

acstro

Travel Plan

**Clydach Vale ALN School
Cambrian Park
Tonypandy**

October 2024

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Revision History

A	24 th September 2024	First Issue
B	2 nd October 2024	Revised School Capacity

1778-ACS-ZZ-XX-RP-T-002-B Clydach Vale ALN TP.docx

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1 Introduction

- 1.1 Acstro has been appointed to prepare a Travel Plan to support a planning application for the construction of a new additional learning needs (ALN) school for 3 to 19 year olds at the site of the former Pavilions Council Offices, Cambrian Park, Tonypanyd. The general location of the site is shown in Figure 1.
- 1.2 The application site is located on Cambrian Park in Clydach Vale, Tonypanyd. The site comprises of five office buildings with associated parking to the west. The offices previously accommodated RCT Council but have been vacant since 2023.

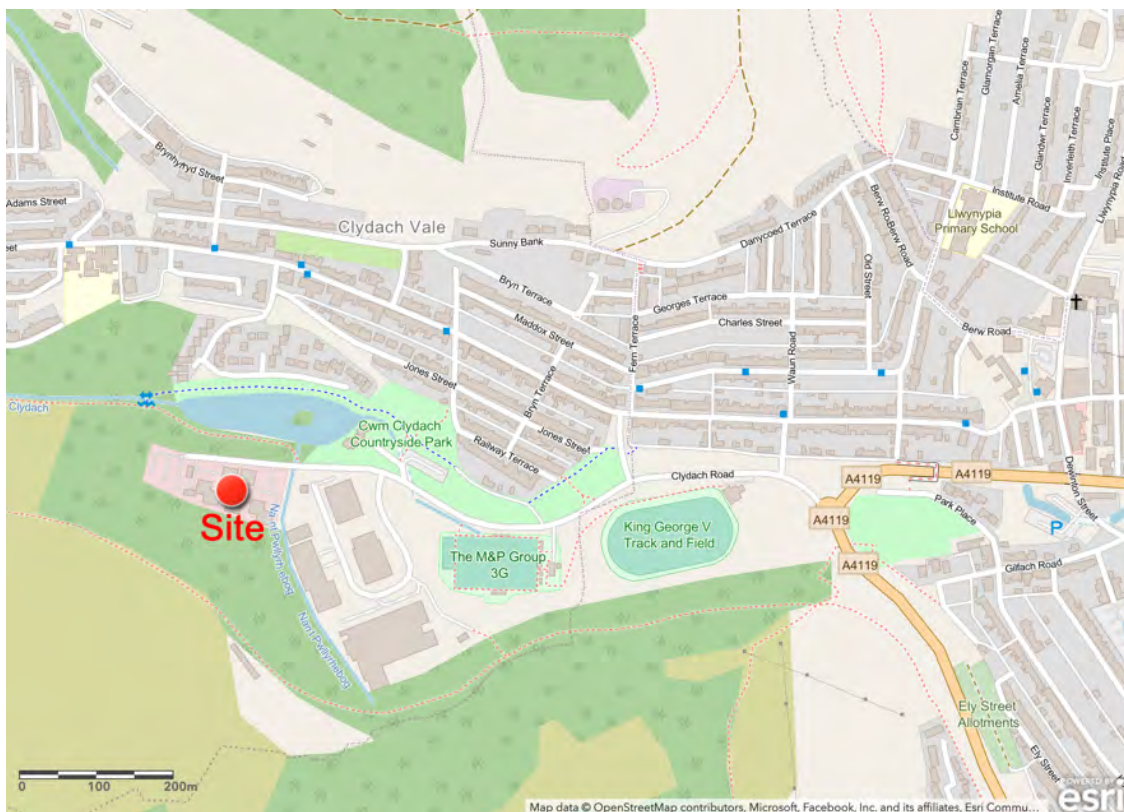


Figure 1 Location Plan

- 1.3 This travel plan provides background information and guidance on travel and access to the school. It also sets out a package of measures to help and encourage pupils, parents and staff to use smart and sustainable travel choices on the journey to and from school.
- 1.4 The purpose of this travel plan is to encourage the school community - pupils, parents and staff where possible to travel to school using sustainable modes of transport in the context of raising awareness of healthy lifestyles and carbon emission management.
- 1.5 This travel plan will also highlight the benefit of healthy and active lifestyles and raise awareness of physical wellbeing. Pupils, parents and staff will gain from health and social benefits of reducing the impact of car travel.

2 Transport Links

2.1 This section describes the pedestrian, cycle, public transport and highway networks that serve the site. Details are also provided of the site’s existing traffic generation. The site is shown in context in Appendix 1.

Appendix 1 Site Context

Active Travel

2.2 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government’s *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.

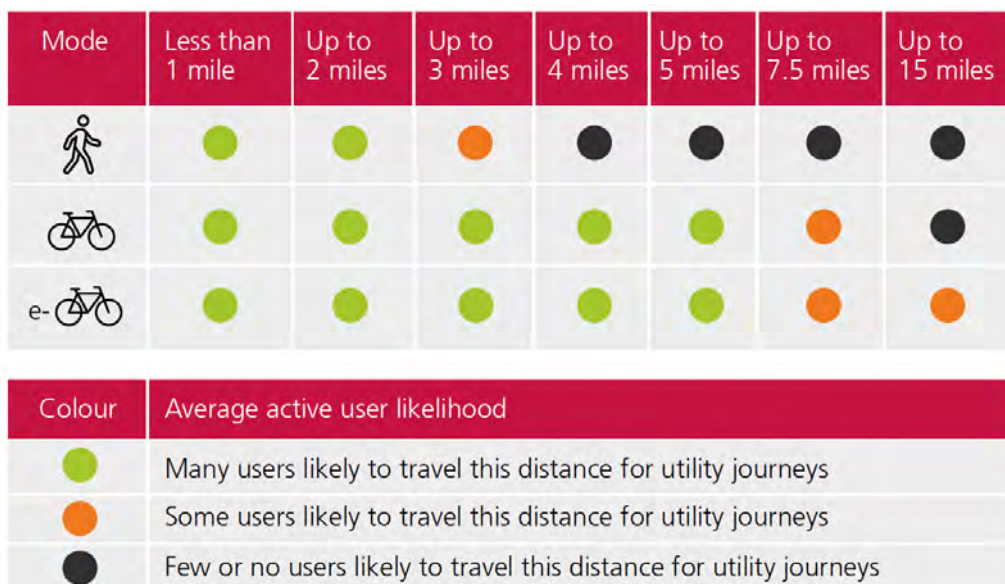


Figure 2 Typical Distance Range for Active Travel

(Source: Active Travel Guidance Table 4.1)

2.3 Figure 4 shows the areas within a 2 mile walk or 5 mile cycle trip of the application; the areas where it may be possible for trips to the proposed development to be made by active travel modes.

2.4 The proposed school’s catchment is wide reaching, with the majority of pupils living beyond walking or cycling distance. Moreover, many of the pupils attending the school have severe or profound and multiple learning difficulties that limits the number that can commute safely on foot or bike. The majority of pupils will be transported to and from school by bus.

2.5 Nevertheless, it is likely that some staff and visitors; plus a small proportion of pupils; have the capacity to walk or cycle to / from the site.

