

WEPCo | Rhondda Cynon Taf  
County Borough Council

**RCT 3 Primaries Batch**

Transport Statement

RH0201-ARP-XX-XX-RP-Y-00060

PO2 | 22 October 2021

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

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Job number 281143-00

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# Document verification

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# 1 Introduction

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## 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 Pontyclun Primary School, located to the south of Palalwyf Avenue, Pontyclun, hereafter referred to as 'the site'.

The application seeks full planning permission for the redevelopment of the Pontyclun Primary School site to develop a new primary school ('the proposed development').

The site comprises the grounds of Pontyclun Primary School and its grounds, comprising six existing buildings: a main hall; five separate buildings with classrooms and ancillary spaces; and asphalt surfaced playground and car park.

## 1.2 Scoping and Approach

An initial meeting was held with transport officers at RCTCBC on 13<sup>th</sup> 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*’.

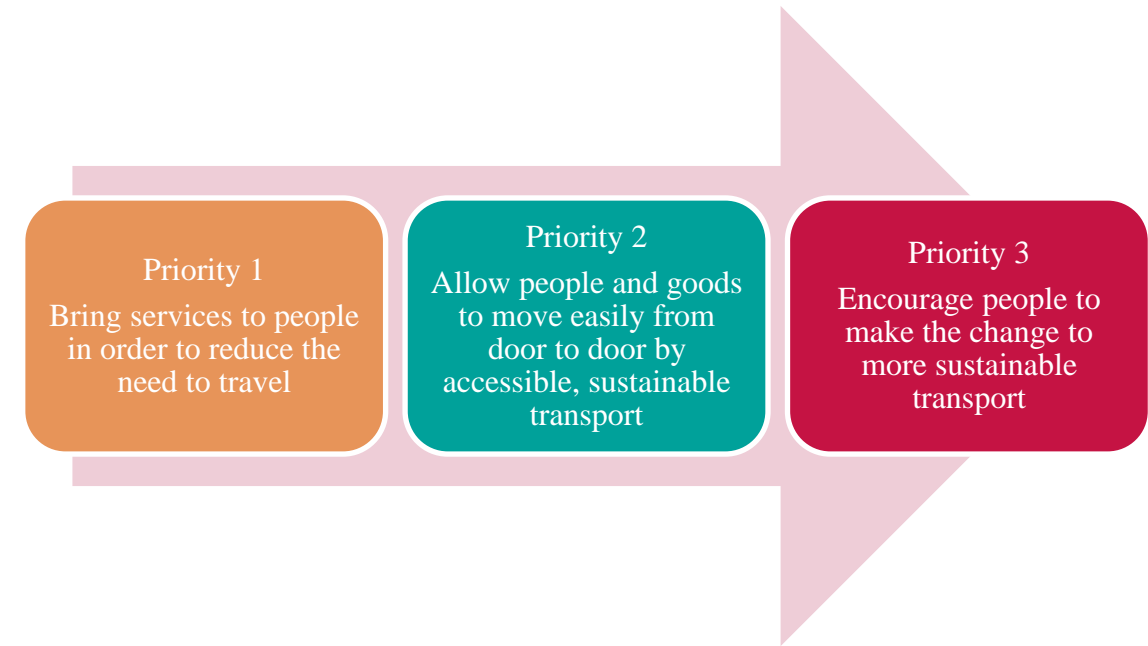
Policy 12 outlines several measures that the Welsh Government will prioritise for investment. These are listed below and seek to improve regional connectivity across Wales:

- 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 Plan<sup>1</sup> (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

<sup>1</sup> 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 development comprises the grounds of the Pontyclun Primary School, Palalwyf Avenue, Pontyclun. The site is located to the south of Cowbridge Road (A4222), which provides the main route through the settlement north to south, as shown in **Figure 5** below.

The application site equates to approximately 11,720m<sup>2</sup> and is located within the settlement boundary of Pontyclun. The site is not allocated for any particular land use within the Rhondda Cynon Taf Local Development Plan up to 2021 (LDP).

The site is surrounded by residential development to the north, west and south off Heol-Y-Felin and Palalwyf Avenue, which backs onto the site; and allotment land leading on to open countryside along the River Ely to the east.

The current land use is the Pontyclun Primary School and its grounds, comprising six existing buildings: a main hall; five separate buildings with classrooms and ancillary spaces; and asphalt surfaced playground and car park. The existing main school building was constructed in 1923.

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 Pontyclun 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
<b>Education</b>	
Jollytots Day Nursery	500m
<b>Retail</b>	
Tesco Express	250m
Pontyclun Post Office	280m
Co-operative Food Store	300m
<b>Health</b>	
Pontyclun Pharmacy	250m
The Old School Surgery	500m
M Newland & Associates Dental Surgery	600m

<b>Leisure</b>	
The Thirsty Elephant Coffee + Bar	250m
Pontyclun Park	250m
Ivor Playing Fields	250m
Pontyclun Football Club	350m
Pontyclun Rugby Club	350m
<b>Employment</b>	
Lloyds Bank	200m
Ely Valley Industrial Estate	600m
<b>Transport</b>	
Bus Stops (Cowbridge Road)	150m
Pontyclun Railway Station	500m

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 Pontyclun 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 travel demand at Pontyclun 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.

Table 4: Existing Travel Demand (Estimated)

Travel Mode	Mode Share	Demand
<b>Staff</b>		
Walk	15%	8
Cycle	0%	0
Bus	2%	1
Car	77%	42

Park and Stride	0%	0
Car Share	6%	3
Other	0%	0
<b>Total</b>	<b>100%</b>	<b>55</b>
<b>Pupils/Parents</b>		
Walk	47%	236
Cycle	2%	10
Bus	0%	0
Car	44%	220
Park and Stride	5%	26
Car Share	0%	0
Other	1%	5
<b>Total</b>	<b>100%</b>	<b>498</b>

Key issues identified by the Travel survey included:

- The school entrance gets busy with cars during drop-off and pick-up periods;
- Poor perception of safety along the surrounding network discourages pupils to walk to school. In addition, some responses highlighted that there is no person acting as a crossing guard to assist pupils/parents to cross at busier locations e.g. along Cowbridge Road;
- A number of responses stated that due to the distance travelled to school from their home location, walking/cycling are not viable options;
- Lack of existing cycle infrastructure on the way to/from the school as well as facilities within the school grounds e.g. safe cycle storage deters parents/pupils and staff from cycling to school; and
- Mode share for the existing school is predominantly private car for staff but more balanced for parents/pupils. Cycle mode share is low for both staff and parents/pupils.

### 3.5 Walking

Pedestrian access to the site from the west is provided via Heol-Y-Felin to the northwest corner of the site which has footways on both sides of the carriageway. The western footway measures 1.5-2 two metres in width for its entirety, the eastern footway appears to have been recently widened directly adjacent to the school and measures approximately 2.5 metres in width. To the north of the school entrance, the footway is segregated from the carriageway by a grass verge. To the south, it continues into the residential areas, here the width is 1.5-2m.

Heol-Y-Felin meets Cowbridge Road (A4222) approximately 30 metres north of the school, Cowbridge Road has footways of approximately 2m width on both sides of the carriageway which widen at some junctions and key crossing points. Dropped kerbs and tactile paving is provided at the junctions and provides an uncontrolled crossing point across Heol-Y-Felin.

Pedestrian access from the east is provided via an unnamed road between two houses accessed from Palalwyf Avenue. This also comprises the main vehicular access into the site, the road has footways on both sides of approximately 1.5 metres width. Palalwyf Avenue is

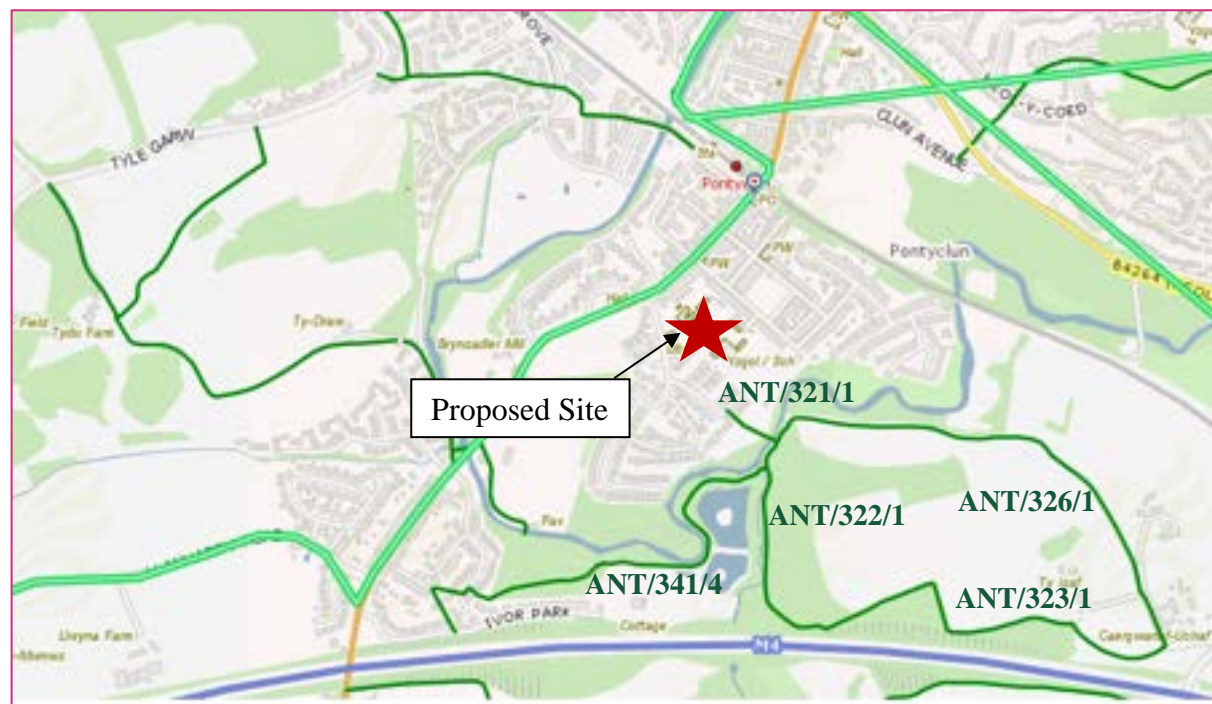
primarily fronted by residential properties and has footways of 1.5-2m width on both sides of the carriageway leading to the site access. There are no formal crossing points along Palalwyf Avenue.

