



Proposed New Criccieth Primary School Transport Statement

Site Located on the A497, West of Criccieth, Gwynedd

20th April 2021



Document Control Sheet

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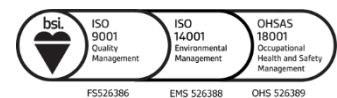
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1.0 Introduction

- 1.1 Ymgynghoriaeth Gwynedd Consultancy (YGC) have been commissioned by Adran Tai ac Eiddo, Cyngor Gwynedd to provide a Transport Statement to support a planning application for a proposed new primary school development on land adjacent to the A497, to the west of the town of Criccieth.
- 1.2 The development comprises the construction of a new primary school including outdoor playing fields, access road, car parking accommodation and highway improvement works along the A497. The site is currently open fields used as grazing land for farm animals. The school is expected to accommodate approximately 140 pupils, with additional nursery school attendees.
- 1.3 This Transport Statement has been prepared to promote the existing local transport measures available to travel to the site and encourage sustainable methods of travel.
- 1.4 The structure of the Transport Statement is as follows:
 - Chapter 1 – Introduction
 - Chapter 2 – Provides site location details, existing uses, surrounding area information.
 - Chapter 3 – Describes the development proposals, including proposed access improvements, car park arrangements and site servicing measures.
 - Chapter 4 – Provides a review of relevant national, regional and local planning and transport policies.
 - Chapter 5 – Considers the location of the site with regard to the existing local sustainable transport infrastructure.
 - Chapter 6 – Estimates the number of multimodal trips generated by the development and their distribution.
 - Chapter 7 – A summary and conclusion to this Transport Statement resulting from the information in the previous chapters.

2.0 Background

2.1 Proposed Site Location

2.1.1

The site is located on the western outskirts of the coastal town of Criccieth and will be accessed directly from the A497 County Road on the left hand side after the turning to Lon Fel. The A497 runs through the centre of Criccieth connecting Porthmadog in the east to Pwllheli in the west. The frontage of the school and the main vehicle access opens up on to the A497, with an additional access for non-motorised users located further west from the vehicle access. An illustrative site layout plan of the proposed school is shown in Figure 2.1 below, and in Appendix 1.



Figure 2.1 – Illustrative Site Location Plan

2.1.2

The site is currently a green field site used for livestock / farming. The site itself is surrounded by similar open fields with the Cambrian Coast Railway line running along its southern boundary.

2.1.3

Beyond the site boundary, local amenities including shops, restaurants, a petrol filling station, bus stops and so forth can be found in Criccieth itself, all within a 550 metre distance from the site of the proposed school.

2.2 Existing School

2.2.1

The existing school is located within Criccieth itself and can be accessed off Henbont Road. Its condition has slowly deteriorated over the last few years, resulting in significant costs to correct the defects that have been identified. It has, therefore, been decided to utilise monies to construct a new primary school rather than upgrading the current school up to bring it to standard.

2.2 Local Highway Network

2.2.1

The A497 is a single carriageway road which leads through Criccieth, connecting Porthmadog in the east to Pwllheli in the west. The A497 measures approximately 10.0 metres in width along its length fronting the site and also benefits from street lighting up to the 30mph terminal signs.

2.2.2

There is a 30mph speed limit in force along the A497 through Criccieth. The 30mph speed limit terminates adjacent to the proposed school boundary and the national speed applies for the remainder of the site frontage as well as the A497 west towards Llanystumdwy. All the other prominent roads surrounding the site are subject to a 30mph speed limit. There is a footway on one side of the road along the frontage of the site. Beyond the junction for Lon Fel, there are footways on both sides of the A497 into Criccieth.

2.2.3

There are currently no Traffic Regulation Orders (TRO's) present on the A497 within the vicinity of the site.

2.3 Traffic Volumes and Speed Data

Traffic speed and volume surveys were carried out at two locations between the 19th and 25th of November 2020, inclusive. See Figure 2.3 below. The survey point located adjacent to the layby west of Criccieth was within the national speed limit zone, while the other speed survey point was located at the 30mph signs on the approach into Criccieth. The results of the surveys are shown in Table 1.