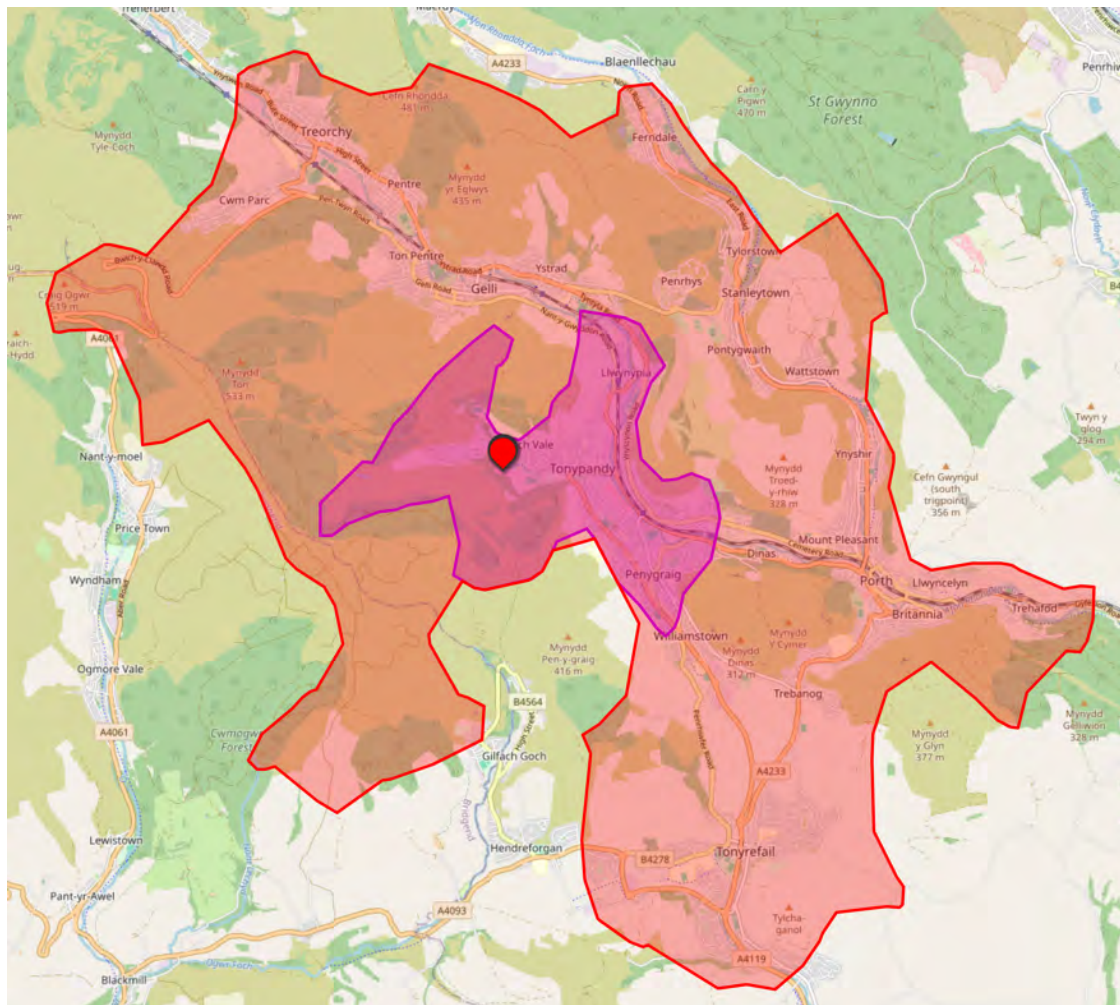


Figure 3 2-Mile Walk & 5-Mile Cycle Catchment

- 2.6 The active travel infrastructure in the area surrounding the site is considered to be good. The unnamed road that provides access to the site has an uninterrupted footway along its northern side that links with Clydach Vale’s residential areas. There is also a traffic free pedestrian route that connects this road to North Terrace via the Clydach Lake car park.
- 2.7 Surrounding roads and residential streets have footways on both sides, appropriate levels of lighting infrastructure and acceptable surface quality.
- 2.8 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:
 - **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
 - **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.
- 2.9 An extract from the ATNM is provided below and shows that the application site is connected to a proposed future walking and cycling route (RCT-INM-S10)

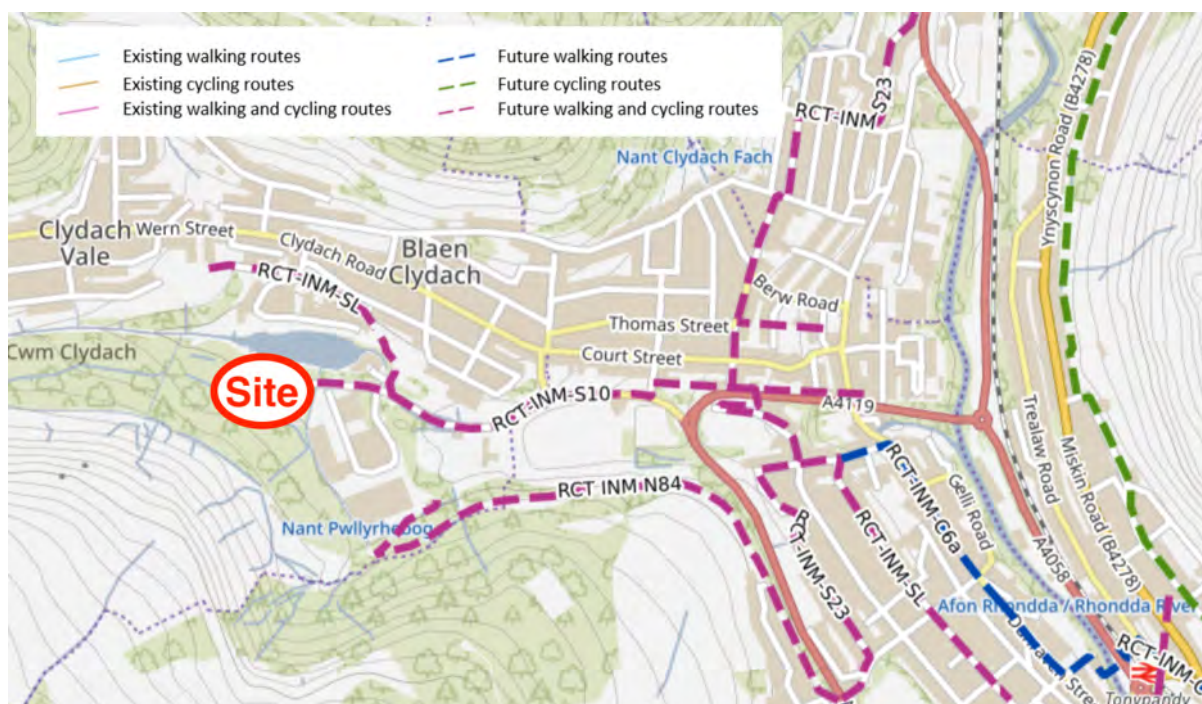


Figure 4 Extract from Council’s Active Travel Network Map

Public Transport

2.10 The nearest bus stops to the site are on Clydach Road / Court Street in Clydach Vale (Fern Terrace stops). These are some 600m walk from the site and provide access to the services described in the following table. The frequency of services during the core travel times¹ to and from the proposed school are provided in the table below with the full timetables provided in Appendix 2.

Appendix 2 Bus Timetables

Service	Route	Frequency 07:30-10:00	Frequency 15:00-17:30
173	Clydach Vale – Porth	3 services	2 services
	Porth – Clydach Vale	3 services	2 services
175	Clydach Vale – Porth	1 service	No services
	Porth – Clydach Vale	1 service	No services

Table 1 Broadlands District Council Offices Traffic Survey

2.11 It is usual to calculate a development site’s Accessibility Index (AI), an indicator of the accessibility and density of the public transport network that serves a development site. The AI is influenced by the proximity and diversity of the public transport network and the frequency of services at accessible public transport nodes. The greater the number of compliant nodes, services and their proximity to the building, the higher the AI.

2.12 In this case the No. 173 provides 5 services and the No. 175 one service during the core hours (5 hour period), resulting in an AI of 0.85.

¹ Defined by BREEAM Non-Domestic Buildings (UK) Technical Manual SD5078 (2018) Table 7.2

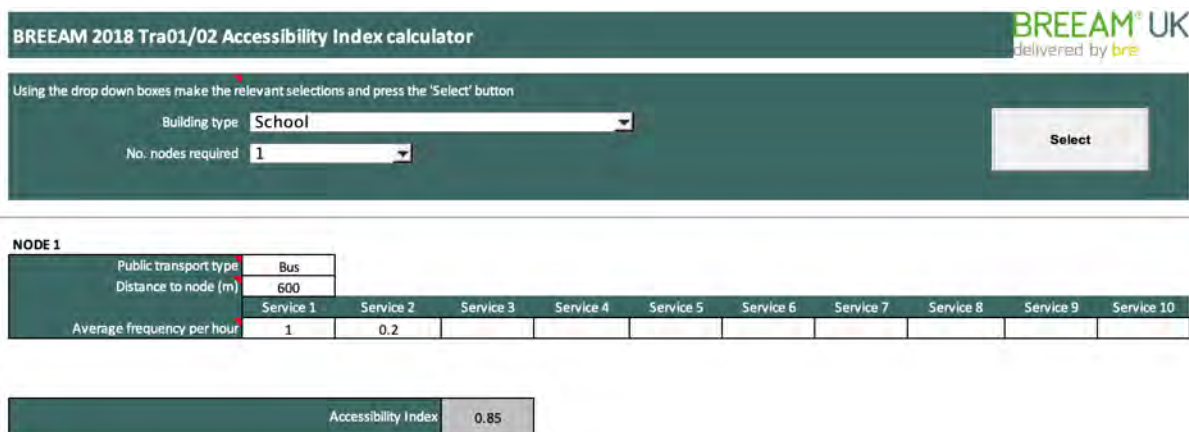


Figure 5 Accessibility Index Calculation

2.13 Tonypany railway station is located approximately 2km, a 30-minute walk, to the south east of the site and provides access to half-hourly services south to Pontypridd and Cardiff and north to Treherbert.

Highway Network

2.14 The site is located at the western end of a no-through road. This is an unnamed public highway that also provides access to the Cambrian Industrial Estate, Clydach Vale Country Park, Cambrian United FC’s football ground an athletics track and the rears of some Railway Terrace properties.

2.15 The unnamed road has a 7.3m wide carriageway with a continual footway along its northern side. To the west of the Cambrian Industrial Estate access there is also a footway provided along the southern side.

2.16 The existing public highway extends into the application site and it is proposed that the status of the road as a public highway will be extinguished in order that the school site can be made secure. The extinguishing the public highway rights will be subject to its own statutory process.

2.17 Towards the eastern end of the unnamed road are two streets that link it to Court Street.

2.18 The unnamed road is accessed at its eastern end from the A4119 at a three armed roundabout. The A4119 provides a link to Tonyrefail, Llantrisant, Talbot Green and junction 34 of the M4 to the south. To the east of the roundabout the A4119 links with the A4058 that connects with Treorchy to the north and Porth and Pontypridd to the south.

2.19 A review of injury collision records for the highway network serving the site has been undertaken for latest five-year period for which data is available (2018 – 2022 inclusive). There are three incidents recorded on the approaches to the A4119 roundabout to the east of the site. Each is on a different approach and the absence of clustering of accidents indicates that the highway network operates safely.

