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Transport Statement

**Llangatwg Community School
Aberdulais**

July 2025

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Revision History

A	30 th January 2025	First Issue
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1 Introduction

- 1.1 Acstro has been appointed to prepare a Transport Statement to support a pre-planning submission relating to the proposed redevelopment of Llangatwg Community Comprehensive School, Main Road, Aberdulais, Neath SA10 8DB.
- 1.2 The general location of the site is shown in Figure 1.



Figure 1 Location Plan

- 1.3 A meeting with Neath Port Talbot Council Highway Officers took place on 7th January 2025.
- 1.4 This document considers the transport implications of the proposed development. The structure of the Transport Statement is as follows:
 - Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
 - Section 3 describes the application site and its current use;
 - Section 4 describes the transport network that serves the site;
 - Section 5 describes the proposed development and its access arrangements; and
 - Section 6 provides a summary and conclusion.

2 Policy Context

Future Wales - The National Plan 2040

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

Planning Policy Wales (12th Edition)

- 2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
 - are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
 - are designed in a way which integrates them with existing land uses and neighbourhoods; and
 - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
 - Walking and Cycling
 - Public Transport
 - Ultra Low Emission Vehicles
 - Other Private Motor Vehicles
- 2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

- 2.9 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).
- 2.10 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.
- 2.11 PPW recommends (4.1.51) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

[Llwybr Newydd – The Wales Transport Strategy 2021](#)

- 2.12 This document sets out the Welsh Government’s vision for how the country’s transport system can help deliver on a pathway to creating a more prosperous, green and equal society. It lists its priorities as being:
1. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
 2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
 3. Encourage people to make the change to more sustainable transport.
- 2.13 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.
- 2.14 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

[TAN18 Transportation](#)

- 2.15 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments’ sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
 - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;

- managing parking provision;
- ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips; and
- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.

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

[The Active Travel \(Wales\) Act 2013](#)

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

2.18 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.

2.19 An extract from the ATNM is provided below and shows that the application site is connected to the existing walking route (NPT-CIL-P004). There are also a number of future active travel routes shown near to the school.

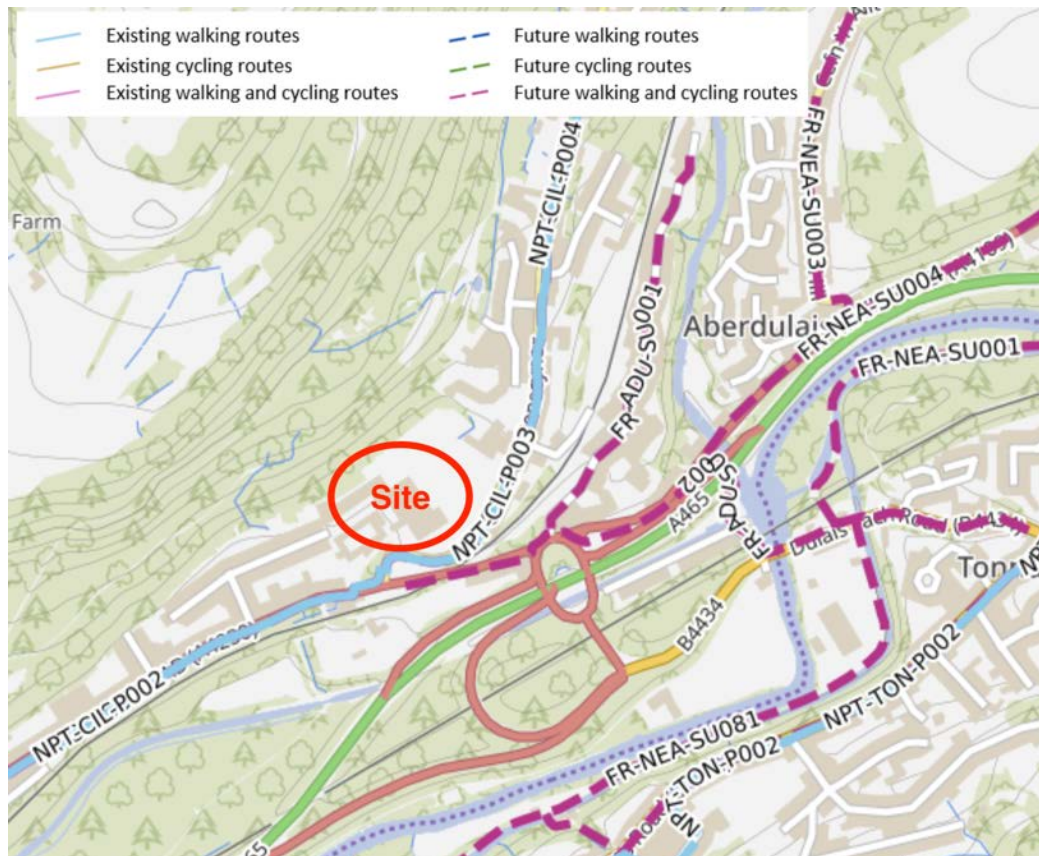


Figure 2 Extract from Council's Active Travel Network Map

[Neath Port Talbot CBC Local Development Plan \(2011 – 2026\)](#)

- 2.20 Policy SP20 relates to the transport network and, in terms of development proposals, requires that they be designed to provide safe and efficient access, promote sustainable transport and provide appropriate parking. Developments that have an unacceptable impact on highway safety will be restricted.
- 2.21 Policy TR2 relates to the design and access of new developments and is reproduced in full below.

Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

- 1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;*
- 2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;*
- 3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;*
- 4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.*

Neath Port Talbot CBC Parking Standards (2016)

- 2.22 This supplementary planning guidance (SPG) sets out guidance on parking provision within new development. Levels of parking provision recommended for new development vary depending on the development's location. The application site is in a zone 4 (suburban or near urban) location and the corresponding recommendations for secondary school developments are as follows:

	Operational Parking	Non-Operational Car Parking	Long-Stay Cycle Parking	Short-Stay Cycle Parking
Secondary School	1 Commercial Vehicle Space	1 space per 5 children for new schools. Bus parking as required	1 stand per 5 staff and 1 stand per 6 students of age 17 and above	1 stand per 100 children

Table 1 Parking Standard Recommendations

- 2.23 Whilst the recommended parking levels are noted, it is considered that the nature of the proposed ALN school has specific requirements that are not addressed in the SPG. The proposed level of parking for the development is described later in this document.

3 Llangatwg School

- 3.1 Llangatwg School is the secondary school that serves the communities of the Neath and Dulais Valleys, together with the villages of Cilffriw and Cadoxton.
- 3.2 The school is located at the junction of Main Road and Penscynor. Its boundaries are formed by Penscynor to the south, and industrial unit and Nant y Glyn to the east and the residential properties that front onto Main Road and Underwood Road to the west. To the north there is steeply sloping woodland.
- 3.3 The site is broadly split in half with the school buildings located on the western side and its playing fields on the eastern side.



Figure 3 Existing Site

- 3.4 There are two points of access, one from the Main Road which is located immediately to the west of the Penscynor junction and the other from Penscynor. Both are used by pedestrians. There is a one-way arrangement in place for vehicles with entry to the site being via the Main Road access and vehicles exiting onto Penscynor.

- 3.5 The school buildings currently have the capacity to accommodate 1,170 pupils. However, the school currently operates well within that capacity with some 770 pupils currently on the school roll.
- 3.6 There are currently approximately 100 members of staff with a broadly even split in teaching and non-teaching roles.
- 3.7 The school day starts at 8:35am when pupils go directly to registration where their morning attendance is marked. There are five lessons per day with a morning and a lunch break. The school day ends at 2:55pm.
- 3.8 There are currently 8 school bus and four taxis that provide school transport to pupils.
- 3.9 School buses enter the site via the Main Road entrance and park within the school grounds for pupils to disembark or embark before leaving via the Penscynor exit. Whilst on site, the school buses block circulation for other traffic between the site's entrance and exit and also block access to some car parking spaces.
- 3.10 Based on the Council's Parking Standards recommendation of 1 parking space per 5 pupils, the 1,170 capacity of the school should provide around 234 car parking spaces. There are some 70 car parking spaces provided within the school. Compared to the Parking Standard recommendations there is currently a shortfall in parking provision of 164 spaces.
- 3.11 There are currently cycle stands provided at the centre of the site capable of accommodating 20 bikes.



Figure 4 Existing Cycle Parking

- 3.12 A survey of the method of travel to school by staff and pupils was undertaken in April 2025. The results are presented in the table below.

	Staff		Pupils	
Travel Mode	Number	%	Number	%
Walk	9	9%	94	12%
Cycle	0	0%	3	0%
Public Transport	0	0%	-	-
School Bus	-	-	461	61%
Taxi	0	0%	15	2%
Car (Driver)	85	85%	-	-
Car (Passenger)	6	6%	181	24%
Total	100		754	

Table 2 School Travel Survey Results

4 Transport Links

- 4.1 This section describes the pedestrian, cycle, public transport and highway networks that serve the site.

Active Travel

- 4.2 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.

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
							
							
e- 							

Colour	Average active user likelihood
	Many users likely to travel this distance for utility journeys
	Some users likely to travel this distance for utility journeys
	Few or no users likely to travel this distance for utility journeys

Figure 5 Typical Distance Range for Active Travel

(Source: Active Travel Guidance Table 4.1)

- 4.3 Figure 6 shows the areas within a two mile walk of the school; the areas where it may be possible for trips to the school to be walked.

