Llantarnam Community Primary School 3G Pitch

Transport Statement

Client: Torfaen County Borough Council
Project Ref: CC2508
Report status: P1

CAMBRIA

Report Control Sheet	
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Contents

1 Introduction

1.1.1 Cambria Consulting Ltd has been appointed to prepare the Transport Statement to accompany a planning application for development of a new Artificial Grass Pitch (3G) cited on the Llantarnam playing fields. The site's location is shown in Figure 1.

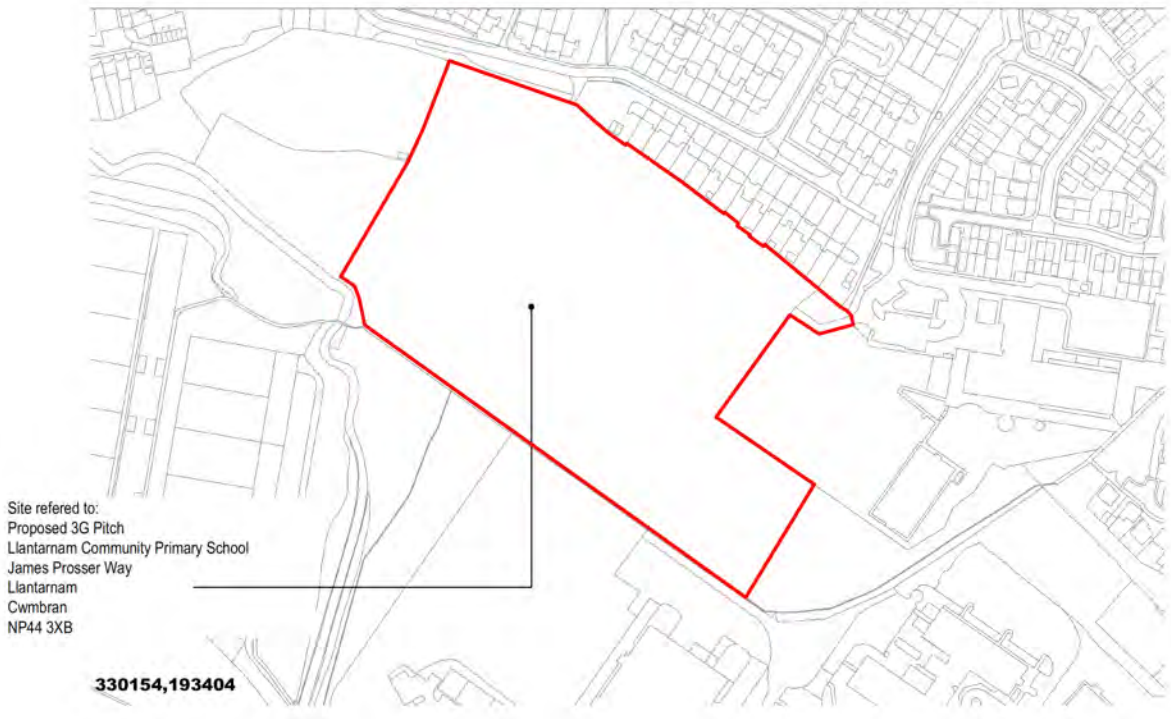


Figure 1 Location Plan

1.1.2 The proposed 3G pitch will be located within the existing sports fields that are currently laid to grass. These existing pitches are in effect redundant due the poor drainage within the area.

1.1.3 The development proposes the replacement of the sub-standard natural turf pitches and is part of a programme of ongoing improvements to Llantarnam Community Primary School. It is proposed that the facility be made available for the use of the wider community outside of school hours.

1.1.4 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. The site's central location dictates that on-site parking is limited to a small number of accessible spaces. It is also demonstrated that appropriate provision is made for servicing the site.

1.1.5 The structure of the Transport Assessment is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
- Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
- Section 4 describes the proposed development and its access arrangements. An estimate of the likely trip generation of the proposed development of the land is also provided.
- Section 5 provides a summary and conclusion.

2 Planning Policy

2.1 Future Wales - The National Plan 2040

2.1.1 This is the national development framework that sets out the direction for development in Wales to 2040.

2.1.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.

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

2.2 Planning Policy Wales

2.2.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

2.2.2 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.