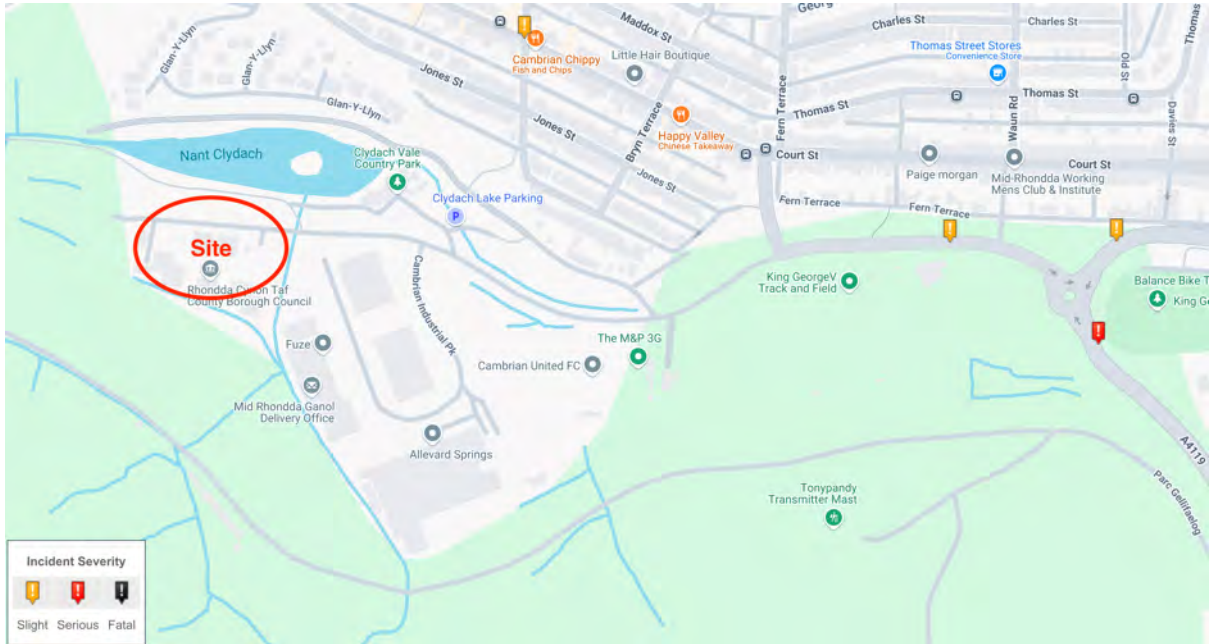


Figure 6 Injury Accident Location & Severity 2018 – 2022 (www.crashmap.co.uk)

3 Proposed Development

- 3.1 The proposal is to redevelop the site to deliver a new 176-place ALN school for 3 to 19 year olds. The new school will provide education for pupils with a range of additional learning needs (ALN) including autistic spectrum disorders, severe learning difficulties, profound and multiple learning difficulties, social, emotional, and behavioural difficulties, and sensory impairment.
- 3.2 The new school is in addition to the four ALN schools already open in RCT, which include Park Lane Special School, Ysgol Hen Felin and Ysgol Ty Coch.

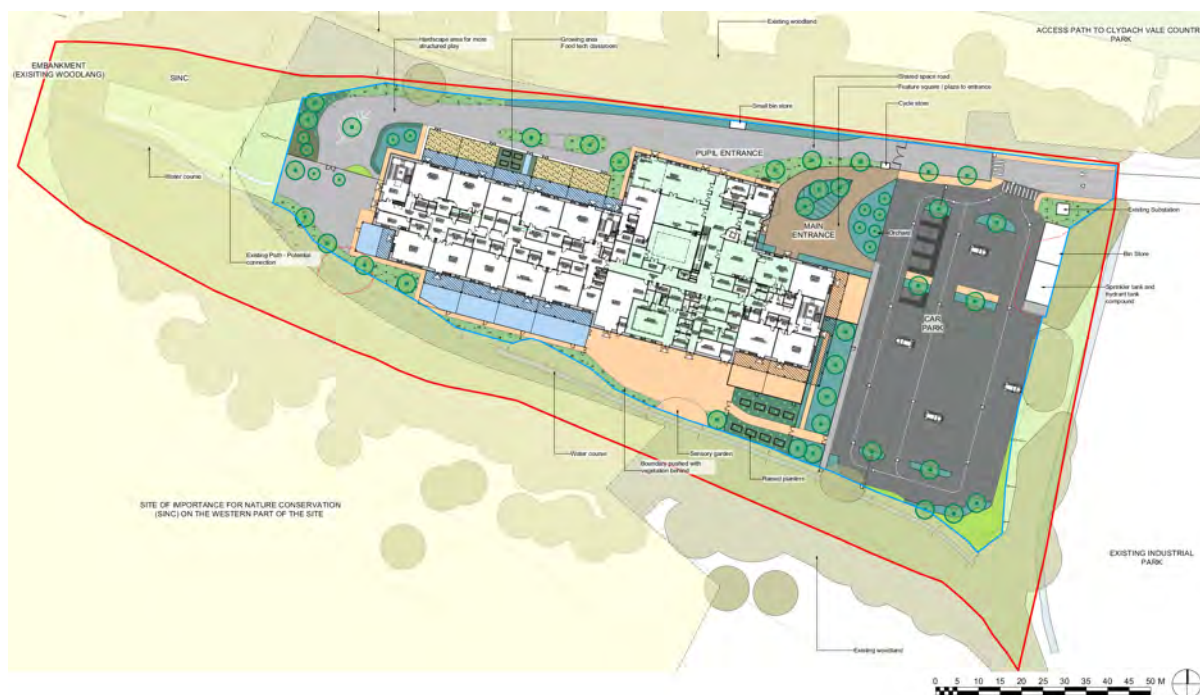


Figure 7 Proposed Development

Transport Requirements & Traffic Generation

- 3.3 The likely traffic generation of the proposed new school has been estimated from a review of information provided by the Council on travel patterns at Ysgol Hen Felin. Ysgol Hen Felin is larger than the proposed school with 233 pupils on the school roll (as of December 2023), compared to 176 at the proposed school.
- 3.4 The Council's experience at Ysgol Hen Felin is that some 74% of pupils require home to school transport. The Council currently contracts 25 vehicles to transport 173 pupils to Ysgol Hen Felin. These comprise of 15 minibuses and 10 taxis.
- 3.5 Based on the smaller school roll at the proposed school this equates, pro-rata, to 131 pupils being transported in 11 minibuses and 8 taxis.
- 3.6 The remaining 26% of pupils are brought to school by parents. Assuming that, at worst, each pupil arrives by car and only one pupil per car, this would equate to 46 vehicle arrivals at the start and end of the school day.
- 3.7 Ysgol Hen Felin has 150 staff members. Adjusting this number pro-rata to allow for the lower school roll number would equate to there being around 113 staff members at the new school.

- 3.8 Evidence of the method of travel to work for those working in Clydach Vale² is available from the 2011 Census³. It shows that 78% of journeys to work are made by car (69% as the driver and 9% as the passenger). Sustainable modes of transport (walking, cycling and public transport) account for 22% of commuter trips.

Method of Travel to Work	%
Public Transport	7.1%
Motorcycle, scooter or moped	0.3%
Driving a car or van	68.9%
Passenger in a car or van	8.8%
Bicycle	0.3%
On foot	14.4%
Other method of travel to work	0.3%

Table 2 2011 Census Method of travel to Work (Clydach Vale)

- 3.9 Based on this modal split it is estimated that 78 of the 113 members of staff will drive to work at the school.
- 3.10 Based on these assumptions it is estimated that the new school will generate some 208 vehicle movements at both the start and end of the school day.

	Start of School Day			End of School Day		
	Arrivals	Departures	Total	Arr.	Dep.	Total
School Transport - Minibuses	11	11	22	11	11	22
School Transport - Taxis	8	8	16	8	8	16
Parents Dropping-off / Picking up	46	46	92	46	46	92
Staff	78	0	78	0	78	78
Total	143	65	208	65	143	208

Table 3 Traffic Generation Estimate

- 3.11 Figure 8 shows the proposed school catchment area. It can be seen that the school is located at the northern end of the catchment area, which will determine that most pupils will travel to it from the south. For the purpose of considering traffic impact it is assumed that 50% of traffic will travel to and from the school vis the A4119 through Tonyrefail and 50% via the A4119/A4058 through Porth.

² Rhondda Cynon Taf 016/W02000267 Super Output Area – Middle Layer

³ 2021 census data was gathered at a time when working practises were affected by the COVID pandemic and as such it is considered that 2011 data provides a more reliable basis for estimating the method for travelling to work.