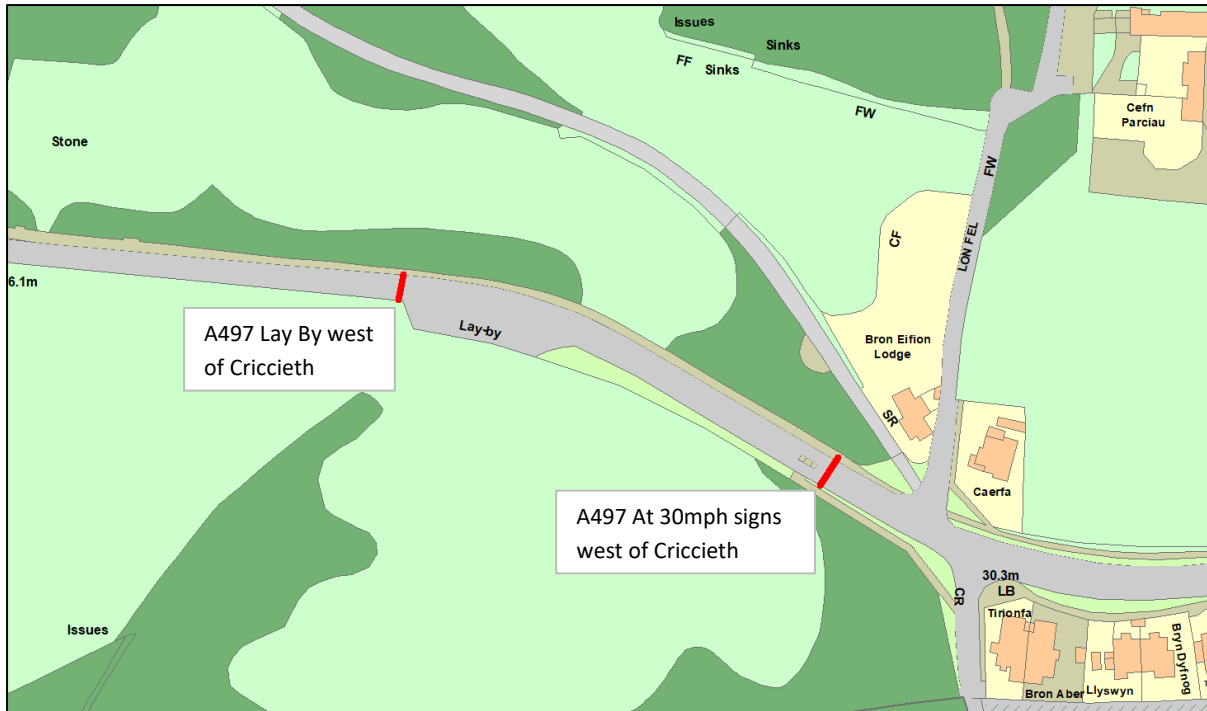


Figure 2.3 –Locations of Traffic Speed and Volume Surveys

2.3.1

The traffic survey recorded traffic volumes over a seven day period, the following table sets out the average daily flows for Monday through to Friday. It also shows the traffic flows between 8am and 9am, during which schools typically open, and also between 3pm and 4pm, which would cover the school closing time.

| Location | Monday to Friday Average Flows | Monday to Friday Average Flows Morning 8 – 9 am | Monday to Friday Average Flows Afternoon 3 – 4 pm |
|---------------------------------------|--------------------------------|---|---|
| Combined | | | |
| A497 Lay By West of Criccieth | 4,705 | 416 | 440 |
| A497 At 30mph signs west of Criccieth | 4,498 | 413 | 439 |
| Average | 4,601 | 415 | 440 |

Table 1 – Traffic Survey Data

An average daily flow of 4,601 is well within the typical capacity of this type of road.

| Location | Average Speed | 85th% Speed | Average Speed | 85th% Speed | Average Speed | 85th% Speed |
|---------------------------------------|---------------|-------------|---------------|-------------|---------------|-------------|
| | Combined | | Into town | | Out of town | |
| A497 Lay by west of Criccieth | 40.6 | 46.1 | 40.5 | 46.3 | 40.7 | 46.1 |
| A497 At 30mph signs west of Criccieth | 33.2 | 38.7 | 30.9 | 35.6 | 35.5 | 40.7 |
| Difference | 7.4 | 7.4 | 9.6 | 10.7 | 5.2 | 5.4 |

Table 2 – Speed Survey Data

The recorded average and 85thile speeds at the location of the 30mph signs are all in excess of the 30mph limit.

3.0 Proposed Development

3.1 Overview

3.1.1

The proposed development involves the construction of a new school building with associated parking and access road at the vacant piece of land as discussed in point 2.1.1. The school is to be single storey with flush access points to the building. A proposed site layout of the development is included in Appendix 1

3.1.2

Externally there will be a Multi-Use Games Area which will have an artificial surface for various sporting activities. There will also be a grassed sports playing field on the site as well as additional green / landscaped areas. Vegetation planting and trees will be provided to reduce the impact of the development on the surrounding area. A new vehicle access is to be provided on the Criccieth side of the site, with separate pedestrian accesses to the east of the main vehicle access.

3.1.3

The existing layby to the immediate west of the proposed entrance is to remain open as it is regularly used by the public as well as for highway maintenance purposes.

