

WEPCo | Rhondda Cynon Taf
County Borough Council

RCT 3 Primaries Batch

Transport Statement

RH0301-ARP-XX-XX-RP-Y-00060

P02 | 22 October 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.




Job number 281143-00

Ove Arup & Partners Ltd
4 Pierhead Street
Capital Waterside
Cardiff CF10 4QP
United Kingdom
www.arup.com

ARUP

Document verification

ARUP

Job title		RCT 3 Primaries Batch		Job number 281143-00	
Document title		Transport Statement		File reference 4-50	
Document ref		RH0301-ARP-XX-XX-RP-Y-00060			
Revision	Date	Filename	2021_10_01 Draft Transport Statement - Llanilltud Faerdref.docx		
P01	1 Oct 2021	Description	Draft Transport Statement		
			Prepared by	Checked by	Approved by
		Name	Gerallt Dafydd	Alex Welch	Roddy Beynon
		Signature			
P02	22 Oct 2021	Filename	2021_10_22 Transport Statement - Llanilltud Faerdref Final Issue.docx		
		Description	Issue following client comment		
			Prepared by	Checked by	Approved by
		Name	Gerallt Dafydd	Alex Welch	Roddy Beynon
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
Issue Document verification with document					<input checked="" type="checkbox"/>

Contents

	Page		Page
1	Introduction		1
1.1	Background		1
1.2	Scoping and Approach		1
1.3	Report Structure		1
2	Policy Context		2
2.1	National Policy		2
2.2	Regional Policy		5
2.2.1	South East Wales Valleys Local Transport Plan (2015)		5
2.3	Local Policy		5
2.3.1	Rhondda Cynon Taf County Borough Council (RCTCBC) Local Development Plan 2006-2021		5
2.3.2	Supplementary Planning Guidance (SPG) - Delivering Design and Placemaking: Access, Circulation & Parking Requirements		6
3	Baseline Conditions		7
3.1	Introduction		7
3.2	Site Location		7
3.3	Existing Facilities and Amenities		7
3.4	Existing Mode Share		7
3.5	Walking		8
3.6	Cycling		9
3.7	Bus		10
3.8	School Transport		11
3.9	Rail		11
3.10	Local Highway Network		11
3.11	Car Parking		12
3.12	Road Traffic Accidents		13
3.13	Summary of Key Issues		13
4	Safer Routes to School		15
5	Development Proposals		17
5.1	Introduction		17
5.2	Access Strategy		17
5.3	Parking		18
6	Travel Demand		20
6.1	Introduction		20
6.2	Key Methodology Assumptions		20
6.3	Proposed Mode Share		20
6.4	Multi-Modal Demand Impact		21
6.5	Traffic Impact		21
6.6	Summary		21
7	Framework Construction Traffic Management Plan (CTMP)		22
7.1	Introduction		22
7.2	Routing		22
7.3	Site Access		22
7.4	Construction Phase Vehicular Trip Attraction		22
8	Framework Travel Plan		23
8.1	What is a Travel Plan?		23
8.2	Benefits of a Travel Plan		23
8.3	Objectives and Goals of the Travel Plan		23
8.4	Measures		24
8.4.1	Walking		24
8.4.2	Cycling		24
8.4.3	Bus		24
8.4.4	Car Sharing		25
8.4.5	Staff		25
8.4.6	Pupils		25
8.4.7	Parents		25
8.5	Implementation and Management		26
8.6	Targets, Monitoring and Review		26
8.7	Mitigation		27
9	Summary and Conclusions		28

Appendices

Appendix A

Correspondence with RCTCBC

Appendix B

Parking Survey Brief

Appendix C

Walking/Cycling Accessibility Plots

Appendix D

Accident Data Plan

Appendix E

Safer Routes to School Audits

Appendix F

Proposed Development Masterplan

Appendix G

Swept Path Analysis

1 Introduction

1.1 Background

Arup has been commissioned by WEPCo and Rhondda Cynon Taf County Borough Council (RCTCBC) to produce a Transport Statement in support of the redevelopment of Llanilltud Faerdref Primary School, located to the east of St Illtyds Road, just off the B4595 which provides the main route through Church Village, hereafter referred to as ‘the site’.

The site comprises the grounds of the existing Llanilltud Faerdref Primary School including a main school building, sports hall building, two temporary buildings comprising four classrooms, hard standing, road access/egresses, three Multi Use Games Areas (MUGAs) and ancillary grass playing fields and sports pitches. The existing school was constructed in 1974.

1.2 Scoping and Approach

An initial meeting was held with transport officers at RCTCBC on 13th April where it was broadly accepted that individual Transport Statements (TS) would be sufficient to support the planning application of the site. The e-mail correspondence is included at Appendix A which proposed the contents of the TS to be as follows:

- Policy review;
- User hierarchy audit;
- Accident analysis based on free sourced data (unless other data available from RCTCBC);
- Traffic Assessment – Trip generation/distribution and comment on impact;
- Guidance on parking provision requirements and input to proposed indicative parking layout; and
- Safer Routes to School Audit to be based on agreed methodology to be provided by RCTCBC.

The Transport Statement is accompanied by a Framework Travel Plan (FTP) containing an initial travel survey to ascertain the baseline travel information. The FTP also includes development of measures and targets which seek to create a development that encourages modal shift towards sustainable transport, while reducing reliance on the private car.

A Parking Study has also been undertaken and includes a survey of the car parking availability in the site and surrounding area. This study highlights existing parking issues and assists in identifying the proposed routing for construction vehicles. The parking survey will also help identify potential mitigation measures which could form part of a School Parking Management Plan (should one be required). The Parking Study brief is included at Appendix B.

The Framework Construction Traffic Management Plan (FCTMP) outlines the access arrangements for construction activities at the site. The plan includes commentary on working practices and operating hours, swept path analysis drawings (vehicle tracking) and details on potential mitigation.

1.3 Report Structure

This remainder of this report is structured as follows:

- Chapter 2 sets out the policy context for the development;
- Chapter 3 briefly describes the existing site conditions and characteristics;
- Chapter 4 summarises the findings of walking audits undertaken around the school;
- Chapter 5 sets out the development proposals;
- Chapter 6 details the trip making methodology and subsequent development trips likely to be associated with the proposed site;
- Chapter 7 provides details regarding the Construction Traffic Management Plan;
- Chapter 8 outlines the Framework Travel Plan for the proposed development site; and
- Chapter 9 presents the key conclusions and findings of the report.

2 Policy Context

2.1 National Policy

Planning Policy Wales: Edition 11 (February 2021)

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs). 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.

Chapter 2 (People and Places: Achieving Well-being through Placemaking) indicates all development decisions should contribute towards the making of Sustainable Places and improved well-being. Five key principles are presented in PPW which should be embraced to ensure planning facilitates the right development in the right place. These are listed below alongside how the development is considered to positively contribute to these goals:

- Growing our economy in a sustainable manner – development should contribute to long-term economic well-being, making the best use of existing infrastructure and planning for new supporting infrastructure and services;
- Making best use of resources – using resources efficiently, development should be resilient to climate change and contribute towards decarbonising society;
- Facilitating accessible and healthy environments – development should support healthy lives, providing high-quality places that are barrier-free and inclusive to all members of society;
- Creating and sustaining communities – places should have the right mix of good homes, job, services, infrastructure and facilities, creating urban and rural communities where people want to be and interact with others; and
- Maximising environmental protection and limiting environmental impact – natural, historic and cultural assets should be protected and enhanced whilst negative environmental impacts should be avoided in the wider public interest.

Chapter 3 (Strategic and Spatial Choices) identifies five key aspects of good design, as summarised in **Figure 1**. It states good design is inclusive design, placing people at the heart of the design process. It must reduce inequality of access to essential services, education and employment and design measures with design measures improving accessibility by walking, cycling and public transport.



Figure 1: Five Aspects of Good Design (PPW Edition 11)

It is also noted that good design should avoid the creation of car-based developments by maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. To maximise accessibility by sustainable non-car modes, infrastructure proposed within the site should be integrated with existing infrastructure such as the strategic cycling network.

The proposed development site is accessible by sustainable modes of transport. The proposals will have a key focus on reducing reliance on the private car in favour of non-car modes to achieve modal shift. This will be achieved through improving access to the site on foot/by bike, recommending improvements to surrounding pedestrian infrastructure and measures proposed as part of the Travel Plan.

Chapter 4 (Active and Social Places) discusses the well-connected cohesive communities' components of placemaking, covering transport, housing retail and commercial development, community facilities and recreational spaces. With regards to transport, it states people should have access to jobs and services through more efficient and sustainable journeys, by walking, cycling and public transport.

It is also noted land use and transport planning should be integrated, including:

- Within and between different types of transport;
- Between transport measures and land use planning;
- Between transport measures and policies to protect and improve the environment; and
- Between transport measures and policies for education, health, social inclusion and wealth creation.

The proposed development is accessible by sustainable modes of transport. This will provide multiple opportunities to travel to and from the site by modes other than the private motor vehicle.

The sustainable transport hierarchy presented in Figure 2, which prioritises walking, cycling and public transport ahead of the private motor vehicles, should be used to:

- Reduce the need to travel;
- Prevent car-dependent developments in unsustainable locations; and
- Support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.



Figure 2: Sustainable Transport Hierarchy (PPW Edition 11)

The access strategy and masterplan for the proposed development site provides for pedestrians, cyclists and public transport users. A Framework Travel Plan (FTP) for the site also introduces new measures with aims to reduce reliance on the private motor vehicle in favour of more sustainable modes.

To encourage the use of Ultra Low Emission Vehicles (ULEVs), PPW 11 states the planning system should support the provision of ULEV charging points as part of new developments. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have ULEV charging points. PPW 11 also notes that it may be appropriate for some to be 'passive', with the necessary underlying infrastructure provided to enable installation and activation in the future.

Chapter 5 (Productive and Enterprising Places) considers the economic theme of place-making. It states the provision of sustainable transport infrastructure is essential to build prosperity, tackle the climate emergency, reduce airborne pollution and to improve the social, economic, environmental and cultural well-being of Wales.

The Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act (2015) requires public bodies in Wales to consider the long-term impacts of decision making and improve working with local communities to prevent persistent problems in Wales such as poverty, health inequalities and climate change. Seven well-being goals have been identified within the Act to ensure public bodies are working towards the same goals, and include the following:

- A Prosperous Wales that has an innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately;
- A resilient Wales that maintains and enhances a biodiverse natural environment which has the capacity to adapt to change;
- A healthier Wales in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood;
- A more equal Wales where people are able to achieve their full potential regardless of their background or circumstances;
- A Wales of cohesive communities which are attractive, viable, safe and well-connected;
- A Wales of vibrant culture and Welsh language; and
- A globally responsible Wales which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

The development is proposed in a location which will encourage journeys to be made by active travel modes, contributing towards a healthier Wales.

Active Travel (Wales) Act 2013

The Active Travel (Wales) Act 2013 aims to make active travel the most attractive option for most shorter journeys. The Act requires local authorities in Wales to produce active travel maps and deliver year on year improvements in active travel routes and facilities. It requires highways authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of walkers and cyclists in a range of other highway authority functions.

In line with the Act, RCTCBC have prepared the Existing Route Map that identifies current walking and cycling routes. RCTCBC have subsequently nine walking and cycling routes as part of the Integrated Network Map (INM) which seek to improve the attractiveness, comfort, directness, safety and coherence of the routes.

To supplement the Active Travel (Wales) Act, the Welsh Government published statutory Design Guidance in December 2014. This Guidance provides advice on the planning, design, construction and maintenance of active travel networks.

The development is situated within proximity to some of the routes identified as part of the INMs. Improvements will be made in terms of access to the site on foot/by bike,

adequate provision for cycle parking will be provided and careful consideration will be given to providing connections to INM routes. This will ensure that the number of staff that travel to and from the site by active travel modes is maximised.

Future Wales – The National Plan 2040 Wales

Future Wales – The National Plan 2040 is a new development plan which provides a national spatial strategy setting out the priorities for Wales over the next 20 years through the planning system, including ‘*sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities*’.

Policy 12 outlines several measures that the Welsh Government will prioritise for investment. These are listed below and seek to improve regional connectivity across Wales:

- Active Travel – Prioritising walking and cycling for all local travel. We will support the implementation of the Active Travel Act to create comprehensive networks of local walking and cycling routes that connect places that people need to get to for everyday purposes.
- Bus – Improve the legislative framework for how local bus services are planned and delivered. We will invest in the development of integrated regional and local bus networks to increase modal share of bus travel and improve access by bus to a wider range of trip destinations.
- Metros – Develop the South East Metro, South West Metro and North Wales Metro. We will create new integrated transport systems that provide faster, more frequent and joined-up services using trains, buses and light rail.
- Ultra-Low Emission Vehicles – Support the roll-out of suitable fuelling infrastructure to facilitate the adoption of ultra-low emission vehicles, particularly in rural areas.

The Framework Travel Plan produced for the development will help encourage sustainable travel and active travel modes in order to reduce reliance on the private car.

Llwybr Newydd: The Wales Transport Strategy (2021)

The Wales Transport Strategy sets a long-term direction and three urgent and immediate priorities to achieve the Welsh Government’s vision for an accessible, sustainable and efficient transport system. Those three short term priorities are shown in **Figure 3**.

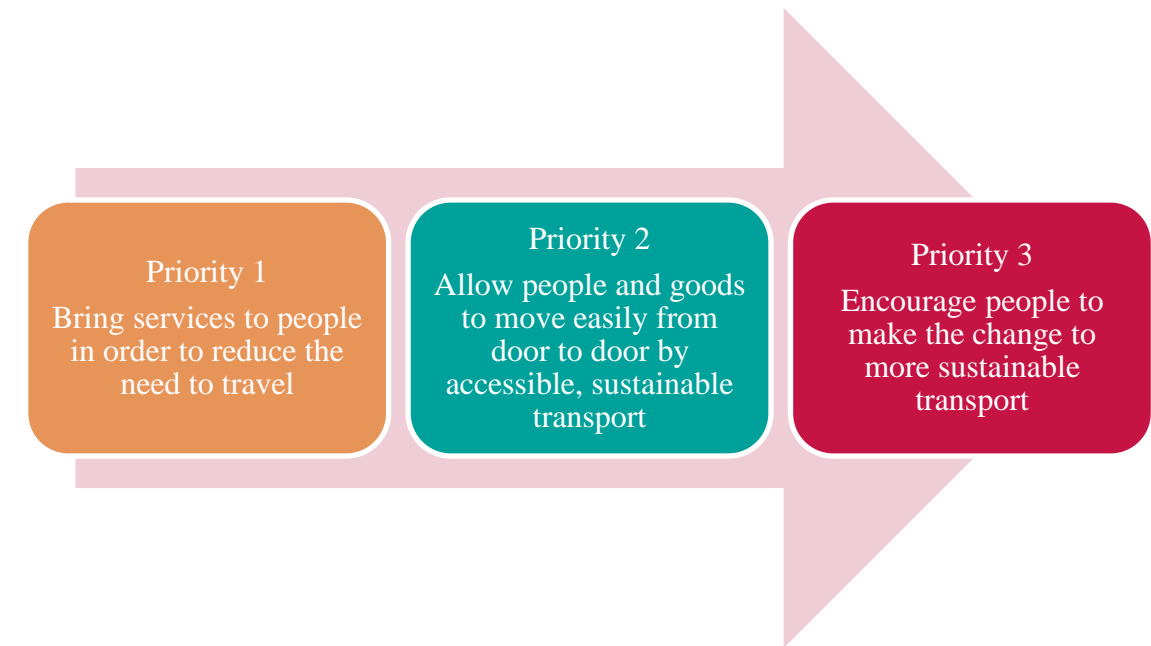


Figure 3: Wales Transport Strategy Priorities

Mini-plans are also set out within page 53 of the Wales Transport Strategy and show how each mode and sector will deliver the priorities over the next five years.

The priorities will contribute to four long term well-being ambitions, which show how transport should contribute to the wider Welsh Government ambitions and goals set out within the Well-being of Future Generations (Wales) Act 2015 over the next 20 years (see below)



Figure 4: Wales Transport Strategy Well-being Ambitions

The Wales Transport Strategy sets out that Wales will continue to make best use of existing transport infrastructure by maintaining and managing it well, and also adapt it to a changing climate and upgrade it to support modal shift. Where new infrastructure is needed, decisions should take into account the Sustainable Transport Hierarchy (see **Figure 2**).

The Strategy also sets out the pertinent duties for the Welsh Government to consider when making decisions about transport, including the Well-being of Future Generations (Wales) Act 2015, Equality Act 2010, the Transport (Wales) Act 2006, Highways Act 1980, Wales Act 2017, and net zero 2050 target.

The development proposals set out within this report include improvements to accessibility by sustainable modes in alignment with the Sustainable Transport Hierarchy. These measures will encourage travel to site by active travel and bus in order to encourage sustainable transport modes.

Technical Advice Note 18: Transport (March 2007)

The Advice Note elaborates on the relationship between land use planning and transport infrastructure by outlining a range of key principles that should be adopted in ensuring that economic development can create a basis for sustainable travel patterns. These include the following:

- Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling, thereby minimising the need for travel and fostering social inclusion;
- Managing parking provision;
- Ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
- Encouraging the location of development near other related uses to encourage multi-purpose trips;
- Promoting cycling and walking;
- Supporting the provision of high quality, inclusive public transport;
- Promoting the location of warehousing and manufacturing developments to; and facilitate the use of rail and sea transport for freight.