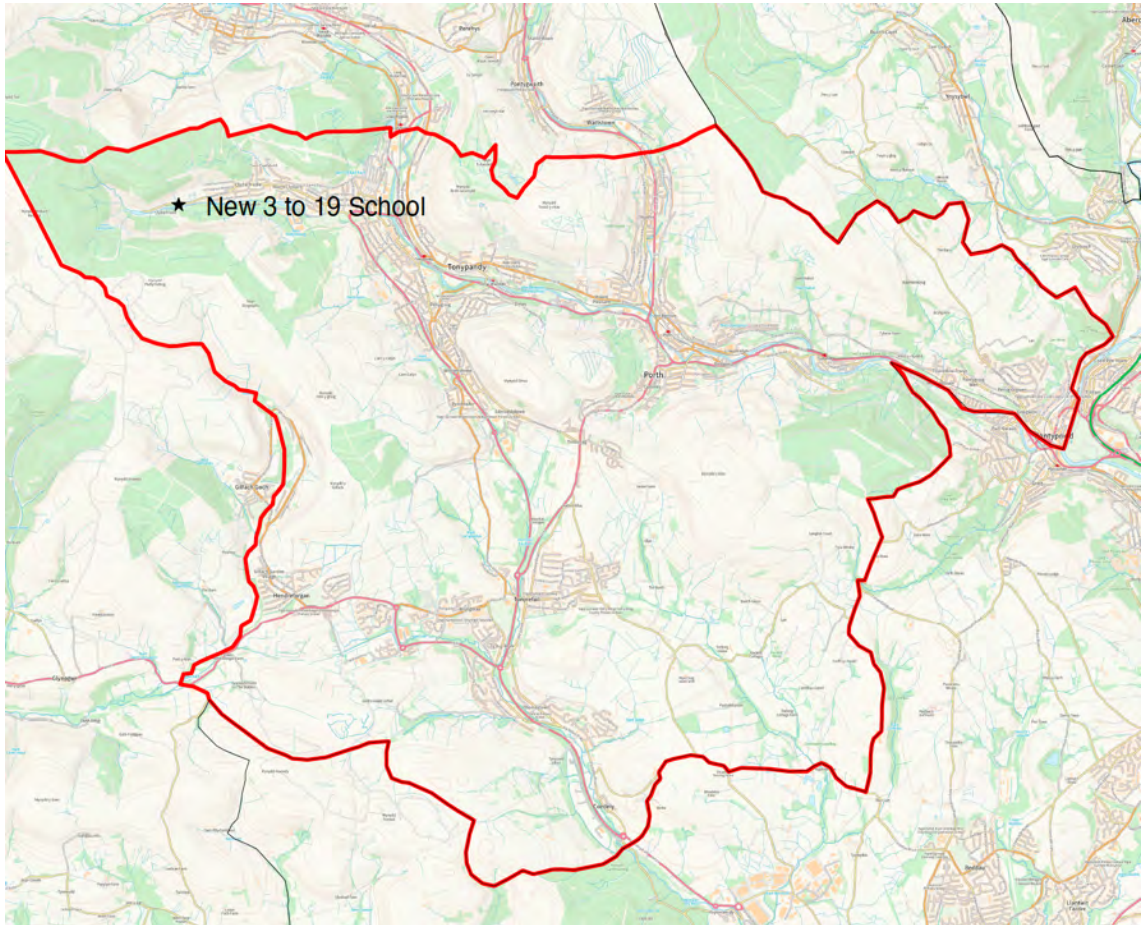


Figure 8 School Catchment Area

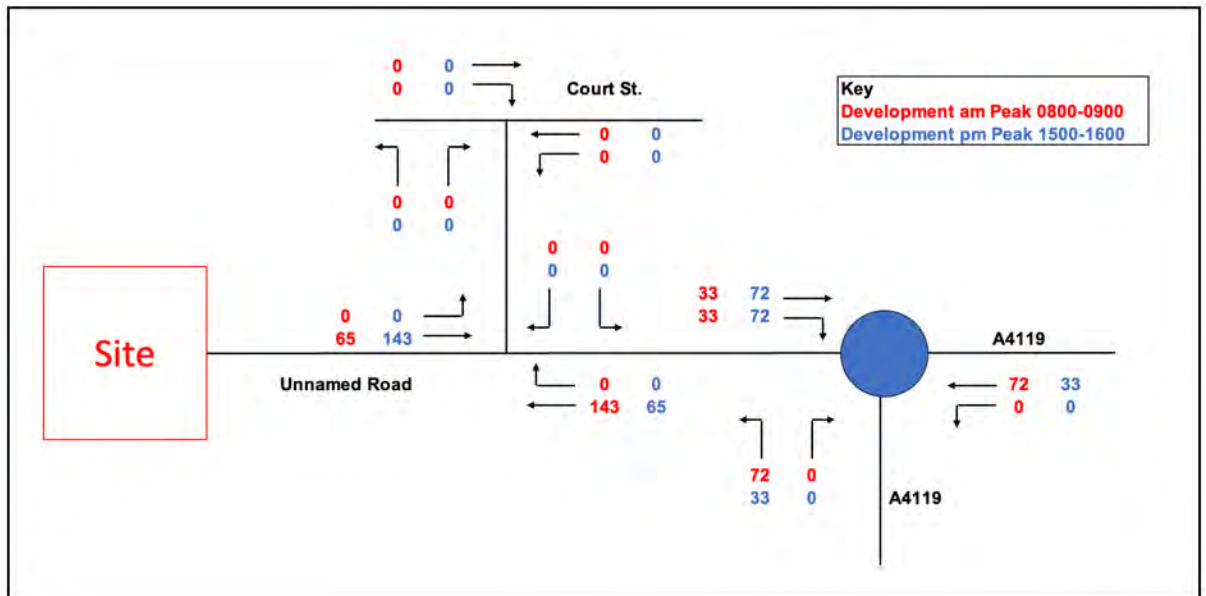


Figure 9 Proposed Development Traffic Distribution

Access

- 3.12 Access to the site will be via the unnamed road as is currently the case. The existing public highway extends into the application site and it is proposed that the status of the road as a public highway will be extinguished in order that the school site can be made secure. The extinguishing the public highway rights will be subject to its own statutory process.
- 3.13 Pedestrian access to the site is achieved by extending the existing footway that runs along the unnamed road's southern side. This will provide a continuous, segregated and safe route for pedestrians to the school's door. A crossing facility will be provided where this pedestrian route crosses the access to the school's car park and this will include dropped kerbs and tactile paving to allow for its use by people with varying levels of disability and visual impairment.
- 3.14 The accessibility of the development to users with mobility impairments has been considered since the early stages of the design process. It is a design team intention to produce a design which satisfies a pan disability approach and all best practice guidance. The result of which will ensure the new development incorporates the broadest possible needs for the disabled community. Some of the key provisions are noted below:
- The site has been designed to minimise distances between main entrances and accessible parking bays.
 - Canopies are provided over principle entrances.
 - Sufficient lighting is provided and level thresholds are provided to all external doors.
 - Wide circulation routes and doors have been incorporated into the design.
 - Drop kerbs, bollard protection and tactile paving will be provided to meet statutory guidance.
 - Cross over circulation between vehicles and pedestrians are avoided as far as possible.
 - Colour contrasting surfaces will be carefully considered in all areas to benefit visually impaired users. The whole pavement or solely the kerb will visually contrast from the vehicle surface by at least 30 LRV points.
 - As far as possible, all shared surfaces will be avoided with drop kerbs and bollard protection installed to protect the movement of pedestrians with sight loss, guide dogs and canes.
 - Clear signage provision throughout the development will comply with best practice requirements.

Parking & Drop-off

- 3.15 An 88-space car park is provided at the eastern end of the site that comprises of:
- 74 standard car parking spaces
 - 5 accessible car parking spaces for blue-badge holders located close to the school's main entrance.

- 9 drop-off spaces positioned adjacent to the school building allowing passengers to alight directly onto the adjacent footway. Access to these spaces is controlled by barriers at each end of the drop-off lane.
- 3.16 It was estimated earlier that some 78 members of staff will arrive by car, taking up 78 parking spaces. This leaves 10 spaces available for dropping-off and collection of pupils at each end of the school day; 9 of which are located adjacent to the school building. Barriers are located at each end of the drop-off parking row in order to prevent these spaces being occupied prior to the drop-off or collection periods and control entry and exit during these periods. The arrangement provides for safe and efficient access to the school with the first car stopping, the pupil being handed over into the care of staff before the car departs and the process being repeated.
- 3.17 There will be some queueing as cars wait to access the drop-off spaces. This can be accommodated safely in the car park's one way circulatory system, advancing to the drop-off spaces as they become available and when called forward by staff. The circulatory system provided within the car park means that this queueing can be accommodated safely, without blocking exiting traffic. Staff arrive at the school prior to the drop-off period and leave after the pupils have been collected. There will be no conflict therefore between cars queueing during the drop-off/collection period and staff accessing or leaving their parking spaces.
- 3.18 School transport minibuses (around 11 are expected) will drop-off and collect pupils from a separate pupil entrance on the northern side of the building. The minibuses will utilise a gated area that will be closed to traffic outside of drop-off and pick-up times.
- 3.19 A cycle shelter is provided near the school's main entrance, providing for pupils, staff and visitors that choose to cycle to the school.
- 3.20 Swept path analysis has been undertaken to ensure that large vehicles such as fire tenders, mini buses and refuse vehicles can successfully manoeuvre through the site.

Appendix 3 Swept Path Analysis

4 Travel Plan Aims, Outline Objectives & Targets

Aims

- 4.1 The overall aim of the school travel plan is to promote safe and responsible travel choices for pupils, staff and visitors. The travel plan is a practical endorsement of the school's desire to promote and nurture healthy lifestyles in young people.
- 4.2 The School Travel Plan will benefit the school and the wider community and will help to:
- Reduce traffic congestion and pollution
 - Improve health, fitness and alertness
 - Teach road safety skills
 - Reduce accidents
 - Involve children in changing their own environment
 - Provide a focus for class work
 - Build links within the local community
 - Increase use of sustainable transport

Objectives

- 4.3 The objectives of the School Travel Plan are:
- Transport related
 - To promote the use of walking/cycling to get to school
 - To raise awareness of how travel choices affect the pupils' lives and the environment
 - Promote the wider benefits of walking and cycling
 - Increase health and fitness amongst pupils and staff
 - Reduce staff parking demand so that it can be accommodated wholly by the on-site parking provision
 - Environmental benefits
 - Reducing vehicles emissions through reduction in car use
 - Reducing noise pollution and visual intrusion of traffic
 - Health benefits
 - Increased alertness in class
 - Reducing accident numbers outside school/on journey to school
 - Global citizenship/civic pride

Target

- 4.4 The target of the Travel Plan will be to reduce the number of single-occupant car trips to school by one-tenth over the course of five years.

5 School Travel Plan Management & Measures

Travel Plan Co-ordinator & Steering Group

- 5.1 The School Travel Plan will be driven and supported by the school's leadership team and governors. School Travel Plans succeed because of the determination and imagination of keen individuals championing the need for healthy and safe ways to get to school. The Travel Plan Co-ordinator will be driving force for change; the person who raises awareness, or persuades others, or attracts publicity. The School Travel Plan Co-ordinator will be the contact point for all travel plan information.
- 5.2 In the first instance the nominated Travel Plan Co-ordinator will be the School Head with the intention to delegate this role to a governor or other staff member in due course.
- 5.3 The Travel Plan Co-ordinator will report regularly to the school's leadership team and governing body.