2.2.3 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”

2.2.4 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:

- Walking and Cycling
- Public Transport
- Ultra Low Emission Vehicles
- Other Private Motor Vehicles

2.2.5 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

2.2.6 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.

2.2.7 To this end the provision of ULEV charging points is encouraged within new developments.

2.2.8 PPW recommends (4.1.50) that "a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed".

2.3 TAN18 Transportation

2.3.1 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government's policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments' sustainable development policy objectives by:

- promoting travel efficient settlement patterns;
- ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips; and
- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.

2.3.2 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

2.4 The Active Travel (Wales) Act 2013

2.4.1 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

2.4.2 The Act places a duty on Local Authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires the consideration of walking and cycling as a mode of transport and the Act focuses on the promotion of walking and cycling for purposeful journeys, rather than as a purely recreational activity.

2.4.3 The Act is supported by the Active Travel Action Plan Wales (2014), and many of the actions of the Active Travel Action Plan Wales document also benefit recreational or competitive walking and cycling. 'Walking' in the Active Travel Action Plan for Wales includes the use of wheelchairs and mobility scooters and 'cycling' includes the use of electric bikes, but not motorcycles.

2.4.4 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

2.4.5 The ATNM for Torfaen shows a future Active Travel walking and cycling route around the northern boundary of the playing field (CW-FR-16) that will link to another (CW-FR-17).

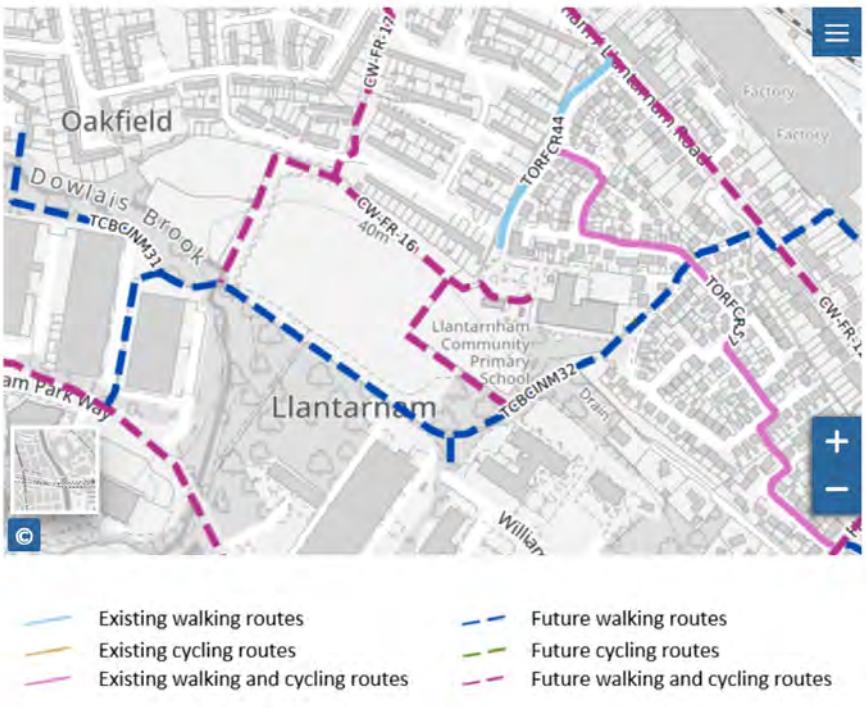


Figure 2 Extract from Torfaen ATNM

3 Existing Conditions

3.1 The Site

3.1.1 The application site is located at the southern end of James Prosser Way. It is surrounded by Llantarnam Community Primary School to the east, residential development to the north, a wooded area and grassland to the west and industrial development to the south.

Figure 3 The Site

3.1.2 The site is accessed from the school parking/drop-off area located at the southern end of James Prosser Way. Access is also available for pedestrians from Court Farm Road via a footpath that skirts the western boundary of the site and links to Llantarnam Park Way to the south.

3.1.3 The proposed 3G pitch's use by Llantarnam Community Primary school will generate no additional trips; the children that will use the facility will already have travelled to school. However it is proposed that the 3G pitch will be used by the wider community outside of school hours. The following sections consider the accessibility of the site for members of the community that may chose to take advantage of the facility.