A pedestrian zebra crossing is situated just east of the Cowbridge Road/Heol yr Orsaf/Palalwyf Avenue junction, allowing north-south connectivity across Cowbridge Road.

Two further pedestrian gated access points are provided to the northeast and southwest corners of the site which provide access between the adjacent residential areas. The use of the routes will be established during the next stage.

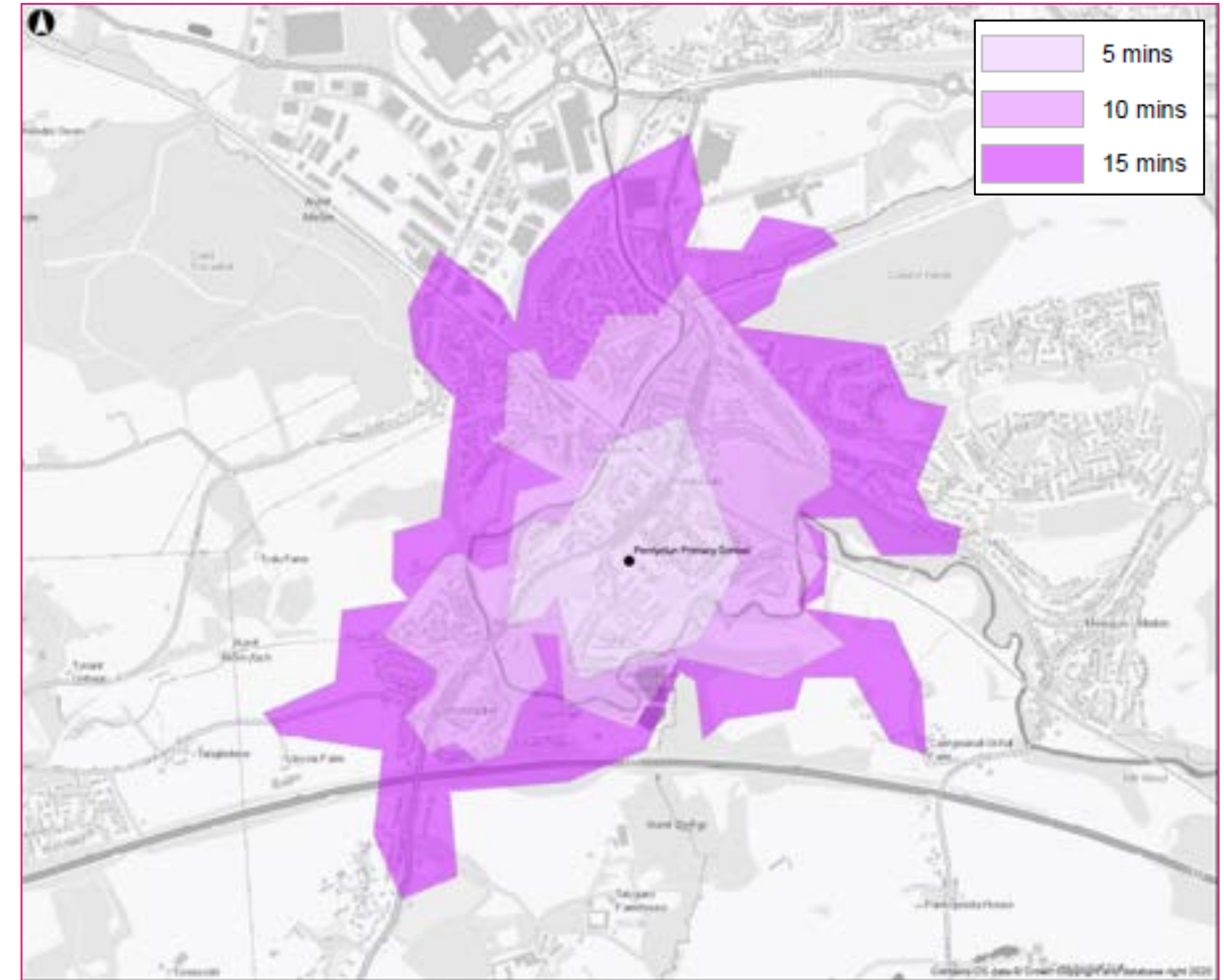
Generally, the pedestrian gates open at 08:50 for morning drop-off, between 12:00-13:00 for nursery collection and at 15:20 for school pickup and as and when is required throughout the day via a 'buzzer' system.

The wider pedestrian network includes several Public Rights of Way (PRoW), as shown on Figure 6. Those most relevant to the site itself include ANT/321/1 which can be accessed from Glan yr Afon to the south of the school. This connects with other PRoW including ANT/322/2, ANT/341/4, ANT/326/1 and ANT/323/1 which connect around towards Miskin in the east, and Brynsadler to the west.



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

**Error! Reference source not found.** Appendix 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, Copper 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**

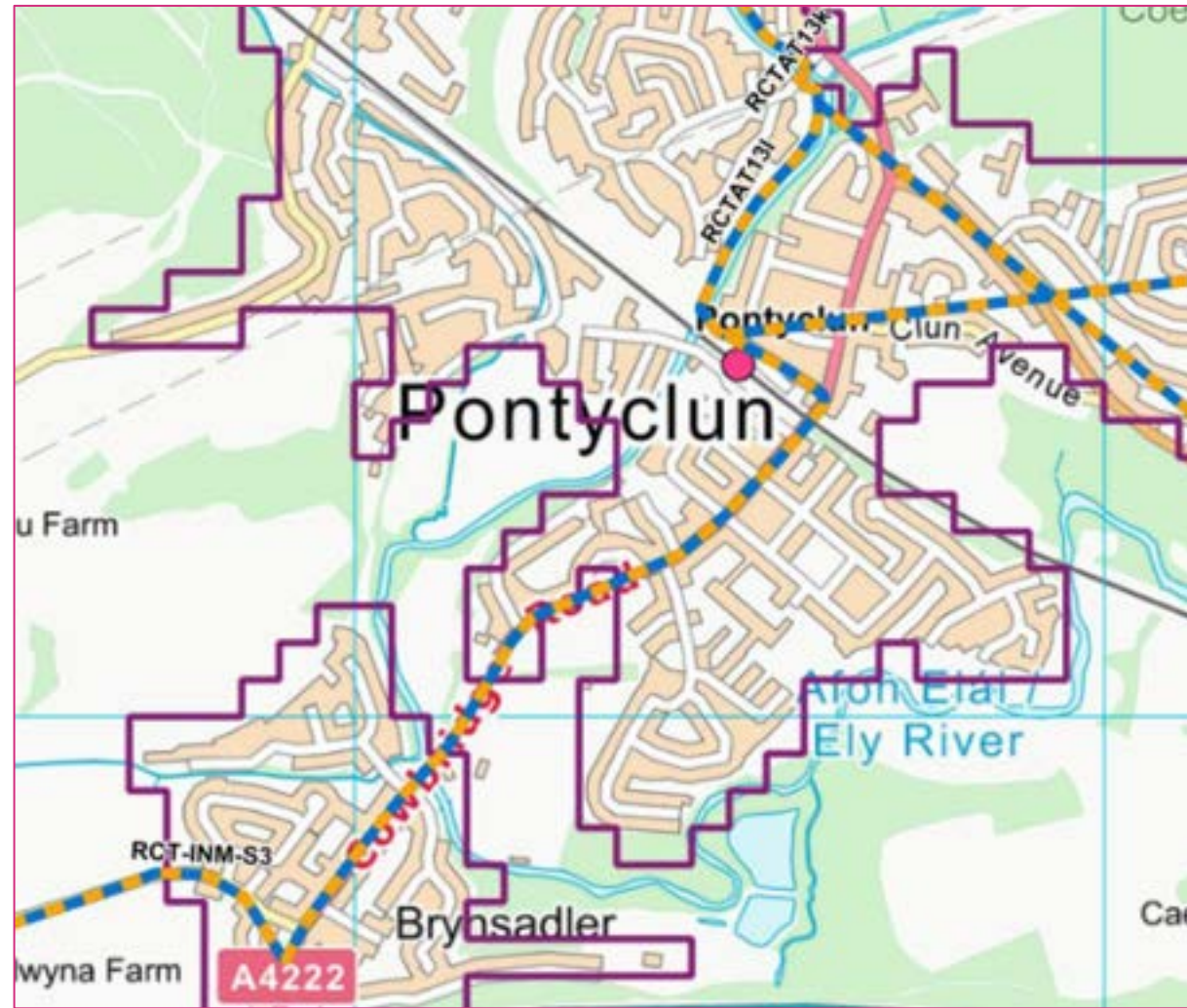
Analysis of postcode data collected via the School Travel Survey suggests that a large proportion of pupils live within a 10-15 minute walk from the school, highlighting the potential for more parents/pupils to travel to school by either walking or cycling.

Despite this, some parents/pupils are also noted to reside within settlements just outside of the 15-minute walk isochrone in areas such as Talbot Green, Llanharry and Llanharan.

### 3.6 Cycling

The site is not situated near any National Cycle Network routes. Those currently cycling to school (staff, parents and pupils) are assumed to do so along the existing road network. 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 (INM) for the Pontyclun area (setting out the local authorities plan to deliver a walking and cycling network) is shown below in **Figure 8**. The INMs were approved by Welsh Government in 2018 and seek to improve the attractiveness, comfort, directness, safety and coherence of routes.