Travel Plan Measures

- 5.4 The Travel Plan Co-ordinator will develop a package of measures aimed at meeting the stated targets of the School Travel Plan. The list below provides some suggested measures that will be considered by the school in consultation with the Council's School Travel Plan Officer.
 - Promotion & Marketing
 - Introduce a School Travel Plan awareness campaign within the school.
 - Produce a 'safe routes to school' map with ten-minute walking zones, safe cycle routes and on-street parking areas indicated. This will be included in a 'travel to school' leaflet will be circulated to all parents, guardians and staff.
 - Provide travel information and promote the School Travel Plan on the school's website and in newsletters.
 - Provide travel information on school/staff noticeboards
 - School Travel Plan events, competitions and focus weeks
 - Encouraging Walking
 - Promotion of the health benefits of walking
 - Walk to School days / weeks
 - Work with the Highway Authority to press for pedestrian infrastructure improvements

- Encouraging Cycling
 - Promotion of the health benefits of cycling
 - Provision of safe and secure cycle parking spaces
 - Provide maps showing safe cycling routes
 - Cycle to School days / weeks
 - Bike Doctor events
 - Cycle proficiency training
 - Monitoring of the use of cycle parking and provision of additional parking space when demand regularly exceeds 85% of the site's parking capacity
 - Work with the Highway Authority to press for cycle infrastructure improvements
- Encouraging the Use of Public Transport
 - Provide public transport information on staff noticeboards
 - Personal journey planning, providing staff with bespoke journey plans for their trips to and from school
 - For visitor trips, provide advice on how to travel to the site by public transport on the school's website
 - Liaise with the Local Authority and public transport companies to press for improvements in local service provision.
- Encouraging Sustainable Car Journeys
 - Provision of EV charging points (17 for the school and 2 for the respite centre)
 - Promotion of the benefits of car sharing
 - Compile a staff car-share database to identify clusters of staff for whom car-sharing may be feasible
 - Guaranteed on-site parking spaces for car-sharers
 - A guaranteed lift home for car-sharing passengers should their driver be unable to make the journey home due to unforeseen circumstances
 - Priority parking for car sharers and blue badge holders

Linking the Travel Plan to the Curriculum

5.5 It is recognised that developing a travel plan provides a great learning opportunity for all ages. It gives pupils the chance to work together to develop a plan that will shape their surroundings, improve their health, safety and the local and global environment. Pupils and staff need to be involved at every stage to make the School Travel Plan a success and there are opportunities for linking the Travel Plan to the school's curriculum. For example:

- Develop School Travel Plan initiatives within a particular subject area such as, for example, geography and technology where pupils could design cycle racks as part of their coursework.
- It is important that pupils are involved in the initial school travel survey, site and local route network audit, analysis and design of the routes and facilities. This ensures that their knowledge about, for example, hazardous points on the route to school and preferred routes are included in the design. The pupils should be encouraged to take ownership of the plan in order for it to succeed and to change current travel habits
- Use the Internet for research and to find case studies. This can be a powerful tool for independent learning for young people.
- Once the plan is complete, pupils can be involved in the monitoring process. The responsibility for surveys could be rotated every term to different classes. Pupils can organise the surveys, analyse and display the results. The travel plan will evolve over time and the aims and targets will alter according to the travel trends and attitudes at the time.
- Once the initial School Travel Plan is complete, feedback forms for reporting problems on the school journey could be designed and circulated by pupils, to inform further development of the plan.

6 BREEAM – Transport Appraisal

6.1 BREEAM encourages better access to sustainable means of transport for building users and awards credits in respect to the accessibility of public transport and other alternative transport solutions (cyclist facilities, provision of amenities local to a building) that support reductions in car journeys and, therefore, congestion and CO₂ emissions over the life of the building.

Public Transport Accessibility

6.2 BREEAM requires that the development site's Accessibility Index (AI) is calculated. This is an indicator of the accessibility and density of the public transport network that serves a development site. The AI is influenced by the proximity and diversity of the public transport network and the frequency of services at accessible public transport nodes. The greater the number of compliant nodes, services and their proximity to the building, the higher the AI.

6.3 In this case the No. 173 provides 5 services and the No. 175 one service during the core hours (5 hour period), resulting in an AI of 0.85.

Proximity to Amenities

6.4 BREEAM requires that an assessment is made of whether the development is within 500m of specific amenities. This is included in the following table.

Amenity Type	Available within 500m	Details
Food Outlet	Yes	Within the school
Access to Cash	No	-
Access to recreation or leisure facility for fitness or sport	Yes	Within the school. Also nearby football ground and athletics track
Access to outdoor open space	Yes	Clydach Vale Country Park
Publicly Available Postal Facility	No	-
Communal Facility	No	-
Over the counter services associated with a pharmacy	No	-
Public Sector GP surgery or general medical centre	No	-
Childcare facility or school	Yes	School development

Table 4 Proximity to Amenities

Travel Plan Measures

6.5 BREEAM requires that, as a minimum, a number of specific Travel Plan measures are considered. These are listed in the following table, which also provides some commentary on each.

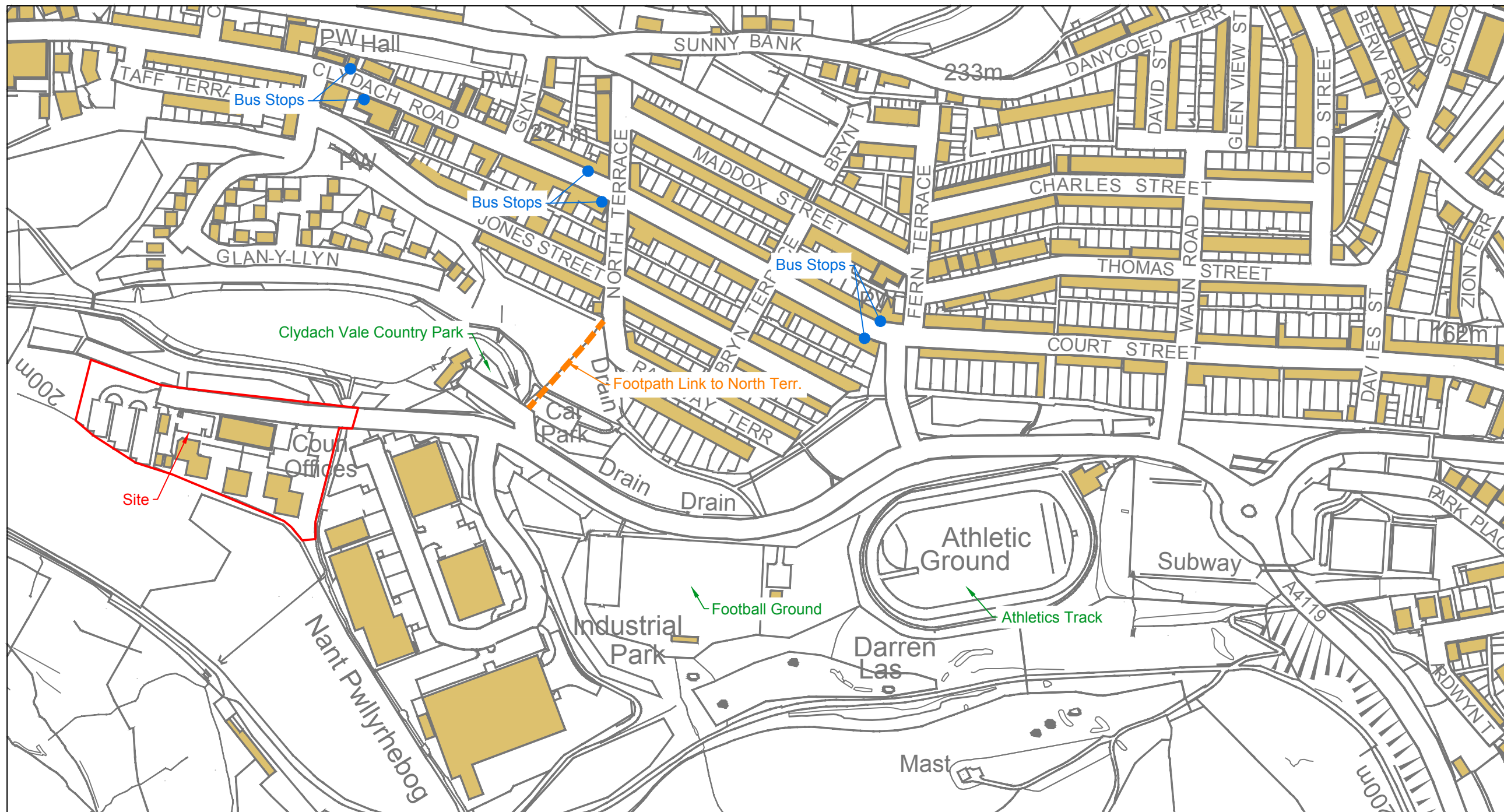
Travel Plan Measure	Comments
Negotiation with local bus, train or tram companies an increase in the local service provision for the development	A high proportion of pupils (74%) benefit from free school transport and the special nature of the school dictates that few children are able to travel unaccompanied on scheduled public transport services. Negotiation with public transport companies considered to be unwarranted for these reasons.
Provision of a public transport information system in a publicly accessible area	Public transport information to be provided on staff noticeboard.
Provision of electric recharging stations	Electric Vehicle charging spaces to be provided.
Provision of parking priority spaces for car sharers	5% of car parking spaces to be marked as priority spaces for car-sharers
Consultation with the local authority on the state of the local cycling network and on improvements	Existing and future routes are shown on the Council's Active Travel Network Map. This includes future active travel route that links directly to the site. See Figure 4
Provision of dedicated and convenient cycle storage	Secure, covered, cycle parking located close proximity to the building entrance.
Provision of cyclists' facilities (showers, changing facilities, lockers, drying spaces)	Separate male & female changing rooms with lockers available for staff.
Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas	Lighting, landscaping and shelter is provided within the site to provide a pleasant environment for pedestrians.
Restrictions or charging for car parking	Parking provision within the site is appropriate for the anticipated demand and includes EV charging provision and priority parking for car-sharers to encourage more sustainable travel choices.
Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes	Layout is considered to provide for good quality, pleasant and safe pedestrian and cycle movement within the site for all users, regardless of the level of mobility or visual impairment.
Provision of suitable taxi drop-off or waiting areas	9 drop-off spaces provided near the school's main entrance for the use of school transport taxis and parents dropping-off children
Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre).	N/A Building is not a community amenity.