3.2 Pedestrian & Cycle Networks

3.2.1 Good quality footways provide pedestrian access to the site from all directions. These include the existing footways along James Prosser Way and the footpath link from Court Farm Road. These, in turn, link with the wider pedestrian network that serves the area.

3.2.2 Figure 4 provides shows the areas that are within a 30-minute walk of the site. It is considered reasonable to expect that walking to and from the proposed facility is a viable option for most people. The pedestrian infrastructure throughout this catchment is considered to be good with no significant shortfalls that would prove to be a barrier to walking trips.

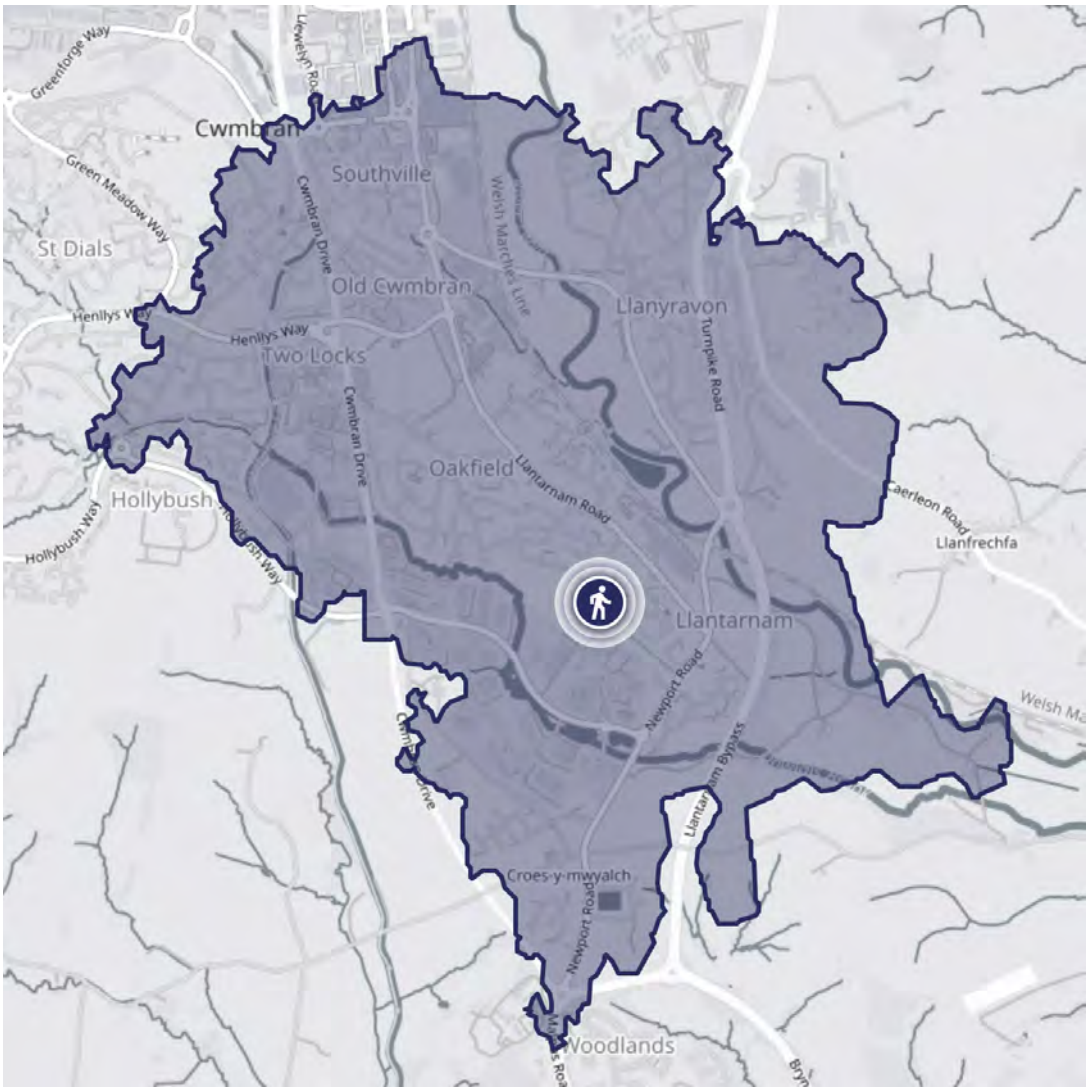


Figure 4 30-Minute Walk Catchment

3.2.3 Further improvements to pedestrian infrastructure are proposed as part of the development. These include a 2.5m wide Safe Routes in the Community (SRIC) footpath to the west and north of the 3G pitch and 2.5m wide Active Travel Footpath to the south.