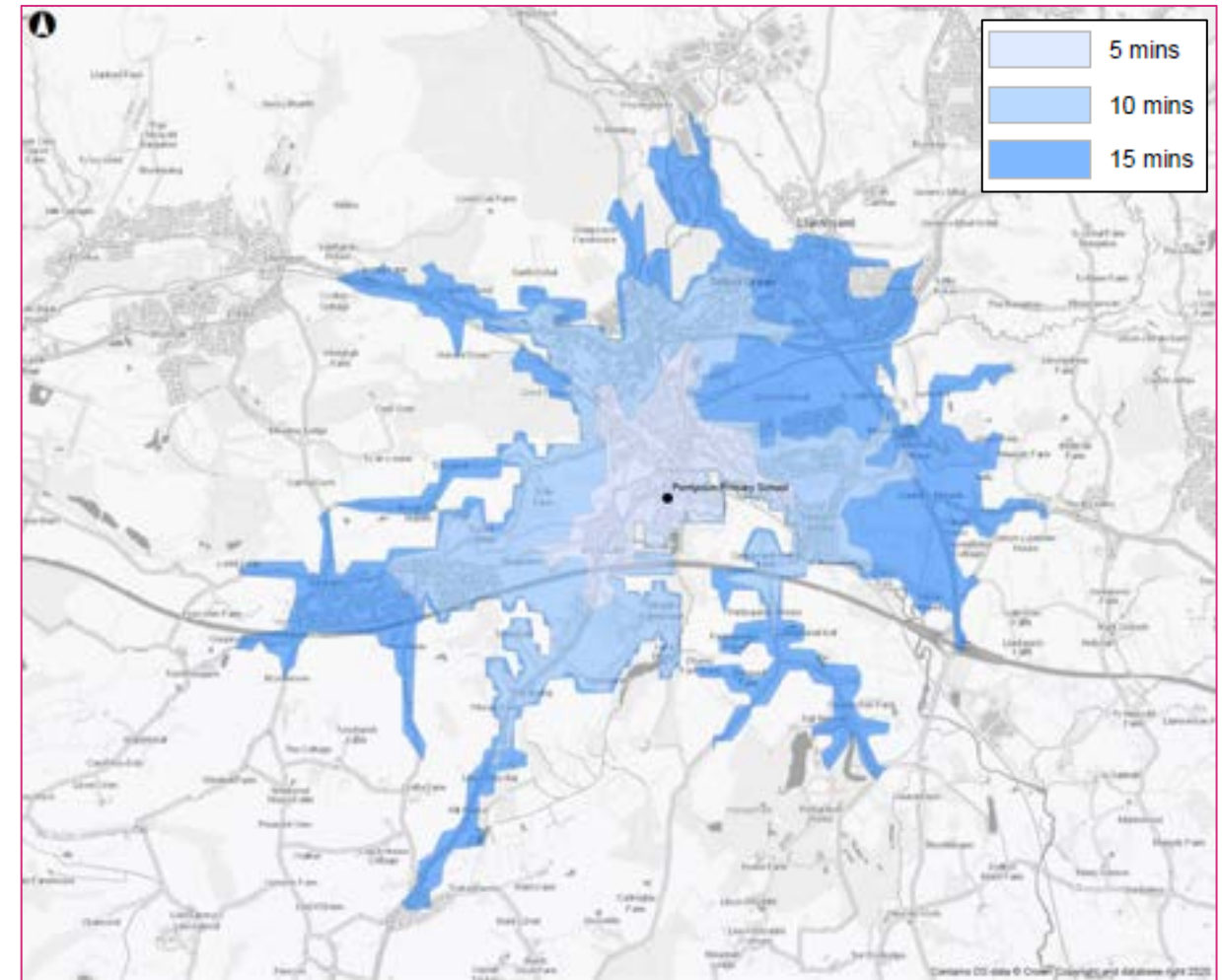
**Figure 8: Pontyclun INM<sup>2</sup>**

A review of the proposals indicates that a shared use path (ref: RCT INM S3) defined as the ‘construction of a new active travel route from Llanhari to Pontyclun and Talbot Green to connect with existing routes’ is proposed on Cowbridge Road within close proximity of the site. Its priority is set as ‘Medium’ within the document.

Whilst it is not currently known 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. Provision of improved routes will encourage modal shift away from the private car in favour of walking and cycling.

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.

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



**Figure 9: Cycling Isochrones to/from Proposed Development**

### 3.6.1 Bus

The nearest bus stop is situated on Cowbridge Road (A4222), directly adjacent to its junction with Heol-Y-Felin, 30 metres north of the school where a bus lay-by is provided. The bus stop does not presently have a shelter or bus timetable information. The southern stop for westbound services is located near the Tesco store on Cowbridge Road.

The location of bus stops is shown below in **Figure 10**.



**Figure 10: Bus Stop Locations**

The stop is served by the 64, 321 and 404 services, which are summarised in Table 5.

**Table 5: Summary of Public Bus Services (Pontyclun Primary School)**

Service	Route	Operator	Mon-Fri	Saturday	Sunday
64	Bridgend – Talbot Green	First Cymru	Every 60 mins First: 07:14 Last: 18:38	Every 60 mins First: 08:22 Last: 18:38	No Service
	Talbot Green - Bridgend	First Cymru	Every 60 mins First: 07:30 Last: 18:56	Every 60 mins First: 08:42 Last: 18:56	
321	Talbot Green – Llantwit Major	NAT	Every 60 mins First: 09:23 Last: 19:23	Every 120 mins First: 09:23 Last: 19:23	No Service
	Llantwit Major – Talbot Green	NAT	Every 60 mins First: 06:56 Last: 17:56	Every 120 mins First: 06:56 Last: 16:56	
404	Royal Glamorgan Hospital - Bridgend	NAT	Every 60 mins First: 06:57 Last: 20:04	Every 60 mins First: 06:57 Last: 20:04	Every 120 mins First: 11:29 Last: 19:29
	Bridgend – Royal Glamorgan Hospital	NAT	Every 60 mins First: 08:33	Every 60 mins First: 08:33	Every 120 mins First: 10:51

			Last: 21:19	Last: 21:19	Last: 18:51
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It should be noted that information contained within the table 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.

Further eastbound and westbound bus stops are provided on Cowbridge Road (A4222) directly adjacent to Tesco, just west of the Cowbridge Road/Heol yr Orsaf/Palalwyf Avenue crossroads junction.

### 3.7 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 are provided to any pupils of Pontyclun Primary School.

It has also been confirmed by the school that a small number (2-3) pupils arrive by private taxi/transport.

### 3.8 Rail

Although it is not expected that pupils access the school by rail, there may be potential for staff to utilise Pontyclun rail station which is situated approximately 450 metres to the north of the existing school and served by Maesteg and some Swansea-Cardiff services. Table 6 below provides a summary of rail provision at the station.

**Table 6: Pontyclun Rail Station Provision**

Frequency (tph)	Journey Time to Cardiff	Journey Time to Bridgend	First/Last Service
1	00:14	00:15	06:30/23:30

### 3.9 Local Highway Network

The main vehicular access to the site is currently via a short, narrow unnamed road of approximately 7 metres in width which has a junction with Palalwyf Avenue. A secondary vehicular access point is located to the northwest corner of the site via Heol-Y-Felin.

Some of the most key roads in the surroundings are described below:

#### Palalwyf Avenue

Palalwyf Avenue is a primarily residential street which runs parallel to the site on its eastern extent. It is subject to a 30mph speed limit and connects to Cowbridge Road to the north at the Cowbridge Road/Heol yr Orsaf/Palalwyf Avenue crossroads junction. Most of the properties along Palalwyf Avenue have no off-street parking meaning that on-street parking is commonplace. Parked cars can disrupt traffic flow though the relatively straight alignment of the road ensures that there is good forward visibility of approaching vehicles. Vehicular speeds are likely to be reduced due to car parking on both sides of the carriageway.

**Heol-Y-Felin**

Heol-Y-Felin is a primarily residential street which runs parallel to the site on its western extent. It is subject to a 30mph speed limit and connects to Cowbridge Road to the north via a priority T-junction and into a residential Cul-de-Sac to the south.

Close to the site there is on-street car parking on the western side of Heol-Y-Felin but parking is restricted on the northern side to Cowbridge Road by single yellow line markings restricting parking to certain times of day. As well as the school, Heol-Y-Felin also provides access to Pontyclun Library with on-street parking available directly adjacent and to the south.

**Cowbridge Road**

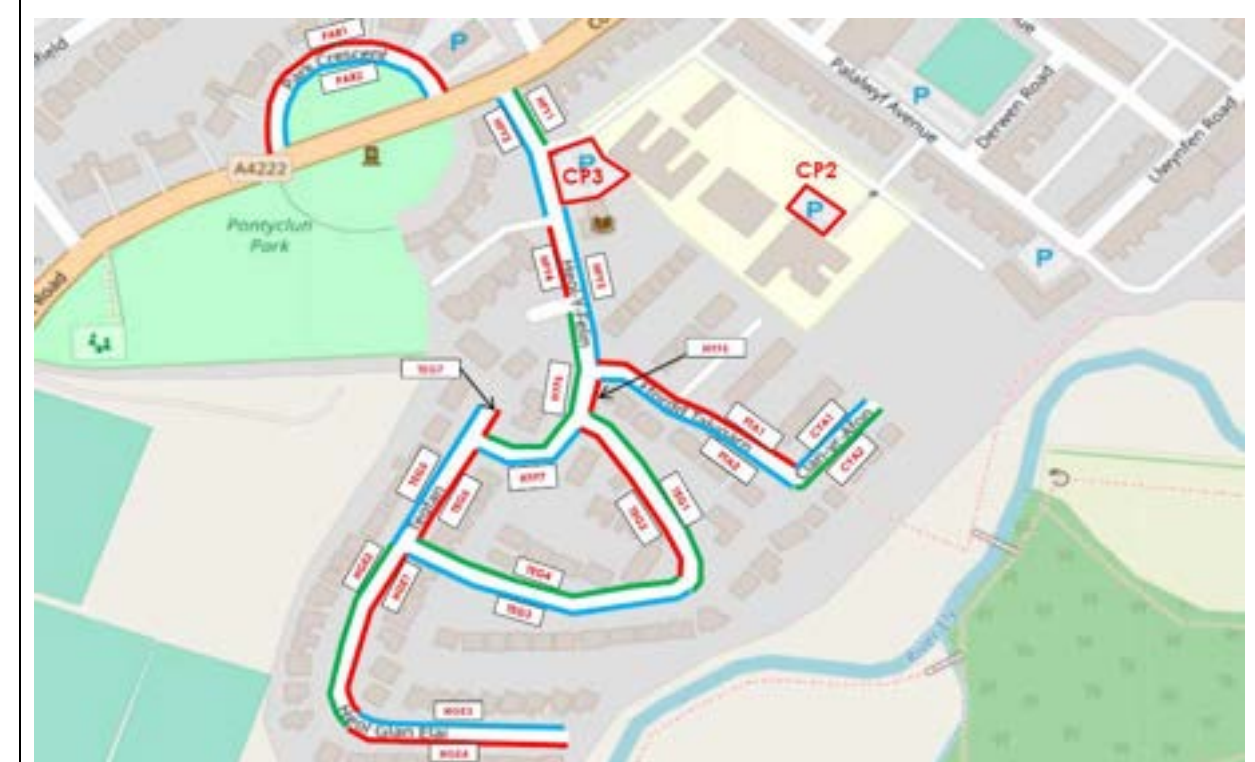
Cowbridge Road is the main road through Pontyclun and provides connections to the A473 to the north near Talbot Green and connects to Brynsadler, Ystrad Owen and Cowbridge to the south. Within the locality of the site, Cowbridge Road is subject to a 30mph speed limit and is fronted by a mixture of commercial and residential property. An uncontrolled pedestrian zebra crossing is situated just east of the Cowbridge Road/Heol yr Orsaf/Palalwyf Avenue crossroads junction. A signalised pedestrian crossing is also provided further east along Cowbridge Road near Station Terrace.