The development proposals will consider these key principles and look to maximise public transport and active travel infrastructure, to promote more sustainable travel modes.

2.2 Regional Policy

2.2.1 South East Wales Valleys Local Transport Plan (2015)

The South East Wales Valleys Local Transport Plan¹ (LTP) was published in 2015 and focuses on transport improvements that lie within the remit of five local authorities comprising Blaenau Gwent, Merthyr Tydfil, Torfaen, Caerphilly and Rhondda Cynon Taf.

The LTP sets down the vision and objectives for transport in the South East Wales Valleys area and provides short and long-term programmes of interventions to work towards achieving these goals. The short-term programme sets down those schemes that are priorities for the five years to 2020. The longer-term programme identifies aspirations up to 2030.

Some of the broad objectives of the plan are as follows:

- Safety and Security - To reduce the number and severity of road traffic casualties and improve actual and perceived level of personal security when travelling.

- Connectivity and Accessibility - To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities, including by sustainable transport throughout the SE Wales Valleys and the rest of Wales, UK and Europe.
- Quality and Efficiency - To improve interchange within and between modes of transport, improve reliability of the transport system and reduce traffic growth, traffic congestion and to make better use of the existing road system.
- Environment - Reduce significantly carbon emissions from transport; and
- Land Use and Regeneration - To ensure developments in the South East Wales Valleys are accessible by sustainable transport.

2.3 Local Policy

2.3.1 Rhondda Cynon Taf County Borough Council (RCTCBC) Local Development Plan 2006-2021

Rhondda Cynon Taf County Borough Council adopted the Local Development Plan (LDP) up to 2021 in March 2011. The LDP sets out how the County Borough will be developed over the 15-year period. The LDP also contains detailed policies setting out what new development should look like. Some relevant examples are set out below:

- Policy CS 8 - Transportation sets out the priorities for strategic transport infrastructure improvements;
- Policy AW2 – Sustainable Locations outlines that development proposals will only be supported in sustainable locations and must therefore have good accessibility by a range of sustainable transport options;
- Policy AW5 – New Development refers to accessibility and states that proposals will only be supported where:
 - (i) the development would be accessible to the local and wider community by a range of sustainable modes of transport
 - (ii) the site layout and mix of uses maximises opportunities to reduce dependency on cars
 - (iii) the development would have safe access to the highway network and would not cause traffic congestion or exacerbate existing traffic congestion; and
 - (iv) car parking would be provided in accordance with the Council's Supplementary Planning Guidance on Delivering Design and Placemaking: Access, Circulation and Parking Requirements.

The development proposals will ensure that safe access is provided to the school, and that sustainable modes of travel are encouraged over the private car. An audit of existing routes

¹ South East Wales Valleys Local Transport Plan January 2016
(<http://www.rctcbc.gov.uk/EN/Resident/ParkingRoadsandTravel/Travel/Relateddocuments/SouthEastWalesValleysLocalTransportPlanJanuary2015.pdf>)

surrounding the school has been undertaken and recommendations made in terms of potential improvements. The introduction of a School Travel Plan and provision of new cycle parking facilities will also encourage sustainable travel.

2.3.2 Supplementary Planning Guidance (SPG) - Delivering Design and Placemaking: Access, Circulation & Parking Requirements

In addition to the adopted LDP, Supplementary Guidance provides clear direction on planning and development issues. The parking standards seek to ensure a consistent approach to the provision of parking, submissions to travel plans and sustainability considerations that will inform all those involved in the design/construction of a given development.

Parking standards are determined by land uses in zones, as follows:

- Zone 1 - Town Centres;
- Zone 2 - Urban; and
- Zone 3 – Suburban or Near Urban; and
- Zone 4 – Countryside.

RCTCBC have designated standards for all Educational Establishments to be consistent across all four zones and the resultant car parking standards which apply to the development proposals are summarised in Table 1.

Table 1: RCTCBC Adopted Parking Standards

Type of Development	Operational	Non-operational
Primary Schools	1 commercial vehicle space	2 spaces per classroom & 3 visitor spaces

Whilst no specific guidelines are provided for educational establishments, the guidelines for disabled people also state that for car parks associated with existing employment premises; 2% of the total car park capacity, with a minimum of one space.

The document also outlines the requirements for cycle parking for both long-stay and short-stay. These are outlined below.

Table 2: RCTCBC Cycle Parking Standards

Land Use	Long-Stay	Short-Stay
Primary Schools	1 stand per 5 staff and 1 stand per 20 children	1 stand per 100 children

3 Baseline Conditions

3.1 Introduction

This chapter presents the baseline conditions at the existing Primary School and summarises the findings made during a site visit undertaken in August 2021, to ascertain and identify the existing facilities/infrastructure and any key issues relating to the existing transport situation.

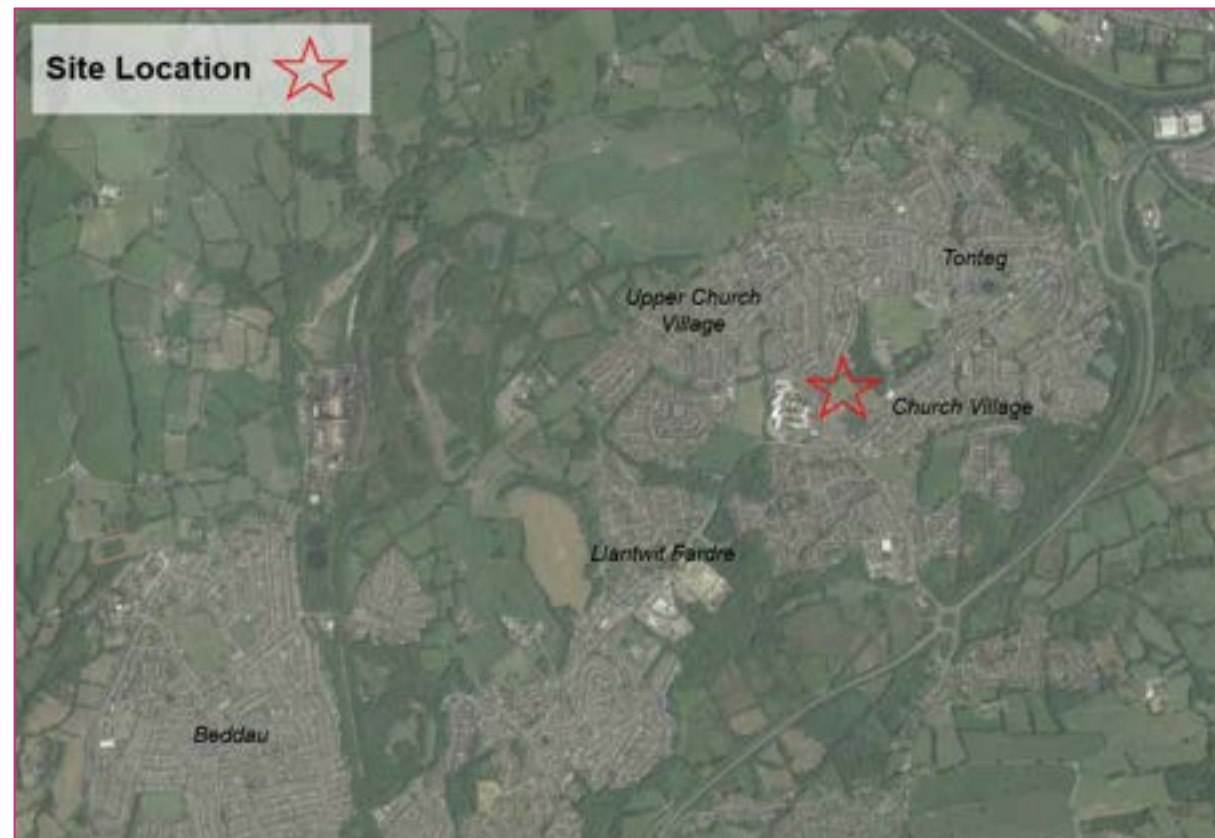
3.2 Site Location

The application site for the proposed redevelopment comprises the grounds of Llanilltud Faerdref Primary School, which is located to the east of St. Iltyds Road, just off the B4595 which provides the main route through Church Village. The site location is shown in **Figure 5** below.

The application site has an area of around 7,000m² and is located within the settlement boundary of Church Village and is surrounded by residential development to the north-west, south-west and south-east and playing fields (Central Park) to the north-east.

The current land use is the Llanilltud Faerdref Primary School and its grounds, including a main school building, sports hall building, two temporary buildings comprising four classrooms, hard standing, road access/egresses, three Multi Use Games Areas (MUGAs) and ancillary grass playing fields and sports pitches.

Figure 5: Site Location Plan



3.3 Existing Facilities and Amenities

There are a range of facilities and amenities close to the site within the Llantrisant/Talbot Green area. These are listed below, including approximate walking distances from the centre of the site to the facility.

Table 3: Existing Facilities and Amenities

Service/Facility	Walking distance from the centre of the site
Education	
Garth Olwg Day Nursery	250m
Ysgol Garth Olwg	300m
Retail	
Mace Church Village Convenience Store	150m
Church Village Post Office	150m
The Corner Snack Bar	200m
Health	
Church Village Well Pharmacy	200m
Davies and Lowry Optometrists	200m
Pearl Dental Care	200m
Parc Canol Doctors Surgery	350m
Leisure	
Nia's Coffee Shop	180m
Llantwit Fardre Sports Club	450m
Employment	
Newtown Industrial Estate	1200m
Transport	
Bus Stops (Main Road)	150m
Bus Stops (St Iltyds Road)	180m

Based on information provided within the table above, it is considered that a number of key education, retail, leisure and employment amenities are located within convenient walking and cycling distance of the school site, which can be accessed by school staff/parents. In addition, it should be noted that a school canteen is currently operational at the school and will continue once the school has been redeveloped.

3.4 Existing Mode Share

To inform the work and the future sustainable access strategy, a School Travel Survey was developed for completion by staff, pupils and parents at Llanilltud Faerdref Primary School. Whilst bespoke surveys were developed for staff, pupils and parents, the overall structure was similar and included the following topics:

- Travel mode choice and reason;

- Alternative modes of transport that would be considered reasonable;
- Arrival and departure times;
- Place of residence or occupational information; and
- Travel improvement suggestions.

Based on the results of the travel surveys, the likely existing mode share and demand at Llanilltud Faerdref Primary School is presented in Table 4 below. The data has been split into staff and pupils/parents, as the latter are assumed to travel together to and from the school. A factor has been applied to the demand for pupils based on the number of responses received and the total number of existing pupils at the school.

Table 4: Existing Travel Demand (Estimated)

Travel Mode	Mode Share	Demand
Staff		
Walk	24%	8
Cycle	0%	0
Bus	3%	1
Car	66%	23
Car Share	7%	2
Other	0%	0
Total	100%	35*
Pupils/Parents		
Walk	28%	49
Cycle	0%	0
Bus	0%	0
Car	72%	127
Car Share	0%	0
Other	0%	0
Total	100%	176

*Data provided by the school, and includes cleaners and midday supervisors

Key issues identified by the Travel survey included:

- The existing car park gets overcrowded and busy at school drop off/pick up times;
- Presence of traffic lights and zebra crossing close to the school entrance enhances safety, but some responses also highlighted the lack of a crossing guard to assist parents/pupils across the highway;
- Lack of existing cycle facilities within school grounds e.g. safe cycle storage, limits potential for cycling to school which is reflected in the modal share for both staff and pupils;
- Cars parking illegally on double yellow lines near the school impact on pupils and parents walking to/from school; and

- Mode share for the existing school is heavily in favour of the private car, with poor current mode share for walkers and no cyclists. This potentially highlights the poor or lack of existing infrastructure e.g. cycle parking and appropriate walking routes.

In addition to the above, analysis of postcode data collected via the survey suggests that a significant proportion of pupils live within a 10-15 minute walk from the school.

3.5 Walking

Pedestrian access to the site from the west is provided via St Iltyds Road. The road has footways on both sides of the carriageway measuring approximately two metres on the western side and varying between two and three metres on the eastern side (widening at the school entrance). Dropped kerbs and tactile paving are provided adjacent to the school main entrance both to cross the main access and St Iltyds Road. An uncontrolled pedestrian zebra crossing is provided approximately 10 metres north of the main access point, allowing safe crossing of St Iltyds Road.

St Iltyds Road meets the Main Road/St Iltyds Road/Station Road crossroads junction approximately 80 metres south of the main school entrance, where a signalised crossing point is provided along with dropped kerbs and tactile paving on each arm of the junction. Footways of approximately two metres in width are provided on either side of the Main Road carriageway while a footway of consistent 2m width is also provided on the western side of Station Road, connecting into several residential Cul-de-sacs to the west of Station Road.

The wider pedestrian network includes several Public Rights of Way (PRoW), as shown on **Figure 6** which provide routes away from vehicular traffic. The most relevant to the site is DRE/41/1 which runs from Main Road to St Iltyds Road along the western boundary of the Parish Hall and the existing school sports pitches. DRE/37/1 also runs from St Iltyds Road through to Springfield Courts to the north of the existing school, and onto Brecon Way. Both of these routes are paved and suitable in adverse weather conditions, with some lighting provided.

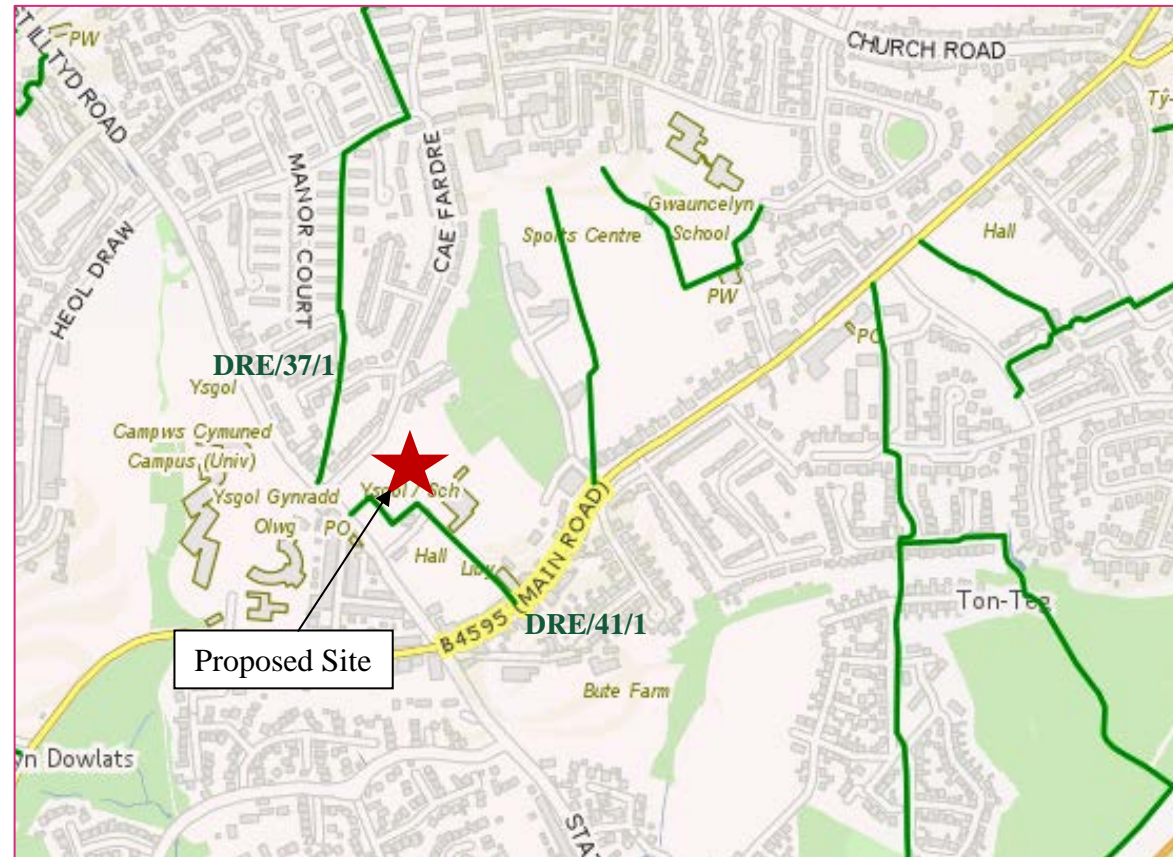


Figure 6: Public Rights of Way (Source: RCTCBC)

B1Appendix C illustrates the walking accessibility from the centre of the proposed development site, and an extract is included below in . The plan shows that the vast majority of the Church Village, Cupper Church Village and Tonteg areas are accessible within a 15-minute walk from the proposed development site. It is therefore considered that there is good potential for parents and pupils to travel to site on foot.

