the form of a flag post. Both bus stops have raised kerbs and bus stop markings present on the road.

- 2.4.3. There are also northbound and southbound bus stops also located along Dukestown Road, approximately 550m north-west of the proposed site. Both bus stops are in the form of flag posts, with raised kerbs and bus stop markings on the road.
- 2.4.4. In addition to the above, further bus stops along the A4047 Beaufort Road, the closets of which is the westbound bus stop located approximately 600m to the south-west of the proposed site. The eastbound bus stop is located approximately 670m to the south-west of the proposed site. Both bus stops are sheltered, with raised kerbs and bus stop markings on the road.
- 2.4.5. The bus stops located along Chartist Way and Yscubor Wen are within the ideal maximum walking distance (400m) as set out in the Chartered Institution for Highways and Transportation (CIHT) publication 'Guidance for Planning for Public Transport in Developments, 1999'.
- 2.4.6. A review of bus services which currently serve the bus stops on Chartist Way, Yscubor Wen, Dukestown Road and the A4047 Beaufort Road is summarised in **Table 2-1**.

**Table 2-1 - Summary of bus services and approximate frequencies**

Service	Operator	Nearest Stop	Route	Direction	Day	First/Last	Approximate Frequency
E11	Harris Coaches	Chartist Way	Ebbw Vale - Tredegar	Ebbw Vale	Mon-Sat	09:04/17:29	Every 60 mins
				Tredegar		08:05/17:52	Every 60 mins
E12	Harris Coaches	Dukestown Road	Tredegar - Tredegar (via Dukestown)	Tredegar	Mon-Sat	09:54/15:59	Every 60 mins
X4	Stagecoach South Wales	A4047 Beaufort Road	Merthyr Tydfil - Abergavenny	Abergavenny	Mon-Sat	06:00/20:33	Every 60 mins*
				Merthyr Tydfil		06:59/18:57	Every 60 mins*
97**	Stagecoach South Wales	Yscubor Wen	Brynmawr - Brynmawr	Outbound	Mon-Fri	08:52	Twice Daily
				Inbound		15:51/16:50	

\*Twice hourly at peak hours (between 07:00 – 08:00 and 19:00 – 20:00)

\*\*College Days Only

- 2.4.7. It can be seen from **Table 2-1** that the site is well served by local services to key destinations. For services originating from Ebbw Vale, buses are expected to arrive at the proposed school site (Chartist Way) in the school opening period 09:27 and in the school closing period 15:14 and 16:34.
- 2.4.8. For buses originating in Merthyr Tydfil, buses are expected to arrive at the proposed school site (Chartist Way) in the school opening period 09:03 and in the school closing period 15:01 and 16:01.
- 2.4.9. For buses originating in Abergavenny, buses are expected to arrive at the proposed school site (Chartist Way) in the school opening period 08:47, and in the school closing period 14:57 and 15:57.

### EXISTING RAIL SERVICES

- 2.4.10. The nearest railway station to the site is Ebbw Vale Town Railway Station, approximately 4km to the south-east of the proposed site.
- 2.4.11. Ebbw Vale Town Railway Station can be accessed by pedestrians using the footways along the A4047 Beaufort Road, the B4486 Cemetery Road and Lime Avenue. Additionally, the X4 bus service also stops at the railway station on Lime Avenue, with a journey time of approximately 10 minutes.
- 2.4.12. Cyclists can follow the A4047 Beaufort Road, Manmoel Road and Tredegar Road for quieter routes into Ebbw Vale onwards to the railway station. Ebbw Vale Town Railway Station has 10 formal storage spaces for bicycles.
- 2.4.13. Rail services from Ebbw Vale Town Railway Station have been summarised in **Table 2-2** below.

**Table 2-2 - Rail Services from Ebbw Vale Town Railway Station**

Destination	Duration	First / Last Train	Frequency
Cardiff Central	1 hour	06:35 / 22:37	Hourly
Bridgend (direct service)	1 hour 20 min	06:35 / 15:37	Every 2 hours

## 2.5 PEDESTRIAN AND CYCLE FACILITIES

### CHARTIST WAY

- 2.5.1. There is a continuous footway along the eastern side on Chartist Way from its junction with the A4047 Beaufort Road through to its junction with Dukestown Road, with an approximate width of 1.7m. There is also a section of footway on the western side of the Chartist Way towards the north-eastern portion of the site through to Dukestown Road which provides access to existing bus stops and the playground facilities located within the site.
- 2.5.2. It should be noted that there are currently no footways present on the eastern side of Chartist Way in the vicinity of the proposed vehicular access (40m to the north of its junction with Green Meadow).
- 2.5.3. There is an un-controlled crossing facility located at the Chartist Way / A4047 Beaufort Road priority controlled junction, equipped with dropped kerbs, tactile paving and a pedestrian refuse island. Chartist Way is also well-lit with street lighting throughout its length.
- 2.5.4. There is a Public Right of Way (PRoW) which runs in a north-west to south-east alignment from Rhoslan to Graham's Yard / Dukestown Road. The footpath crosses Chartist Way and the undeveloped land to the immediate south of the site, approximately 145m to the north of the Chartist

Way / A4047 Beaufort Road priority controlled junction. The footpath does not appear to be surfaced and is un-signed.