**3.10 Car Parking**

The existing site has 32 marked car parking spaces. Six of these are close to the main vehicular access to the site via Palalwyf Avenue and the unnamed road to the east of the site. The remaining 26 spaces are situated to the northwest of the site accessed from the secondary vehicular access from Heol-Y-Felin.

A set of parking beat surveys were carried out on Wednesday 16<sup>th</sup> June 2021. The surveys were carried out in 30-minute intervals between 07:00 to 09:30 and 14:30 to 16:30.

The surveys covered the street network within 400m of the site and is shown in **Figure 11**



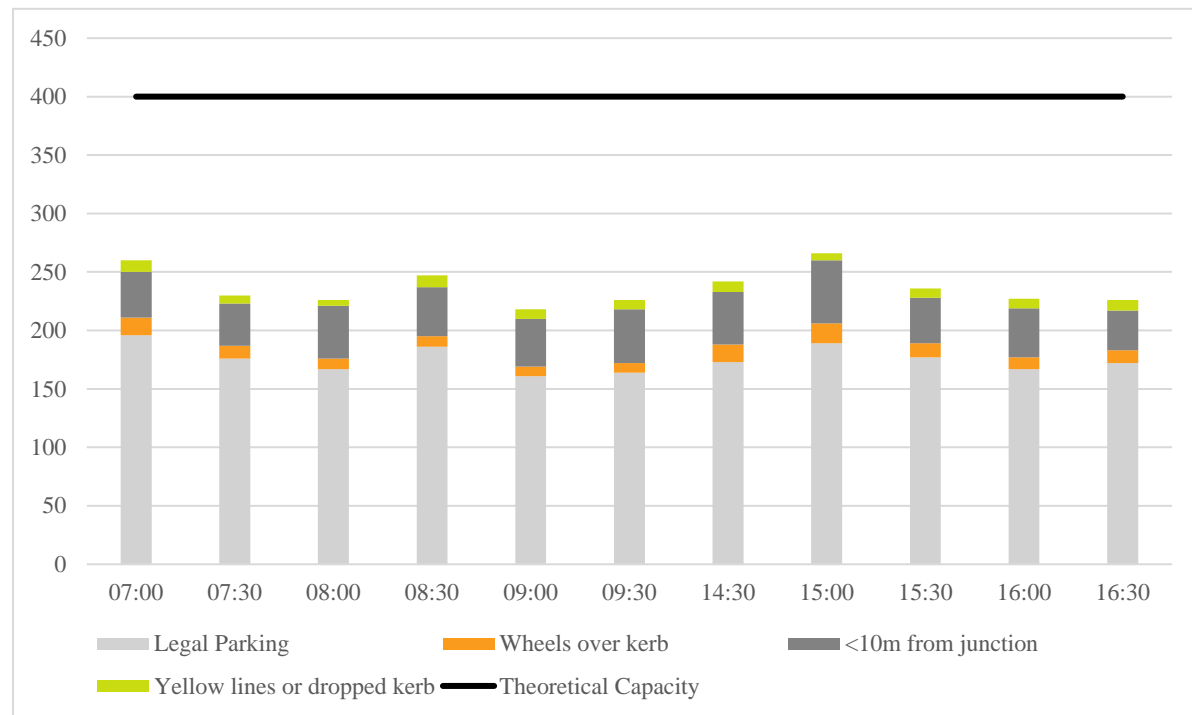
- Castan Road
- Cerdin Avenue
- Derwen Road
- Heol Yr Orsaf
- Llwynfen Road
- Palalwyf Avenue
- Stuart Street
- Clan-yr-Afon
- Ffordd Talygarn
- Heol Glan Elai
- Heol-Y-Felin
- Park Crescent
- Tegfan



**Figure 11 Location of Parking Survey (Pontyclun Primary School)**

The survey data is summarised in **Figure 12**. There is capacity for around 400 parked vehicles in on-street spaces, some of these spaces are subject to parking restrictions. Outside the school peak period there is around 180 spaces available which decreases to around 140 available at 15:00 suggesting parents are parking locally to pick up their children after school. All parking spaces were occupied on Stuart Street and Clan-yr-Afon throughout the day and all spaces on Cerdin Avenue and Palalwyf Avenue were fully occupied during the school peak periods.

Potential mitigation measures that could be introduced during pick-up/drop-off periods are outlined in Section 5.



**Figure 12 Parking Occupancy Graph (Pontyclun Primary School)**

### 3.11 Road Traffic Accidents

STATS19 accident data records have been provided by Welsh Government for the five-year period between 2016-2020. The analysis only includes road traffic accidents which were reported to the police, and therefore damage-only accidents are not included. 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 accident data within the study area boundary indicates that one accident classified as slight in terms of severity occurred between 2016 and 2020. The accident occurred in 2019

at the Heol-Y-Felin and River Edge Road staggered junction, and involved a car making a right turn colliding with a cyclist who was travelling straight on the A4222.

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 below in **Figure 13** whilst a plan is also included in Appendix D.



**Figure 13: Pontyclun Primary School Accident Data (Source: STATS19, provided by WG)**

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 considered that there is no existing safety problem along the local highway network surrounding the site.

### 3.12 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 and south off Heol-Y-Felin and Palalwyf Avenue, which backs onto the site; and allotment land leading on to open countryside along the River Ely to the east;
- Footways are provided along all residential streets surrounding the school whilst a range of pedestrian routes provide access to the wider area, including PRow ANT/321/1 which can be accessed from Glan yr Afon to the south of the school. This connects with other PRow including ANT/322/2 and ANT/326/1, both of which connect around towards Miskin in the east, and Brynsadler to the west;
- No cycle parking provision is provided at the existing school, which is likely to be a limiting mode choice factor for pupils, parents and staff and hence reducing the number of those travelling to school by bike;
- The nearest bus stop is situated on the northern side of Cowbridge Road (A4222), directly adjacent to its junction with Heol-Y-Felin, 30 metres north of the school. The bus stop does not presently have a shelter or bus timetable information and is served by three bus services, all of which operate at an hourly frequency. The poor facilities and services are likely to make services unattractive to staff, parents and pupils;
- Pontyclun railway station is situated approximately 450 metres to the north of the existing school and is served by Maesteg and some Swansea-Cardiff services, operating at approximately one train per hour;
- 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 talks about 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 auditing of walking routes. The auditing methodology targets the five core design outcomes for pedestrian infrastructure. These include 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** overleaf. A survey was based on five-minute walking radius around the re-development site and the links have been broken down. During the WRAT the internal pedestrian network was broken into coherent lengths which had similar characteristics. This allowed the differences in provision to be identified and accurately represented.

The local network has been grouped into 09 sections, broken up by key junctions or a change in street characteristics. A summary of the audit has been recorded in Table 7 with the key issue being the lack of dropped kerbs and/or tactile paving.



Figure 14 Walking Route Audit

Table 7 Walking Route Audit

#	Street	Summary	Remedial Measures required to achieve 'green' status
01	Heol-y-Felin	No tactile paving at lane or school access crossings	It is recommended that tactile paving is introduced at uncontrolled pedestrians crossing
02	Heol-y-Felin residential area	Limited dropped kerbs and tactile in residential area	It is recommended that dropped kerbs and tactile paving is introduced along safe pedestrian's desire line
03	Cowbridge Road #1	Paving has recently been upgraded but some missing tactile on the corner of minor residential street	It is recommended that tactile paving is introduced at uncontrolled pedestrians crossing
04	Cowbridge Road #2	No controlled crossing adjacent to bus stop and the pedestrian refuge is sub-standard	A second Zebra crossing could be introduced along Cowbridge Road which would better connect the school and the bus stop opposite Heol-Y-Felin Road – along the pedestrian desire line
05	Cowbridge Road #3	There is inconsistent widths along the footway but buildouts offer shop fronts without impacting pedestrians. The pedestrian isndal is below desirable minimum width	The existing pedestrian refuge be at least 1.5m wide to accommodate bike, buggy, or a wheelchair. There could be opportunity to enhance the public realm along Cowbridge Road which could include rationalising the parking and repurposing some of the space for seating, planters, cycle parking.
06	Cowbridge Road #4	Missing dropped kerbs and inconsistent use of tactile paving	It is recommended that dropped kerbs and tactile paving is introduced along safe pedestrian's desire line
07	Palawyf Avenue residential area	Missing dropped kerbs and tactile paving	It is recommended that dropped kerbs and tactile paving is introduced along safe pedestrian's desire line
08	Station Approach	The step free route from the station access does not have a footpath	There should be a safe step free access from the train station with a maximum gradient of 1 in 12, and in line with the inclusive design guidelines.
09	Heol Yr Orsaf residential area	Newly paved section includes dropped kerbs and tactile, but they are not consistently used	It is recommended that dropped kerbs and tactile paving is introduced along safe pedestrian's desire line

## 5 Development Proposals

### 5.1 Introduction

The application seeks full planning permission for the redevelopment of the Pontyclun Primary School site to develop a new primary school. In summary, the planning application seeks consent for the following proposed works:

- Demolition of the existing school buildings;
- Provision of a Net Zero Carbon operation school including nursery and primary provision;
- One main school building – organised over two storeys, to include classrooms, ‘heartspaces’, administrative offices, main hall and kitchen;
- External areas and facilities, to include landscaped areas, an amphitheatre and hard and soft playgrounds;
- One Multi-Use Games Area (MUGA), comprising two courts;
- Three car parking areas with total provision of 40 car parking spaces, including two disabled spaces;
- 42 cycle parking spaces;
- Refuse and waste collection facilities; and
- Erection of temporary classrooms during construction, organised over two floors.