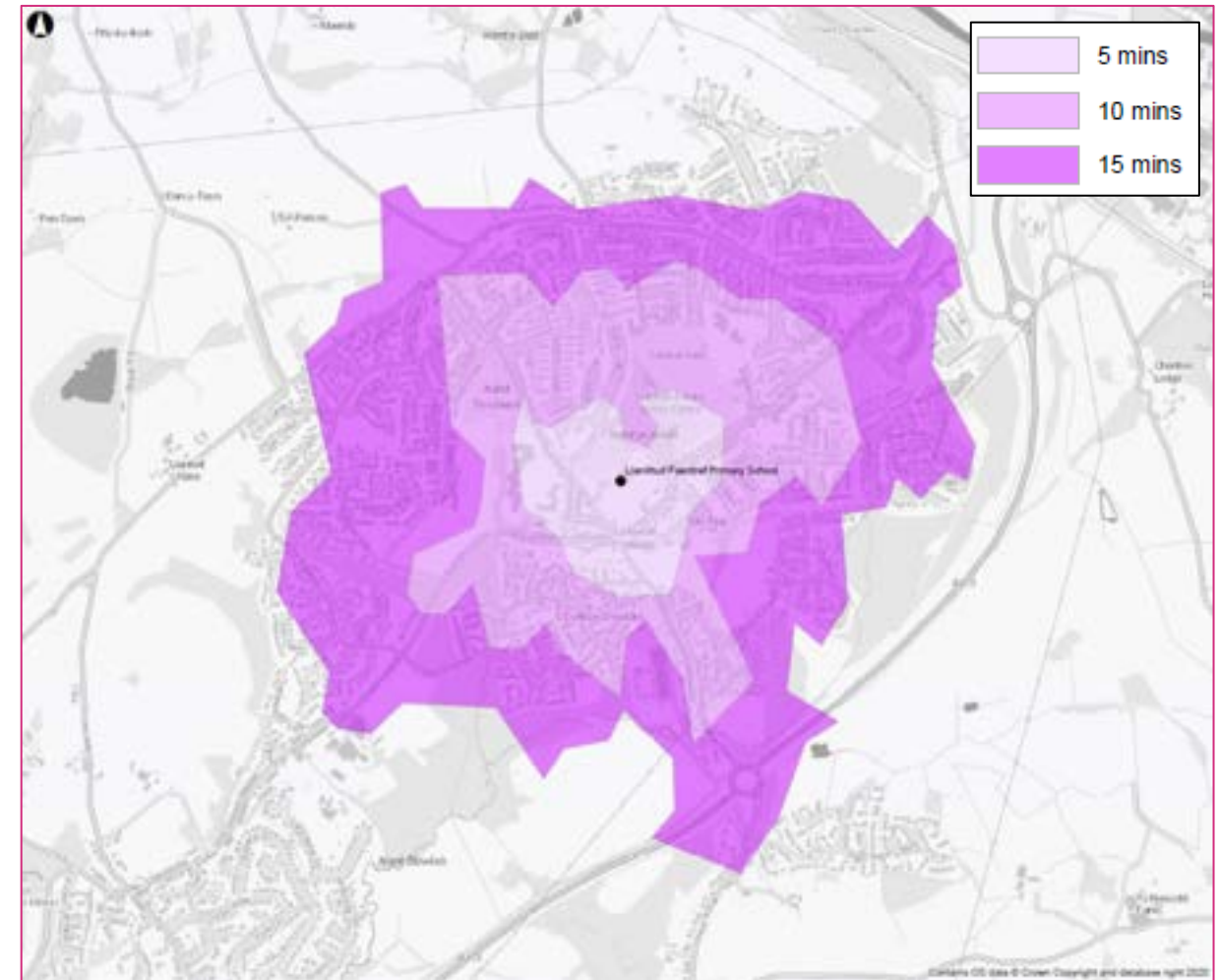


Figure 7: Walking Isochrones to/from Proposed Development

Analysis of postcode data collected via the School Travel Survey suggests that a significant proportion of pupils live within a 10-15 minute walk from the school. Only one response had a post code which was outside of the 15-minute walk catchment shown above. This highlights the potential for more parents/pupils to travel to school by either walking or cycling.

3.6 Cycling

The site is not situated near any routes that are part of the National Cycle Network (NCN). Those currently cycling to school (staff and pupils) are assumed to do so along the existing road network leading to the site. In addition, there is no cycle parking provision at the existing school, which limits the potential for pupils, parents and staff to travel to school by bike.

RCTCBC’s Integrated Network Map for Church Village (setting out the local authorities plan to deliver a walking and cycling network) is shown below in **Figure 8**.

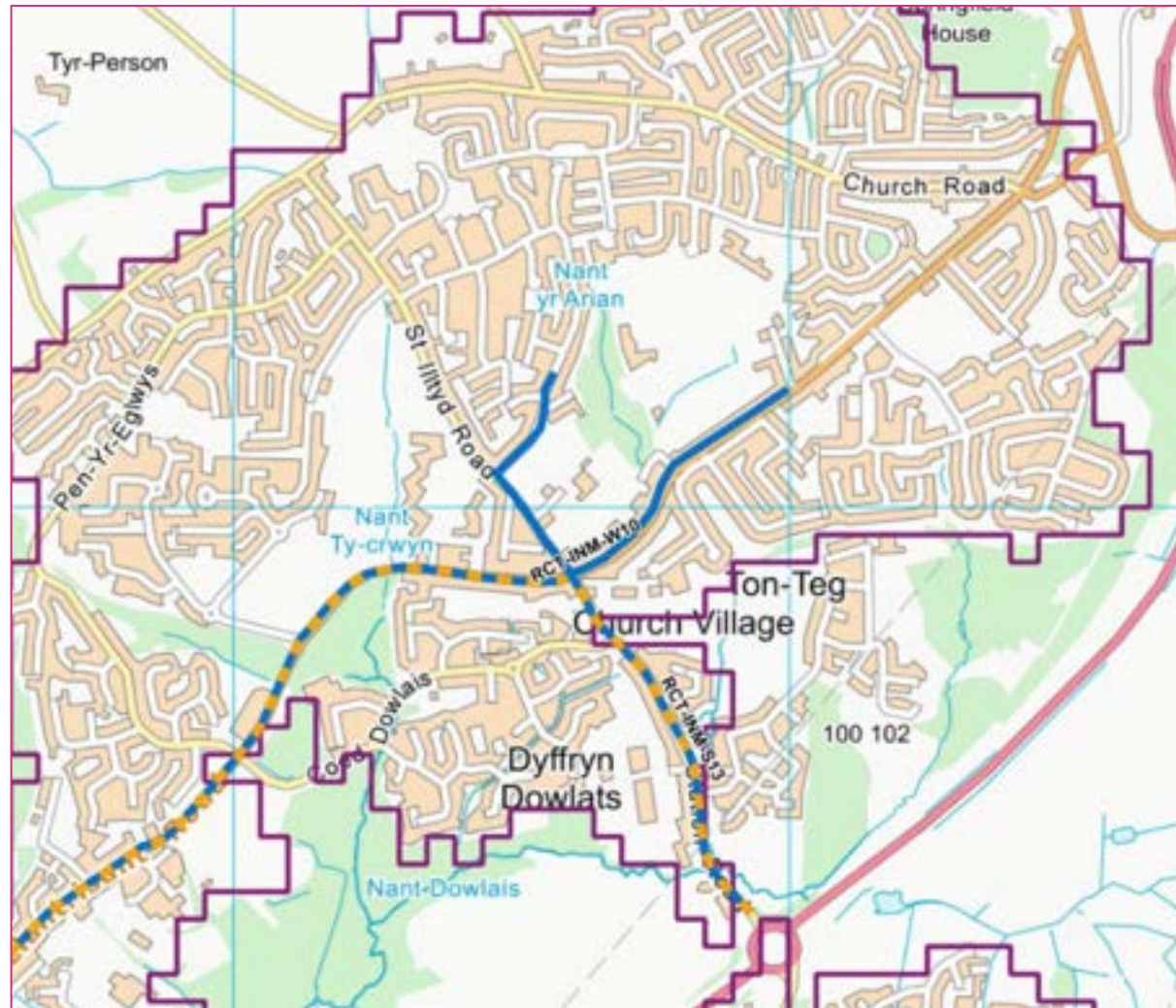


Figure 8: Church Village INM²

This indicates that footway improvements (ref: RCT INM W10) defined as the ‘construction of a new active travel route in Tonteg to link with the existing network.’ is proposed on Main Road, St Illtyds Road and Cae Fardre within proximity of the site. Its priority is set as ‘Short term’ within the document; however, it is not known at this stage the development status of the route.

There also appears to be proposals within the INMs for a shared use path (ref: RCT INM S13) which has been defined as the ‘Construction of new active travel links between Church Village, Tonteg, Llantwit Fardre and Beddau. Includes new links to local facilities and new housing developments and to the Church Village Community Route from these communities’ is proposed on Main Road, St Illtyds Road and Cae Fardre within proximity of the site. Its priority is ‘Medium’ term within the document.

Whilst it is currently unknown what the status of these are, it is considered appropriate to deliver these as part of the redevelopment of the school to improve active travel infrastructure in and around the site. This will also help achieve modal shift away from the private car in favour of walking and cycling.

² <https://www.rctcbc.gov.uk/EN/Resident/ParkingRoadsandTravel/Travel/ActiveTravelandCycling.aspx>

Cycle accessibility analysis is included within Appendix C, and an extract is included below. This shows that the Church Village area is accessible within a 5-minute cycle ride, whilst settlements within the wider area including Beddau and Llantwit Fardre are all within a 15-minute cycle away.

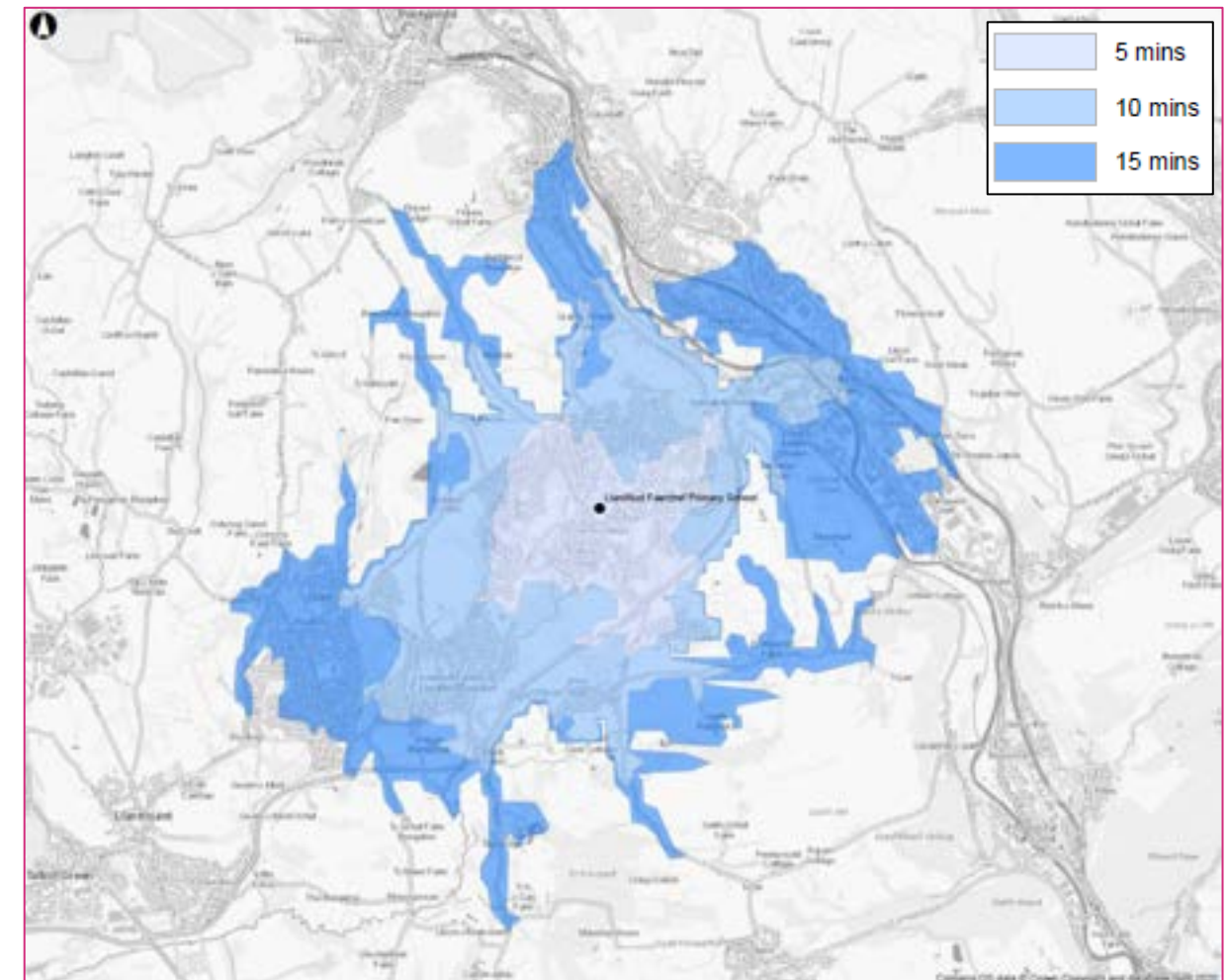


Figure 9: Cycling Isochrones to/from Proposed Development

3.7 Bus

The nearest bus stop to the school is situated on St Illtyds Road, approximately 50 metres south of the main school entrance. The east bus stop has a bus shelter and timetable information, whilst the west stop has a flag and pole but no shelter. Both stops have a bus bay which enables buses to stop without blocking other road users. The stops are served by the service 90 which is infrequent and does not reflect a genuine commuting option for parents/pupils and staff of the existing school.

Further eastbound and westbound bus stops are provided on Main Road directly adjacent to the Parish Hall, an approximate 200 metre walk from the site. These stops are served by more frequent bus services via the 100 which operates between Pontypridd and Royal Glamorgan

Hospital and 400 which operates between Gwaunmiskin and Cardiff. These are both also operated by Edwards Coaches. Bus stop locations are shown below in **Figure 10**.



Figure 10: Bus Stop Locations

The service provision is summarised below in Table 5:

Table 5: Summary of Public Bus Services (Llanilltud Faerdref Primary School)

Service	Route	Operator	Mon-Fri	Saturday	Sunday
90	Gwaunmiskin-Pontypridd	Edwards Coaches	Every 180 mins First: 09:01 Last: 15:01	Every 180 mins First: 09:01 Last: 15:01	No Service
	Pontypridd-Gwaunmiskin	Edwards Coaches	Every 180 mins First: 10:01 Last: 16:01	Every 180 mins First: 10:01 Last: 16:01	
100	Royal Glamorgan Hospital - Pontypridd	Edwards Coaches	Every 20 mins First: 05:54 Last: 21:54	Every 20 mins First: 05:54 Last: 21:54	Every 120 mins First: 05:53 Last: 20:28
	Pontypridd – Royal Glamorgan Hospital	Edwards Coaches	Every 20 mins First: 06:26 Last: 22:30	Every 20 mins First: 06:26 Last: 22:30	Every 120 mins First: 06:24 Last: 20:59
400	Gwaunmiskin – Cardiff	Edwards Coaches	Every 60 mins First: 06:43	Every 60 mins First: 06:43	Every 120 mins First: 09:13

			Last: 18:43	Last: 18:43	Last: 17:13
	Cardiff - Gwaunmiskin	Edwards Coaches	Every 60 mins First: 08:02 Last: 19:47	Every 60 mins First: 08:02 Last: 19:47	Every 120 mins First: 10:32 Last: 18:32

It should be noted that information contained within the table below is taken from current May 2021 timetables which are impacted by the Covid-19 pandemic. It is anticipated that pre-Covid-19 service provision will be reinstated in the near future providing an improved level of service.

3.8 School Transport

RCTCBC policy currently states that there is no current requirement to provide home to school transport for primary school pupils. As such, it is not considered that buses or taxis are provided to any pupils of Llanilltud Faerdref Primary School.

3.9 Rail

There is no viable rail station within proximity of the site, and it is not expected that any school pupils/staff would travel to site by rail.

3.10 Local Highway Network

The main vehicular access to the site is currently achieved from St Illyds Road to the west of the site via a priority T-junction arrangement. A secondary vehicular access is located to the east of the site via an unnamed road, which is accessed from Main Road and leads into the Parish Hall car parking facility.

Some of the characteristics of the roads within the site’s surroundings are described in turn below:

St Illyds Road

St Illyds Road is fronted predominantly by commercial property within proximity of the site. It is subject to a 30mph speed limit and connects to Main Road to the south at the Main Road/St Illyds Road//Station Road crossroads junction and to the north connects to Church Road in the Upper Church Village residential area.

Most of the properties along St Illyds Road do not have frontage access for cars, and on-street parking is generally prohibited via provision of double yellow lines. However, some car parking is provided immediately west of the existing school, north of the bus stop on the eastern side of the carriageway. The lack of on-street parking and bus bays that are situated off the main carriageway means that traffic flow along St Illyds Road is generally unrestricted.

Main Road

Main Road within the site’s locality is primarily fronted by commercial properties comprising local businesses, and some residential properties. It is subject to a 30mph speed limit and is the primary route through Church Village, providing strategic connectivity to the A473 and Treforest to the north and Talbot Green to the southwest.

Within proximity of the site, car parking is forbidden with double yellow line markings prominent on either side of the carriageway. As such, most residential properties which front onto Main Road have private driveways with several access points located intermittently along the carriageway.

Station Road

Station Road comprises the southern arm of the Main Road/St Illtyds Road//Station Road crossroads junction and provides connections to several residential estates on its western side via Coed Dowlais and connects to the A473 via a four-arm roundabout arrangement approximately 800 metres to the south of the crossroads.

Within the locality of the site, Station Road is subject to a 30mph speed limit and is fronted by residential properties at its southern extent.

3.11 Car Parking

The existing site has 10 car parking spaces and one parking space for a minibus. These are all situated to the northwest corner of the site and accessed from the main entrance via St Illtyds Road. A car park is also situated to the west of the site (referenced CP1 below and named formally as Maes Parcio Ty Illtyd Car Park), which has 82 parking spaces. It is understood that around 3-4 staff members currently utilise this car park and walk across to the school.