3.2.4 There are currently no designated cycle routes that serve the application site. However, the cycle network in and around Cwmbran is continually improving and the most areas of the town are within no more than a 20-minute cycle ride. Cycle parking will be provided within the develop to encourage travel by this form of transport.

3.3 Public Transport

3.3.1 The nearest bus stops are located on Llantarnam Road, some 350m from the site. These provide access to the following bus services.

Table 1: Llantarnam Road Bus Services

Service No.	Route	General Frequency
2	Cwmbran - Croesyceiliog - Cwmbran	Every 10-15 minutes
23	Varteg Hill - Garndiffaith - Talywain - Abersychan - Pontnewynydd - Pontypool - New Inn - Griffithstown - Cwmbran	Every 15-20 minutes
29	Cwmbran Train Station – Cwmbran Bus Station – Grange University Hospital – Ponthir – Caerleon – Newport	Every 15-20 minutes
29A	Llantarnam Road - Newport	Every 30 minutes

3.4 Vehicular Access

3.4.1 The site is accessed from the school parking/drop-off area located at the southern end of James Prosser Way.

3.4.2 James Prosser Way is a modern estate road with a 6m wide carriageway, footways on both sides and street lighting. The school parking/drop-off area from which the site is accessed currently operates as a clockwise circulatory.

4 Proposed Development

4.1.1 The proposal is for an Artificial Grass 3G pitch suitable for football or rugby. The development proposes the replacement of the sub-standard natural turf pitches and is part of a programme of ongoing improvements to Llantarnam Community Primary School. It is proposed that the facility be made available for the use of the wider community outside of school hours.

4.2 Access, Parking & Servicing

4.2.1 The proposed access and parking areas are shown in Appendix A.

4.2.2 Access to the site will be from the existing school parking/drop-off area. The current road arrangement will be adapted so that the main alignment of the James Prosser Way continues south into the 3G pitch development, with the school's existing parking/drop-off area accessed off it. The amendments to the road alignment will result in the loss of four staff car parking spaces from this area.