Table 5 BREEAM Minimum Travel Plan Measures

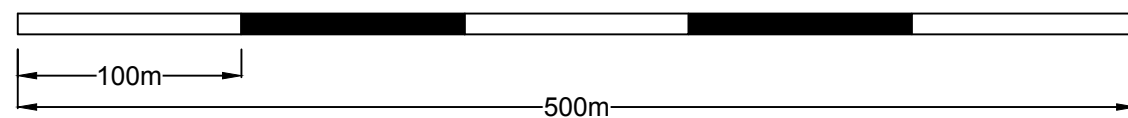
7 Summary

- 7.1 This document sets out the framework that will result in the school's development and implementation of a Travel Plan.
- 7.2 The overall aim of the Travel Plan is to promote safe and responsible travel choices for pupils, staff and visitors. The travel plan is a practical endorsement of the school's desire to promote and nurture healthy lifestyles in young people.
- 7.3 The school's catchment is wide reaching, with pupils attending from all areas of the county, the majority of which live beyond walking or cycling distance. Pupils attending the school have severe or profound and multiple learning difficulties also limits the number that can commute safely on foot or bike. The majority of pupils travel to and from school by mini-bus or taxi.
- 7.4 The Travel Plan will therefore primary focus on staff travel with the aim of encouraging a shift towards more sustainable travel patterns. Walking, cycling, the use of public transport and car sharing will be encouraged with the target being a reduction in the number of single-occupant car journeys.
- 7.5 A Travel Plan Co-ordinator will be appointed to champion its aims and the introduction of measures aimed at achieving a reduction in the number of single-occupant car journeys. Opportunities for linking the Travel Plan to the curriculum and involving pupils will also be explored.

Appendix 1 Site Context



SCALE



A First Issue 24-09-24

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Project **CLYDACH VALE ALN SCHOOL**

Drawing **SITE CONTEXT**

Drawing No. **1778-ACS-XX-ZZ-DR-T-001-A**

Scale **AS SHOWN**

Appendix 2 Bus Timetables

Porth - Clydach Vale

Service 173 (MGAO173)

Monday to Friday (Excluding Bank Holidays) (Inbound)

Timetable valid from 11th August 2024 until further notice

Operator: SSWL SSWL PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH SSWL SSWL SSWL															
Porth Morrison	--	--	--	0825	0925	1025	1125	1225	1325	1425	1525	1625	--	--	--
Pontypridd Road	--	0715	--	0825	0925	1025	1125	1225	1325	1425	1525	1625	1800	2000	2200
Lids	--	0716	--	0827	0927	1027	1127	1227	1327	1427	1527	1627	1801	2001	2201
Dinas Flats	--	0718	--	0829	0929	1029	1129	1229	1329	1429	1529	1629	1803	2003	2203
Penygraig Aubrey Road	--	0721	--	0831	0931	1031	1131	1231	1331	1431	1531	1631	1806	2006	2206
Cornwall Road	--	0724	--	0833	0933	1033	1133	1233	1333	1433	1533	1633	1807	2007	2207
Brook Street	--		--	0835	0935	1035	1135	1235	1335	1435	1535	1635	1810	2010	2210
Penygraig Post Office	--	0726	--	0837	0937	1037	1137	1237	1337	1437	1537	1637	1814	2014	2214
Tonypandy Co-op	--	0727	--	0840	0940	1040	1140	1240	1340	1440	1540	1640	1816	2016	2216
Tonypandy Bus Station Stand A3	0650	0729	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1819	2019	2219
Thomas Street Top			0745	0845	0945	1045	1145	1245	1345	1445	1545	1645			
Central Hotel	0652	0732	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1822	2022	2222
Clydach Vale Terminus	0656	0736	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1826	2026	2226

Notes:

- SSWL** Stagecoach South Wales
- PRTH** Thomas of Rhondda

Clydach Vale - Porth

Service 173 (MGAO173)

Monday to Friday (Excluding Bank Holidays) (Outbound)

Timetable valid from 11th August 2024 until further notice

Operator: SSWL PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH SSWL SSWL SSWL															
Clydach Vale Terminus, at	0656	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1829	2029	2229	
Blaen Clydach Central Hotel, o/s	0659	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1832	2032	2232	
Tonypandy Bus Station A4, at	0702	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702	1834	2034	2234	
Tonypandy Co-op, o/s	0704	0806	0906	1006	1106	1206	1306	1406	1506	1606	--	1836	2036	2236	
Penygraig Mr Creemy, o/s	0706	0809	0909	1009	1109	1209	1309	1409	1509	1609	--	1839	2039	2239	
Williamstown Brook Street, before 13		0811	0911	1011	1111	1211	1311	1411	1511	1611	--	1843	2043	2243	
Penygraig Aubrey Road, in	0709	0813	0913	1013	1113	1213	1313	1413	1513	1613	--	1847	2047	2247	
Dinas Flats, o/s	0710	0814	0914	1014	1114	1214	1314	1414	1514	1614	--	1848	2048	2248	
Dinas Lidl, o/s	0712	0816	0916	1016	1116	1216	1316	1416	1516	1616	--	1849	2049	2249	
Porth Police Station, Stop N8	0713	0818	0918	1018	1118	1218	1318	1418	1518	1618	--	1850	2050	2250	
Porth, Pontypridd Road, Stop N5		0821	0921	1021	1121	1221	1321	1421	1521	1621	--				
Porth Pontypridd Road, Stop N6	0715	--	--	--	--	--	--	--	--	--	--	1852	2052	2252	

Notes:

- SSWL** Stagecoach South Wales
- PRTH** Thomas of Rhondda

Porth - Clydach Vale

Saturday (Inbound)

Operator: **PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****SSWL****SSWL****SSWL**

Porth Morrison	--	0825	0925	1025	1125	1225	1325	1425	1525	1625	--	--	--
Pontypridd Road	--	0825	0925	1025	1125	1225	1325	1425	1525	1625	1800	2000	2200
Lidls	--	0827	0927	1027	1127	1227	1327	1427	1527	1627	1801	2001	2201
Dinas Flats	--	0829	0929	1029	1129	1229	1329	1429	1529	1629	1803	2003	2203
Penygraig Aubrey Road	--	0831	0931	1031	1131	1231	1331	1431	1531	1631	1806	2006	2206
Cornwall Road	--	0833	0933	1033	1133	1233	1333	1433	1533	1633	1807	2007	2207
Brook Street	--	0835	0935	1035	1135	1235	1335	1435	1535	1635	1810	2010	2210
Penygraig Post Office	--	0837	0937	1037	1137	1237	1337	1437	1537	1637	1814	2014	2214
Tonypandy Co-op	--	0840	0940	1040	1140	1240	1340	1440	1540	1640	1816	2016	2216
Tonypandy Bus Station Stand A3	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1819	2019	2219
Thomas Street Top	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645			
Central Hotel	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1822	2022	2222
Clydach Vale Terminus	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1826	2026	2226

Notes:

SSWL Stagecoach South Wales

PRTH Thomas of Rhondda

Clydach Vale - Porth

Saturday (Outbound)

Operator: **PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****SSWL****SSWL****SSWL**

Clydach Vale Terminus, at	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1829	2029	2229
Blaen Clydach Central Hotel, o/s	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1832	2032	2232
Tonypandy Bus Station A4, at	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702	1834	2034	2234
Tonypandy Co-op, o/s	0806	0906	1006	1106	1206	1306	1406	1506	1606	--	1836	2036	2236
Penygraig Mr Creemy, o/s	0809	0909	1009	1109	1209	1309	1409	1509	1609	--	1839	2039	2239
Williamstown Brook Street, before 13	0811	0911	1011	1111	1211	1311	1411	1511	1611	--	1843	2043	2243
Penygraig Aubrey Road, in	0813	0913	1013	1113	1213	1313	1413	1513	1613	--	1847	2047	2247
Dinas Flats, o/s	0814	0914	1014	1114	1214	1314	1414	1514	1614	--	1848	2048	2248
Dinas Lidl, o/s	0816	0916	1016	1116	1216	1316	1416	1516	1616	--	1849	2049	2249
Porth Police Station, Stop N8	0818	0918	1018	1118	1218	1318	1418	1518	1618	--	1850	2050	2250
Porth, Pontypridd Road, Stop N5	0821	0921	1021	1121	1221	1321	1421	1521	1621	--			
Porth Pontypridd Road, Stop N6	--	--	--	--	--	--	--	--	--	--	1852	2052	2252

Notes:

SSWL Stagecoach South Wales

PRTH Thomas of Rhondda

Service 173 (MGAO173)

Timetable valid from 11th August 2024 until further notice

Service 173 (MGAO173)

Timetable valid from 11th August 2024 until further notice

Porth - Clydach Vale

Monday to Friday (Excluding Bank Holidays) (Inbound)