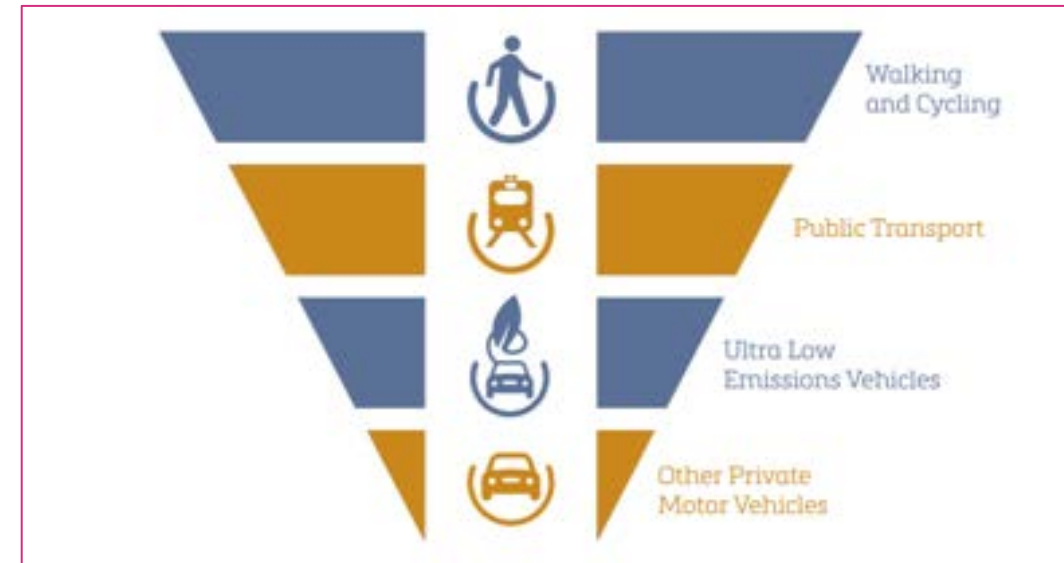
The proposed redevelopment of Pontyclun Primary School will see an increase in pupils from 498 (including 57 nursery places) to around 540 (including 60 nursery places). Staff numbers are proposed to increase from 55 to 59 (including all support staff).

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 08:00 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 in the main hall. 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 F<sup>3</sup>.

### 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:

- Introduction of two pedestrian accesses from the west (from Heol-Y-Felin) and east of the site (via Palalwyf Avenue), as well as a separate access point for vehicular traffic to limit potential for conflict and enhance safety for pupils and staff;
- Provision of appropriate levels of cycle parking, in line with guidance set out by RCTCBC to encourage sustainable travel by pupils and staff;
- Removal of vehicular access from Palalwyf Avenue;
- Vehicular access to the school will be achieved from the west of the site via a priority T-junction arrangement from Heol-Y-Felin leading into a new/redesigned car park within the site;
- The proposed car park will be spread across the south-western boundary of the school site and accessed via the vehicular access from Heol-Y-Felin; and
- Servicing of the site will be undertaken on-street from Heol-Y-Felin with a bin store located within close proximity to the vehicular access point. This will remove the need for refuse vehicles to enter/egress the site.

#### Active Travel: Walking and Cycling

Pedestrians and cyclists will be able to access the school from the west from Heol-Y-Felin and from the east via Palalwyf Avenue. Pedestrians from either entrance would then following the internal footpaths leading to within the school site and to the school entrances.

As mentioned previously, the strategy means that potential conflict between pedestrians/cyclists and vehicular traffic is minimised and managed, to encourage staff and

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

pupils to travel sustainably to the site and to enhance both safety and the perception of safety for all.

Pupils and staff would then utilise the pedestrian infrastructure within the site. Beyond the site itself the WRAT has identified a range of improvements that could be made to improve accessibility and safety of walking routes.

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 and ultimately increasing the number of parents/pupils and staff traveling to and from school by active travel modes. The improvements (including a map) are set out in Section 3.5.

### Vehicular Access and Servicing

Vehicular access will be achieved from the west of the site only via a priority T-junction arrangement with Heol-Y-Felin which runs along the western boundary of the site. Therefore, access for vehicles will no longer be achieved from Palalwyf Avenue from the east of the school. As mentioned previously, this will ensure that pedestrians and cyclists are prioritised over vehicular traffic and that segregation is achieved between motorised traffic and active travel users to enhance safety.

A bin store is also located within the site to the south of the vehicular entrance to the school. As such, servicing of the site is proposed to be made from this location. Due to the proximity of the bin store to the vehicular entrance, it is possible that servicing of the site could be undertaken on-street from Heol-Y-Felin. Swept path analysis included in Appendix G shows that a large refuse vehicle can access and egress the site appropriately.

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.

## 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 school will be conveniently located directly south of the proposed school entrance, directly adjacent to the pedestrian footpath which leads up from Heol-Y-Felin road to the west of the school. 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 and staff.

The adopted RCTCBC Cycle Parking Standards are set out within Section 2.3.2 **Error! Reference source not found.** of this report. Table 8 below summarises standards as well as the

required cycle parking provision for the new school based on the proposed number of staff and children.

Table 8: Cycle Parking Standards and Proposed Provision

Type of Spaces	RCTCBC Standards	Proposed Requirement
Long Stay	1 stand per 5 staff	10
	1 stand per 20 children	27
Short Stay	1 stand per 100 children	5
<b>Total</b>	-	<b>42</b>

The table above sets out that a total of 42 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 30 covered Sheffield style stands as part of the development, providing storage for up to 60 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 as there is adequate space on either side of the proposed facility.

### Car Parking

The adopted RCTCBC Car Parking Standards are set out within Section 2.3.2 of this report. Table 9 below summarises the standards as well as the level of car parking required at the new school.

Table 9: 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	36
Visitor Spaces	3	3
Disabled Spaces	2% of total spaces (minimum of 1 space)	1
<b>Total</b>	-	<b>41</b>

A total of 40 spaces are proposed including 38 standard spaces (which can be used flexibly to accommodate visitors) and two disabled spaces which are conveniently located directly adjacent to 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 marginally below what is required based on standards set out within RCTCBC's Supplementary Planning Guidance (SPG) on Delivering Design and Placemaking: Access,

Circulation & Parking Requirements<sup>4</sup>, the level of car parking provision is considered to be appropriate for the proposed level of staff increase at the school.

### Parent Pick-up and Drop-off

The Travel Survey undertaken at Pontyclun 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 unattractive 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.

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<sup>4</sup><https://www.rctcbc.gov.uk/EN/Resident/PlanningandBuildingControl/LocalDevelopmentPlans/Relateddocuments/SupplementaryplanningGuidance/AccessCirculationandParkingSPG.pdf>

## 6 Travel Demand

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### 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 Pontyclun Primary School is forecast to be 540 once redeveloped;
- A maximum of 49 staff members will work at the school (including 5 non-teaching staff);
- The calculation is based on a 100% attendance and no factor has been applied to reflect scheduled absentees or illness;
- It is assumed that there will 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 3.4 for the existing scenario. Due to the measures being introduced as part of the redevelopment, 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 modal split assumptions for pupils and staff are presented in

Table 10. The revised modal split assumptions reflect the sustainable transport interventions proposed on-site (set out in Section 5) and the Travel Plan measures to be introduced (set out in Section 8).



Table 10: Revised Pupils/Parents and Staff Modal Split

Travel Mode	Existing Mode Share	Proposed Mode Share
<b>Staff</b>		
Walk	15%	24%
Cycle	0%	6%
Bus	2%	2%
Car	77%	61%
Park and Stride	0%	0%
Car Share	6%	6%
Other	0%	0%
<b>Total</b>	<b>100%</b>	<b>100%</b>
<b>Pupils/Parents</b>		
Walk	47%	47%
Cycle	2%	6%
Bus	0%	0%
Car	44%	40%
Park and Stride	5%	5%
Car Share	0%	0%
Other	1%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>

### Staff

A target reduction of 16% (equivalent to five staff members) 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 makes a relatively big change in mode share proportions.

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

- A 6% 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 9% 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 4% 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 4% 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 related to cycling; and
- No increase has been assumed for walking trips, as they already reflect a high proportion of existing trips to site (47% mode share).

## 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 11 presents the trips estimated to be generated by pupils and staff for each transport mode.

Table 11: Forecast Multi-Modal Pupils/Parents and Staff Trips

Travel Mode	Existing No. Trips	Proposed No. Trips
<b>Staff</b>		
Walk	8	14
Cycle	0	4
Bus	1	1
Car	42	36
Park and Stride	0	0
Car Share	3	4
Other	0	0
<b>Total</b>	<b>55</b>	<b>59</b>
<b>Pupils/Parents</b>		
Walk	236	256
Cycle	10	33
Bus	0	0
Car	220	217
Park and Stride	26	28
Car Share	0	0
Other	5	6
<b>Total</b>	<b>498</b>	<b>540</b>

## 6.5 Traffic Impact

A daily vehicular traffic comparison has been undertaken between the existing and the proposed school, based on the forecast change in number of pupils and staff.

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

Scenario	Existing No. Trips		Proposed No. Trips	
	Arr.	Dep.	AM	PM
a. Staff	42	0	36	0
b. Parents/Pupils*	220	220	217	217
c. Parents/Pupils (20% reduction applied)	176	176	174	174
<b>Total (a. Staff + c. Parents/Pupils)</b>	<b>219</b>	<b>176</b>	<b>210</b>	<b>174</b>

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

Scenario	Existing No. Trips		Proposed No. Trips	
	Arr.	Dep.	AM	PM
a. Staff	0	42	0	36
b. Parents/Pupils*	220	220	217	217
c. Parents/Pupils (20% reduction applied)	176	176	174	174
<b>Total (a. Staff + c. Parents/Pupils)</b>	<b>176</b>	<b>219</b>	<b>174</b>	<b>210</b>

Table 14: Daily Vehicular Trip Generation (Existing & Proposed Scenario)

Scenario	Existing No. Trips		Proposed No. Trips	
	Arr.	Dep.	AM	PM
a. Staff	42	42	36	36
b. Parents/Pupils*	440	440	434	434
c. Parents/Pupils (20% reduction applied)	352	352	347	347
<b>Total (a. Staff + c. Parents/Pupils)</b>	<b>395</b>	<b>395</b>	<b>384</b>	<b>384</b>

Table 14 demonstrates that the current proposals in combination with modest mode shift could result in a net decrease of around 11 trips in both the morning and afternoon periods, resulting in a decrease of 22 two-way trips.

## 6.6 Summary

Based on the analysis presented within this section, it is not considered that the new school will have a material impact on the local highway network and a minor change in mode shift attributed to improved facilities and routes for active travel could result in lower overall trip generation.

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 ‘softer’ 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 for 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 direction in terms of colour with vehicles arriving from the north, west and east in yellow and vehicles from the south in blue. The routes will ensure that where possible, construction vehicles will use the strategic road network to access the site.