3.1.4

A right turn lane is to be provided to aid access into the site; this would reduce potential delays for eastbound traffic and provide enhanced safety for the right turning traffic. This type of junction layout is suitable for traffic flows of up to a combination of 5,000 vehicles a day on the side road and 10,000 vehicles a day on the major road. These traffic flows are significantly higher than the existing and predicted future traffic flows. The expected number of right turning vehicles would not justify introducing a signalised junction or a roundabout junction. The relevant design document is CD 123 – ‘Geometric design of at-grade priority and signal-controlled junctions’ in the Design Manual for Roads and Bridges.

3.1.5

Heading west through Criccieth the 30mph speed limit on the A497 terminates in front of the proposed school site. The national speed limit, 60mph, applies for the remainder of the site frontage and further west towards Llanystumdwy. It is proposed to introduce a 20mph zone on the A497 covering the frontage of the proposed school; the minimum length of this zone is to be 200 metres. To the west of the 20mph zone a 40mph buffer zone, minimum length 400 metres, would be introduced to slow eastbound traffic prior to their entering the 20mph zone. The Welsh Government is considering making 20mph the default speed limit for restricted roads in Wales and also has a policy of introducing 20mph speed limits at schools on the trunk road network. It is also proposed to extend the street lighting to include the 20mph zone.

3.2 Proposed Access Arrangements to the Site

3.2.1

The main site access will be situated off the A497 and will be able to accommodate two vehicles passing one another at the access as well as on the access road. The visibility when utilising the access will be to current standards. The access will have a road leading up to the school that loops around on itself which ensures vehicles will be able to enter and egress the site in a forward gear without having to reverse to complete the manoeuvre. Drop-off / pick-up zones for cars and a bus layby will also be provided on the school site.

3.2.2

The visibility at the proposed school access will be 90 metres both east and west along the A497 measured from a point 4.5 metres from the edge of the A497, as set out in the design standard 'CD 123 Geometric design of at-grade priority and signal-controlled junctions'.

3.2.3

There is a footway on one side of the road along the frontage of the site. Once passed the junction for Lon Fel, there are footways on both sides of the A497 into Criccieth. The footway on the northern side of the A497 is particularly narrow therefore the southern footway would be the preferred route to the school. An uncontrolled crossing would be located to the west of the A497 / Stad Gorseddfa junction to link to the northern footway. The footways link the site to the town centre, residential areas, bus stations, railway station and so forth. Improving the footway provision would encourage walking to school and potentially reduce the car journeys to the school. As a result of this it is possible for pedestrians to access the site from the town centre, residential areas, bus stations, railway station and so forth.

3.2.4

The section of Lon Fel to the south of the A497 is on the eastern bound of the site and serves a large residential area. It is a narrow road and has no footways over a considerable length. It is particularly narrow at a bridge over a railway line which can only accommodate traffic in one direction at a time. Pupils and parents should be advised that this is not a suitable pedestrian route to school. However safety improvements, such as enhanced signing and road markings, will be introduced to warn drivers that they may encounter pedestrians on the carriageway and that the road narrows significantly.

3.2.4

There will be a dedicated pedestrian access to the school which will be parallel to, but segregated from, the vehicular access from the A497. The pedestrian accesses to the site will provide a safe means of entering the school building and grounds.

3.3 Car and Cycle Parking

3.3.1

Car parking standards are set out in the CSS Wales – Wales Parking Standards and for a development such as this which would come under Educational Establishments, located in Zone 4 - Suburban or Near Urban, the requirements are as follows:

Educational Establishments

Nursery / Infants / Primary Schools:

- Operational – 1 Commercial Vehicle Space
- Non-operational –1 space per each member of teaching staff & 3 visitor spaces

3.3.2

It is expected that there will approximately 16 teaching staff which equates to 19 parking spaces. The proposal provides a total of 37 formally marked parking spaces on site (including 4 which are accessible parking bays for disabled users) and 1 commercial vehicle space. This amount of parking spaces provides adequate parking spaces on site compared to the requirement as stated above.

3.3.3

Additionally, parking will be available along the access road, if required, during busier times i.e. parent evenings, concerts etc.

3.3.4

Cycle parking provision will be made available on site with covered and lit cycle stands located adjacent to the school building. It is envisaged that the cycle stands will encourage cycling and promote Active Travel.

3.3.5

In addition to the above parking provision, access by foot is easily achieved which promotes the use of on-street and off-street parking facilities which are located in close proximity to the site.

3.4 Servicing of the Site

3.4.1

The site will be able to be serviced by refuse / recycling vehicles, delivery vehicles and emergency vehicles. All vehicles should be able to enter the site, complete their turning manoeuvre within the site and exit on to the public highway in a forward gear.

A dedicated waste and recycling storage area is to be located within the site with no obstructions, to the facilitate ease of access.