### **A4047 BEAUFORT ROAD**

- 2.5.5. There are continuous footways on both sides of the A4047 Beaufort Road from its junction with Manmoel Road through to its junction with the A4048. The southern footway has an approximate width of 1.7m, whilst the northern footway has an approximate width of 1.8m. Pedestrian guardrails are present on the southern footway of the A4047 Beaufort Road from its junction with Maes Aneurin Bevan to Alexandra Place. The A4047 Beaufort Road is well-lit with street lighting throughout its length.
- 2.5.6. There is an uncontrolled crossing facility located approximately 80m to the east of the Chartist Way / A4047 Beaufort Road priority controlled junction, equipped with dropped kerbs, tactile paving and a pedestrian refuse island.
- 2.5.7. There are also uncontrolled crossing facilities on all approach arms of the A4047 / A4048 roundabout, equipped with dropped kerbs, tactile paving and a pedestrian refuse islands, apart from on the A4048 approach arm where there is a signalised pedestrian crossing.
- 2.5.8. A PRow runs in a north to south alignment from the A4047 Beaufort Road at its junction with Thomas Ellis Way to Georgetown Hill. The PRow also connects to a series of footpaths located to the south of the A4047 Beaufort Road through the Sirhowy Hill Woodlands. The footpaths appear to be surfaced, albeit un-signed.

### **DUKESTOWN ROAD**

- 2.5.9. There are continuous footways along both sides Dukestown Road from its junction with Ystrad Deri through to its junction with Scwrfa Road. The eastern footway has an approximate width of 2.7m, whilst the western footway has an approximate width of 2.5m Thereafter, footways are present along the northern side of Dukestown Road until it reaches its connection with Graham's Yard. From there, footways are provided on both sides of Dukestown Road until its junction with the A4047 Beaufort Road.
- 2.5.10. There are no crossing facilities or PRow's located along Dukestown Road within the vicinity of the site. Dukestown Road is well-lit with street lighting throughout its length.

### **CYCLE PROVISION**

- 2.5.11. There is no dedicated cycle provision in the vicinity of the site, however, Chartist Way and the surrounding streets are all subject to 30 mph speed limits and are predominantly residential. It is therefore expected that cyclists would not feel threatened using these highways.
- 2.5.12. National Cycle Network (NCN) Route 467 can be accessed from the A4048, just south of the A4047 / A4048 roundabout, approximately 700m to the south-east of the site. NCN Route 467 runs parallel to the A4048 connecting Sirhowy Valley to Tredegar and onto Blackwood via Argoed. Route 467 also links to the NCN Route 411 via Church Street which provides a connection to Georgetown to the east and Tredegar to the west.

## 3 DEVELOPMENT PROPOSALS

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### 3.1 INTRODUCTION

- 3.1.1. This section of the TP provides a summary of the development proposals and transport related guidance. This section will focus on access, circulation and servicing arrangements by all modes.
- 3.1.2. The site masterplan has been included in **Appendix A**.

### 3.2 PROPOSED DEVELOPMENT

- 3.2.1. The development proposals are to build a new Welsh Medium Primary school, with the provision of a nursery and child care facility on undeveloped land to the west of Chartist Way, Tredegar.
- 3.2.2. The total number of primary school pupils (including nurse and childcare pupils) and staff has been summarised in **Table 3-1**.

**Table 3-1 - Proposed Pupils and Staff**

	Primary School	Nursery School	Childcare Facility	Total
Pupils	210	30	28	268
Staff	44		5	49

- 3.2.3. The proposals include the erection of a single building, comprising 1,980m<sup>2</sup> for the primary school, nursery school and childcare facility.
- 3.2.4. The proposals also include the provision of a bus drop-off/ turning area to the south of the main school building which will facilitate a dedicate school bus service. The turning area will be accessed from an internal access road via the schools vehicular access on Chartist Way.
- 3.2.5. Additionally, the proposals also include a service yard, located to the rear of the school. The service yard will be accessed via an internal service road which links to the proposed staff car parking area at the front of the school. The internal service road is intended to be one-way, with vehicles waiting at either ends whilst other vehicles use the road.
- 3.2.6. It is proposed that the staff car park will be located at the front of the school and the visitor parking bays will be located within the bus turning area to the south of the school building. It should be noted that visitor parking spaces are intended to be used for visiting professionals and pre-arranged meetings. The visitor parking bays are not intended to be used by parents as a drop-off / pick up area. Instead, 10 parallel parking bays have been proposed along the northbound carriageway of Chartist Way for this purpose.

### 3.3 ACCESS STRATEGY

#### VEHICLE ACCESS

- 3.3.1. It is proposed to stop-up the existing informal access into the site, to the south of the existing playground facilities.