As mentioned previously, there is also a car parking facility at the Parish Hall (referenced CP4 below) to the east of the school which has a capacity of approximately 34 spaces.

A set of parking beat surveys were carried out on Wednesday 16th June 2021. The surveys were carried out at 30-minute intervals between 07:00 to 09:30 and 14:30 to 16:30 and included Cae Fardre and the Parade which are adjacent to the site (**Figure 11**).



Figure 11 Location of Parking Survey (Llanilltud Faerdref Primary School)

The survey data has been summarised in **Figure 12**. There is on-street parking that can accommodate around 80 vehicles. Outside the school peak times there are typically around 45 spaces available which decreases to around 35 spaces available at 15:00 suggesting parents are parking locally to pick up their children after school.

It is notable that of the parked vehicles a number are parking in a manner which is illegal or makes movement for other modes of transport more challenging due to obstruction.

Potential mitigation measures that could be introduced to improve pick-up/drop-off operations are included in Section 0.

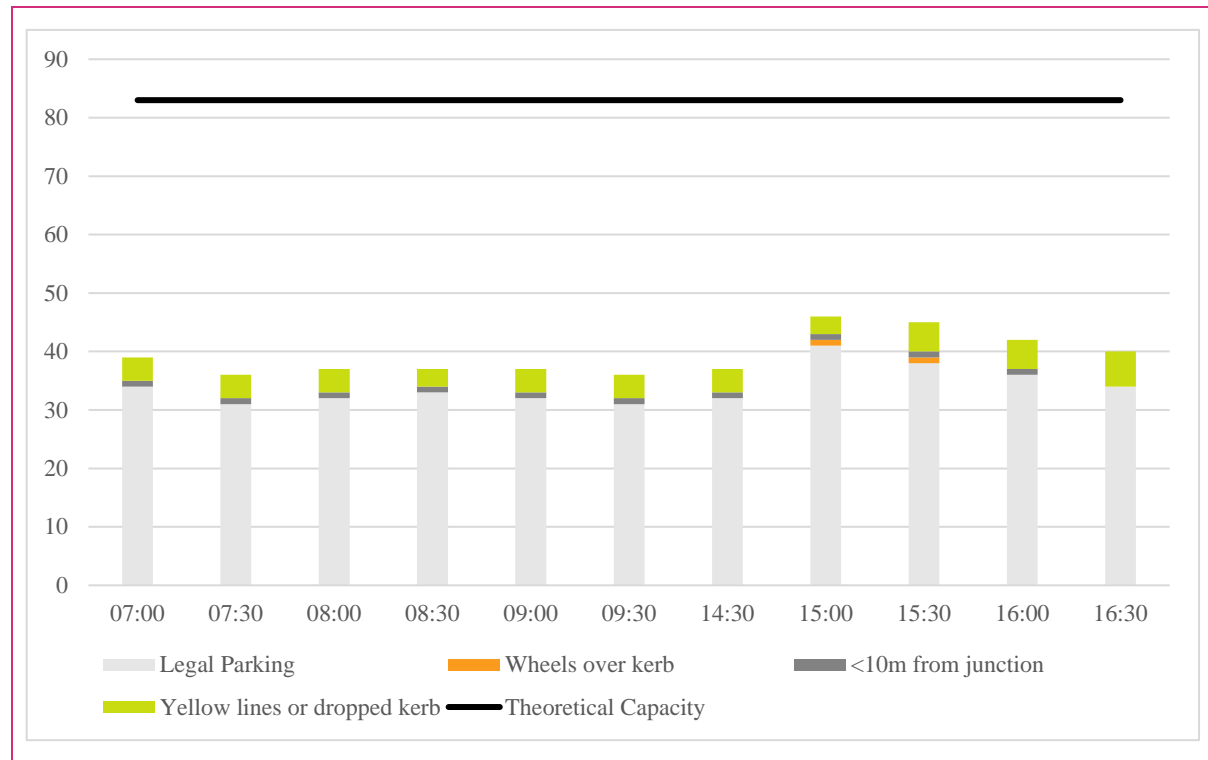


Figure 12 Parking Occupancy Graph (Llanilltud Faerdref Primary School)

3.12 Road Traffic Accidents

STATS19 accident data records have been provided by Welsh Government for the five-year period 2016-2020. The analysis only includes road traffic accidents which were reported to the police, and therefore damage-only accidents are excluded. The severity of accidents is categorised by severity of the most seriously injured casualty:

- Slight accident – one in which at least one person is slightly injured, but no person is killed or seriously injured;
- Serious accident – one in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed; and
- Fatal.

Analysis of the accident data within the red line study area indicates that one slight accident occurred in 2016, involving two cars on the B4595, Main Road as a result of a right turn manoeuvre which caused a collision between two vehicles.

Although accident cause is not reported in the STATS19 data, a review of weather conditions, road surface conditions and other pertinent information reveals that there are no extenuating circumstances for the accident and as such driver error is likely to be the cause.

The data relevant to the study area is shown in **Figure 13** whilst a plan is also included in Appendix D.



Figure 13: Llanilltud Faerdref Primary School Accident Data (Source: STATS19, provided by WG)

Data presented within **Figure 13** confirms that one ‘slight’ collision has been recorded over the five-year period in the study area. It is not considered that one collision classified as ‘slight’ in terms of severity within the study area over a five-year period is material, and it is therefore not considered that there is any existing safety problem on the local highway network within proximity of the site.

3.13 Summary of Key Issues

The key current transport issues can be summarised as follows:

- The site is surrounded by residential development to the north-west, south-west and south-east and playing fields (Central Park) to the north-east;
- The site is served by a range of pedestrian routes, including a PRoW DRE/41/1 which runs from Main Road to St Illtyds Road along the western boundary of the Parish Hall and the existing school sports pitches. DRE/37/1 also runs from St Illtyds Road through to Springfield Courts connecting to residential areas to the north of the existing school;

- There is no cycle parking provision at the school, which is likely to be a limiting mode choice factor for pupils, parents and staff resulting in lower numbers of journeys to the school by cycling;
- The nearest bus stop is situated on St Illtyds Road, approximately 50 metres south of the main school entrance although service provision is infrequent. There is no viable rail station within proximity of the site, and it is not expected that any school staff would travel to site by rail;
- STATS19 accident data collected from Welsh Government has not identified an existing safety problem on the local highway network within proximity of the site; and
- A number of potential issues have been highlighted along local walking routes to school within proximity of the site and are summarised in Section 4 alongside key recommendations.

4 Safer Routes to School

To understand the quality of the local pedestrian network The Welsh Governments Walking Route Audit Tool (WRAT) has been utilised. This has been developed along with guidelines outlined in the Welsh Governments Learner Travel Statutory Provision and Operational Guidance which also identifies geometric features such as desire lines, stopping site distances and safe/controlled crossings.

The WRAT was developed as part of the Welsh Active Travel Design Guidance to assist with the audit of walking routes. The audit methodology targets the five core design outcomes for pedestrian infrastructure: attractiveness, comfort, directness, safety and coherence

For each of the five criteria there are several conditions which can be assigned a score of zero which is unacceptable, one which may need considering and two which represents a good example. If the route gains a score of over 70% it will be coded green as an acceptable route, if below this it will be amber and if any criteria is recorded as a zero the route is flagged as red. The full set of scores from the WRAT has been included in Appendix E of this report.

The results of the WRAT are displayed in **Figure 14**. A survey was based on five-minute walking radius around the re-development site and the links have been split into 12 sections with similar characteristics between junctions. This allowed the differences in provision to be identified and accurately represented. A summary of the audit has been recorded in Table 6 with the key issue across the routes being the lack of dropped kerbs and/or tactile paving.

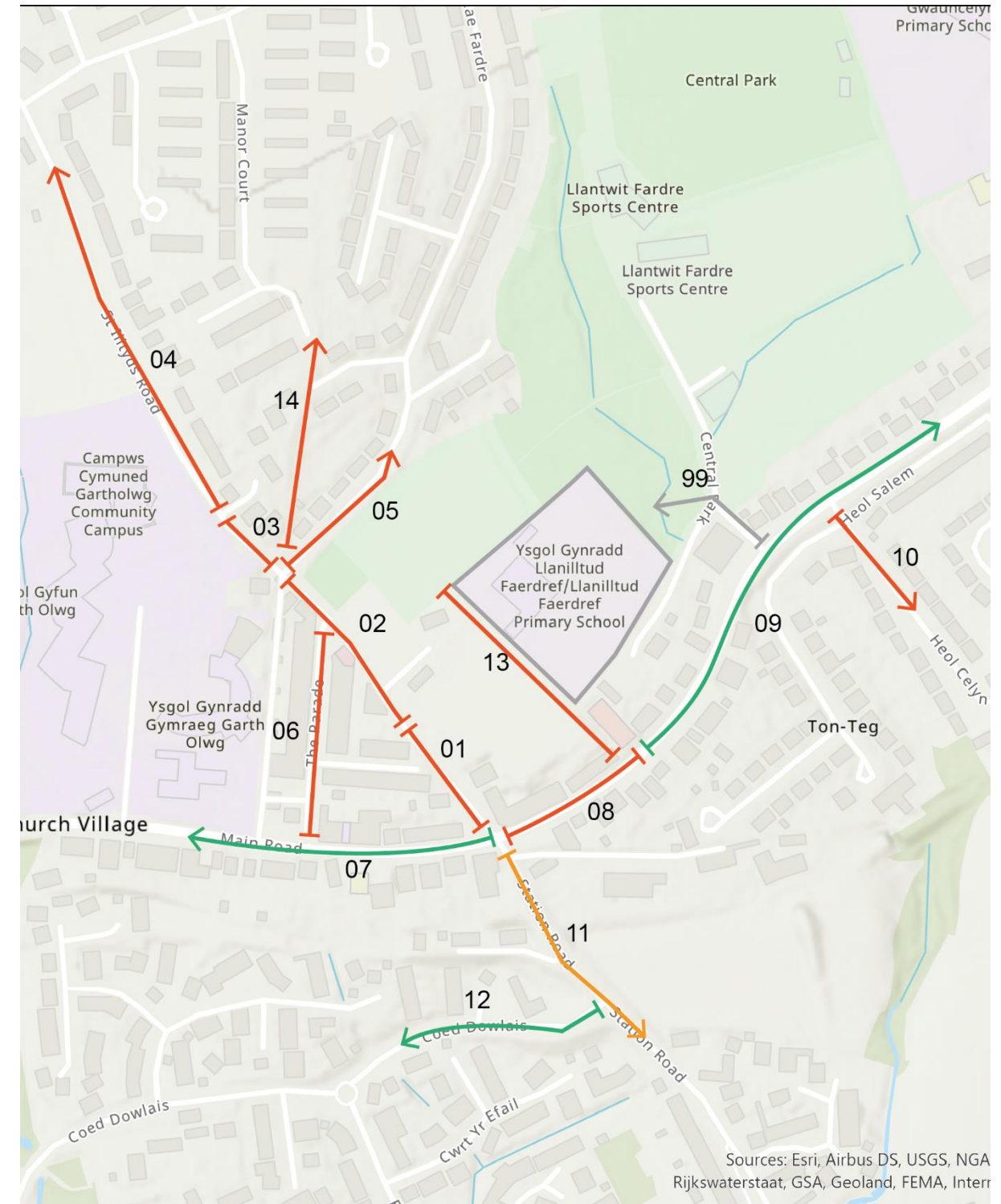


Figure 14 Walking Route Audit

Table 6 Walking Route Audit

#	Street	Summary	Remedial Measures required to achieve 'green' status
01	St Illtyds Road	No controlled crossing on the desire line between the school and the bus stop	There is already a Zebra crossing north of the school access. A second Zebra crossing could be introduced north of the bus stop and south of the school entrance – along the pedestrian desire line
02	St Illtyds Road	No dropped kerbs or tactile at the junction with the Parade	Dropped kerbs and tactile paving should be provided either along pedestrian desire lines or at safe crossing locations.
03	St Illtyds Road	No dropped kerbs or tactile at the junction with Cae Fardre	Dropped kerbs and tactile paving should be installed at the junction with Cae Fardre.
04	St Illtyds Road	Some sections of the footpath are narrow	It is recommended that the local footways be widened in line with Welsh Active Travel Guidance: <ul style="list-style-type: none"> • Desirable minimum footway width is 2m, which allows two wheelchairs or double buggies to pass comfortably. • An acceptable minimum width is 1.8m, this allows one pedestrian to pass a wheelchair or double buggy; and • An absolute minimum width of 1.5m, allowing two wheelchairs or double buggies to pass, and
05	Cae Fardre	There is no footpath on the southern side of the road, but a pedestrian desire has been trodden into the verge	It is recommended that a footpath be constructed on the southern side of the road as well as a new pedestrian access between the football pitch and children's park, following the current pedestrian desire line.
06	The Parade	Missing dropped kerbs and tactile paving	Dropped kerbs and tactile paving should be installed at the junction with Lewis Street and the footways outside Llantwit Fardre R.F.C be re-graded to denote pedestrian priority.
07	Main Road	The footway is less than 2m but offers a comfortable pedestrian environment	While Main Street scores well in the WRAT there could be an opportunity to enhance the public realm for more active travel modes.
08	Main Road	The footpath is discontinuous on the southern side of the road, giving way to parking bays	There is a 40m embayment around 25m east of the junction with Station Road. This embayment is not well integrated the with footpath and although there are double yellow lines along the kerb cars are witnessed to be parking in this area. There could be opportunity to better manage the space, either removing the embayment and using the space to enhance public realm (maybe including cycle stands) or formalising the parking area alongside the pedestrian facilities.
09	Main Road	Various driveways cross footpath but typically offer a good level of service	
10	Heol Celyn	Missing tactile and dropped kerbs within housing estate	Dropped kerbs and tactile paving should be provided either along pedestrian desire lines or at safe crossing locations.
11	Station Road	There is only a footpath on one side of the road, but controlled crossings have been provided	A new footpath could be introduced on the eastern side of the road, this would also help connect the bus stop opposite the Coed Dowlais junction.
12	Coed Dowlais	Good pedestrian provision provided through housing estate	
13	Public right of way (north)	The public right of way is as the back of houses, there is a narrow footpath and the lamppost is within a tree canopy. This would not feel like a safe route during darker months.	The public right of way could be enhanced by providing better lighting and widening the footpath to a desirable minimum width of 1.8m. Better planting which is regularly maintained would provide a more attractive route that doesn't impact the useable width.
14	Public right of way ()	The public right of way is a narrow footpath and would impact two people pushing buggies or in a wheelchair passing each other.	The public right of way could be enhanced by providing better lighting and widening the footpath to a desirable minimum width of 1.8m. Better planting which is regularly maintained would provide a more attractive route that doesn't impact the useable width.
99	Park access	There is a potential access through the park which is likely used in summer months	A new lit path could provide good access to the school, connecting through the park.

5 Development Proposals

5.1 Introduction

The application seeks full planning permission for the demolition of existing school buildings on the Llaniltud Faerdref Primary School site to provide a one storey school building, to include classrooms for primary and nursery pupils.

In summary, the planning application seeks consent for the following proposed works:

- Demolition of the existing school buildings;
- Construction of a one storey school building, to include classrooms for primary and nursery pupils, “heartspaces”, administrative spaces, main hall and kitchen;
- External areas and facilities, to include landscaped areas, an amphitheatre and hard and soft playgrounds;
- Two multi-use games area (MUGA) courts;
- One car parking area with capacity for 22 car parking spaces;
- 22 cycle parking spaces;
- Refuse and waste collection; and
- Erection of temporary classrooms during construction.

The proposed redevelopment of Llaniltud Faerdref Primary School will see an increase from 176 (including 18 nursery places) to around 270 pupils (including 30 nursery places). Staff numbers (including support staff) are proposed to increase from 35 to 39 (including all support staff).

It is proposed that the school day will continue to start at 09:00 every morning and finish at 15:30. The school operates a free breakfast club from 08:10 to 09:00 each day where pupils can eat breakfast, while there are also after school clubs which operate daily from 15:30 to 16:30. These arrangements will remain following the redevelopment of the site.

This chapter presents the transport elements of the proposals for the site, whilst the proposed masterplan is included in Appendix F³.

5.2 Access Strategy

The proposed access strategy has been developed with reference to the hierarchy of users, as presented in **Figure 15** below.