3.5 Swept Path Analysis

3.5.1

The proposed site access and layout has been assessed using a swept path analysis of the site. The analysis demonstrates that vehicles will be able to utilise the site without issue including the access, access road and car parking bays. It also illustrates that the site users can turn around and exit the site in a forward gear without any complications. See Appendix 2.

4.0 Planning Policy Review

4.1 Introduction

4.1.1

The proposed development has been considered in line with the relevant policies which relate to highways and transport and are summarised below.

4.2 Planning Policy Wales Edition 11 – February 2021

4.2.1

In terms of the national transport policy that is relevant to the Transport Impact Assessment, the 11th edition of Planning Policy Wales was published in February 2021 by the Welsh Government and sets out a framework for the Welsh planning authorities to prepare their development plans. Section 4.1 of Planning Policy Wales sets out the approach to Transport.

4.2.2

Paragraph 4.1.9 of PPW states that ‘The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport’. The proposal site is ideally located on the boundary of Criccieth for its prospective occupants to utilise the public transport facilities and pedestrian links that are available within the town, especially with the improved non-motorised user’s facilities to the site to promote Active Travel.

These points are further emphasised in paragraph 4.1.10 which required the planning system to support 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
- Make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.

With reference to Active Travel (Wales) Act 2013, Paragraph 4.1.27 of PPW states that walking and cycling are the preferred option for shorter journeys. The Act requires local authorities to identify and create fully integrated networks for walking and cycling to access work, education, services and facilities.

4.3 Local Policy – North Wales Local Transport Plan (LTP) 2015

4.3.1

The Local Transport Plan (LTP) has been jointly produced by the six North Wales Local Authorities of Conwy County Borough Council, Denbighshire County Council, Flintshire County Council, Gwynedd Council, Isle of Anglesey County Council and Wrexham County Borough Council.

4.3.2

Its vision for Transport in North Wales is stated as:

‘The North Wales Local Authorities aim to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks.’

4.3.3

Further Transport issues for North Wales are recognised as follows:

- The ability of the strategic trunk road and rail corridors to provide the necessary good connectivity, for people and freight, within North Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism.
- The lack of resilience of the road and rail networks to be planned and unplanned events including extreme weather.
- The need for good access to and between the three Enterprise zones in North Wales.
- The lack of viable and affordable alternatives to the car to access key employment sites and other services.
- The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture.

4.4 Joint Local Development Plan Policies

4.4.1

Highway related policies from the Joint Local Development Plan that Transport Assessments and Transport Statements fall under include:

Strategic Policy PS4 – Sustainable Transport, Developments and Accessibility

Development will be located so as to minimise the need to travel. The councils will support transport improvements that maximize accessibility for all modes of transport, but particularly by foot, cycle and public transport. This will be achieved by securing convenient access via footways, cycle infrastructure and public transport where appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car.

The Council will endeavour to improve accessibility and seek to change travel behaviour. This will be achieved by working with our partners to:

1. Maintain an appropriate public transport service and recognising alternative ways of maintaining travel opportunities;
2. Maintain and improve stations, infrastructure and services on the main Railway Lines, including access to disabled people and other rail-related improvements;
3. Where possible safeguard, improve, enhance and promote public rights of way (including footpaths, bridleways and byways) and cycleway networks to improve safety, accessibility (including disabled people) by these modes of travel and to increase health, leisure, well-being and tourism benefits for both local residents and visitors;
4. Support schemes that will improve park and ride / share facilities for areas of employment, new development and freight transfer facilities;
5. Allocate or safeguard land where appropriate to facilitate the key strategic transport schemes.

The councils will also require key transport infrastructure elements to be delivered as part of major infrastructure development schemes.

Policy TRA2 – Parking Standards

Parking provision for all modes of transport should be in accordance with the Councils' Parking Standards.

In exceptional circumstances, proposals may be granted if it can be demonstrated that parking requirement can be satisfactorily met off-site, either by direct provision or through payment of commuted sums.

The provision of appropriate coach parking facilities to encourage bus and coach visitation to the plan area's Service Centres is encouraged.

Policy TRA4 – Managing Transport Impacts

Where necessary, safe and convenient provision will be sought in conjunction with proposals for:

1. Pedestrians, including people with prams and / or young children.
2. Disabled people with mobility impairments and particular access needs.
3. Cyclists.
4. Powered two-wheelers.
5. Public Transport.
6. Vehicular access and traffic management within the site and its vicinity.

7. Car parking and servicing.
8. Coach parking.
9. Horse-riders.

Proposals that would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes, will be refused.