Operator: PRTHPRTHPRTHPRTHPRTHPRTHPRTH

Porth, Pontypridd Road N5	--	0955	1055	1155	1255	1355	1455	
Police Station	--	0955	1055	1155	1255	1355	1455	
Aberhondda Road	--	0956	1056	1156	1256	1356	1456	
Cemetery Road	--	0957	1057	1157	1257	1357	1457	
Royal Hotel	--	0959	1059	1159	1259	1359	1459	
Miskin Road	--	1000	1100	1200	1300	1400	1500	
Ynyscynon Road	--	1001	1101	1201	1301	1401	1501	
Ynyscynon Park	--	1002	1102	1202	1302	1402	1502	
Llwynypia Hospital	0903	1003	1103	1203	1303	1403	1503	
Ynyscynon Road	0905	1005	1105	1205	1305	1405	1505	
Trealaw, Trealaw Road	0907	1007	1107	1207	1307	1407	1507	
Dunraven Street	0910	1010	1110	1210	1310	1410	1510	
Tonypany, Bus Station, Stand A3	0912	1012	1112	1212	1312	1412	--	
Tonypany, Thomas Street	0915	1015	1115	1215	1315	1415	--	
Clydach Vale, Central Hotel	0917	1017	1117	1217	1317	1417	--	
Clydach Vale, Howard Terrace	0921	1021	1121	1221	1321	1421	--	

Service 175 (TPAO175)

Timetable valid from 25th April 2022 until further notice

Clydach Vale - Porth

Monday to Friday (Excluding Bank Holidays) (Outbound)

Operator: PRTHPRTHPRTHPRTHPRTHPRTHPRTHPRTH

Clydach Vale, Howard Terrace	--	0925	1025	1125	1225	1325	1425	--
Clydach Vale, Central Hotel	--	0929	1029	1129	1229	1329	1429	--
Tonypany, Bus Station, Stand A4	--	0932	1032	1132	1232	1332	1432	1632
Tonypany, Dunraven Street	0855	0936	1036	1136	1236	1336	1436	1636
Trealaw	0857	0939	1039	1139	1239	1339	1439	1639
Trealaw, Ynyscynon Road	0858	0940	1040	1140	1240	1340	1440	1640
Llwynypia Hospital	0902	0943	1043	1143	1243	1343	1443	1643
Ynyscynon Park	--	0944	1044	1144	1244	1344	1444	1644
Ynyscynon Road	--	0945	1045	1145	1245	1345	1445	1645
Miskin Road	--	0946	1046	1146	1246	1346	1446	1646
Brithweunydd Road	--	0946	1046	1146	1246	1346	1446	1646
Royal Hotel	--	0947	1047	1147	1247	1347	1447	1647
Cemetery Road	--	0948	1048	1148	1248	1348	1448	1648
Aberhondda Road	--	0949	1049	1149	1249	1349	1449	1649
Porth, Pontypridd Road, Stop N5	--	0951	1051	1151	1251	1351	1451	1651

Service 175 (TPAO175)

Timetable valid from 25th April 2022 until further notice

Porth - Clydach Vale
Saturday (Inbound)
Operator: PRTHPRTHPRTHPRTHPRTHPRTHPRTH

Porth, Pontypridd Road N5	--	0955	1055	1155	1255	1355	1455	
Police Station	--	0955	1055	1155	1255	1355	1455	
Aberhondda Road	--	0956	1056	1156	1256	1356	1456	
Cemetery Road	--	0957	1057	1157	1257	1357	1457	
Royal Hotel	--	0959	1059	1159	1259	1359	1459	
Miskin Road	--	1000	1100	1200	1300	1400	1500	
Ynyscynon Road	--	1001	1101	1201	1301	1401	1501	
Ynyscynon Park	--	1002	1102	1202	1302	1402	1502	
Llwynypia Hospital	0903	1003	1103	1203	1303	1403	1503	
Ynyscynon Road	0905	1005	1105	1205	1305	1405	1505	
Trealaw, Trealaw Road	0907	1007	1107	1207	1307	1407	1507	
Dunraven Street	0910	1010	1110	1210	1310	1410	1510	
Tonypandy, Bus Station, Stand A3	0912	1012	1112	1212	1312	1412	--	
Tonypandy, Thomas Street	0915	1015	1115	1215	1315	1415	--	
Clydach Vale, Central Hotel	0917	1017	1117	1217	1317	1417	--	
Clydach Vale, Howard Terrace	0921	1021	1121	1221	1321	1421	--	

Service 175 (TPAO175)

Timetable valid from 25th April 2022 until further notice

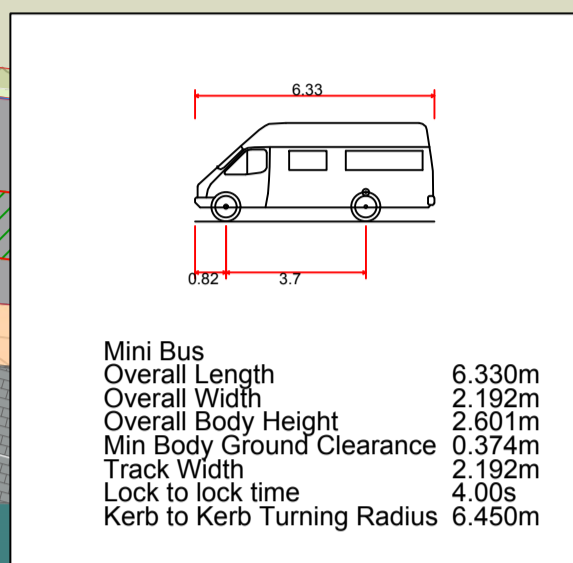
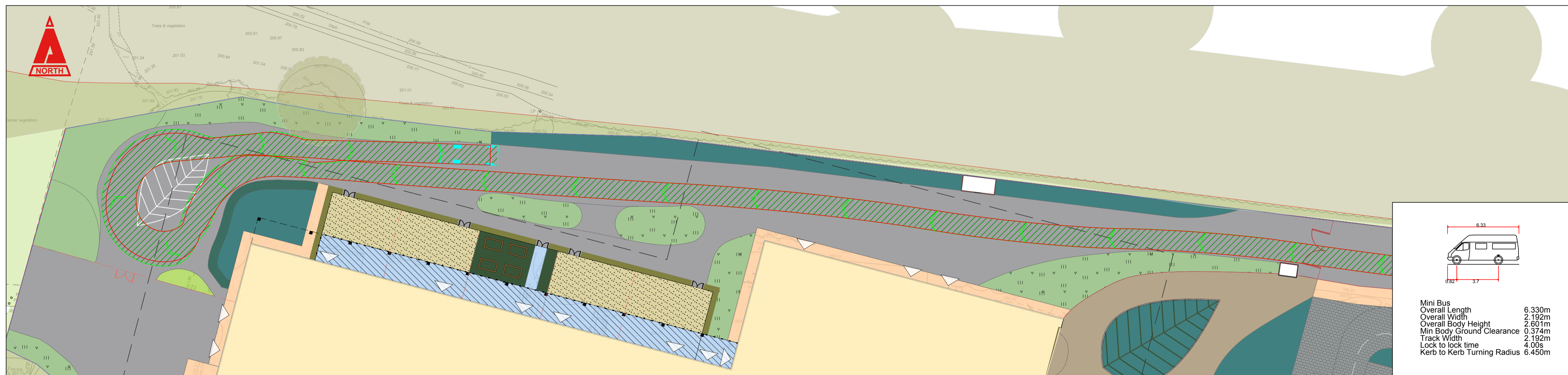
Clydach Vale - Porth
Saturday (Outbound)
Operator: PRTHPRTHPRTHPRTHPRTHPRTHPRTHPRTH

Clydach Vale, Howard Terrace	--	0925	1025	1125	1225	1325	1425	--
Clydach Vale, Central Hotel	--	0929	1029	1129	1229	1329	1429	--
Tonypandy, Bus Station, Stand A4	--	0932	1032	1132	1232	1332	1432	1632
Tonypandy, Dunraven Street	0855	0936	1036	1136	1236	1336	1436	1636
Trealaw	0857	0939	1039	1139	1239	1339	1439	1639
Trealaw, Ynyscynon Road	0858	0940	1040	1140	1240	1340	1440	1640
Llwynypia Hospital	0902	0943	1043	1143	1243	1343	1443	1643
Ynyscynon Park	--	0944	1044	1144	1244	1344	1444	1644
Ynyscynon Road	--	0945	1045	1145	1245	1345	1445	1645
Miskin Road	--	0946	1046	1146	1246	1346	1446	1646
Brithweunydd Road	--	0946	1046	1146	1246	1346	1446	1646
Royal Hotel	--	0947	1047	1147	1247	1347	1447	1647
Cemetery Road	--	0948	1048	1148	1248	1348	1448	1648
Aberhondda Road	--	0949	1049	1149	1249	1349	1449	1649
Porth, Pontypridd Road, Stop N5	--	0951	1051	1151	1251	1351	1451	1651