- 3.3.2. Vehicular access to the school will be taken from Chartist Way, approximately 40m to the north of its junction with Green Meadow. The proposed site access junction arrangement is in form of a priority controlled junction.
- 3.3.3. The proposed vehicular access will be used to serve the staff car parking area to the front of the school, as well as provide access to the drop-off / bus turning area and visitor parking bays to the south of the site. The proposed vehicular access will also provide access to the service yard and bin storage area via the internal service road to the north of the site.

### PEDESTRIAN AND CYCLIST ACCESS

- 3.3.4. Pedestrians and cyclists are able to access the school by the pedestrian entrance as shown on the site masterplan contained within **Appendix A**. The proposed pedestrian entrance is located just south of the proposed vehicular access on Chartist Way. An uncontrolled crossing facility is proposed along the internal access road, providing safe passage across the staff car parking / bus turning area onto the piazza and main school building.
- 3.3.5. To facilitate pedestrian access to the school, the western footway on Chartist Way is proposed to be extended by approximately 185m south of the proposed vehicular access.
- 3.3.6. The development proposals also include two uncontrolled crossing facilities, equipped with dropped kerbs and tactile paving along Chartist Way. These are located approximately 10m and 80m south of the proposed vehicular access.
- 3.3.7. In addition to the above, the development proposals include the provision for lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas. This is shown on the plan provided in **Appendix A**.

## 3.4 PARKING

### CAR PARKING

- 3.4.1. The proposed car parking spaces on for the school is summarised in **Table 3-2** below. A network of internal footpaths will be provided to link the car parking areas to the main school building.

**Table 3-2 - Proposed Car Parking**

Parking Bays	Number of spaces
Staff Parking Bays	31
Disabled Parking Bays	2
Electric Charging Bays	4
Visitor Parking	3
<b>Total</b>	<b>40</b>

- 3.4.2. The above parking provision has been agreed with highway officers at Blaenau Gwent County Borough Council as part of pre-application scoping discussions.
- 3.4.3. The staff car park (including disabled and electric charging bays) will be located at the front of the school building and will be accessed via the proposed vehicular access on Chartist Way. The visitor parking bays will be located in the bus turning area to the south of the main school building and will also be accessed via the proposed vehicular access on Chartist Way. As noted above, visitor parking



spaces are intended to be used for visiting professionals and pre-arranged meetings. The visitor parking bays are not intended to be used by parents as a drop-off / pick up area.

- 3.4.4. In accordance with the Blaenau Gwent County Borough Council Supplementary Planning Guidance (SPD), 10 parallel parking bays have been provided along Chartist Way for the picking up and setting down of school children.

### **CYCLE PARKING**

- 3.4.5. The proposed new Welsh Medium Primary School will provide 5 cycle parking spaces, in line with BREEAM requirements. The cycle parking spaces will be located in a secure, covered and well-lit cycling storage area. There will also be provisions for staff cycling facilities (i.e. showers, changing facilities, lockers and drying spaces). This is shown in the Schedule of Accommodation (SOA) as 'Staff Change Area'.

## **3.5 SERVICING AND REFUSE COLLECTION ARRANGEMENTS**

- 3.5.1. A service yard is located at the rear (north) of the school and will be accessed from the proposed vehicular access on Chartist Way, via an internal one-way service road.
- 3.5.2. It is proposed that a bin storage area will be located in the service yard. The service yard has been designed to accommodate an 11.2m length refuse vehicle to enter and egress in forward gear

## 4 OBJECTIVES & TARGETS

### 4.1 OBJECTIVES

- 4.1.1. The principal aim of a Travel Plan is to reduce car travel, in particular single occupancy car travel and facilitate the use of alternative, sustainable modes of transport.
- 4.1.2. The Travel Plan will be used by the school to promote sustainable travel.
- 4.1.3. Objectives of the Travel Plan will be to:
- Provide incentives to travel by sustainable modes;
  - Provide incentives for fewer single occupancy car borne trips to the site;
  - Engage staff and parents in the travel planning process;
  - Raise awareness amongst staff, parents and visitors of the non-car travel modes available;
  - Improve the conditions for pedestrians and cyclists travelling to and from the site;
  - Work in partnership with Blaenau Gwent County Borough Council and key local stakeholders to achieve the greatest modal shift away from private car use on the local transport network;
  - Ensure sustainable travel issues are considered in servicing and delivery arrangements; and
  - Continually develop, implement, monitor, evaluate and review the success of the Travel Plan.

### 4.2 MODE SHARE TARGETS

- 4.2.1. Setting targets to be able to quantify the performance of a Travel Plan is a key part of managing the process successfully. The targets need to be challenging, but achievable and based upon the actual travel patterns experienced at the site.

#### PUPILS

- 4.2.2. The pupil modal share has been provided by the client and is shown below in **Table 4-1**.