5.0 Sustainable Transport Review

5.1 Introduction

5.1.1

The following chapter looks at the accessibility of the site by sustainable modes of transport, including:

- Walking
- Cycling
- Public transport

5.2 Site Sustainability and Accessibility

5.2.1

The development of the site will need to satisfy the key planning and transport related sustainability objectives of:

- Reducing the need to travel specifically by private car / vehicle.
- Ensuring accessibility is available for different types of sustainable travel options.

The following figure shows the one mile catchment area for the proposed school, the pupil's home locations and their most likely route to the new school.

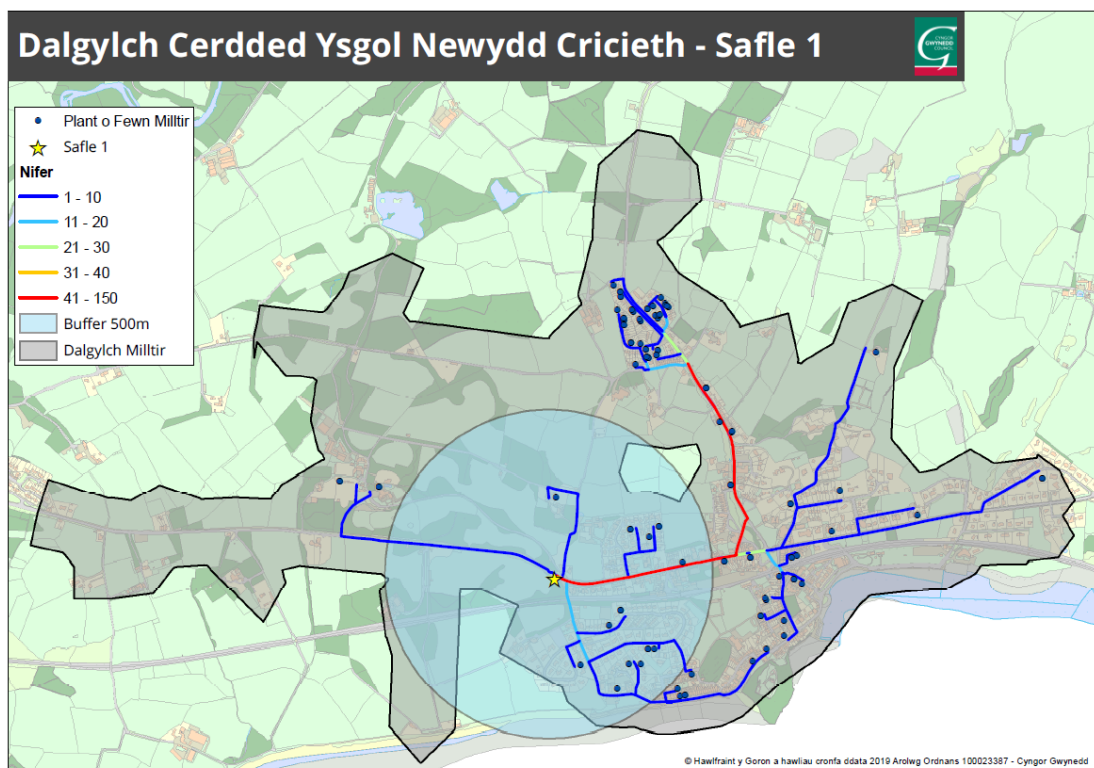


Figure 5.2.1 –Pupil Homes and Probable Walking Routes

5.3 Walking

5.3.1

The site is located to the east of Criccieth and within a highly accessible area for pedestrians, with footways leading up to the site from the town centre itself and from the west along the A497. When approaching from the town centre, this route is well lit with street lighting, although the street lighting system will need to be extended to include the frontage of the proposed school. Figure 5.2.1 shows that potentially over 41 pupils would use the A497 from just west of its junction with the B411, in the centre of Criccieth, to access the proposed school. Lon Fel, south of the A497, is on the eastern bound of the site and serves a large residential area; it is predicted that between 11 and 20 pupils would use this road to access the proposed school. It is a narrow road and has no footways over a considerable length. It is particularly narrow at a bridge over a railway line which can only accommodate traffic in one direction at a time. Pupils and parents should be advised that this is not a suitable pedestrian route to school. However safety improvements, such as enhanced signing and road markings, will be introduced.

5.3.2

The uncontrolled crossing of Lon Fel at its southern junction with the A497 will be widened and upgraded to include flush kerbs and tactile paving. An uncontrolled crossing of the A497 will be introduced immediately to the west of the Stad Gorseddfa junction. Both these measures would help to promote a safe route to the school.

5.3.3

The Walking and Cycling Strategy for Wales dated 2003, states that *'Around 8% of car journeys in Wales are less than 1 mile, 26% are under 2 miles and 58% are under 5 miles. For these distances walking and cycling can offer viable and attractive alternatives.'*

It also states that practical distance for journeys on foot are up to 1 mile. The whole of Criccieth is within a 1 mile catchment area from the proposed site, making it possible for a high percentage of school users / visitors to walk to the school.