As per the routing plotted on **Figure 16**, construction vehicles looking to access the site from the south would utilise the M4 motorway, A4119 (by exiting the M4 motorway at Junction 34) and then travel along the B4264 through Miskin before turning onto Llantrisant Road which is the main route through Pontyclun. An alternative option could be to continue along the A4119 to Llantrisant and then utilise the A473, Cowbridge Road/Llantrisant Road through Pontyclun.

Construction vehicles from the north, west and east would arrive via either the A473 or A4119 (depending on the direction from which they arrive) and would all then travel along the A473 to the south of Talbot Green and onto Cowbridge Road which becomes Llantrisant Road in Pontyclun and is the main route through the village.

It should also 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 being mindful of road widths, weight restrictions and the lesser impact that larger vehicles would have on the strategic road network surrounding the site given that there are already many HGVs travelling along this route e.g. the M4, A4119 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 unless temporary accommodation is to be provided due to the spread of the existing buildings on the site. The main access will be maintained as use for Authority shared use during construction.

The existing access from Heol-y-Felin may be used for construction traffic and will be managed so as not to disrupt the operation of the school. Should there also be a need to use the existing main access from Palalwyf Avenue, this will need to be agreed with RCTCBC.

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

It is intended that, subject to planning permission, construction of the site would commence in 2022. At this stage, 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 the equipment onto the site and this will be strictly 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 associated with smaller vehicles such as 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 once the design is fixed, and a contractor has been appointed. We would look to provide this additional information during the reserved matters process.

## 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.

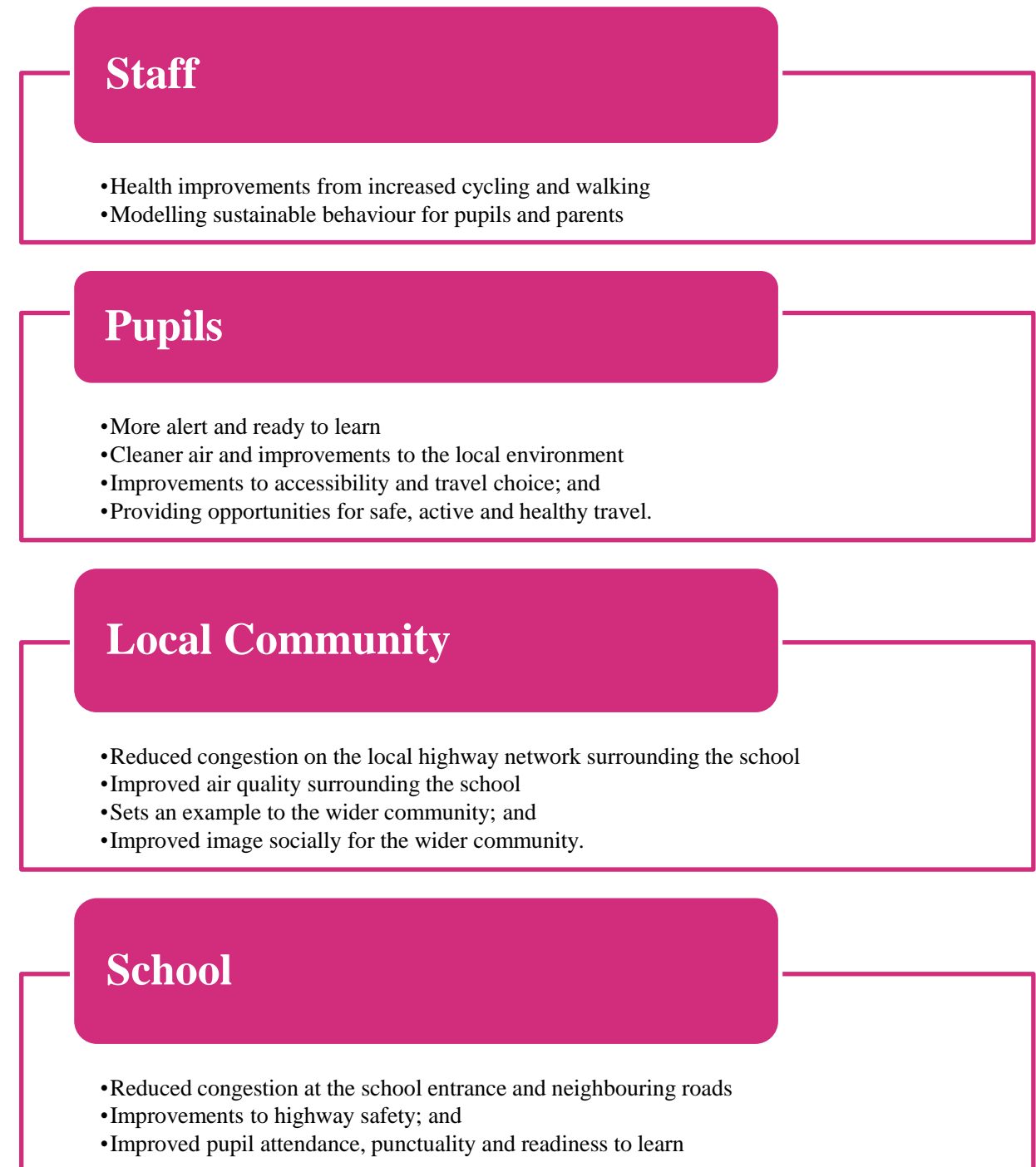


Figure 17: Benefits of a Travel Plan

### 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 Toolkit<sup>5</sup> 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

- 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.

<sup>5</sup> <https://www.roadsafetywales.org.uk/news/posts/2021/october/launch-of-the-active-travel-to-school-toolkit/?Language=undefined>

#### 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

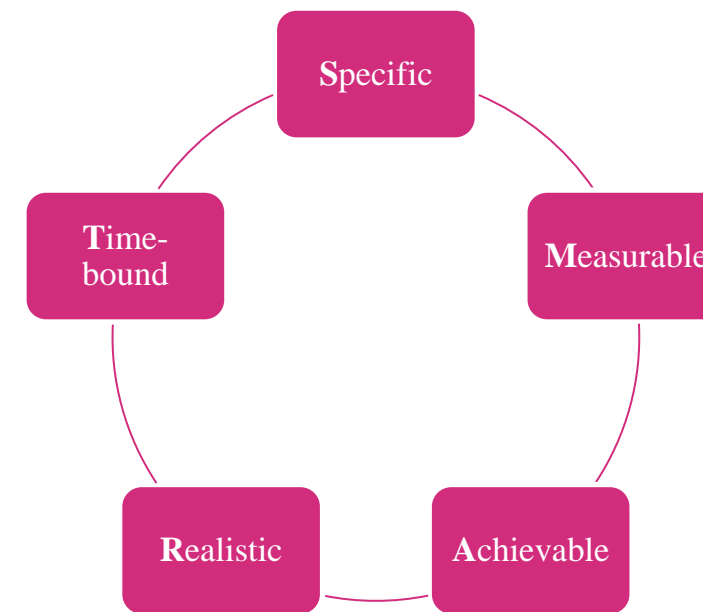
A Travel Plan Steering Group will be formed to coordinate the ongoing review and development of the School Travel Plan targets towards the overarching goal of increasing sustainable travel of all staff and pupils. The steering group will be made up of key stakeholders including the Travel Plan Coordinator,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

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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 Pontyclun Primary School, located to the south of Palalwyf Avenue, Pontyclun.

The redevelopment proposals for the site include demolition of the existing school buildings, and construction of a new two storey school building to include classrooms for primary and nursery pupils, 'heartspaces', administrative spaces, main hall and kitchen. This would be a Net Zero Carbon operation school/nursery. In addition, there will be provision for external areas and facilities, to include landscaped areas, an amphitheatre, hard/soft playgrounds, two multi-use games area (MUGA) courts and erection of temporary classrooms during the construction phase.

The proposed redevelopment of Pontyclun Primary School will see an increase in pupils from 498 (including 57 nursery places) to around 540 (including 60 nursery places). Staff numbers are proposed to increase from 55 to 59 (including all support staff).

Pedestrians and cyclists will be able to access the school from the west via Heol-Y-Felin and Palalwyf Avenue from the east. Pedestrians from either entrance would then following the internal routes within the school site. 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 in the surrounding area should be prioritised as part of the school's redevelopment to encourage more parents, pupils and staff to travel by more sustainable modes.

Vehicular access will be achieved from the west of the site via a priority T-junction arrangement with Heol-Y-Felin and access for vehicles will no longer be possible from Palalwyf Avenue. Servicing of the site will be undertaken from within the site with a bin store proposed to be located just south of the vehicular access point but could also potentially be undertaken on-street from Heol-Y-Felin.

It is proposed to provide covered cycle parking in excess of RCTCBC minimum standards to encourage more parents, pupils and staff to travel to the site by cycling.

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

As a result of improved provision for sustainable travel the redevelopment proposals are forecast to generate daily vehicular movements which are broadly similar to the current situation. Potential mitigation measures could also be introduced e.g. a 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.

A Framework Travel Plan has been prepared which sets out several site wide measures which should 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 redevelopment 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](#)

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**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](mailto: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



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**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 13<sup>th</sup> 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

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## **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