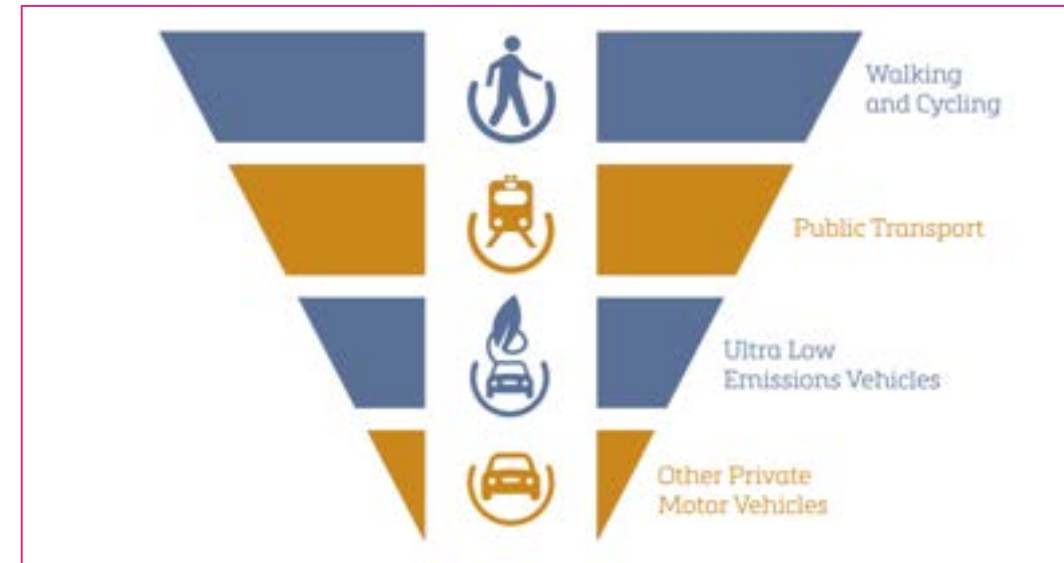


Figure 15: User Hierarchy

This gives priority to pedestrians and cyclists over other road users within the school and, where possible, on the surrounding highway network. In summary, the access strategy includes the following proposals:

- Introduce a new pedestrian/cyclist entrance from the west of the site, to segregate active travel users from vehicular traffic;
- Introduce appropriate crossings within the proposed car park to give priority to pedestrians over vehicles;
- Provide appropriate levels of secure, sheltered cycle parking, in line with guidance set out by RCTCBC;
- Vehicle access/egress proposed via priority T-junction arrangement from St Illyds Road leading into a new car park within the site;
- Turning area provided near the vehicular entrance for refuse/kitchen vehicles to manoeuvre within the site, also facilitated by a bin store; and
- Proposed car park located on the western boundary of the site, with provision for 23 car parking spaces.

Active Travel: Walking and Cycling

Pedestrians and cyclists will access the school via a new pedestrian entrance to the west of the site, accessed via an existing Public Right of Way (PRoW) which runs from Main Road and adjacent to the Parish Hall and alongside the football pitch, rugby pitch and children’s play area. From Main Road, pedestrians will be able to travel to/from the nearby residential areas via the existing footways and pedestrian infrastructure beyond.

This access strategy means that any potential conflict between pedestrians/cyclists and vehicular traffic is minimised and managed, to encourage sustainable travel to the site.

³Stage 3 Landscape Architects' illustrative masterplan drawings (received on 24/09/2021)

In addition to the above, it is considered appropriate to deliver the RCTCBC INM routes as part of the school's redevelopment, with the aim of improving active travel infrastructure in and around the site. The improvements (including a map) are set out in Section 0 and include:

- footway improvements (ref: RCT INM W10) defined as the 'construction of a new active travel route in Tonteg to link with the existing network.' on Main Road, St Illtyds Road and Cae Fardre within proximity of the site; and
- a shared use path (ref: RCT INM S13) defined as the 'Construction of new active travel links between Church Village, Tonteg, Llantwit Fardre and Beddau. This includes new links to local facilities and new housing developments and to the Church Village Community Route.

These improvements will help achieve modal shift away from the private car in favour of walking and cycling through providing better, safer infrastructure for parents/pupils and staff members of the school.

Vehicular Access and Servicing

Vehicles will continue to access the school via St. Illtyds Road, which leads into the development site at its north-western corner and into the new proposed car park. A turning head is also provided on entry to enable larger refuse vehicles to manoeuvre within the site.

A bin store is also located near the vehicular entrance to the school adjacent to the turning head provided. As such, servicing of the site is proposed to be made from this location which will eradicate the need for refuse vehicles to enter/egress the formal car parking area and limit potential conflict with staff arriving/departing the school by car.

It is assumed that there would be no additional vehicular movements associated with the servicing of the site. It should be noted that kitchen deliveries and refuse collections will be down to individual contracts and could change in future. However, it is unlikely that this would result in a significant increase of vehicular movements associated with the servicing of the site.

Swept path analysis of a refuse vehicle is included in Appendix G. This illustrates that such vehicles can appropriately access/egress the bin store at this location.

5.3 Parking

In line with the access strategy and hierarchy of users, adequate parking provision for cyclists will be provided within the development. Car parking and accessible parking spaces are also proposed in line with RCTCBC guidance.

The quantum and location of parking for each mode is outlined below.

Cycle Parking

Cycle parking for the new school will be conveniently located directly adjacent to the proposed new pedestrian/cycle access. As mentioned above, this is away from vehicular traffic and therefore conflict between cyclists and motorised vehicles will be minimised to ensure safe access for pupils, parents and staff.

The adopted RCTCBC Cycle Parking Standards are set out within Section 2.3.2 of this report. Table 7 below summarises the requirements based on the standards as well as the proposed cycle parking requirement for the new school.

Table 7: Cycle Parking Standards and Proposed Provision

Type of Spaces	RCTCBC Standards	Proposed Requirement
Long Stay	1 stand per 5 staff	5
	1 stand per 20 children	14
Short Stay	1 stand per 100 children	3
Total	-	21

The table above sets out that a total of 21 cycle spaces are required, based on the forecast number of pupils and staff, as outlined in Section 5.1. However, to promote cycling as a transport mode for staff and pupils and cater for future demand, it is proposed to provide 15 covered Sheffield style stands as part of the development, providing storage for up to 30 cycles. Associated facilities will also be located within the school itself including changing rooms, whilst a shower is also to be provided within a hygiene room for use by staff if required.

It should also be noted that further expansion of cycling facilities could also be introduced should it be warranted by demand.

Car Parking

The adopted RCTCBC Car Parking Standards are set out within Section 2.3.2 of this report. Table 8 below summarises the standards as well as the level of car parking required for the new school.

Table 8: Car Parking Standards and Proposed Provision

Type of Spaces	RCTCBC Standards	Proposed Requirement
Commercial Vehicle Space	1 commercial vehicle space	1
Non-operational	2 spaces per classroom	18
Visitor Spaces	3	3
Disabled Spaces	2% of total spaces (minimum of 1 space)	1
Total	-	23

A total of 23 spaces are proposed including 21 standard spaces (which can operate flexibly between staff members and visitors) and two disabled spaces conveniently situated near the school entrance with consideration also given to levels, types of disability including the visually impaired. 10% of standard spaces will be for Ultra Low Emission Vehicle (ULEV) charging spaces, as per guidance set out within PPW 11.

Although no specific commercial space is provided, there is adequate room for refuse vehicles and kitchen delivery vehicles to enter and egress the site and manoeuvre via the turning head provided on entry to the site. As mentioned previously, the bin store is also conveniently located here so that such vehicles would not be required to enter the car park, minimising interaction with other vehicles.

In addition, the proposed total number of car parking spaces is considered sufficient for the forecast increase in staff members when comparing against the existing number of spaces/staff members.

There is also availability for parking within Maes Parcio Ty Illtyd Car Park to the west of the school, which has 82 parking spaces and the Parish Hall car park which has capacity of approximately 34 spaces.

Based on the above, it is therefore concluded that the level of car park provision outlined within Table 8 is adequate and appropriate.

Parent Pick-up and Drop-off

The Travel Survey undertaken at Llanilltud Faerdref Primary School highlighted that pick-up and drop-off periods can get busy with vehicular traffic and car parking causing blockages along nearby footways.

As such, mitigation measures that could be introduced to provide safer walking routes and reduce traffic volumes near the school are outlined below:

- A management strategy to control movements within and close to the school should be put in place, which would be implemented with help from school staff. This could also include additional parking restrictions within the school's surroundings;
- The School Travel Plan, which is to be implemented, including all measures set out in Section 8.4 of this report, should also help improve pick-up and drop-off periods. The aim of the Travel Plan is to reduce the number of trips made to school by private car in favour of more sustainable modes; and
- Despite the proposals prioritising and encouraging active travel modes, for some parents who have onward locations to travel to, walking or cycling to/from school is unrealistic given distances travelled. As such, and if considered appropriate, staggered pick-up/drop-off times could be introduced (e.g. by age group) to manage the number of parents/pupils arriving at the same time.

6 Travel Demand

6.1 Introduction

This chapter presents future travel demand forecasts that are expected to be generated by the proposed school redevelopment. This has been produced through using the existing modal share estimations outlined in Section 3.3, and revised mode share projections for the ‘proposed’ scenario on the basis of the sustainable transport interventions proposed as part of the redevelopment of the site.

This section forms the basis for understanding any impact on the transport network because of the redevelopment of the site, considering the increased number of pupils and staff at the school.

6.2 Key Methodology Assumptions

The following key methodology assumptions have been made to project the travel demand arising from the proposals:

- Pupil demand at Llanilltud Faerdref Primary School is forecast to be 270 once redeveloped;
- A maximum of 39 staff members will work at the school (including support staff);
- For robustness, the calculation is based on a 100% attendance and no factor has been applied to reflect scheduled absentees and days of for illness;
- As mentioned previously, it is assumed that there would be no additional vehicular movements associated with the servicing of the site; and
- Multi-modal trips are calculated using the above pupil and staff projections and the modal split presented in Section 3.3 for the existing scenario. Due to the measures being introduced as part of the scheme, including delivery of meaningful upgrade to the local active travel network, provision of cycle parking etc. it is considered appropriate to modify the existing modal share proportions to estimate future travel patterns.

6.3 Proposed Mode Share

The existing and revised mode share assumptions for pupils and staff are presented in Table 9 below. The revised modal split assumptions reflect the sustainable transport interventions proposed on-site (set out in Section 0) and the ‘softer’ Travel Planning measures to be introduced (set out in Section 8).

Table 9: Revised Pupils/Parents and Staff Modal Share

Travel Mode	Existing Mode Share	Proposed Mode Share
Staff		
Walk	24%	30%
Cycle	0%	9%
Bus	3%	3%

Car	66%	52%
Car Share	7%	6%
Other	0%	0%
Total	100%	100%
Pupils/Parents		
Walk	28%	34%
Cycle	0%	6%
Bus	0%	0%
Car	72%	60%
Car Share	0%	0%
Other	0%	0%
Total	100%	100%

Staff

A target reduction of 14% in the number of trips made to and from the site by private car is proposed for staff members. It should be noted that due to the relatively low number of staff members, a small change in number of staff switching modes has a significant impact on mode share proportions.

Furthermore, this target is considered achievable because of the following interventions:

- A 9% increase in the number trips made by cycle reflecting the proposed provision of cycle parking on-site (currently there is no provision), as well as associated Travel Planning measures set out in Section 8.4.2 including the potential to provide bike loans and awareness campaigns such a cycle/walk to work week; and
- A 6% increase in walking trips reflecting as a result of proposed good quality links around the site and awareness campaigns such a cycle/walk to work week.

Pupils/Parents

A target reduction of 12% in the number of private car trips made to and from the site by parents/pupils is proposed for the site. This is considered achievable as a result of the following interventions:

- A 6% increase in the number of trips made by cycle reflecting the proposed provision of cycle parking on-site (currently there is no provision), as well as associated Travel Planning measures set out in Section 8.4.2 bicycle training courses to improve confidence and road safety awareness and a cycle to school day/week to encourage pupils and staff to travel by bicycle; and
- A 6% increase in walking trips reflecting as a result of proposed good quality links around the site and awareness campaigns such a cycle/walk to work week.

6.4 Multi-Modal Demand Impact

Based on the modal split assumptions set out above and the increase in number of staff members and pupils at the school once redeveloped, Table 10 presents the multi-modal trips estimated to be generated by pupils and staff.

Table 10: Forecast Multi-Modal Pupils/Parents and Staff Trips

Travel Mode	Existing Demand	Proposed Demand
Staff		
Walk	8	12
Cycle	0	4
Bus	1	1
Car	23	20
Car Share	2	2
Other	0	0
Total	35	39
Pupils/Parents		
Walk	49	92
Cycle	0	15
Bus	0	0
Car	127	163
Car Share	0	0
Other	0	0
Total	176	270

6.5 Traffic Impact

A vehicular traffic comparison has been undertaken between the existing and the proposed school, based on the forecast change in number of pupils and staff travel split by morning and afternoon arrivals and departures.

To convert the demand set out in Section 6.4 into two-way vehicular trips, parents are assumed to pick-up and drop-off within both the AM and PM periods (i.e. two, two-way vehicular trips). Staff are assumed to arrive in the AM and depart in the PM period.

In addition, a 20% reduction in total vehicular trips has been applied within both the existing and proposed scenario to account for trips made by parents with more than one pupil at the school.

The resultant number of vehicular trips that are associated with each scenario are summarised in Tables 10, 11 and 12.

Table 11: Morning Period Vehicular Trip Generation (Existing & Proposed Scenario)

Scenario	Existing No. Trips		Proposed No. Trips	
	Arr.	Dep.	AM	PM
a. Staff	23	0	20	0
b. Parents/Pupils*	127	127	163	163
c. Parents/Pupils (20% reduction applied)	102	102	130	130
Total (a. Staff + c. Parents/Pupils)	125	102	150	130

Table 12: Afternoon Period Vehicular Trip Generation (Existing & Proposed Scenario)

Scenario	Existing No. Trips		Proposed No. Trips	
	Arr.	Dep.	AM	PM
a. Staff	0	23	0	20
b. Parents/Pupils*	127	127	163	163
c. Parents/Pupils (20% reduction applied)	102	102	130	130
Total (a. Staff + c. Parents/Pupils)	102	125	130	150

Table 13: Daily Vehicular Trip Generation (Existing & Proposed Scenario)

Scenario	Existing No. Trips		Proposed No. Trips	
	Arr.	Dep.	AM	PM
a. Staff	23	23	20	20
b. Parents/Pupils*	254	254	325	325
c. Parents/Pupils (20% reduction applied)	203	203	260	260
Total (a. Staff + c. Parents/Pupils)	226	226	280	280

Table 13 demonstrates that the current proposals could be associated with a net increase of circa 54 trips in both the morning and afternoon periods, resulting in a daily increase of 108 two-way trips.

6.6 Summary

Based on the analysis presented within this section, it is not considered that a daily increase of 108 two-way car trips will have a material impact on the local highway network, given that these are distributed between the AM and PM periods.

In addition, potential mitigation measures could be put in place, including a potential management strategy to control movements in and around the school, introduction of staggered pick-up/drop-off times and measures to be introduced as part of the School Travel Plan (outlined in Section 8.4 of this report). These measures will help reduce the number of trips made to school by car and manage car parking operations during pick-up and drop-off periods.

7 Framework Construction Traffic Management Plan (CTMP)

7.1 Introduction

This section describes the access arrangements and provides an estimate of trip generation during the construction phase of the development.

It should be noted that it will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.

7.2 Routing

The designated route for traffic associated with construction deliveries is illustrated by dashed lines on **Figure 16** below and is split by vehicles from the south and west, and vehicles from the north and east. The routes will ensure that construction vehicles will use the strategic road network to access the site.

As per the routing identified in **Figure 16**, it is likely that construction vehicles looking to access the site from the south and west would utilise the M4 motorway, A4119 (by exiting the M4 motorway at Junction 34) and then utilise the A473 and Station Road which then becomes St Iltyds Road just south of the site.

Construction vehicles from the north and east would likely make use of the A470 trunk road and diverge at Upper Boat. Vehicles would then join the A473 and travel along Station Road to the south of the site, as shown on **Figure 16**.

It should be noted that some deliveries could also originate within RCTCBC and therefore may utilise other local routes.

Figure 16: Proposed Construction Vehicle Routing (Copyright: Google Maps)



It is considered that the selected route for construction traffic is the most appropriate in light of road widths, weight restrictions and the minor impact that larger vehicles would have on the strategic road network surrounding the site given that there are already many HGVs travelling on the M4, A470 and A473.

7.3 Site Access

It has been confirmed by the client that construction of the new building will be completed prior to the demolition of the existing buildings, and hence the existing access shall be maintained as the permanent access to the new building.

The main access will be maintained as use only during construction and utilise the secondary access from the car park access road to the Parish Hall (situated to the east of the site) for construction access.

During the demolition works, the main existing access may be used for construction traffic, however this shall be managed so as not to disrupt the operation of the school. It is also likely that the Parish Hall construction access will be used for construction access during demolition.

There shall be clear separation of the works from the operation of the school during both the initial build period and the demolition phases to minimise impact on the school operation.

All construction vehicles will enter and exit the site in forward gear. Vehicular tracking has not yet been undertaken, and it will be the responsibility of the contractor to ensure that the largest vehicle anticipated to be associated with the construction of the new school can access/egress the site appropriately. This information will be provided prior to construction works taking place.

7.4 Construction Phase Vehicular Trip Attraction

Subject to planning permission it is anticipated that construction would commence in 2022. It is proposed that all construction activity would take place during the following hours:

- Monday to Friday 08:00-18:00; and
- Saturday 12:00-18:00.

The origin of construction staff is unknown at this stage as it will depend on the appointed contractor. However, it is envisaged that some construction staff would be transported to the site by minibuses to minimise the impact on the strategic and local highway network.

The construction period will include the use of Heavy Goods Vehicles (HGVs) to bring equipment to the site and this will be managed to ensure that vehicle movement is controlled and kept to a minimum. In addition to the HGV movements, there will be other construction traffic using smaller vehicles associated with the collection of skips for waste management, the transport of construction workers and sub-contractors.

At this stage, the number of daily vehicular movements during the construction phase of the school are unknown. Detailed analysis will be provided post application during the reserved matters process once the design is fixed, and a contractor has been appointed.

8 Framework Travel Plan

8.1 What is a Travel Plan?

A Travel Plan (TP) provides a site occupier with the opportunity to actively commit towards creating a development that encourages modal shift towards sustainable transport.