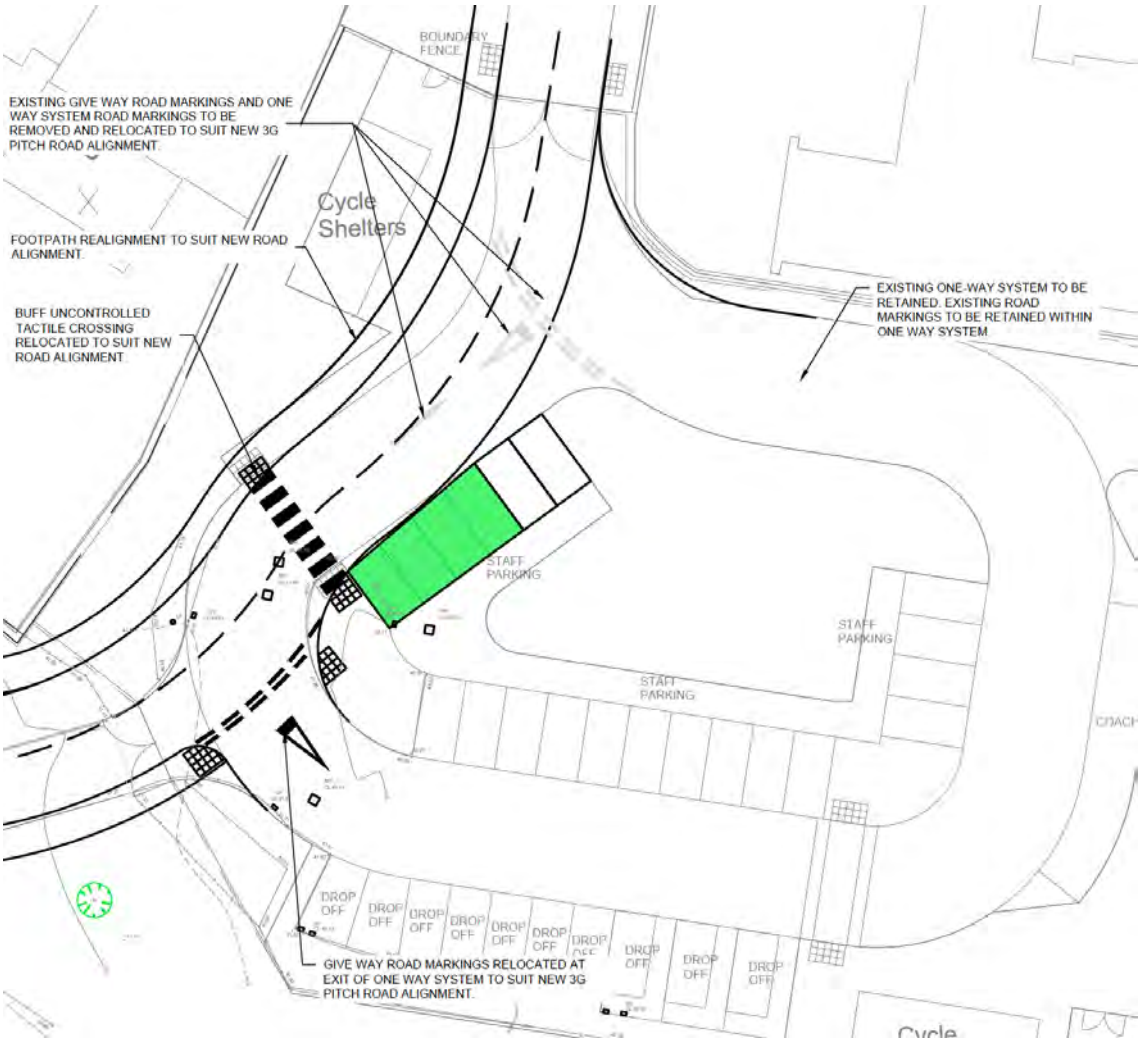


Figure 5 Proposed Access

4.2.3 A new parking area will be provided to the east of the 3G pitch to compensate for the loss of the existing four spaces and provide for the community use of the pitch.

4.2.4 A total of 44 car parking spaces, including 4 disabled spaces and 4 Electric Vehicle (EV) spaces will be provided together with 2 coach parking bays.

4.2.5 The pitch will not be used by the community during school hours and therefore the parking displaced by the loss of the existing four spaces can easily be accommodated within the new car park.

4.2.6 An estimate of the number of cars that might attend training sessions and matches held at the pitch outside of school times is provided in the following section. The estimates align with the parking provision of 44 spaces and demonstrate that it is unlikely that the community's use of the facility will result in overspill parking.

4.2.7 Two coach parking spaces are provided to cater for the possibility that teams might travel by coach. When this occurs this will reduce the amount of cars accessing the site.

4.2.8 Cycle parking facilities for 10 bikes will also be provided. The trip attraction estimates in the following section suggest that up to around 50 people at a time could attend training sessions and matches. The cycle parking provision therefore equates to 1 space per 5 users.

4.3 Trip Generation

4.3.1 The proposed 3G pitch's use by Llantarnam Community Primary school will generate no additional trips; the children that will use the facility will already have travelled to school. However it is proposed that the 3G pitch will be used by the wider community outside of school hours, which will attract new trips.

4.3.2 There is little evidence readily available of the trip generation of school pitches that are used outside of school hours by the community. The TRICS trip database, for example, has no surveys from comparable sites. An estimate has therefore been undertaken based on the following assumptions.

- Weekday Evening Use
    - Worst case: Training for junior football or rugby club
    - Say 2 year groups training simultaneously, ½ pitch each.
    - 20 junior players per year group x 2 year groups = 40 players total per session
    - Say 3 adult coaches per year group = 6 coaches total per session
    - Worst case 46 cars
- Weekend Use
    - Worst case is rugby match (15-a-side)
    - Say 20 per team, including coaches = 40 total
    - Referee
    - Supporters; most will have connection with and travel with players. Say 5 additional cars per team with only supporters.
    - Worst case; 51 cars

4.3.3 The estimates above assumes that all involved in a training session or match will each travel separately by car. This is considered to be a worst case and does not take account of the reduction in traffic generation that would be brought about by the following factors:

- No allowance is made for some travelling by other modes of transport.
- The team sports that will take place are by their nature social events that encourages car-sharing.