**Table 4-1 - Travel to Work: Summary of Proposed Modal Split - Pupils**

Travel Mode	Mode Split	Existing Trips
Car	27%	72
Bus	49%	130
Walk	17%	45
Cycle	1%	2
Taxi	6%	15
Other	1%	3
<b>Total</b>	<b>100%</b>	<b>268</b>

4.2.3. In order to ensure any targets can be considered as ‘SMART’ (Specific – Measurable – Achievable – Realistic – Timed), year-on-year targets have been provided to allow continual monitoring of progress to be undertaken.

4.2.4. **Table 4-2** Error! Reference source not found. sets out the five-year model split targets, with an overall aim of reducing journeys made to the site by car and increasing journeys made by sustainable travel modes.

**Table 4-2 - Five Year Modal Split Targets – Pupils**

Travel Mode	Mode Split					
	Year of Opening	+ 1 Year	+ 2 Years	+ 3 Years	+ 4 Years	+ 5 Years
Car	27%	26%	24%	23%	21%	20%
Bus	49%	49%	49%	49%	49%	49%
Walk	17%	18%	18%	19%	19%	20%
Cycle	1%	2%	2%	3%	3%	4%
Taxi	6%	6%	6%	6%	6%	6%
Other	1%	1%	1%	1%	1%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## STAFF

4.2.5. The staff modal share has been provided by the client and is shown below in **Table 4-3**.

**Table 4-3 - Travel to Work: Summary of Proposed Modal Split (Staff)**

Travel Mode	Mode Split	Proposed Trips
Car	92%	45
Bus	0%	0
Walk	8%	4
Cycle	0%	0
Taxi	0%	0
Other	0%	0
<b>Total</b>	<b>100%</b>	<b>49</b>

4.2.6. In order to ensure any targets can be considered as ‘SMART’ (Specific – Measurable – Achievable – Realistic – Timed), year-on-year targets have been provided to allow continual monitoring of progress to be undertaken.

4.2.7. **Table 4-4** sets out the five-year model split targets, with an overall aim of reducing journeys made to the site by car increasing journeys made by sustainable travel modes.

**Table 4-4 - Five Year Modal Split Targets – Staff**

Travel Mode	Mode Split					
	Year of Opening	+ 1 Year	+ 2 Years	+ 3 Years	+ 4 Years	+ 5 Years
Car	92%	90%	88%	86%	84%	82%
Bus	0%	1%	2%	3%	4%	5%
Walk	8%	9%	9%	10%	10%	11%
Cycle	0%	0%	1%	1%	2%	2%
Taxi	0%	0%	0%	0%	0%	0%
Other	0%	0%	0%	0%	0%	0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

- 4.2.8. It is anticipated that the initiatives outlined in this document will help increase the proportion of trips to the site made by car sharing, public transport, walking and cycling.
- 4.2.9. The above mode share targets for both staff and pupils have been agreed by Blaenau Gwent County Borough Council.

## 5 MEASURES AND INITIATIVES

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### 5.1 INTRODUCTION

5.1.1. This section of the TP sets out the potential initiatives that could be introduced to reduce dependency on private car travel and encourage use of sustainable travel modes trips to the school. To ensure that informational / behavioural Travel Plan measures (i.e. 'soft' measures) are effective, infrastructural and design measures (i.e. 'hard' measures) have also been included within the TP, to enable site users to make long-term travel habit changes.

5.1.2. Initiatives have been organised into the two following headings:

- Informational / Behavioural Measures; and
- Infrastructure / Design Measures.

### 5.2 INFORMATIONAL / BEHAVIOURAL MEASURES

#### Travel Information Pack

5.2.1. The most effective initiative of any TP is likely to be the distribution of an Induction Pack. All staff should receive an Induction Pack by the school.

5.2.2. Induction Packs can be critical in influencing travel patterns and the contents of the Pack should include a range of information to encourage uptake of sustainable journeys, such as:

- An introduction to the TP and its objectives;
- Literature on health benefits of walking and cycling, and the environmental benefits of sustainable travel;
- Details of journey planning websites and tools;
- Maps showing local walking / cycling routes and places of interest;
- Details of public transport services, including timetables and routes; and
- Details on the Travel Plan Coordinator (TPC).

5.2.3. It may also be more convenient to include the above information and a digital version of any Induction Pack online to allow staff, parents and any visitors to interact with it fully, prior to starting / visiting the school.

#### ENCOURAGING WALKING

5.2.4. In addition to providing walking route maps in the Pack (as above), additional informational measures could also be implemented on site to encourage walking trips. This includes:

- Provision of active travel benefit details in buildings (e.g. staff / visitor / pupil noticeboards). This initiative will make people more aware of the benefits of walking and cycling and subsequently encourage walking trips;
- Provision of pool umbrellas for use by staff to encourage walking trips; and
- Promoting nationwide initiatives such as Sustainable Transport Week / National Walk to School/Work Week.

## **ENCOURAGING CYCLING**

5.2.5. In addition to providing cycle route maps in the Pack (as above), additional measures could also be provided on site to encourage cycling trips. This includes:

- Provision of a bicycle repair kit on-site which should be made available free-of-charge to staff, parents and visitors. This is a low-cost measure which increases the reliability of cycling;
- Promoting nationwide initiatives such as Bike to School/Work Week;
- Negotiation with local retailers to provide discounts for employees on local cycle purchases; and
- Provision of free high-visibility clothing / bike lights to encourage safe cycle travel.