A TP sets achievable targets for applicants and occupiers to pursue within a defined timescale. The most successful TPs are live documents that evolve with a development and in which several stakeholders including the developer, management company, tenants and local authority have a role in developing and monitoring.

Where an 'end user' or 'users' are not known a Framework Travel Plan (FTP) is produced which sets out the above in an outline format which will be used to devise subsequent individual plans for each element of the development. This type of Plan is primarily used for large scale developments which could have a significant impact on travel behaviours once occupied.

An FTP represents the first stage in sustainable travel planning. Whilst it has a format similar to a site-specific plan, this FTP will consider the strategic objectives and targets, propose site wide measures and set out monitoring proposals and strategy, which in turn will be used to inform the individual plans.

8.2 Benefits of a Travel Plan

The UK and Welsh Government recognise Travel Plans as an important tool in reducing the number of single occupancy car trips, made to and from a business, organisation, or facility, in favour of more sustainable modes of transport. such as public transport, cycling or walking.

Travel Plans can be an important tool in reducing the number of single occupancy car trips, made to and from a school, in favour of more sustainable modes of transport such as walking, cycling or school/public transport.

A reduction in the number of private vehicle journeys has the potential to reduce the type and volume of pollutants released into the atmosphere, which are contributing to climate change and having a detrimental effect on health. Travel Plans seek to influence travel behaviour and achieve an increased use of sustainable transport modes including car-sharing. They are tailored to reflect the needs and aspirations of the school.

It is considered that modal shift away from reliance on the private car would also result in a reduction in road traffic accidents, reduced stress, healthier lifestyles, better productivity, environmental protection, improved access for employees/visitors/deliveries and reduction in social exclusion through the provision of choice between modes of transport.

Travel Plans are important mechanisms for instigating and maintaining travel behaviour change. Figure 17 provides examples of some of the benefits of implementing a School Travel Plan.



Figure 17: Benefits of a Travel Plan

8.3 Objectives and Goals of the Travel Plan

The overall objectives of the School Travel Plan should be to achieve a situation where staff, pupils and visitors can make informed travel decisions based on comprehensive information about a range of transport modes.

Those travelling to and from the site can be categorised as either staff, pupils, parents or visitors. The School Travel Plan objectives for these users can be summarised as follows:

- Maximising transport choice through innovative measures;
- Encouraging sustainable travel choices among users of the site;
- Maximising accessibility for walking, cycling and school/public transport as sustainable travel modes;
- Increasing awareness of the environmental and health implications of different travel choices;
- To manage vehicle movements so that conflicts with pedestrians and cyclists can be reduced; and
- Reducing travel by the private car, particularly single occupancy car journeys.

8.4 Measures

In addition to the proposals outlined within Section 5 it will be necessary to implement several Travel Plan measures to ensure staff, pupils, parents and visitors are informed about their travel options and are encouraged to travel by sustainable modes.

It is not possible at this stage to fully define which measures are most appropriate for the site, as the measures need to be tailored to the needs and aspirations of the school. The most appropriate measures will be selected following the initial Travel Plan surveys, although the following section outlines some potential measures which may warrant inclusion in the site-specific Travel Plans.

A new Active Travel to School Toolkit⁴ for Wales was also published in October 2021 by a cross-party group on the Active Travel Act, following a long process of discussion and engagement involving over 100 organisations and individuals from across Wales.

The toolkit sets out the case for change and outlines a number of measures including case studies that could be introduced at schools to encourage more sustainable travel. Some of these include measures that could be introduced as part of the future Travel Plan.

8.4.1 Walking

The following measures can be explored as part of the Travel Plan to encourage journeys to school by foot:

- Introduce a walking bus scheme between parents/pupils and staff from local housing areas where pupils walk in groups to school with pick-up and drop-off locations along the walking route;
- Introduce and promote ‘Walk to School Week’ where all pupils, parents and staff are encouraged to walk part of, or all their journey to school. This can be introduced alongside more stringent highway proposals such as an exclusion zone around the school to demonstrate to staff, pupils and parents the benefits of fewer people travelling by car;
- Separate to the above, the introduction of a weekly scheme such as ‘Walk on Wednesday’ which seeks to encourage pupils to walk at least one day a week

⁴ <https://www.roadsafetywales.org.uk/news/posts/2021/october/launch-of-the-active-travel-to-school-toolkit/?Language=undefined>

- Provide a travel information pack that outlines safe routes to school;
- Introducing adequate locker space for staff and pupils so that they can better manage their books and belongings, reducing the need to carry potentially heavy bags;
- Special Constable controlling traffic near the school entrance to improve pedestrian safety; and
- Offer vouchers or a similar incentive to pupils that regularly walk to school.

8.4.2 Cycling

Measures introduced in Section 5 include provision of adequate cycle parking facilities which will likely encourage more staff and pupils to travel to school by bicycle.

In addition to the above, the following measures are proposed to be delivered as part of the School Travel Plan to encourage cycle journeys:

- Bicycle training courses, such as Bikeability, could be offered to pupils to improve confidence and road safety awareness;
- Cycle to school day/week to encourage pupils and staff to travel by bicycle;
- Travel information pack outlining safe cycle routes to school;
- Introducing adequate locker space for staff and pupils to store equipment such as helmets;
- Regular surveys of the bicycle parking to ensure there is sufficient storage to meet demand;
- Encourage a bike train, which similar to a walking bus, encourages pupils to cycle in a group together improving road safety and increasing social interaction; and
- Local bike shop discounts etc.

8.4.3 Bus

To encourage additional pupils and staff to travel by bus, the following measures are proposed to be introduced as part of the School Travel Plan:

- Biannual survey to enable pupils and staff to provide their views on local bus services, to identify if/where improvements are required;
- Negotiating season ticket discounts with the bus operator for staff, or exploring free bus travel;
- Advertising the benefits of public transport to staff, such as not needing to own a car/second car; and
- Displaying a map of key bus routes, stops, journey durations and frequency of services on noticeboards for pupils, parents and staff.

8.4.4 Car Sharing

Car sharing is when two or more people share a car for their journey. It promotes sustainable travel patterns by increasing car occupancy, with a consequential reduction in car movements. It also provides an opportunity for positive social interaction. Car sharing can be encouraged by:

- Introducing separate car sharing databases for pupils (parents) and staff and encouraging participation;
- Car share parking spaces in optimal locations;
- Advertising the cost savings of car sharing on notice boards; and
- Car share morning for staff to match journeys.

8.4.5 Staff

The following measures could be used to encourage staff to travel sustainably:

- The circulation of a bi-annual newsletter to all site employees, which would detail Travel (Plan) information and updates;
- The provision of a welcome pack for existing and new staff members in conjunction with local/green travel recruitment policy, which will detail the various travel options available to them and highlight the Travel Plan's measures and targets will be introduced at the site to encourage staff to travel by sustainable modes; and
- Offer priority car parking for car sharers and staff with low emission vehicles.

8.4.6 Pupils

The measures presented below will be introduced to encourage pupils to travel by sustainable modes of transport:

- Include the benefits of suitable travel into the curriculum.
- Pupil involvement with collecting travel survey data by surveying bicycle parking areas. In addition, pupils could analyse the statistical data as part of their mathematics class;
- Encourage pupils who live close together to travel to school in groups, increasing social interaction and making the journey safer;
- Offer suggestions in the classroom about how to make active travel journeys more exciting through fun and creative games. These can contribute to improvements in road safety awareness, memory and a willingness to learn; and
- A sustainable travel prize draw and awards could also be introduced as an incentive to encourage sustainable travel.

8.4.7 Parents

It is important that some measures are geared towards parents to both encourage them not to drop their children off by car, but to also to support the overarching targets of the School Travel Plan.

The following measures could be used to encourage parents not to drive and get their children to travel by sustainable modes of transport.

- Provide a travel information pack identifying safe routes to schools;
- Disseminate information regarding the health and educational benefits for children travelling to school by active travel modes;
- For younger pupils, encourage parents to create walking/cycling bus groups and take turns escorting a group of pupils to and from school; and
- Safety adverts and statistics, media campaign etc.

8.5 Implementation and Management

Travel Plan Coordinator

Quantitative, realistic and achievable targets will be set based on the results of the annual travel survey. A Travel Plan Coordinator will be appointed by the school to periodically undertake reviews of targets and take responsibility for the following:

- Implementation and day-to-day running of the School Travel Plan, demonstrating full commitment and enthusiasm;
- Establishing a Travel Plan Steering Group to assist in taking initiatives forward;
- Promoting and encouraging the use of travel modes other than the car to staff, pupils, parents and visitors;
- Taking ownership of the Travel Plan targets and implementing the necessary measures;
- Maintaining a list of travel plan representatives for staff and pupil year groups;
- Providing a point of contact for travel information for staff, pupils, parents and visitors;
- Developing and disseminating appropriate Travel Plan marketing information, and to ensure that all relevant and up to date material is clearly displayed on Travel Plan notice boards around the school;
- Arranging for travel surveys to be undertaken when necessary;
- Updating the key milestones, deliverables and the programme outlined in the Travel Plan Action Plan;
- Communicating the School Travel Plan, including promoting of the benefits of travel planning, acting as a point of contact for staff, pupils, parents and visitors based at the site requiring information, and updating the website as required;
- Periodically reviewing the Travel Plan, updating the document as necessary;
- To organise meetings of the various working groups.
- Acting as point of contact for stakeholders and transport providers; and
- Organising recognition events and be the first to offer praise for good practice.

Travel Plan Steering Group

A Travel Plan Steering Group will be formed to coordinate the ongoing review and development of the School Travel Plan targets towards the overarching goal of increasing sustainable travel of all staff and pupils. The steering group will be made up of key stakeholders including the Travel Plan Coordinator, teachers, parents, pupils, transport operators and the Travel Plan Coordinator.

The Travel Plan Coordinator will chair the steering group and work to identify appropriate mitigation measures that are required in response to monitoring of the targets for agreement with the group. In this way, the Steering Group will be responsible for overall delivery of the School Travel Plan targets, and agreeing appropriate mitigation measures, where necessary.

8.6 Targets, Monitoring and Review

Targets

To meet the overarching aim of reducing unsustainable travel to and from the school, the Travel Plan will set out a series of targets, including mode share targets. It should be recognised that for the targets to be effective in reducing unsustainable travel, they need to be ‘SMART’ as set out in **Figure 18** below.

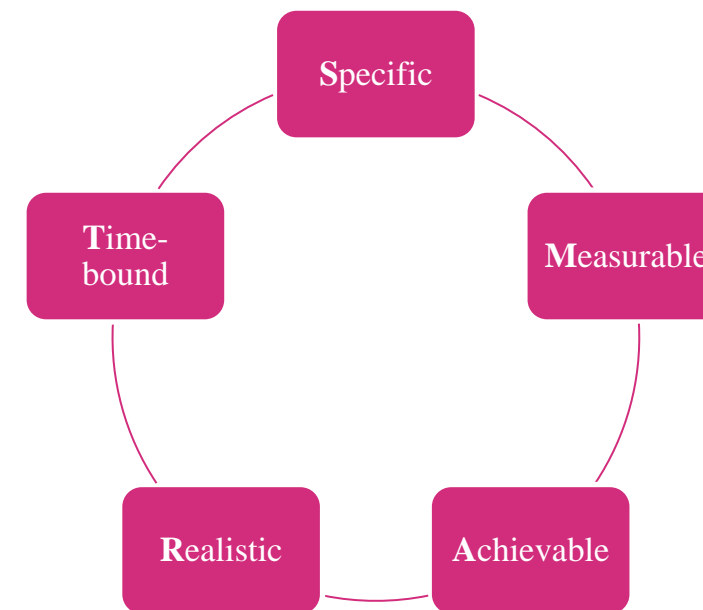


Figure 18: SMART Targets

To be successful, the School Travel Plan will need to facilitate an understanding of the travel patterns relating to the school through Travel Surveys and co-ordinate transport measures which contribute to increasing sustainable travel by staff, pupils and parents. Travel Surveys should be undertaken annually, preferably within winter and summer so that any proposed measures can be tailored based on seasonality. In addition, to maximise the chances of success, it is important to have a clear implementation strategy that identifies roles and responsibilities for stakeholders to maintain the momentum of the Travel Plan.

It is important that the Travel Plan is a living document, which means that additional measures could be introduced at any time in the future. It is recognised that travel patterns may change, or new measures could become available. It is therefore important that the Travel Plan is reviewed frequently to ensure that the objectives are up to date, and targets are being achieved. This should be done twice a year, in line with the Travel Surveys to be undertaken within the winter and summer.

Monitoring

An important part of any Travel Plan document is the continual monitoring and review of its effectiveness. It is essential that a Travel Plan document is not a one-off event but evolves over time. Regular monitoring and review led by the Travel Plan Coordinator will help to gauge progress towards targets and objectives set for each site and the development overall. If

necessary, this will enable the Travel Plan document to be refined and adapted to improve its progression and ultimate take up by all stakeholders.

As a living document, there will be the need to update the Travel Plan as required. This requirement should be linked to the monitoring of the Travel Plan which will take place every two years following implementation of the plan. The criteria for monitoring will need to understand the travel needs of staff, pupils, parents and visitors so that transport measures can be adapted or added to provide for their needs.

The monitoring will be the responsibility of the Travel Plan Co-ordinator and will review:

- Travel patterns (via a travel survey) to include comprehensive travel surveys undertaken with a commitment to review the Travel Plan targets at the end of each monitoring phase. This review will identify elements of the Plan that are not working as well as others, and allow the plan coordinator to further strengthen the measures that are performing well;
- A Full Site audit will be undertaken by the Travel Plan Steering Group, the audit will identify any barriers that obstruct walking, cycling and using public transport and make recommendations for improvements; and
- Parking provision counts (all vehicles including bicycles and motorbikes, if appropriate).

8.7 Mitigation

Mitigation will be required if either:

- Vehicle trip generation targets are not met; or
- Mode share targets are not met.

Monitoring of the vehicle trips generated by the site within surveys will provide a clear and robust mechanism for identifying any requirement for implementing additional travel plan or control measures.

9 Summary and Conclusions

Ove Arup & Partners Ltd (Arup) has been commissioned by WEPCo and Rhondda Cynon Taf County Borough Council (RCTCBC) to produce a Transport Statement in support of the redevelopment of Llanilltud Faerdref Primary School, located to the east of St Illtyds Road, just off the B4595 which provides the main route through Church Village.

The redevelopment of the site includes demolition of the existing school buildings, and construction of a new one storey school building to include classrooms for primary and nursery pupils, “heartspaces”, administrative spaces, main hall and kitchen. In addition, there will be provision for external areas and facilities, to include landscaped areas, an amphitheatre, hard/soft playgrounds and two multi-use games area (MUGA) courts.

The proposed redevelopment of the school will see an increase from 176 (including 18 nursery places) to around 270 pupils (including 30 nursery places). Staff numbers (including support staff) are proposed to increase from 35 to 39 (including all support staff).

Pedestrians and cyclists will access the school via a new pedestrian entrance to the west of the site, accessed via a Public Right of Way (PRoW) which runs from Main Road and adjacent to the Parish Hall. This strategy means that any potential conflict between pedestrians/cyclists and vehicular traffic is minimised and managed, to encourage sustainable travel. In addition, delivery of the relevant RCTCBC INM routes within the site’s surroundings as part of the school’s redevelopment, will help improve active travel infrastructure and encourage more parents, pupils and staff to travel by more sustainable modes.

Vehicular access is proposed as per the existing school from St. Illtyds Road, which leads into the redevelopment site at its north-western corner and into the new proposed car park. A turning head is also provided on entry to enable larger refuse vehicles to appropriately manoeuvre within the site and a bin store is conveniently located near the vehicular entrance.

A large number of covered cycle spaces are proposed which exceeds the minimum standards set out by RCTCBC and will encourage more pupils/staff to travel to the site sustainably. Further expansion of cycling facilities could also be introduced should it be warranted by demand.

Adequate car parking is proposed for the site, appropriate for the increase in staff forecast following the school’s redevelopment.

The redevelopment proposals are estimated to generate approximately 108 additional two-way movements across the day in comparison to the existing school. This is not considered material given the proposed increase in number of staff and pupils at the school, the fact that they are likely to be distributed across the day during the AM and PM periods as well as the potential mitigation measures that could be introduced e.g. a management strategy to control movements in and around the school and measures to be introduced as part of the School Travel Plan.

A Framework Travel Plan has been prepared which sets out several site wide measures which could be introduced to encourage walking, cycling and public transport use for pupils, parents and staff members. Proposed measures include ‘Walk to School Week’, bicycle training courses and frequent monitoring of travel to the school against targets seeking to increase the proportion of journeys made by sustainable travel modes.

As a result, the development is considered acceptable from a traffic and transportation perspective.

Appendix A

Correspondence with RCTCBC

From: [Rees, Alan \(HDC\)](#)
To: [Alex Welch](#)
Cc: [Iwan Davies](#); [Ed Dolton](#); [Gerallt Dafydd](#); [Phillips, Tim \(Traffic\)](#)
Subject: RE: RCT Primaries (Pontyclun, Pengawsi & Llanilltud) - Highways Officer Consultation
Date: 19 May 2021 18:45:07
Attachments: [image001.jpg](#)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Alex,

Apologies for the delay in responding and unavailability for the last meeting. I note that a scoping agenda has not been attached for Penygawsi but have no objections to proceeding along similar lines to the other sites.

In response to the points you raised I have added my response in RED below:-

Transport Statement (TS)

Full scoping exercise with RCTCBC – **Acceptable subject to consideration/ inclusion of information below.**

User Hierarchy audit

Accident analysis based on free sourced data (unless other data available from RCTCBC)

Free sourced information such as Crashmap is not acceptable – Data should be obtained direct from the Welsh Government for the most recent 5 year period available.