- Coaches involved in junior sports are very often parents of a player in the team, so the two will not travel separately.

5 Summary and Conclusion

5.1.1 The proposal is for an Artificial Grass 3G pitch suitable for football or rugby. The development proposes the replacement of the sub-standard natural turf pitches and is part of a programme of ongoing improvements to Llantarnam Community Primary School. It is proposed that the facility be made available for the use of the wider community outside of school hours.

5.1.2 The proposed 3G pitch's use by Llantarnam Community Primary school will generate no additional trips; the children that will use the facility will already have travelled to school. However it is proposed that the 3G pitch will be used by the wider community outside of school hours, which will attract new trips.

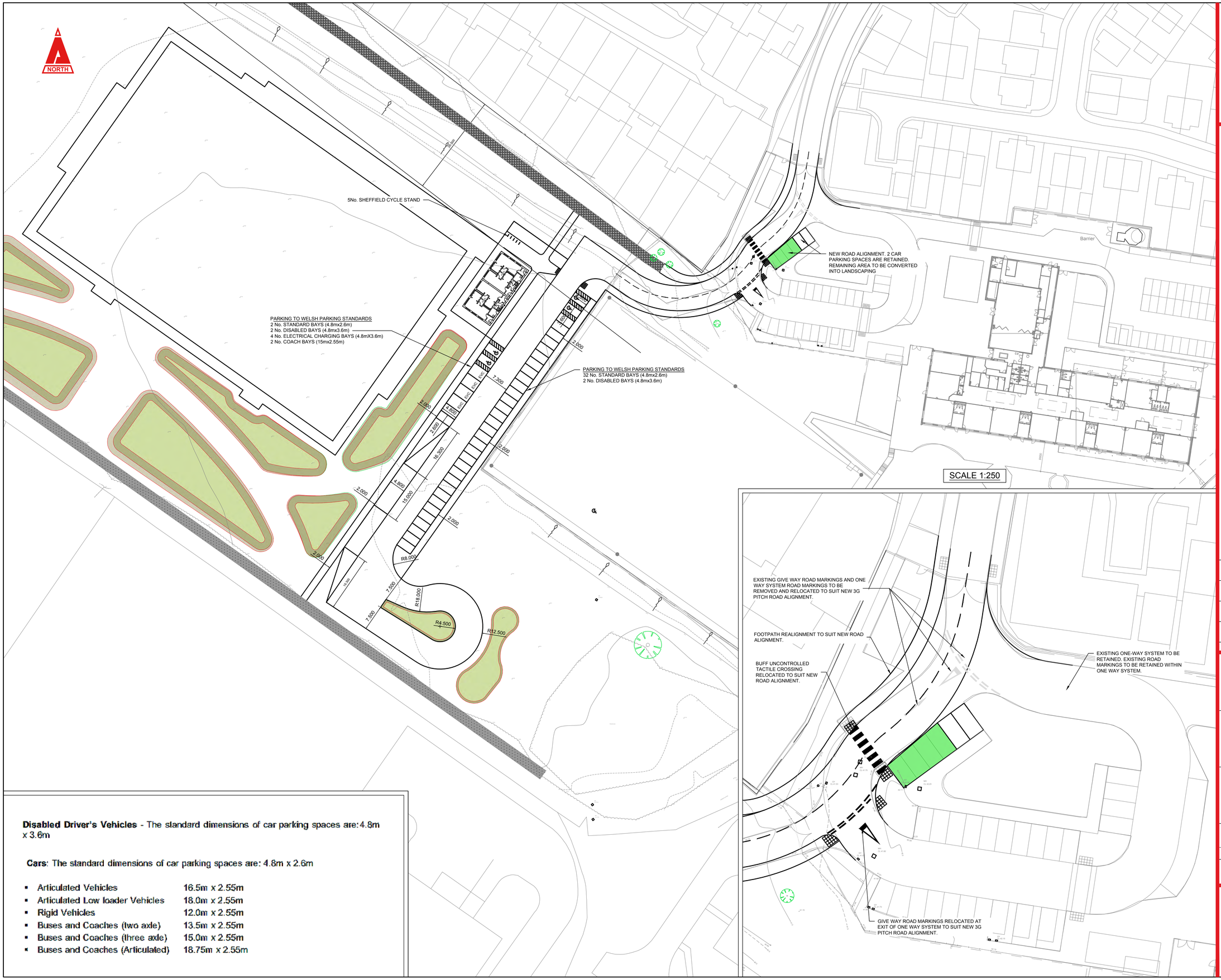
5.1.3 The site is accessible to pedestrians and cyclists and nearby bus stops provide access to regular and frequent bus services. Those visiting the facility will therefore not be reliant on cars to access the 3G pitch.