## **ENCOURAGING PUBLIC TRANSPORT USE**

5.2.6. In addition to providing timetable and bus route information within the Pack (as above), the following additional promotional initiatives could be implemented on site to encourage public transport use:

- Provision of public transport service details in buildings (e.g. staff / visitor / pupil noticeboards). Provision of public transport information in a publicly-accessible area will allow building users to access up-to-date travel information and details on available infrastructure. This initiative will make people more aware of the services available to them and subsequently encourage the use of public transport.
- Provision of a guaranteed lift home for staff in the event of an emergency and if public transport is not accessible.

## **ENCOURAGING CAR SHARING**

5.2.7. To help reduce the number of trips made by single occupancy car travel, there is the potential to encourage car-sharing trips which could reduce impact on the local highway network, car parking capacity on site and could potentially save drivers money. The following informational / behavioural incentives could be implemented on site to encourage car sharing:

- Promote car sharing informally amongst staff and parents. Set up of a car sharing group or facility could encourage staff and parents to car share;
- Promotion of local (and national) free car sharing services such as [www.liftshare.co.uk](http://www.liftshare.co.uk) to find potential car share matches; and
- Provision of a guaranteed lift home in the event of an emergency for staff who are let down by their car sharing partner.

## **5.3 INFRASTRUCTURAL / DESIGN MEASURES**

### **SITE DESIGN AND LAYOUT**

5.3.1. To ensure that the proposed development provides a betterment in terms of accessibility, a number of site design and infrastructural measures have been proposed as part of the site design and layout. The following measures have been set out in line with the BREEAM criteria:

- EV charging points will be located next to accessible spaces in the staff car parking area. In compliance with BREEAM, at least 10% of the total car parking capacity will have electric recharging capabilities;
- At least 5% of car parking spaces will be prioritised for car sharers. Where possible, these will be located adjacent to the site entrance;
- Provision of increased accessibility through the proposed bus drop-off/ turning area which will facilitate a dedicated school bus service;
- The development proposals include the provision of 5 cycle parking spaces. These will be provided in a secure, covered and well-lit cycling storage area. There will also be provisions for staff cycling facilities (i.e. showers, changing facilities, lockers and drying spaces). This is shown in the Schedule of Accommodation (SOA) as 'Staff Change Area';
- Parking on site will be restricted to staff and visitors only. Visitor parking spaces are intended to be used for visiting professionals and pre-arranged meetings and are not to be used by parents as a drop-off / pick up area;
- Overall access to the site includes a number of pedestrian and cycle friendly features such as dropped kerbs, tactile paving, compliant steps, ramps and handrails. The proposed site access junction also includes dropped kerbs and tactile paving;
- The development proposals include the provision for lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas. This is shown on the plan provided in **Appendix A**;
- The development proposals include two uncontrolled pedestrian crossing facilities, equipped with dropped kerbs and tactile paving along Chartist Way to assist walking and cycling trips;
- The development proposals include the extension of the western footway on Chartist Way to facilitate pedestrian access to the school; and
- The development proposals include 10 parallel parking bays along Chartist Way for the picking up and setting down of school children. These spaces are also suitable for the use of taxi's and short stay waiting vehicles.

## 5.4 SUMMARY

- 5.4.1. The initiatives proposed can be implemented to encourage all site users to travel by sustainable modes of transport and contribute to the achievement of objectives set out within this TP.

## 6 IMPLEMENTATION STRATEGY: MANAGEMENT AND MARKETING

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### 6.1 TRAVEL PLAN COORDINATOR

- 6.1.1. A Travel Plan Coordinator (TPC) will be appointed (prior to occupation) to oversee the initial elements of the overarching Travel Plan. The TPC will be appointed by the school. The name and contact details of the TPC will be provided to Blaenau Gwent County Borough Council within two weeks of appointment.
- 6.1.2. The TPC(s) will be responsible for:
- Implementing the Travel Plan;
  - Reporting Travel Plan targets and action plan;
  - Providing information to staff and parents, through information packs (induction packs will be provided to all existing employees and parents);
  - Providing information for notice boards (located in the building foyer);
  - Liaise with the Highway Authority to ensure cycle and pedestrian routes are kept maintained, safe and well lit;
  - Organising and encouraging participation in specific travel schemes and events such as National Walk to School/Work Week and Bike to School/Work Week;
  - Explore options to join programmes such as Safe Routes to School ([www.saferoutesinfo.org](http://www.saferoutesinfo.org));
  - Surveying the travel patterns of staff and pupils; and
  - Reviewing the Travel Plan, making alterations where needed.
- 6.1.3. The TPC will be consulted on any shift patterns in an effort to manage staff and parents' access to sustainable travel options. This will be part of the monitoring and review process which is set out in the Implementation Strategy Table. Management of shift patterns ensures that car sharing can be made easier for employees who live in the same area if they are working at the same time and for parents who are neighbours.
- 6.1.4. The Travel Plan will be more successful if incentives are offered to staff and parents who actively participate in changing their travel patterns. Staff and parents should be made aware of the cost saving which can result from sustainable travel. This could include:
- Staff to investigate joining the government cycle to work scheme;
  - The reduction in car running costs when shared between two or more people;
  - The reduction in car running costs when other means, such as cycling and walking, are used for commuting;
  - The health benefits gained from cycling and walking; and
  - The positive environmental effect sustainable travel can induce.
- 6.1.5. The TPCs will be responsible for managing any participation in government cycle schemes. Cycle schemes offer a good opportunity for employees to purchase bicycles at a discounted price.