Policy Review – **See SPG link below.**

Traffic Assessment - Rates/Generation/Distribution/Comment on impact - **As existing sites most trips would already be on the network.**

Guidance on parking provision requirements and input into indicative parking layout –

Parking in accordance with RCT SPG Access Circulation & Parking (March 2011). SPGs are available via the following link: <https://www.rctcbc.gov.uk/EN/Resident/PlanningandBuildingControl/LocalDevelopmentPlans/SupplementaryPlanningGuidance.aspx>

Safer Routes to School Audit to be based on agreed methodology to be provided by RCTCBC.

Primary walking routes to the school from within the catchment to be identified, described and assessed in terms of distance and availability as set out in Learner Travel Guidance 2014 - available on WG website <https://gov.wales/learner-travel-statutory-provision-and-operational-guidance>.

Any issues affecting availability of a route should be identified with details of mitigation measures required and details of any constraints affecting delivery of such measures and if necessary alternative routes compliant with walking distance criteria, identified.

Framework Travel Plan (FTP)

Initial Travel survey of existing school for baseline - **Should be useful in quantifying the parking demand at school drop-off / Pick-up.**

Development of measures, targets, and management

Parking Study

Survey of surrounding parking stock - study area to be defined (See attached). – **Acceptable in principle**

Analysis and identification of analysis and potential mitigation

Framework Construction Traffic Management Plan

Commentary on working practices and operating hours

Swept Path Analysis (Vehicle Tracking)

Details of potential mitigation - **The Council is fully supportive of the CLOCS initiative <https://www.clocs.org.uk/> and is keen to encourage and support the scheme.**

In relation to the safer routes to school audit can you please forward details of the approach you require. – **See above**

To assist my Noise colleagues it would also be really helpful if you could provide a list of traffic data that you have available in proximity to each of the sites. – **I will need to check availability of information.**

I would be grateful for any comment and approval of the proposed content/structure including sign off of the Parking Survey study area/approach at your earliest convenience.

Focus should be on measures to accommodate on-site parking for staff and measures to mitigate the impact on adjacent areas during the drop off and pick up periods.

Any forthcoming TS / planning application should include consideration of the following:-

- i. Number of staff, pupils and ancillary staff for existing and proposed, times of operation, provision of pre-school/or afterschool activities eg breakfast club, afterschool club, afterschool activities etc., details of any community use.
- ii. Assessment of routes to and from school in accordance with Safer Routes in Communities / Learner Travel Active Travel etc. Where issues are identified details of mitigation measures should be included within the report.

- iii. Council Policy is not to provide home to school transport for primary school children, however, proposals should anticipate and include means of accommodating buses/ coaches to cater for school trips, swimming lessons, sports etc.
- iv. Consideration must be given to school drop-off / pick-up by parents etc, in terms of parking demand surveys and consideration of any improvements/facilities that can be provided to accommodate and reduce the impact on the adjacent network.
- v. A significant amount of data can be gathered at little or no cost by means of class projects integrated within the curriculum e.g. surveys and graphs of how pupils travel to school.
- vi. Parking within the school site to be in accordance with SPG Access Circulation and Parking (March 2011). As RCT Schemes the proposals should provide robust parking and cycle parking provision.
- vii. Any secondary accesses for maintenance.
- viii. Swept paths must be provided for catering and waste vehicles.

I trust that the above information is of assistance.

Regards

Alan Rees

Blaen Beiriannydd (Gwasanaethau Rheoli Materion Datblygu a Mabwysiadu Priffyrdd a Gwasanaethau Traffig) |

Principal Engineer (Highway Development Control, Traffic and Adoption Services)

Cyngor Bwrdeistref Sirol Rhondda Cynon Taf | Rhondda Cynon Taf County Borough Council,

Tŷ Sardis/ Sardis House, Pontypridd, CF37 1DU

Ffôn | Tel: 01443 494885 Symudol | Mob: 07717 360 582

E-bost | E-mail: alan.rees@rctcbc.gov.uk

Croesawn ohebu yn Gymraeg a fydd gohebu yn y Gymraeg ddim yn arwain at oedi. Rhowch wybod inni beth yw'ch dewis iaith e.e Cymraeg neu'n ddwyieithog.

We welcome correspondence in Welsh and corresponding with us in Welsh will not lead to a delay. Let us know your language choice if Welsh or bilingual.

Os gwelwch yn dda ystyried eich cyfrifoldeb amgylcheddol. Cyn argraffu yr e-bost neu unrhyw ddogfen arall, gofynnwch i chi'ch hun a ydych angen copi caled.

Please consider your environmental responsibility. Before printing this e-mail or any other document, ask yourself whether you need a hard copy.

RCT-Email-Signature-Logos



From: Alex Welch <Alex.Welch@arup.com>

Sent: 07 May 2021 18:08

To: Rees, Alan (HDC) <Alan.Rees@rctcbc.gov.uk>

Cc: Phillips, Tim (Traffic) <Tim.DJ.Phillips@rctcbc.gov.uk>; Iwan Davies <idavies@fulcrumgroup.co.uk>; Ed Dolton <ed.dolton@arup.com>; Gerallt Dafydd <Gerallt.Dafydd@arup.com>

Subject: RCT Primaries (Pontyclun, Pengawsi & Llanilltud) - Highways Officer Consultation

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

Alan,

Please find attached the scoping pro forma for the RCT Primaries proposed developments at Pontyclun, Llanilltud Faerdref and Penygawsi. The majority of detail will follow as we are proposing Pupil and Staff surveys and parking surveys.

At the meeting held on the 13th April it was broadly accepted that individual Transport Statements would be sufficient to support the planning application of each site. I attach the site location and proposals discussed at that meeting for information.

We are proposing that the following content forms the basis of the Transport Statements at each site:

Transport Statement (TS)

Full scoping exercise with RCTCBC

User Hierarchy audit

Accident analysis based on free sourced data (unless other data available from RCTCBC)

Free sourced information such as Crashmap is not acceptable – Data should be obtained direct from the Welsh Government for the most recent 5 year period available.

Policy Review

Traffic Assessment - Rates/Generation/Distribution/Comment on impact

Guidance on parking provision requirements and input into indicative parking layout –

Parking in accordance with RCT SPG Access Circulation & Parking (March 2011). SPG are available via the following link:-<https://www.rctcbc.gov.uk/EN/Resident/PlanningandBuildingControl/LocalDevelopmentPlans/SupplementaryPlanningGuidance.aspx>

Safer Routes to School Audit to be based on agreed methodology to be provided by RCTCBC.

Primary walking routes to the school from within the catchment to be identified, described and assessed in terms of distance and availability as set out in Leaner Travel Guidance 2014 - available on WG website <https://gov.wales/learner-travel-statutory-provision-and-operational-guidance>.

Any issues affecting availability of a route should be identified with details of mitigation measures required and details of any constraints affecting delivery of such measures and if necessary alternative routes compliant with walking distance criteria, identified.

Framework Travel Plan (FTP)

Initial Travel survey of existing school for baseline - Should be useful in quantifying the parking demand at school drop-off / Pick-up.
Development of measures, targets, and management

Parking Study

Survey of surrounding parking stock - study area to be defined (See attached).
Analysis and identification of analysis and potential mitigation

Framework Construction Traffic Management Plan

Commentary on working practices and operating hours

Swept Path Analysis (Vehicle Tracking)

Details of potential mitigation - The Council is fully supportive of the CLOCS initiative <https://www.clocs.org.uk/> and is keen to encourage and support the scheme. .

In relation to the safer routes to school audit can you please forward details of the approach you require.

To assist my Noise colleagues it would also be really helpful if you could provide a list of traffic data that you have available in proximity to each of the sites. – I will need to check availability of information

I would be grateful for any comment and approval of the proposed content/structure including sign off of the Parking Survey study area/approach at your earliest convenience.

Should you have any questions or if there is merit in a call please do not hesitate to get in touch.

Kindest regards,

Alex

[Alex Welch](#)

Senior Planner | Transport | Consulting West
BA(Hons) MSc CTPP MCIHT MTPS

Arup

4 Pierhead Street Capital Waterside Cardiff CF10 4QP United Kingdom
t: +44 29 2047 3727 d: +44 29 2026 6512 m: +44 79 7195 2868
www.arup.com

Connect with me on [LinkedIn](#)

Follow [@ArupUKMEA](#)

Please note that if you receive this email outside your normal business hours I don't expect a response before your next business day.

Electronic mail messages entering and leaving Arup business systems are scanned for viruses and acceptability of content.

Croesawn ohebu yn Gymraeg a fydd gohebu yn y Gymraeg ddim yn arwain at oedi. Rhowch wybod inni beth yw'ch dewis iaith e.e. Cymraeg neu'n ddwyieithog

Mae'r neges ar gyfer y person / pobl enwedig yn unig. Gall gynnwys gwybodaeth bersonol, sensitif neu gyfrinachol. Os nad chi yw'r person a enwyd (neu os nad oes gyda chi'r awdurdod i'w derbyn ar ran y person a enwyd) chewch chi ddim ei chopio neu'i defnyddio, neu'i datgelu i berson arall. Os ydych chi wedi derbyn y neges ar gam, rhowch wybod i'r sawl sy wedi anfon y neges ar unwaith. Mae'n bosibl y bydd holl negeseuon yn cael eu cofnodi a/neu fonitro unol â'r ddeddfriaeth berthnasol. I ddarllen yr ymwadiad llawn, ewch i <http://www.rctcbc.gov.uk/ymwadiad>

We welcome correspondence in Welsh and corresponding with us in Welsh will not lead to a delay. Let us know your language choice if Welsh or bilingual

This transmission is intended for the named addressee(s) only and may contain personal, sensitive or confidential material and should be handled accordingly. Unless you are the named addressee (or authorised to receive it for the addressee) you may not copy or use it, or disclose it to anyone else. If you have received this transmission in error please notify the sender immediately. All traffic may be subject to recording and/or monitoring in accordance with relevant legislation For the full disclaimer please access <http://www.rctcbc.gov.uk/disclaimer>

Appendix B

Parking Survey Brief

RCT Primaries – Proposed Parking Survey

1 Introduction

This specification note identifies the scope of the car parking survey required to inform the Transport Statements associated with each of three Primary School sites, Pontyclun, Llanitud Faerdref and Penygawsi.

This brief therefore covers three individual parking surveys.

2 Survey Location

Car parking surveys are required for all car parking areas identified on the accompanying plans. The areas shown in yellow are required to be surveyed.

In addition to the areas shown on the plans please also include for the survey of all of the Primary School on site parking over the same time periods.

3 Survey Requirements

All occupancy counts should record the following information where possible:

- The total number of standard and accessible parking spaces;
- Photographs of all parking areas, including access/egress, sign posting and every observed DDA parking bay;
- The number of occupied parking spaces (classified by standard/accessible);
- The number of available parking spaces (classified by standard/accessible); and
- Location, quantum and photos of any cycle and motorcycle parking observed.

All surveys identified in this note shall be undertaken for one neutral weekday within the school term (Tuesday, Wednesday or Thursday). The survey should be undertaken within the period 07:00-09:30 and 14:30-16:30. The proposed beat survey frequency should be every 30 minutes.

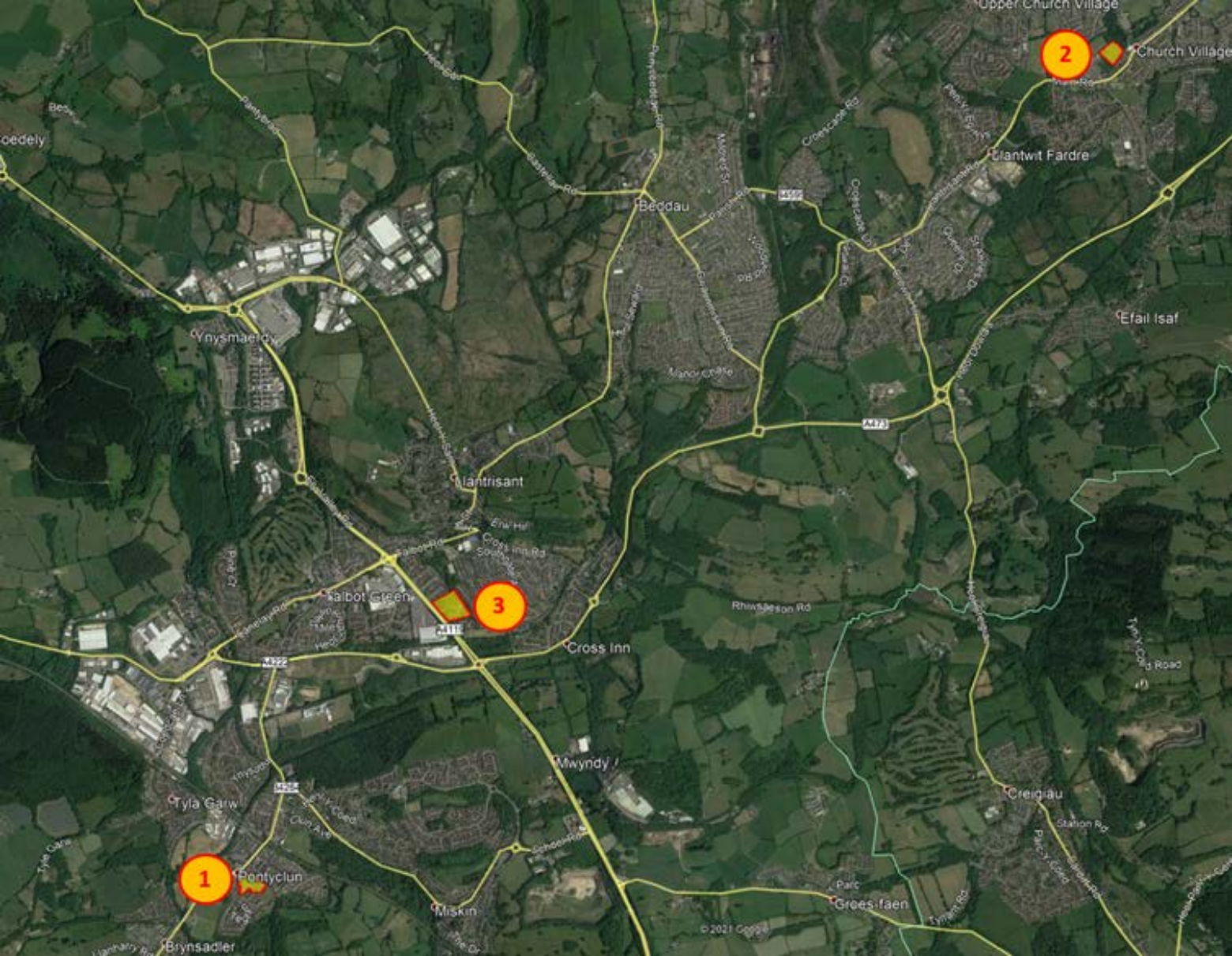
The method of data collection should be confirmed. Some areas are likely to be able to be covered with cameras

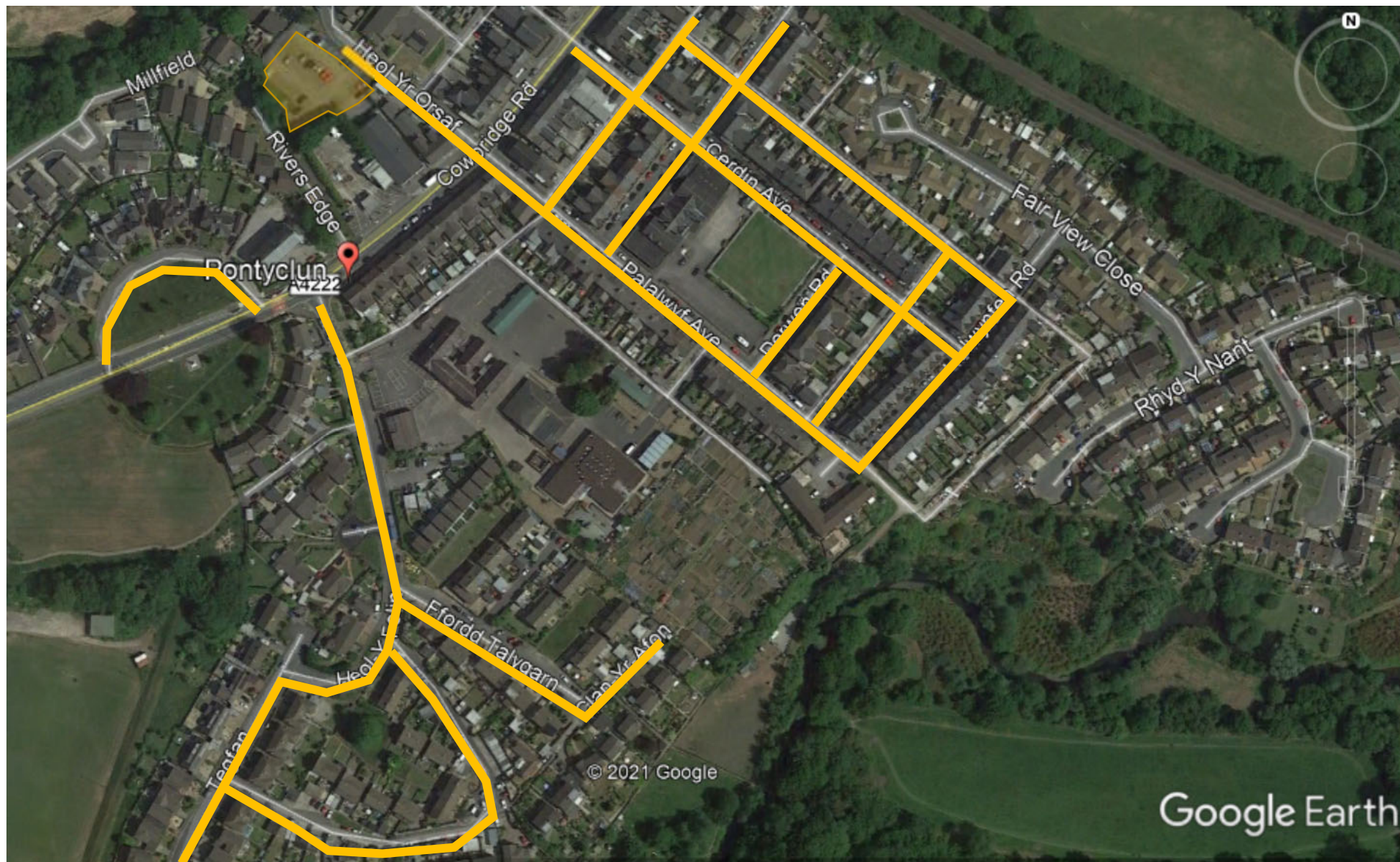
4 Reporting

The reporting of results should include an Excel tabulated format that presents occupancy count undertaken at three points in the day.