5.1.4 It is estimated that as a worst case, up to around 50 cars will access the site when it is being used by the community for rugby or football training or for playing matches. This figure makes no allowance for people walking, cycling, travelling by bus to the site or car-sharing, which would all reduce the number of car arrivals.

5.1.5 A total of 44 car parking spaces will be provided to accommodate the anticipated parking demand and ensure that overspill parking does not occur. Included within the 44 spaces are 4 disabled spaces and 4 EV charging spaces. Two coach parking spaces and 10 cycle parking spaces are also provided.

5.1.6 In conclusion, it has been demonstrated that the site is in a sustainable location that can be accessed by walking, cycling and public transport and that will encourage linked trips. The impact of the development on the surrounding highway network will not be significant. As a result it is considered that the proposal aligns with relevant transport related planning policy and is acceptable in transport terms.

Appendix A: Proposed Access & Parking Layout



Disabled Driver's Vehicles - The standard dimensions of car parking spaces are: 4.8m x 3.6m

Cars: The standard dimensions of car parking spaces are: 4.8m x 2.6m

- Articulated Vehicles 16.5m x 2.55m
- Articulated Low loader Vehicles 18.0m x 2.55m
- Rigid Vehicles 12.0m x 2.55m
- Buses and Coaches (two axle) 13.5m x 2.55m
- Buses and Coaches (three axle) 15.0m x 2.55m
- Buses and Coaches (Articulated) 18.75m x 2.55m

NOTES:

1. EXTENT OF SERVICE DIVERSIONS TO BE CONFIRMED.
2. TOPOGRAPHICAL SURVEY REQUIRED TO CAPTURE WORKS WITHIN SCHOOL AREA.

KEY:

POTENTIAL SUDS FEATURE

SUDS FEATURE

Rev.	Description	By	Chk	App
P04	ISSUED FOR PAC. 01/06/23	DC	BW	BW
P03	ROAD REALIGNMENT. ADDITIONAL PARKING SPACE ADDED. 12/05/23	DC	BW	BW
P02	REMOVAL OF ONE PARKING SPACE. 09/05/23	DC	BW	BW
P01	ISSUED FOR COORDINATION. 05/04/23	DC	BW	BW

Client: TORFAEN COUNTY BOROUGH / BWRDEISTREF SIROL TORFAEN

Project: LLANTARMAN PRIMARY 3G PITCH

Drawing Title: HIGHWAY & PARKING GENERAL ARRANGEMENT

Drawing No. CC2508 CAM XX XX DR C 0700

Project Originator Vol. Level Type Role Number

Status: S2 PRELIMINARY | Scale @A1: 1:500 | Rev: P04

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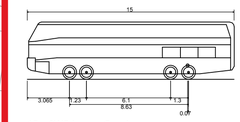
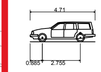


15m 6WS Luxury Coach

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



Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

KEY:

15m LUXURY COACH

Rev.	Description	By	Chk	App
P02	ISSUED FOR PAC.	DC	BW	BW
		01/06/23		
P01	ISSUED FOR COORDINATION.	DC	BW	BW
		05/04/23		

Client:
TORFAEN COUNTY BOROUGH COUNCIL

Project:
LLANTARMAN PRIMARY 3G PITCH

Drawing Title:
15m LUXURY COACH & ESTATE CAR TRACKING

Drawing No.
CC2508 CAM XX XX DR C 0110

Project Originator Vol. Level Type Role Number

Status: S2 PRELIMINARY

Scale @A1: 1:250

Rev.: P02

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