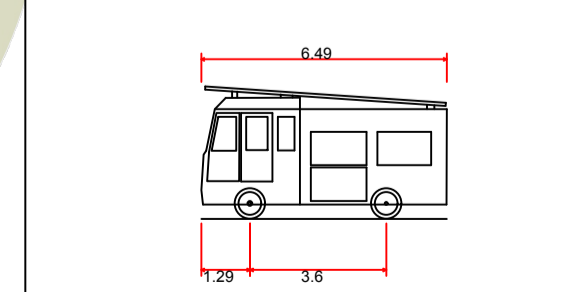
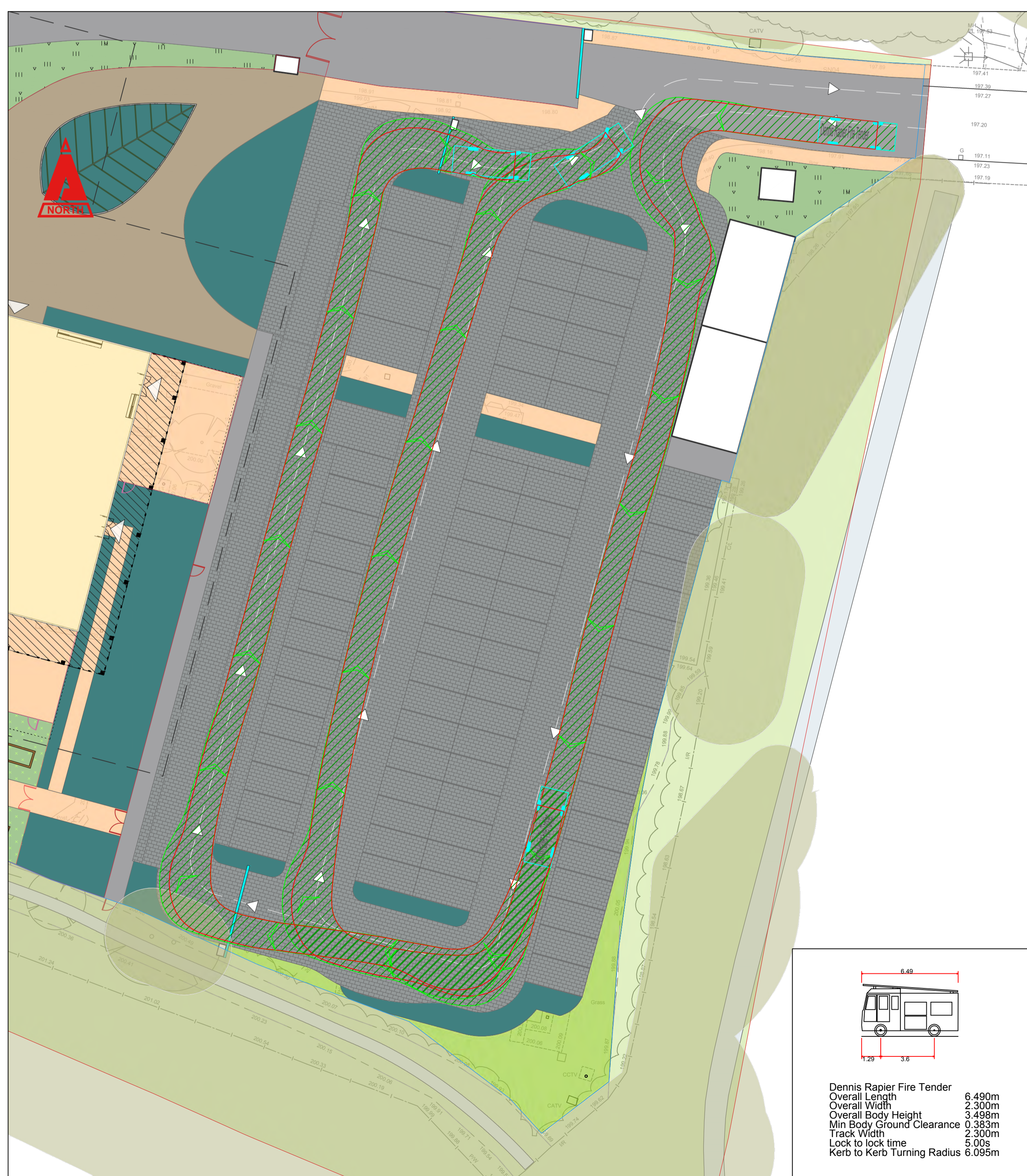
Service 175 (TPAO175)

Timetable valid from 25th April 2022 until further notice

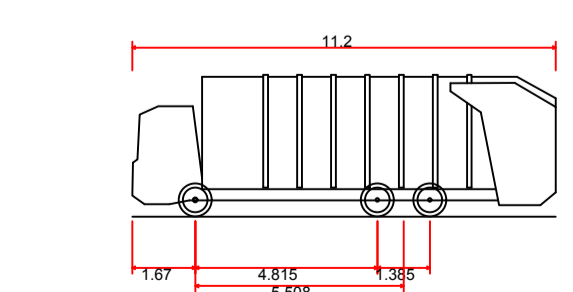
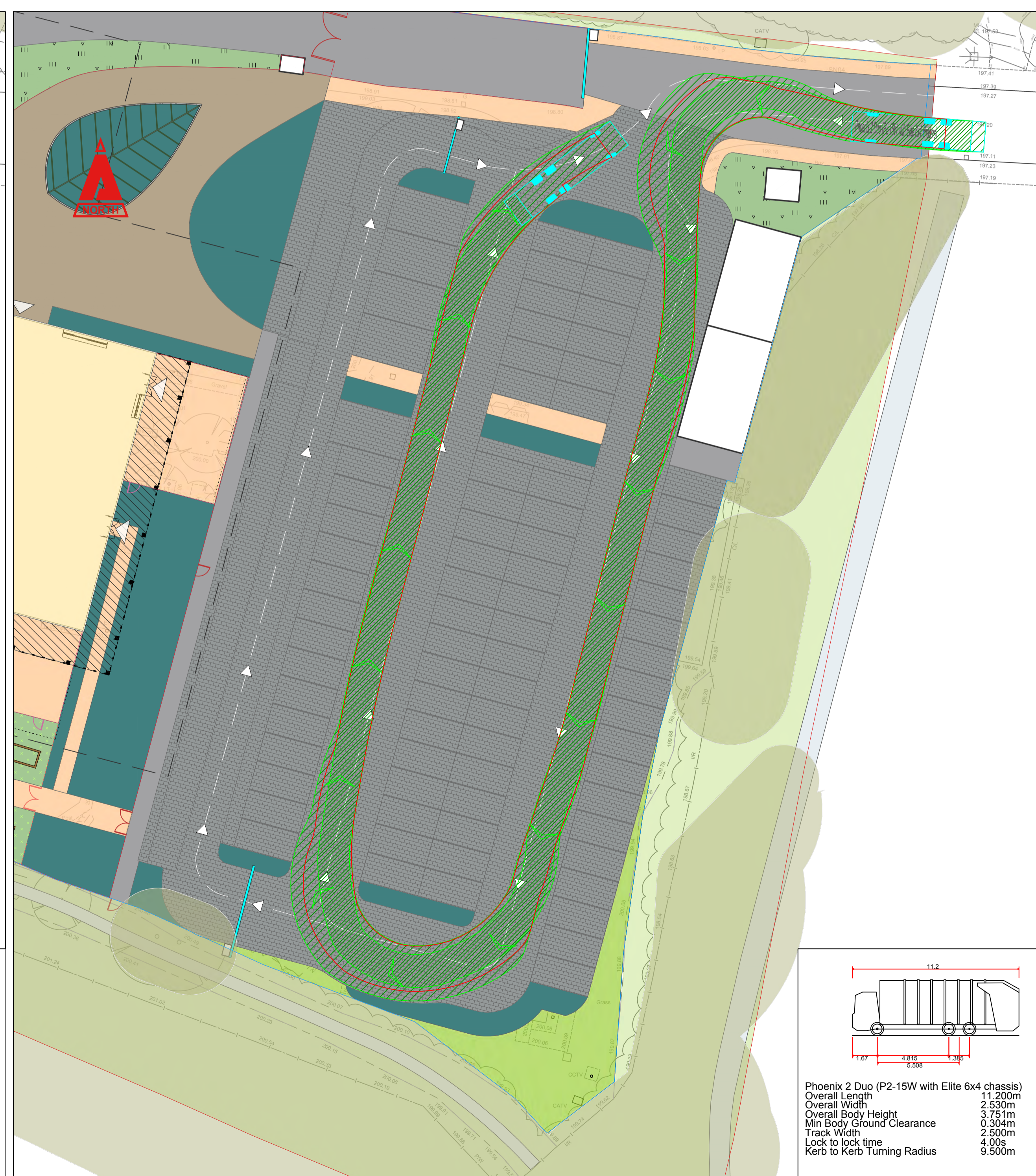
Appendix 3 Swept Path Analysis



Mini Bus
 Overall Length 6.330m
 Overall Width 2.192m
 Overall Body Height 2.601m
 Min Body Ground Clearance 0.374m
 Track Width 2.192m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.450m



Dennis Rapier Fire Tender
 Overall Length 6.490m
 Overall Width 2.300m
 Overall Body Height 3.498m
 Min Body Ground Clearance 0.363m
 Track Width 2.300m
 Lock to lock time 5.00s
 Kerb to Kerb Turning Radius 6.095m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

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KEY
 CHASSIS OUTLINE
 OVERHANG OUTLINE

P05	UPDATED SITE PLAN	JD	LM	LM
				13.09.2024
P04	UPDATED MINIBUS TRACKING	JD	LM	LM
				11.09.2024
P03	UPDATED SITE PLAN	JD	LM	LM
				03.09.2024
P02	UPDATED SITE PLAN	GJ	LM	LM
				29.08.2024
P01	FOR INFORMATION	GJ	LM	LM
				19.07.2024
Rev.	Description	By	Chk	App

Client:
MORGAN SINDALL

Project:
 CLYDACH & VALE
 ALN SCHOOL
 CC2671

Drawing Title:
 VEHICLE TRACKING
 REFUSE, FIRE VEHICLES &
 MINIBUS

Drawing No.
 26CC05 CAM XX XX SK C 0003

Status:	SS PRELIMINARY	Scale @A1:	AS SHOWN	Rev.	P05
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