## 6.2 MARKETING AND DISSEMINATION

- 6.2.1. The Travel Plan will present key travel information to employees in an easy and accessible format. This could take the form of induction packs and notice boards in the entrance to the building. Other streams of communication and promotion with/to employees may include the following:
- School intranet;
  - School newsletter; and
  - Staff / Visitor / Pupil notice board(s).
- 6.2.2. The marketing of the Travel Plan should follow the provision of employee and parents induction packs. These travel packs will include information on car sharing, public transport (locations of stations/timetables), and all other applicable modes of transport (cycling/walking etc.).
- 6.2.3. Travel planning or awareness events (e.g. participation in events such as Bike Week, Travel Wise Week or European Car Free Day) can be conveyed through the following:
- Staff and parents induction packs;
  - Intranet/website; and
  - Company/site newsletters.
- 6.2.4. In order to promote car sharing, staff and parents will be given information about Car Share websites ([www.liftshare.com/uk](http://www.liftshare.com/uk)) and this will be promoted throughout the life of the Travel Plan.
- 6.2.5. In order to ensure the safety and convenience of car sharing staff at the school, there will be the provision of a guaranteed ride home in an emergency, as part of an 'Emergency Lift' policy for car sharers.

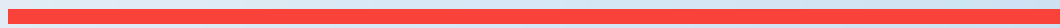
## 7 IMPLEMENTATION STRATEGY: DELIVERY AND MONITORING

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- 7.1.1. In order to monitor the effectiveness of the Travel Plan and its initiatives, it is essential to implement a comprehensive monitoring and review programme. The programme will ensure that the measures are delivered in a structured manner and achieve the Travel Plan objectives.
- 7.1.2. It will be the role of the TPC to manage this process and evaluate and alter the strategy as necessary. An example implementation strategy is contained in **Appendix B**.
- 7.1.3. In order to evaluate the effectiveness of the Travel Plan, a baseline survey will be undertaken for the school once it is fully occupied and a baseline travel report will be produced by the TPC. Following the baseline survey, annual travel surveys will be carried out by the TPC to determine travel patterns, evaluate the level of modal shift and the performance against targets.
- 7.1.4. In summary, the monitoring will include methods such as:
- Staff and pupil occupation levels;
  - Modal split by questionnaire;
  - Response to car sharing;
  - Comparison of actual and predicted travel modes;
  - Staff and parents response, participation and views; and
  - Content and effectiveness of information supplied to staff, parents and visitors.
- 7.1.5. The monitoring process would involve questionnaire surveys undertaken to assess changes to the mode share of trips to the school. It is proposed that these surveys are completed within three months of full occupation of the site and at 12 monthly intervals thereafter for a period of five years from the initial review stage. These will be used to determine the following:
- Staff and parents home locations (including postcode);
  - Usual mode of travel;
  - Occasional alternative mode of travel; and
  - Willingness to shift to alternative mode.
- 7.1.6. The TPC will provide feedback to Blaenau Gwent County Borough Council on the performance of the Travel Plan and will also issue a progress/monitoring report setting out the performance figures for that year.
- 7.1.7. The review will be undertaken at the same time of year as the baseline/annual surveys. The results will be assessed against the targets and appropriate action will be taken if the targets are not met.

# Appendix A

SITE MASTERPLAN



**LANDSCAPE GENERAL ARRANGEMENT KEY**

**Fence Types**

- - - Perimeter Fencing
- - - Internal Fencing
- - - MUGA Fencing

**Soft Landscape**

- Proposed Sensory Planting mix
- Proposed Amenity Grass
- Proposed Wildflower Meadow
- Proposed Dry Meadow
- Proposed Raingarden mix
- Proposed Native Shrub mix
- Proposed Wet Meadow
- Proposed Wetland mix
- Proposed Evergreen Hedge
- Proposed Shrub mix
- Proposed Growing Area
- Existing tree to be retained and protected to BS 5837: 2012 during works
- Proposed Trees
- Proposed Raingarden Trees
- Proposed Orchard Trees
- Proposed Specimen Trees
- Proposed Woodland
- Proposed Earthmounds to be seeded with amenity grass