5.4 Cycling Accessibility

5.4.1

With reference again to the Walking and Cycling Strategy for Wales dated 2003, it states in paragraph 5.1.2 that *'In 1999 / 2001 around 20% of journeys under 1 mile and 54% of journeys under 5 miles were being made by car. Yet these distances are generally recognised as practical for walking and cycling.'*

5.4.2

Immediately to the east of the proposed development site, National Cycle Network Route 8 (NCN8) runs southwards along Lon Fel crossing the A497. This is a long distance route

connecting Holyhead with Cardiff and is also known as Lôn Las Cymru. The cycle route travels along Lon Fel and passing many residential estates including Muriau, Penaber, Gwaun Ganol and Rhosbach. The section of Lon Fel to the north of the A497 is particularly narrow and steep which would discourage its use as a cycle or walking route to the proposed school. On the southern section many other properties line the route and would be able to utilise the route up to the school. Improvements to link the proposed school to NCN8, at both the northern and southern junctions of Lon Fel with the A497, will be carried out. This will entail widening the footways either side of the A497 from Lon Fel to the proposed school.

5.4.3

Cycling to and from the site to Criccieth and the outskirts will easily be accessible, which will encourage short trips to be undertaken, removing the need for motor vehicles and in turn promoting a sustainable method of travel.

5.5 Public Transport

5.5.1

There are two bus stops located approximately 75 metres to the east of the proposed main site access, which can be used by visitors to the site. This distance is well within the Chartered Institute of Highways and Transportation's (CIHT's) 'Guidelines for Planning for Public Transport in Developments' document. In section 6.20 it states that:

'Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400 metres and preferably be no more than 300 metres.'

Please see below for a summary table of the bus and train services that are accessible to / from Criccieth:

| Service Number | Route | Type | Average Number of Services (Weekday & Saturday) | | Sunday | |
|----------------|------------------------|------|---|------|--------|------|
| | | | To | From | To | From |
| 3 | Criccieth – Porthmadog | Bus | 7 | 7 | 5 | 5 |
| 3 | Criccieth – Pwllheli | Bus | 7 | 7 | 5 | 5 |
| Train | Pwllheli to Porthmadog | Rail | 8 | 8 | 8 | 8 |

Table 2 – Bus and Train Service Summary

5.5.2

Criccieth railway station is located approximately 410 metres away from the proposal site. On a weekday and each Saturday and Sunday there is a minimum of 8 services leaving Criccieth for Porthmadog or Pwllheli. This provides a very good transport link to Criccieth from destinations located further afield.

5.5.3

Table 2 above displays each service leaving and arriving at these transport hubs and on average how many services are available each day. It clearly shows that rail travel is an option to visit the school if required.

6.0 Traffic Generation

6.1 Overview

6.1.1

The impact on the surrounding highway network as a result of the development is assessed below.

6.1.2

The seven date traffic survey was undertaken between the 19th and 25th of November 2020, the results are shown in section 2.3. The average daily Monday to Friday traffic flows were recorded as 4,601 which is well with the capacity for this type of road.

6.1.3

The peak times for the proposal will be the standard morning and evening peak times where the school rush takes place. The Monday to Friday average flows for the morning and afternoon peaks were recorded as 415 and 440 respectively. As Criccieth already has a primary school and this proposal is to replace the existing school, the traffic generation associated with the new school should be minor. It is, therefore, reasonable to say that the movements to the site are already on the highway network, with the destination of where the traffic is going to being amended.

6.1.4

The location is situated in an area that has access to different forms of sustainable transportation methods such as walking, cycling and public transport on its doorstep as well as access to local facilities such as a food store, post office, health facility and so forth. Given this location and the variety of transport options available, the trip generation rates by motor vehicle will be reduced in comparison to a location where minimal sustainable transport links are present.

6.1.5

Due to the above points it is expected that the proposal will have a little impact overall on the highway network surrounding the proposed development site.

7.0 Summary and Conclusions

7.1

This Transport Statement has been prepared by YGC to promote the existing local transport measures available to travel to the site and encourage sustainable methods of travel related to the proposed new primary school off the A497, Criccieth for Adran Tai ac Eiddo, Cyngor Gwynedd.

7.2

The proposal is not expected to create any significant increase in traffic movements as an existing school is located in the town. It will be a case of the existing movements relocating to a new site that is easier to reach, reducing the impact on the existing roads that lead to the current school site.