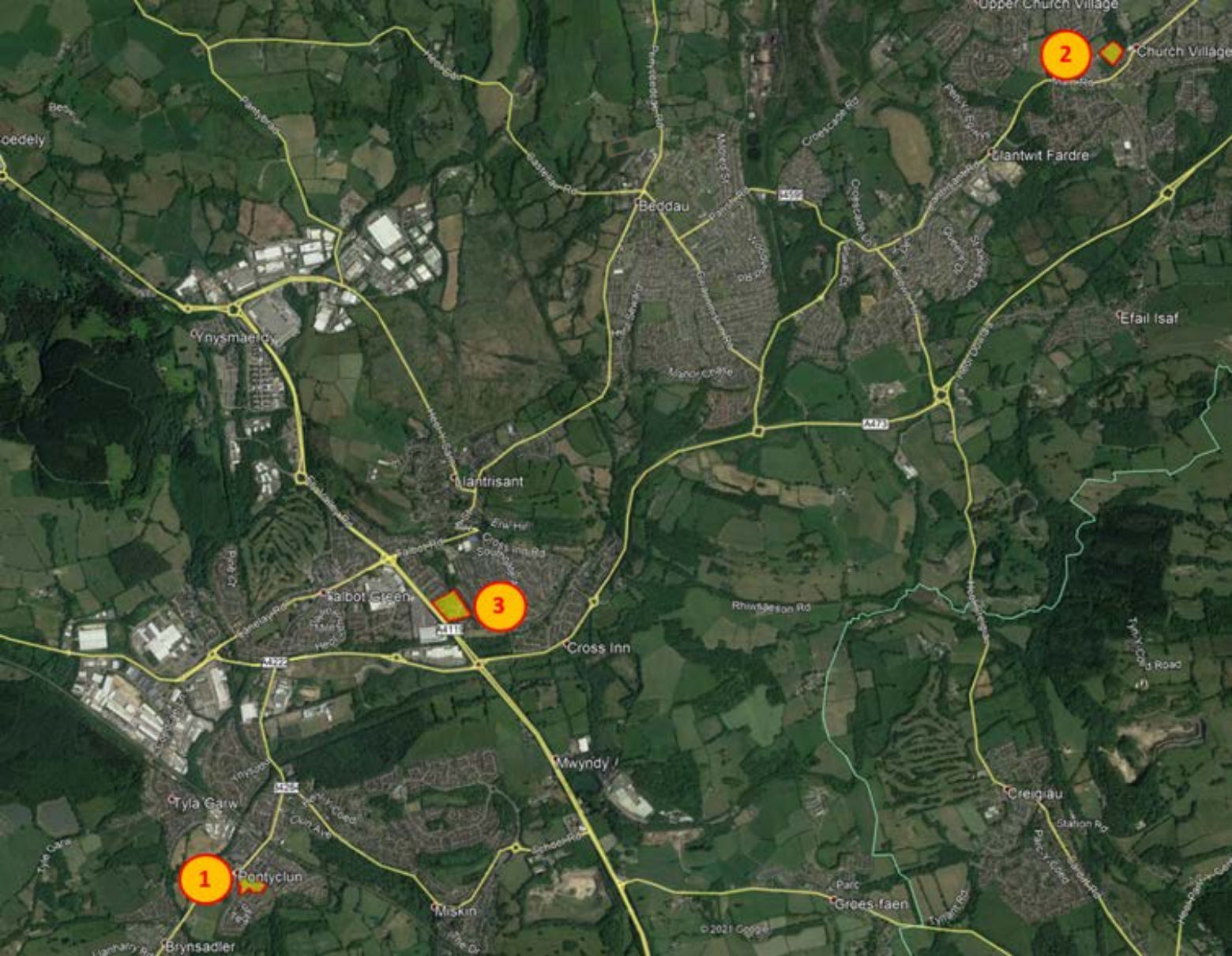
## 4 Reporting

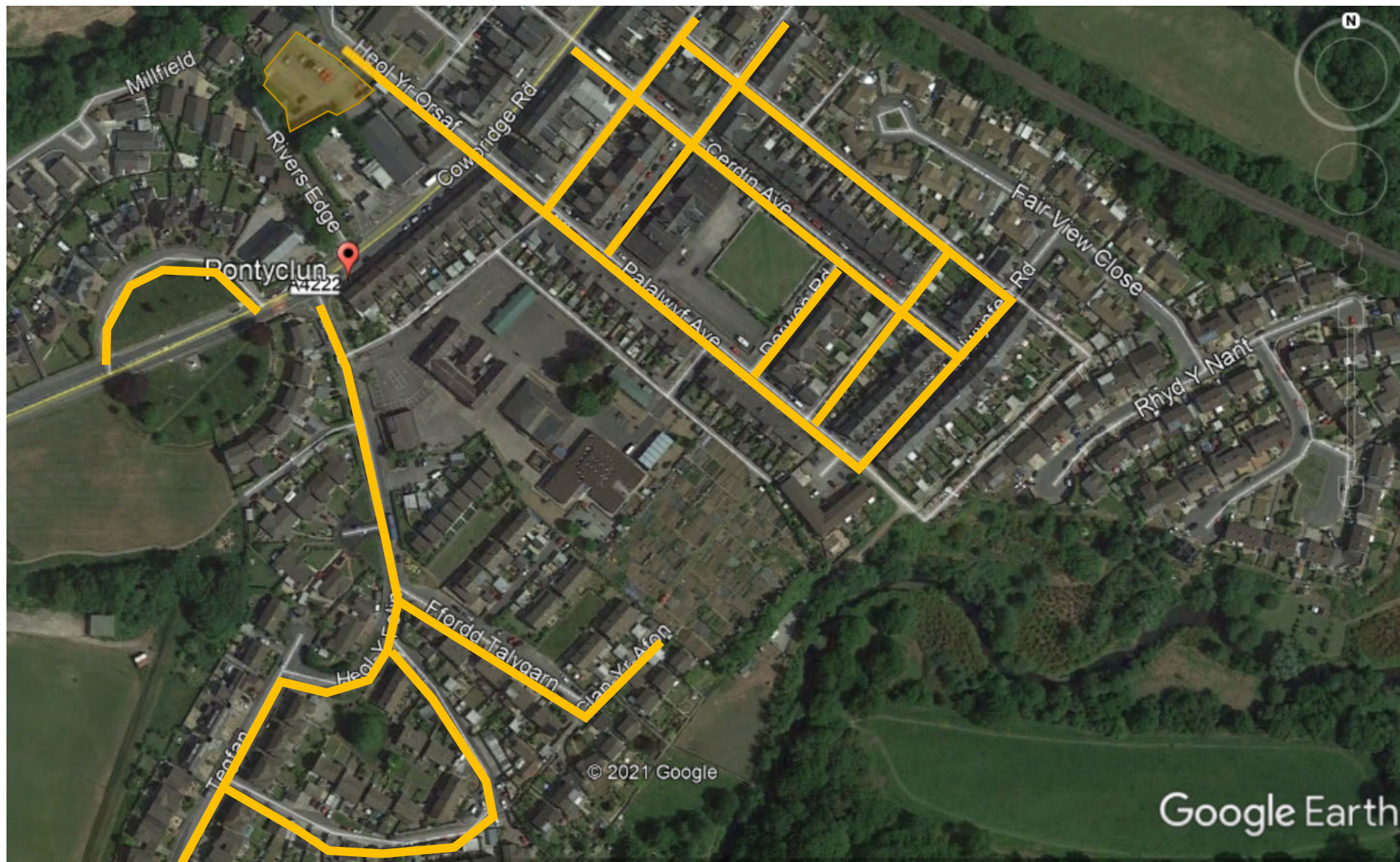
The reporting of results should include an Excel tabulated format that presents occupancy count undertaken at three points in the day.