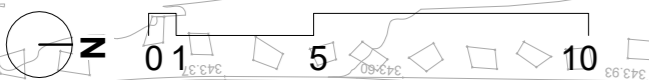
**Hard Landscape**

- Proposed Concrete flags
- Proposed Asphalt-Vehicular
- Proposed Concrete or Natural stone flags
- Proposed Bark surfacing
- Proposed Permeable asphalt
- Proposed Asphalt- Pedestrian
- Proposed Trail in bark surfacing
- Proposed Stepping Stones
- Proposed Raised Planters
- Proposed Gabion Wall
- Proposed Permeable Paving

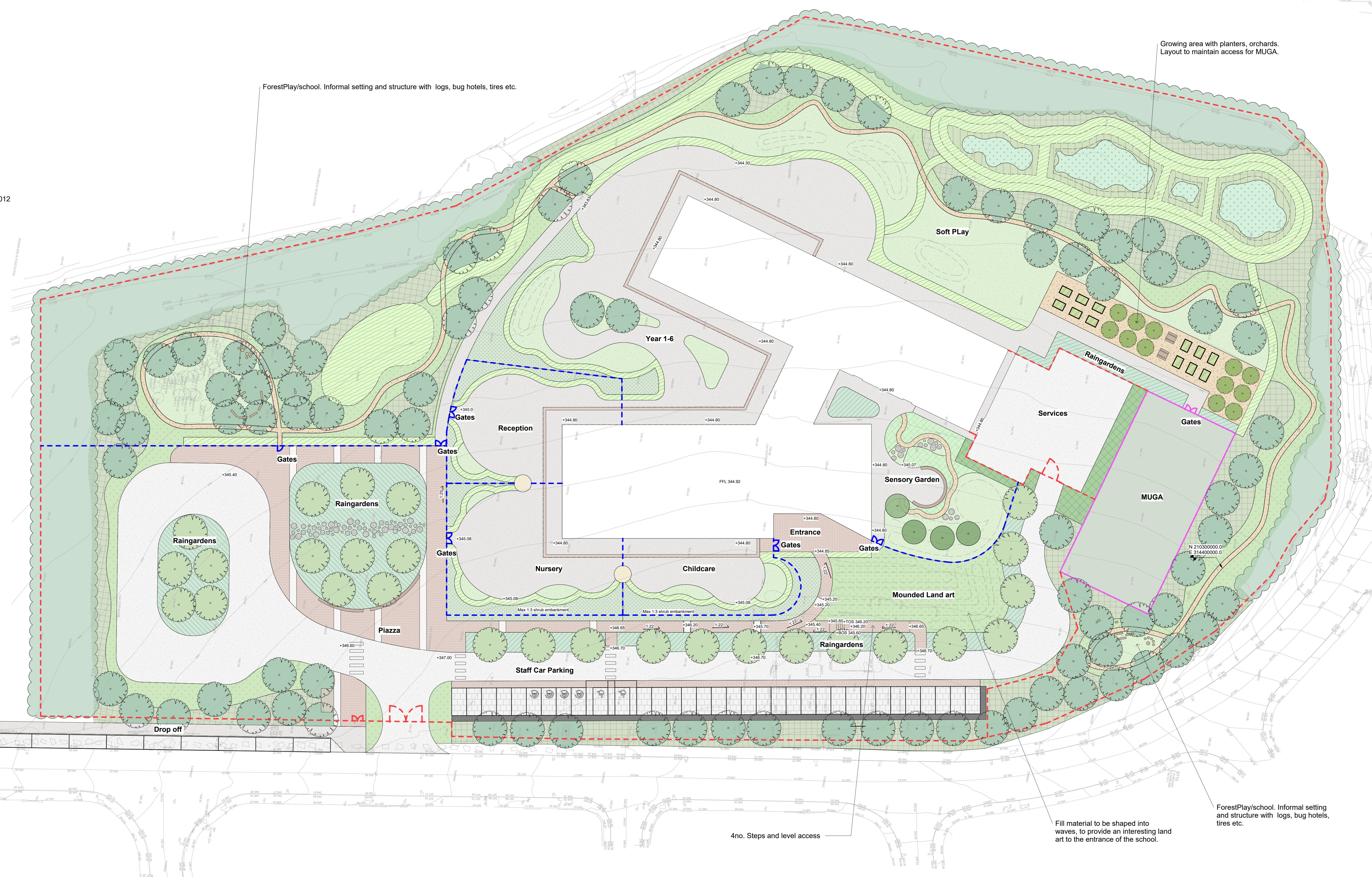
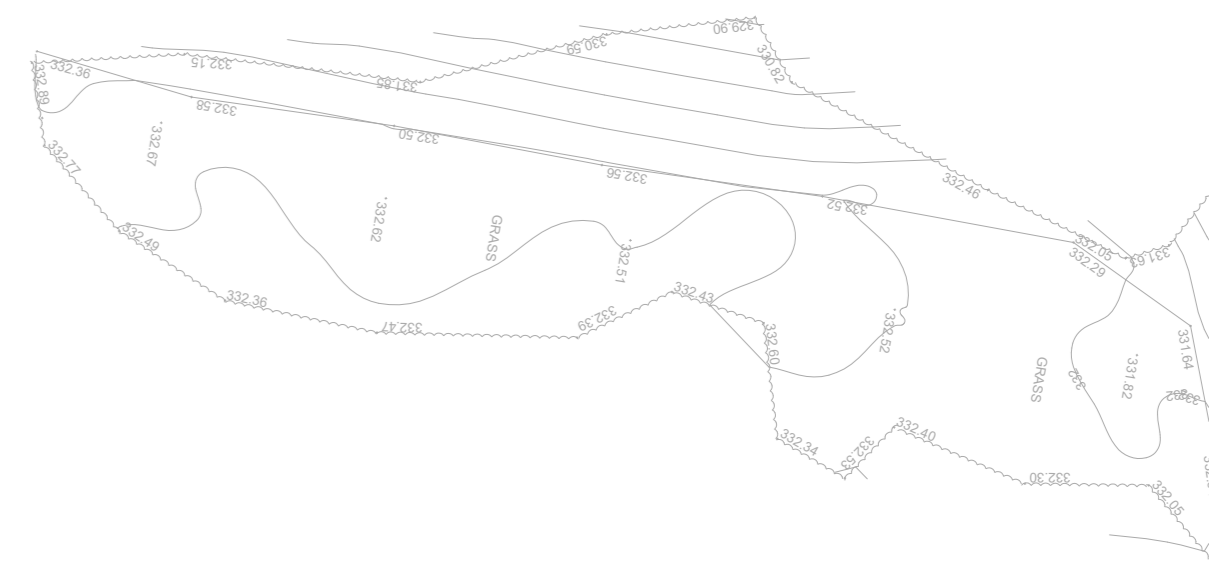
**Street Furniture/ Play Equipment**