7.3

In order to provide a safer road environment adjacent to the proposed school and encourage sustainable journeys to and from the school the following measures will be included in the scheme:-

- A 20mph zone, minimum length 200 metres a 40mph buffer zone, minimum length 400 metres and street lighting adjacent to the proposed school site.
- Covered and lit cycle parking provision located adjacent to the school building.
- At Lon Fel south improve the signing and road markings adjacent to the railway bridge.
- Widen and upgraded the uncontrolled crossing of Lon Fel at its southern junction with the A497.
- Provide an uncontrolled crossing of the A497 immediately to the west of the Stad Gorseddfa junction.
- Widen the footways either side of the A497 from Lon Fel to the proposed school.

7.4

Included as part of the proposals are 37 vehicle parking spaces of which 4 are accessible parking spaces and 1 commercial vehicle space. Additionally it is recommended that a cycle shelter be provided within the school premises adjacent to the school building.

7.5

The relocation of the school to a new site is not expected to have a negative impact on the highway network in comparison to its existing location within the town. It is concluded that the development will not have a detrimental impact on the public highway network surrounding the site.

7.6

In summary, taking the above points into consideration, it is concluded that the new school development proposal will be a suitable scheme for this location. By providing new access arrangements, which link into the existing highway network, as well as sufficient on-site parking facilities, the site will be able to accommodate all school staff and visitors. Sustainable transport methods will also complement the site for the future.

7.7

In conclusion, and taking all of the above into account, it is of the opinion that there are no material highway grounds for refusing the proposed development at this site.