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



# RCT Primaries – Proposed Parking Survey





# 1. Pontyclun



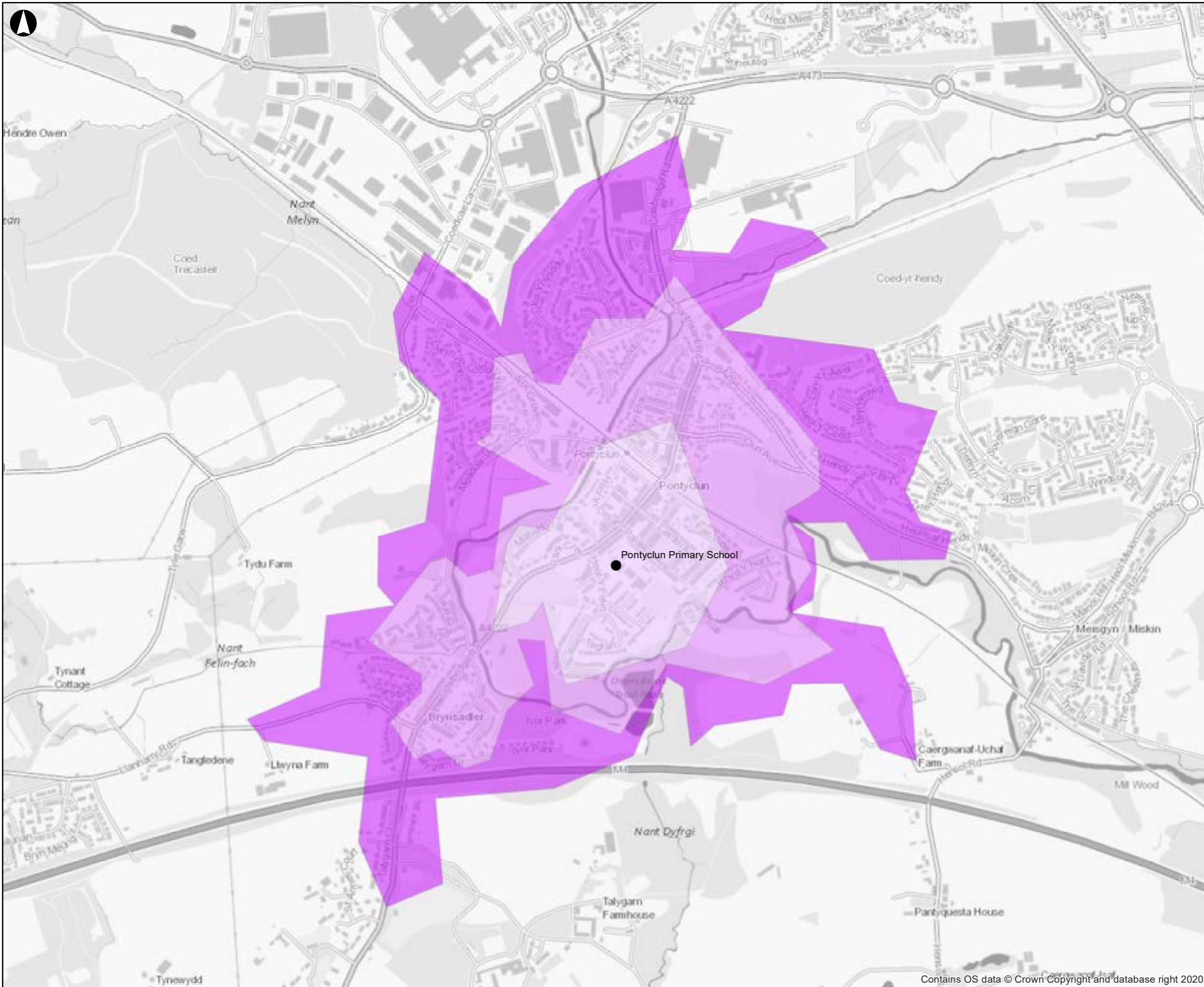
## 2. Llanilltud Faerdref



### 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

Metres

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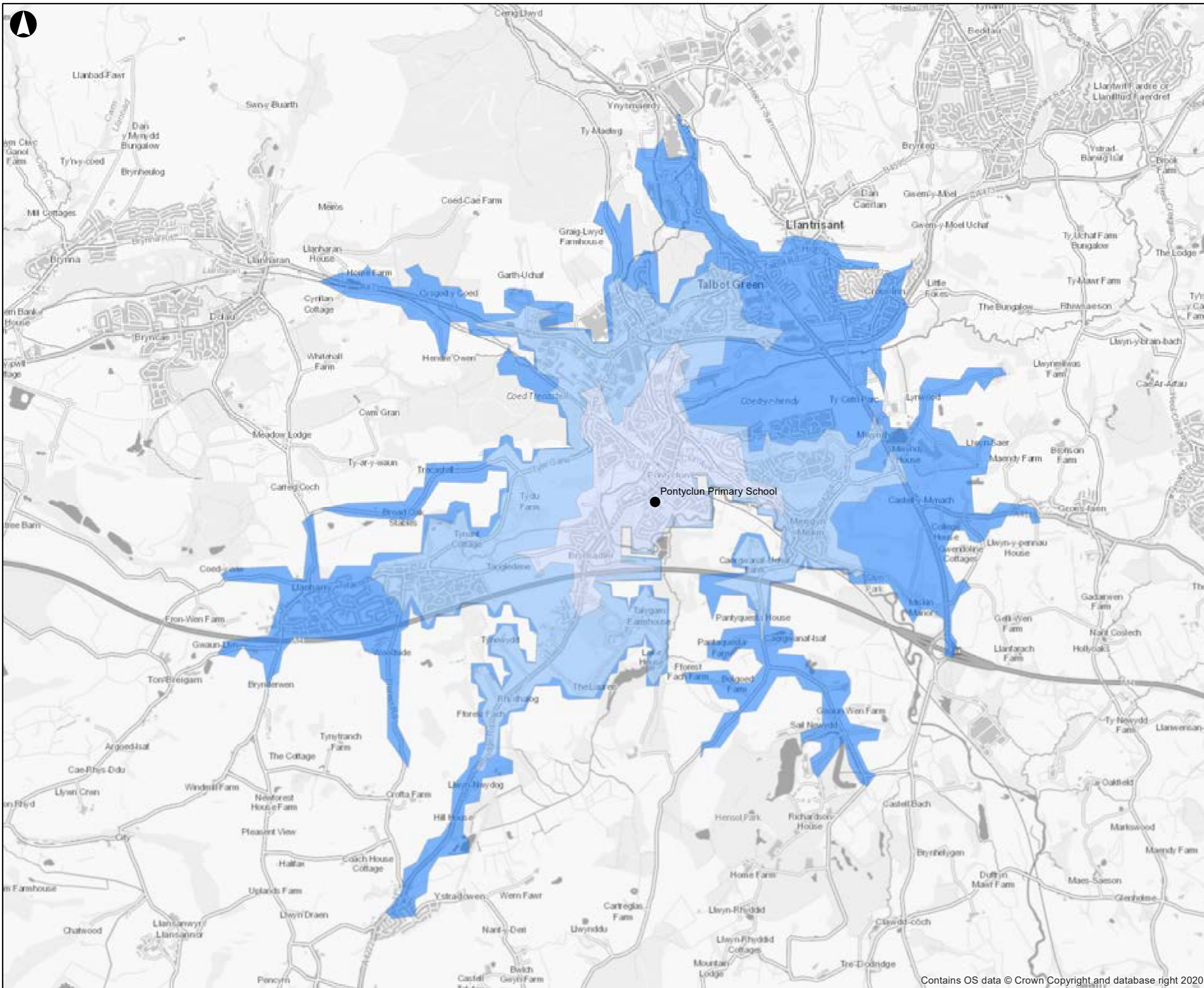
Client  
**WEPCo | Rhondda Cynon Taf  
County Borough Council**

Job Title  
**RCT 3 Primaries Batch**

**Pontyclun Primary School  
Walking Isochrone**

Scale at A3  
**1:10,000**

Job No <b>281143-00</b>	Drawing Status <b>Preliminary</b>
Drawing No <b>005</b>	Issue <b>P0</b>

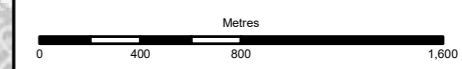


Legend

- 5 mins
- 10 mins
- 15 mins

P0	2021-10-05	GD	AW	RB
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Issue	Date	By	Chkd	Appd
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Client  
**WEPCo | Rhondda Cynon Taf  
County Borough Council**

Job Title  
**RCT 3 Primaries Batch**

**Pontyclun Primary School  
Cycling Isochrone**

Scale at A3  
**1:30,000**

Job No <b>281143-00</b>	Drawing Status <b>Preliminary</b>
----------------------------	--------------------------------------

Drawing No <b>006</b>	Issue <b>P0</b>
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## **Appendix D**

### Accident Data Plan



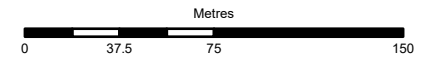


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**Legend**

**Severity**

- Fatal
- Serious
- Slight
- Pontyclun 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  
**Pontyclun**

**Stats-19 Accident Data**

Scale at A4  
**1:3,000**

Suitability  
**Preliminary**

Arup Job No	Rev
	<b>P0</b>

Name  
**004**

## **Appendix E**

### **Safer Routes to School Audits**

E1

Audit Category	Walking Infrastructure Plan, Walking B	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 staining. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Staining and/or dog waste prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	2	2		1	2	1	0	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/social activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	2	2		2	2	2	1	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.	2	2	1		1	1	2	2	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.																												
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 fretted pavement, or significant uneven patching or trenching.	6	6	5	0	4	5	5	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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.	5	2	1		1	1	1	2																		
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.	5	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.	2	1	2		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	1	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). - Barriers restricting access, and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces.																												
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	2	1	0	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.	2	1	2		2	1	1	2																		
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossings)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 10s average).	Crossing of road associated indirect, or associated with significant delay (> 10s average).	2		2		2	1																				
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase and/or push or pull 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		0	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																									
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.																												
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.	2	2	2		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.	2	2	2		2	1	2	1	2																	
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	1	2		2	2	2	2	2																	
20. SAFETY - 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.	0	0	1		2	0	0	0	0																	
20. COHERENCE				0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

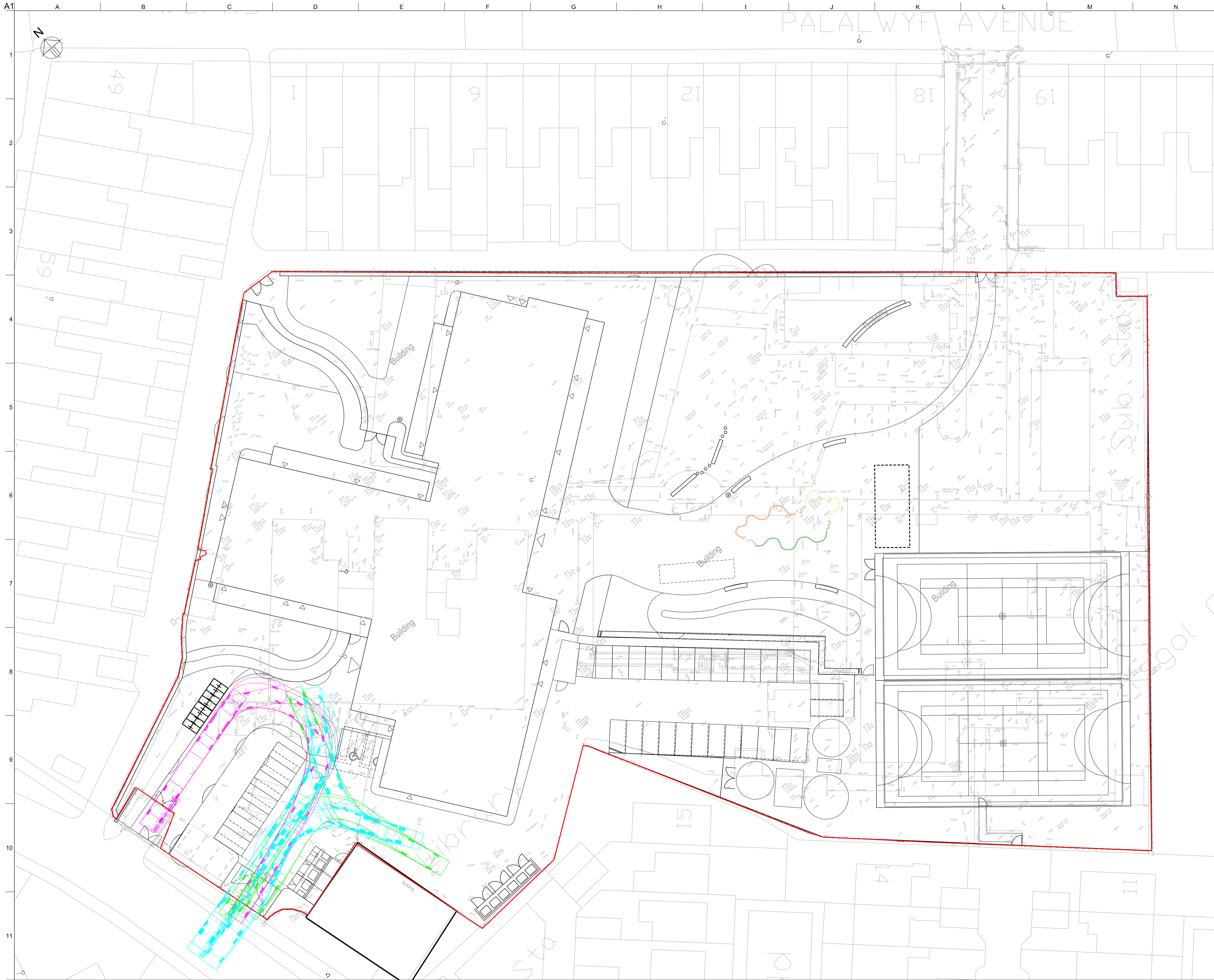
## **Appendix F**

### **Proposed Development Masterplan**



## Appendix G

### Swept Path Analysis



- Legend**
- Site Boundary
  - Large Refuse Vehicle
  - Fire Tender Option 1
  - Fire Tender Option 2

- 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 topographical 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

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Client  
**MIMWEP**  
Rhondda Cynon Taf County Council

Project Title  
**RCT Batch Primary**

Drawing Title  
**Pontyclun  
Vehicle Tracking**

Scale at A1 1:250 Role Civils  
Suitability S3- Suitable for Review and Comment  
Job No **281143** Rev **P02**  
Drawing No  
**RH0201-ARP-0-0-DR-C-00061**