- Proposed Cycle Shelter
- Proposed Playground storage
- Proposed Picnic tables
- Proposed Benches
- Proposed Stepping logs
- Proposed Logs
- Proposed Bug Hotels/ Butterfly house

NORTH / SCALE BAR 1: 250



1 Landscape GA Option A  
1: 250



ForestPlay/school. Informal setting and structure with logs, bug hotels, tires etc.

Growing area with planters, orchards. Layout to maintain access for MUGA.

Max 1:3 shrub embankment

4no. Steps and level access

Fill material to be shaped into waves, to provide an interesting land art to the entrance of the school.

ForestPlay/school. Informal setting and structure with logs, bug hotels, tires etc.

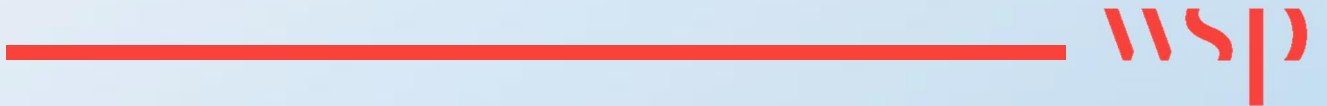
No.	Description	Date	By	Check
1	Issue for Approval	22/11/2024	AS	AS
2	Issue for Construction	22/11/2024	AS	AS
3	Issue for Construction	22/11/2024	AS	AS

Drawn	AS	Checked	AS
Date	22/11/2024	Issue Date	22/11/2024
Scale	A0	Scale	1: 250
Status	WORK IN PROGRESS	Project No.	12101_A01_00_22_OR_0000

<b>Austin-Smith:Lord</b>	
Project: West Medium Primary School	
Description: Landscape General Arrangement	
Job No.	12101_A01_00_22_OR_0000
Revision	1

# Appendix B

EXAMPLE IMPLEMENTATION  
STRATEGY



## DRAFT IMPLEMENTATION STRATEGY TABLE

No	S/M/L	Action/Initiative	The responsibility of (dept or person):	Implementation date	Monitoring body
<b>On Site Facilities and Services</b>					
1	L	Appointment of TPC	Occupier	Prior to occupation	Occupier/CC
2	L	Secure bicycle parking facilities. High profile/easily accessible area, well lit and safe	Developer/Contractor	During construction phase	Developer/CC
<b>Site Design and Layout</b>					
3	L	Provision of links to pedestrian routes	Developer/Contractor	During construction phase	Developer/CC
<b>Promotional Strategy</b>					
4	M	Staff Welcome Packs*	TPC	To all new starters and arrivals	TPC
5	L	Travel notice board	TPC	1 month from occupation	TPC
6	L	Establish Car Share scheme	TPC	1 month from occupation	TPC
<b>Monitoring</b>					
7	M	Monitor Travel Plan impact through questionnaire survey	TPC	3 months from occupation (then yearly for 5 years)	TPC
8	M	Prepare Monitoring report for CC	TPC	Within 1 month of survey date	TPC

\* The staff travel survey will ask if they have received their packs

S/M/L - Short, Medium or Long term measure

TPC – Travel Plan Coordinator

CC – Cornwall Council



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