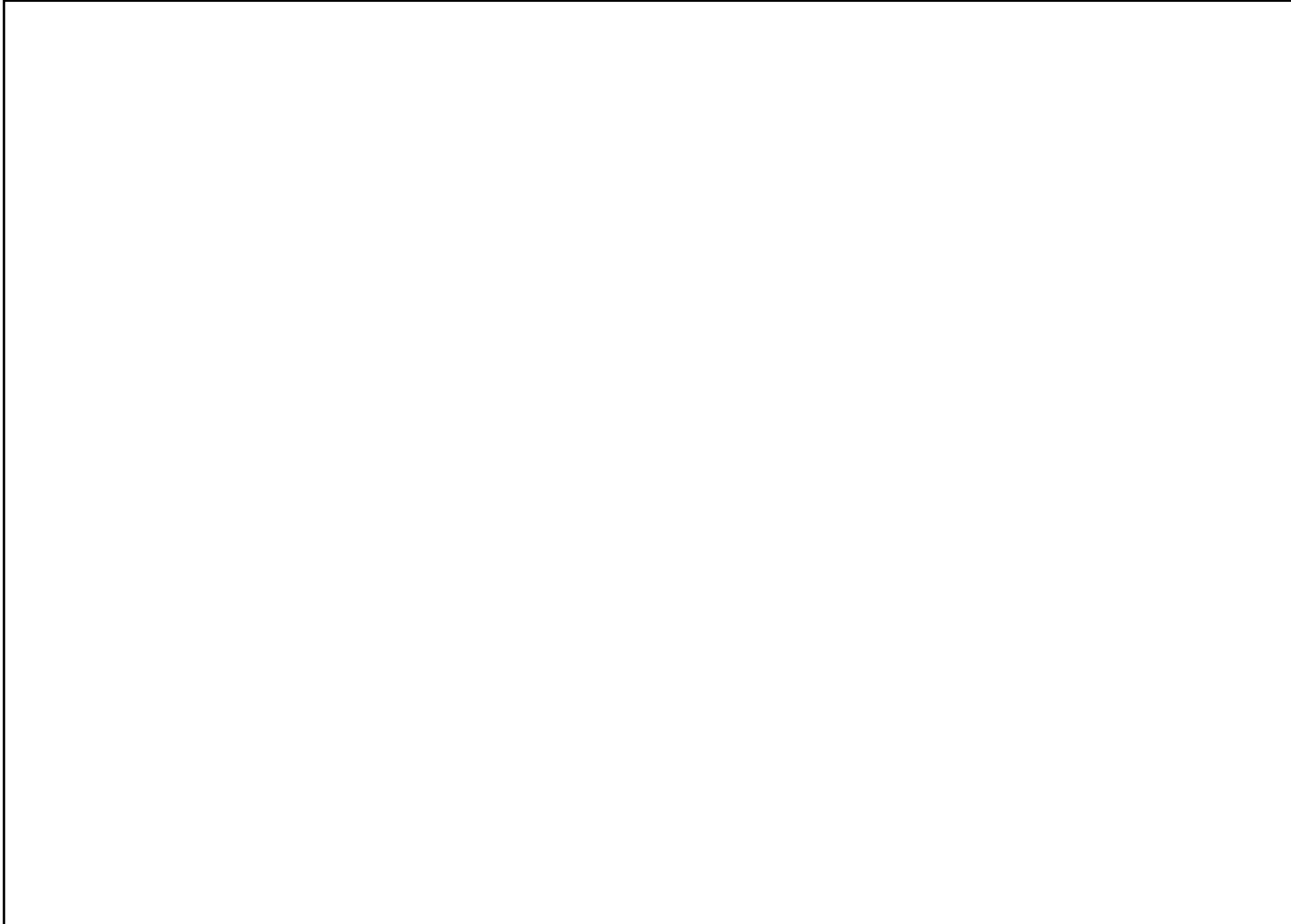
Appendices

Appendix 1: Proposed Site Layout of Development

Appendix 2: Swept Path Analysis

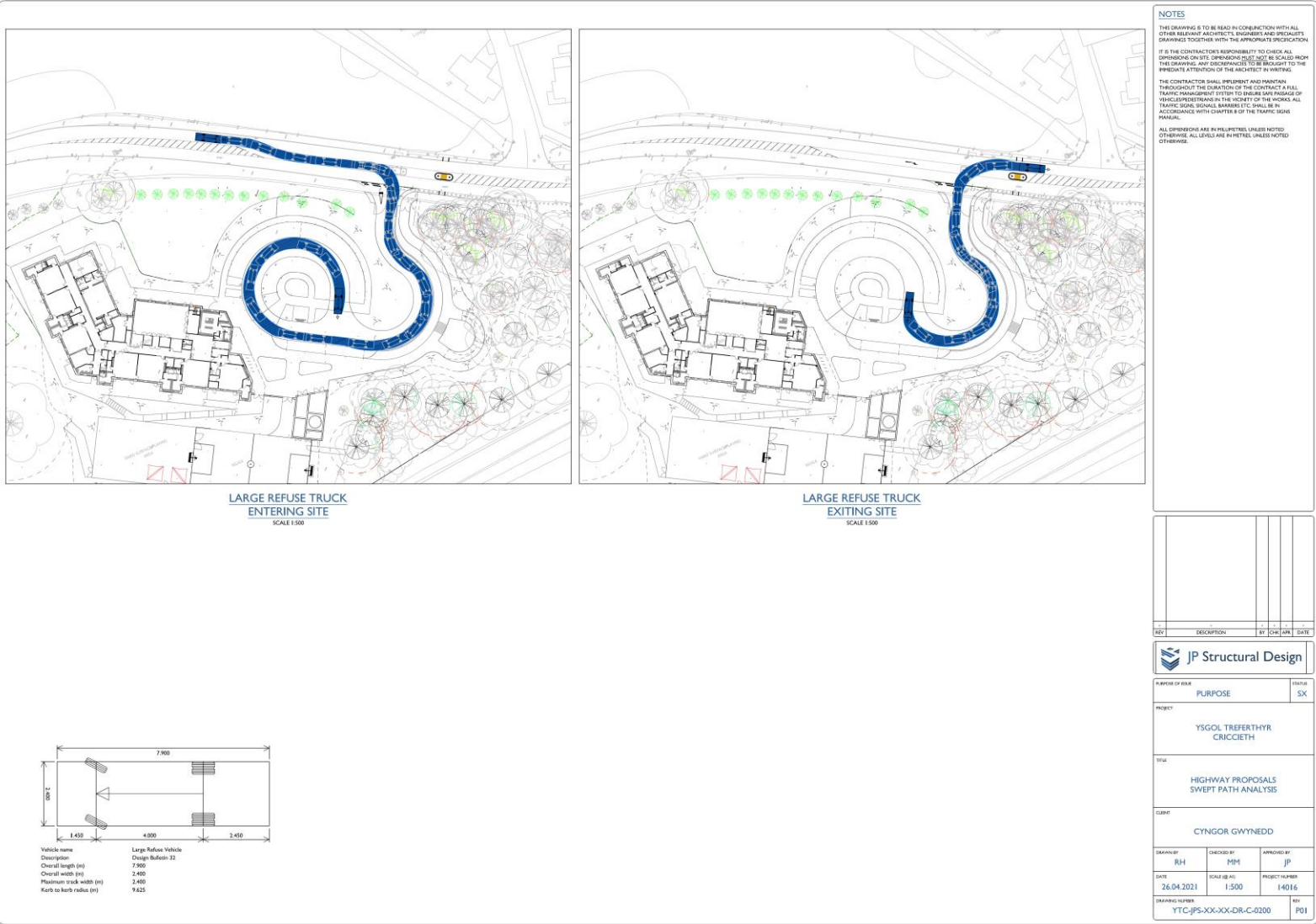
Appendix 3: Highways Proposals Planning Drawings

Appendix 1: Proposed Site Layout of Development





Appendix 2: Swept Path Analysis



Appendix 3: Highways Proposals Planning Drawings