The timescale for the supply of the results should be specified with any proposal returned.

RCT Primaries – Proposed Parking Survey





1. Pontyclun



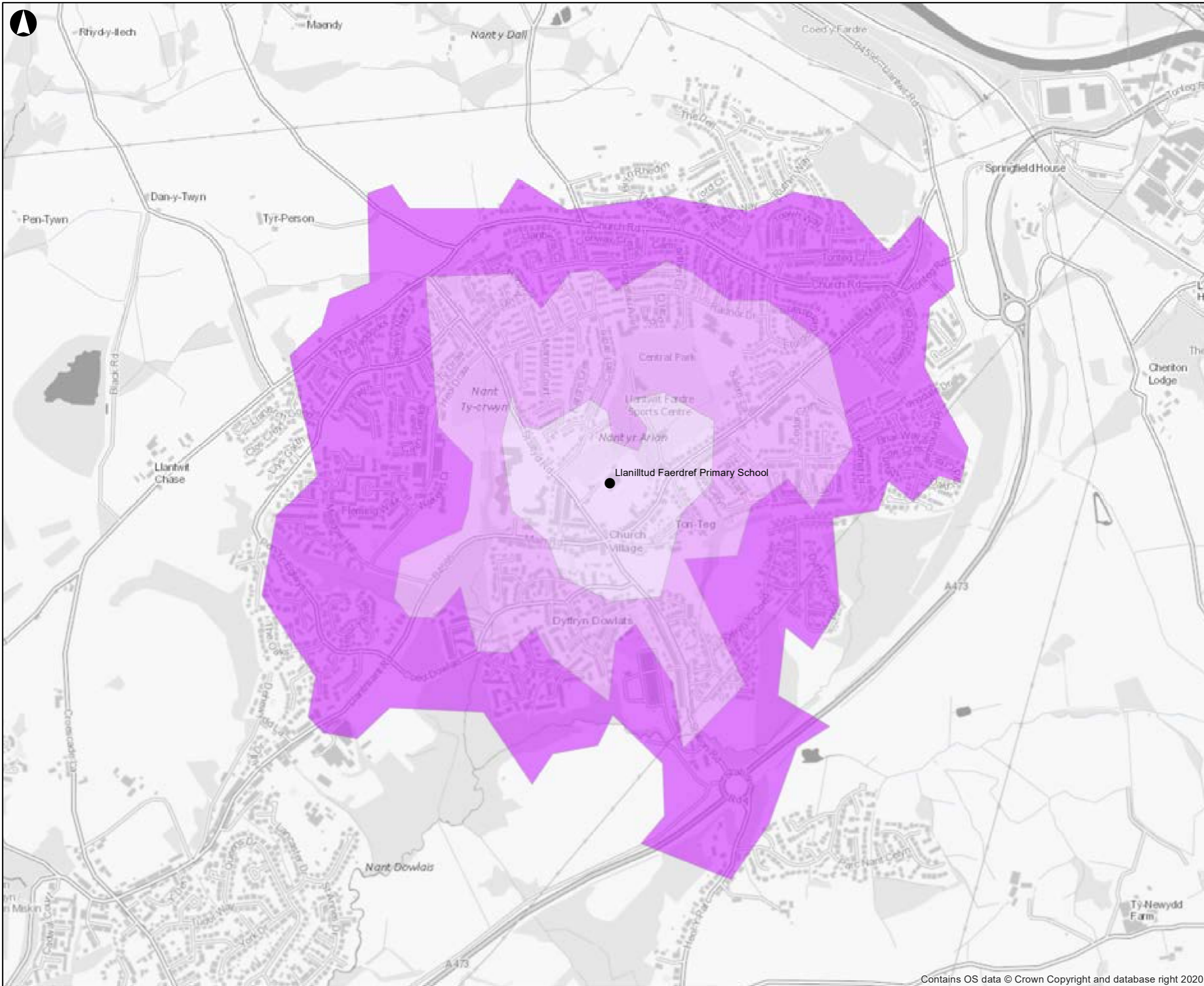
2. Llanilltud Faerdref



3. Penygawsi

Appendix C

Walking/Cycling Accessibility
Plots

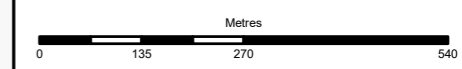


Legend

- 5 mins
- 10 mins
- 15 mins

P0	2021-10-05	GD	AW	RB
----	------------	----	----	----

Issue	Date	By	Chkd	Appd



ARUP

4 Pierhead Street
 Cardiff CF10 4QP
 Tel +44 29 2047 3727 Fax +44 29 2047 2277
 www.arup.com

Client
**WEPCo | Rhondda Cynon Taf
 County Borough Council**

Job Title
RCT 3 Primaries Batch

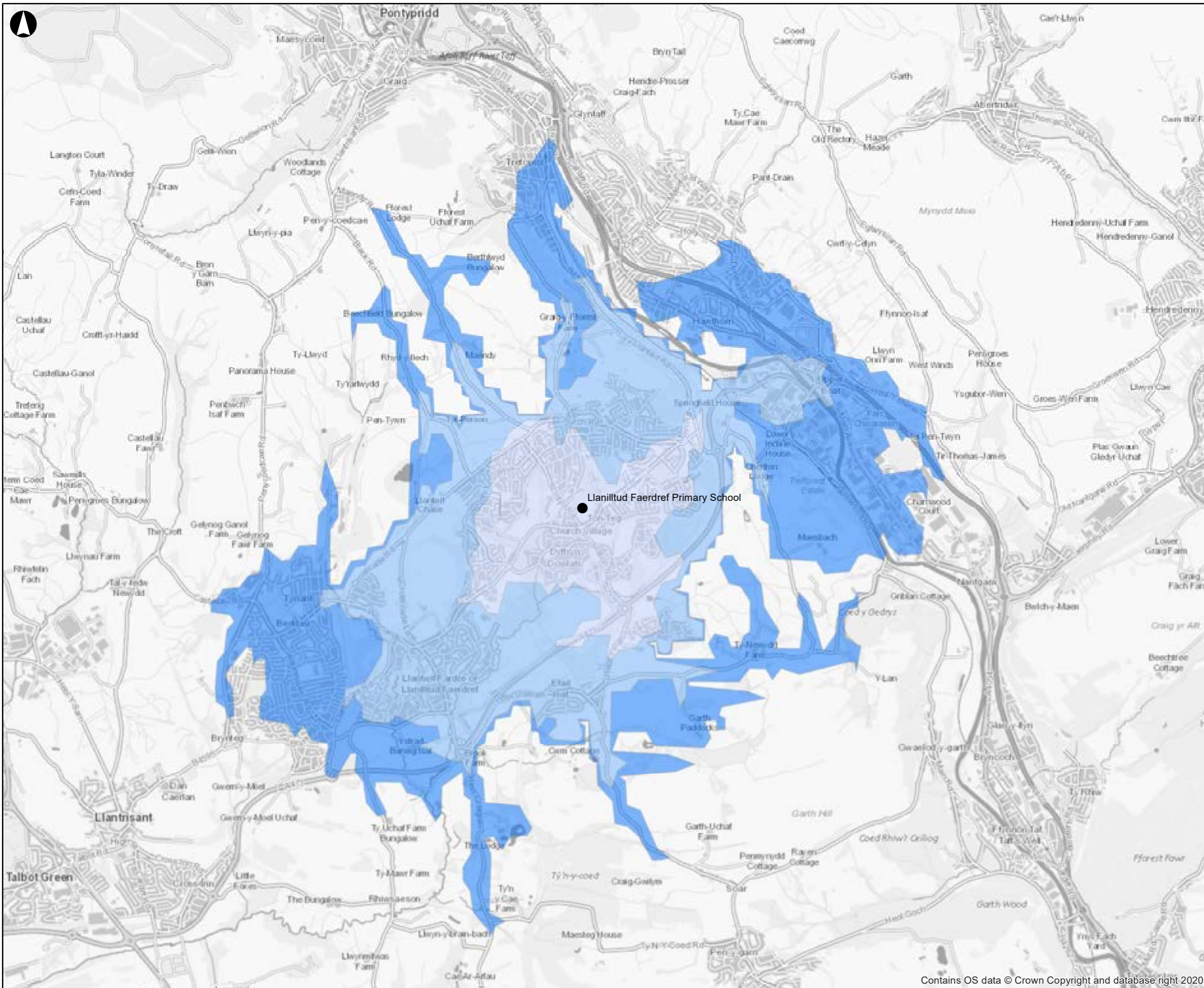
**Llanilltud Faerdref Primary School
 Walking Isochrone**

Scale at A3
1:10,000

Job No 281143-00	Drawing Status Preliminary
----------------------------	--------------------------------------

Drawing No 001	Issue P0
--------------------------	--------------------

Contains OS data © Crown Copyright and database right 2020



Legend

- 5 mins
- 10 mins
- 15 mins

P0	2021-10-05	GD	AW	RB
Issue	Date	By	Chkd	Appd

Metres

ARUP

4 Pierhead Street
Cardiff CF10 4QP
Tel +44 29 2047 3727 Fax +44 29 2047 2277
www.arup.com

Client

**WEPCo | Rhondda Cynon Taf
County Borough Council**

Job Title

RCT 3 Primaries Batch

**Llanilltud Faerdref Primary School
Cycling Isochrone**

Scale at A3

1:30,000

Job No	Drawing Status
281143-00	Preliminary
Drawing No	Issue
002	P0

Appendix D

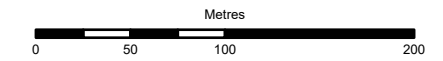
Accident Data Plan



Legend

Severity

- Fatal
- Serious
- Slight
- Llanilltud Faedref Study Area



P0	2021-09-21	AI	GD	RB
Rev	Date	By	Chkd	Appd

Coordinate System: British National Grid



Client

**WEPCo, Rhondda Cynon Taf
County Borough Council**

Project Title

RCT 3 Primaries Batch

Drawing Title

Llanilltud Faedref

Stats-19 Accident Data

Scale at A4

1:4,000

Role

Suitability

Preliminary

Arup Job No	Rev
	P0

Name
001

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus
DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Appendix E

Safer Routes to School Audits

E1

Audit Categories	Walking Infrastructure Plan: Walking & Wheelchair Access	1 (amber)	2 (Red)	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Score	
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	1	2	2	1	1	1	1	2	2	2	2														
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	1	2	2	1	2	2	1	2	2	2	2														
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.	1	1	1	1	2	2	1	1	1	2	1	2														
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient. - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards.																												
Attractiveness				4	3	5	5	4	5	4	3	5	5	5	5														
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or rutted pavement, or significant uneven patching or trenching.	1	1	2	2	1	1	1	1	1	1	1	2														
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	1	1	0	1	1	1	1	1	1	1	1														
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheelchair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	1	2	1	1	1	1	1	1	1	1	1														
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	1	2	1	1	1	1	1	1	1	1	1														
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	2	2	2	2	2	2	2	2	2	1	1														
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway). - Blamed gates restricting access, and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces.																												
10. COMFORT				5	5	7	5	3	5	5	5	5	5	4	5														
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	2	2	2	0	2	2	0	2	2	2	2														
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	2			1	2	2	1	2	2																
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (> 15s average).	0	2					2	2	2		2															
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.							2	2			2															
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.							2	2			2															
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated. - Steps restricting access for all users. - Confusing layout for pedestrians creating severance issues for users.																												
16. DIRECTNESS - other				2	6	2	2	1	2	10	5	5	2	5	6														
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	1	1	1	2	2	1	1	1	2	1	2														
18. SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	1	1	1	2	2	1	1	1	2	1	1														
19. SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	2	2	2	2	2	2	1	2	2	2															
19. SAFETY				4	4	4	4	6	6	4	3	4	6	4	5														
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerbs and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	0	0	0	0	0	2	2	1	0	2	2														
20. COHERENCE				1	0	0	0	0	0	2	2	1	0	2	2														

Appendix F

Proposed Development Masterplan



k c i E E
 M e q b p i t a - e n q a - i u e - q i t - a i o
 O n e q - a e i e - q a - a q a a a i a q a t a i u m e q - e a i o a i o e o e o m e b o b i m u u
 P e q e - a e i e - q a - a q a a a i a q a t a i u m e q - e a i o a i o e o e o m e b o b i m u u
 q i t - a i o

- h b v**
- ⊠ p i - i n a C e s a a c e i - e m - m =
 ^ A e e s a e e e - e e - e e - e o
 n - m a o A - o e - o C n =
 - ⊞ b a i e - a E m a - o -
 - ⊝ o A e p U e i e e
 o A e e - s o a a A e m e a e a e - e p
 e A e a - a e e e q a - i e a t a d -
 e - m e q i e m e o o u
 - a k i e e e o - a C h p n m a - o - e -
 - j r d ^ =
 O n e q - e j i e e
 - e - e C h a n n - m a - o - e -
 - ^ a e o U e - i e L
 l i l C q e p e - i a o
 - l i l C q e p e - a p e o
 - b n e i a o e - A a - i
 - e - e C h a n n - m a - o - e -
 - j C h p e s a e e
 - m a - o a O e e e q e
 - p e e m a e e q - a a
 - ... a p i c e

sa	o b h	j h a t a q k	a q e p
o b p f a r ^ i t o l g b ` q e f p h p			

K O M M O N	m e	^ a E o C q e i a a o A a a E a e	j a p	.. e
K O M M O N	m R	s a e e o q e i m e s a a o	j a p	.. e
K O M M O N	m Q	s a e e o q e i - o e p	j a p	.. e
a q e p	o b s	a b p o m q e k e e o o s p e k	a e t k	.. m e l i s h a
o b s f p l k p				

p q e r p
p o J c l o m i ^ k k f k d

^ e e i a - a q a - e e a # Q U E i e a q a
 d - i e a - e u e i e
 R n b o e i e - a e
 p U E M e C
 p i N C o
 [M A N I O T S O M M
 E M U E a] - e e C e o i a k a
 l W - e e e i k a

.. i b k q w
p U e e e - e C o e e a a e U e i e i e =
 t o l g b ` q e q i b w
i a - a a i l C e - e e e e n m a - e o p A U c e #

a o t f k d e q i b w
i - a C e A - e e j - e i e e a - a
 a o t h a p i b w a o t b o w a o t s o w
 N R M j a p C R M O C N
 m e s e h e w .. m e l s a e - w
 ^ N i p ^ i S T V

a o t f k d e r j _ b o w p q e r p w o b s f p l k w
e o M P M U ^ i ^ J M U a o J J M M R p O t i M S

Appendix G

Swept Path Analysis



- Legend**
- Site Boundary
 - Large Refuse Vehicle
 - Fire Tender

- Notes**
1. Do not scale from this drawing.
 2. The details shown on this drawing are based on a RIBA Stage 3 produced for MIMWEP Stage 2. The details will need to be reviewed and revised during subsequent design stages.
 3. The topographic survey detail shown on this drawing is based on a survey carried out by 'Technics Group' in August 2019. No responsibility can be taken for the accuracy of this survey.
 4. All levels are shown above ordnance datum (m AOD).
 5. The details shown on this drawing are subject to change in subsequent design stages and following any potential comments received from statutory authorities.
 6. Layouts are based on conceptual layouts received from Ares on 11-06-2021 and are subject to ongoing coordination and further design development during subsequent stages.

P02	21/10/21	BS	AW	RB
Tracking updated following design change				
P01	24/09/21	RL	JN	IA
Issued for RIBA Stage 3				
Issue	Date	By	Chkd	Appd

ARUP

4 Pierhead St, Capital Waterside
Cardiff, CF10 4GP
T +44(0)29 20473727 F +44(0)29 20472277
www.arup.com

Client
MIMWEP
Rhondda Cynon Taf County Council

Project Title
RCT Batch Primary

Drawing Title
**Llanilltud Faerdref
Vehicle Tracking**

Scale at A1	1:250	Role	Civils
Suitability	S3- Suitable for Review and Comment		
Job No	281143	Rev	P02
Drawing No	RH0301-ARP-0-0-DR-C-00061		