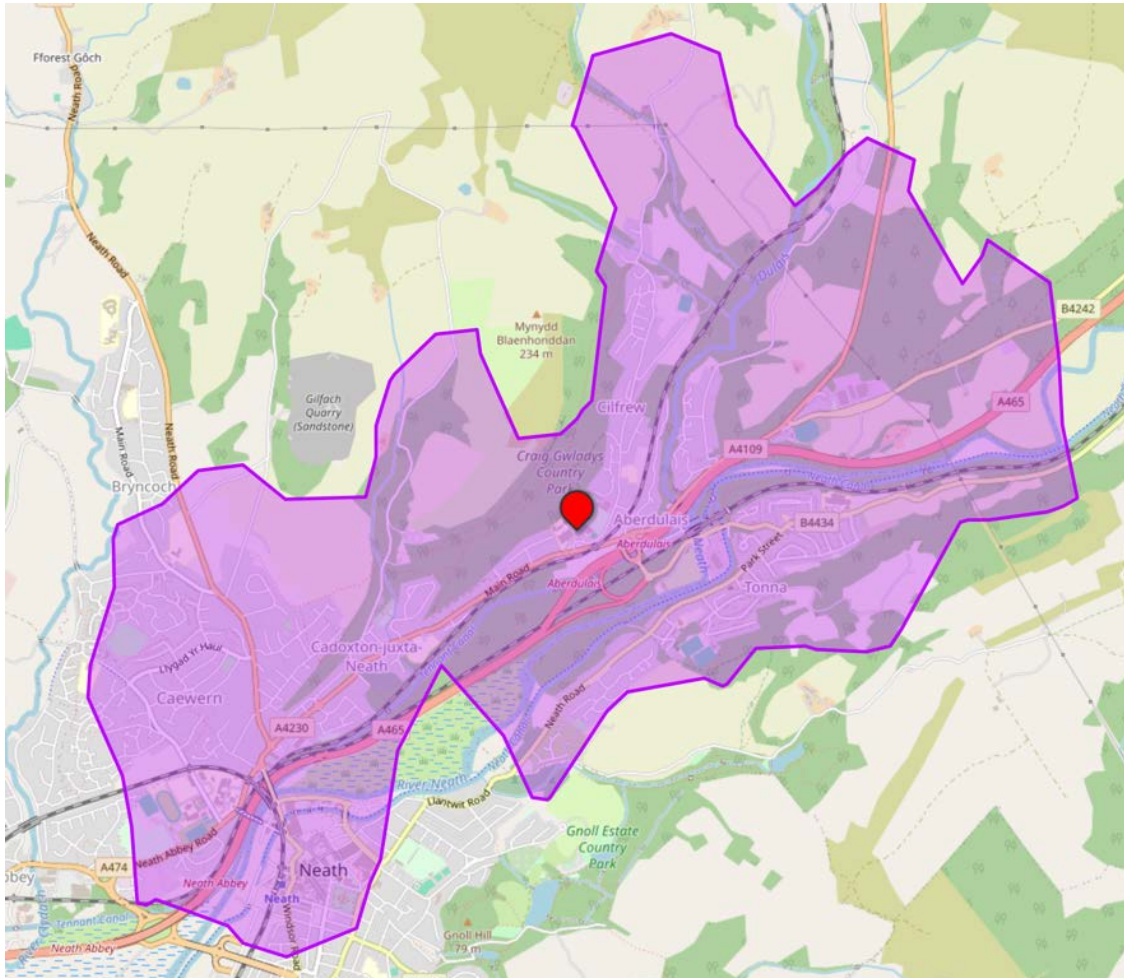


Figure 6 2-Mile Walk Catchment

- 4.4 The active travel infrastructure in the area surrounding the site is considered to be good. Pencsrynor has uninterrupted footways along both sides of the road that link the school with the residential areas of Cilfrew. Main Road also has footways on both sides to the west of the school that link to Cadoxton. The footways along Pencsrynor and west along Main Road are designated as active travel routes on the Council's ATNM (see Figure 2).
- 4.5 There is an uncontrolled pedestrian crossing facility consisting of dropped kerbs, tactile paving and a central refuge at the Pencsrynor / Main Road junction, which provides access to the nearby eastbound bus stop. Dropped kerbs and tactile paving are also provided to allow the safe crossing of the school's Main Road entrance and Pencsrynor exit.
- 4.6 To the east of the school Main Road passes beneath a railway bridge where the footway continues along the southern side of the highway only. At the start and end of the school day there is a School Crossing Patrol provided that allows for the safe crossing between the school and the southern side of Main Road.
- 4.7 There are no designated cycle routes in the immediate vicinity of the site but the Council's ATNM does show proposals for future walking and cycling route provision nearby that will improve facilities for cyclists (see Figure 2).

Public Transport

- 4.8 The nearest bus stops to the site are located adjacent to it on both Penscynor (o/s Llangatwg School stops) and the Main Road (Iron Bridge stops). These are some 50m to 150m walk from the site, respectively. The table below provides a summary of the services that call at these stops and the level of frequency during the core hours when travel to and from the school is most likely. 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 1.

Appendix 1 Bus Timetables

Bus Stop Location	Service	Route	Frequency 07:30-10:00	Frequency 15:00-17:30
Penscynor	161	Neath – Min yr Awel	2 services	1 service
	164	Neath Victoria Gardens – Crynant Business Park	No Service During Core Hours	
A4230 Main Road	58	Neath – Banwen	No Service During Core Hours	
	906	Neath College – Min yr Awel	1 service	1 service
	907	Neath - Coelbren	1 service	1 service
	X8	Neath - Coelbren	2 services	3 services

Table 3 Bus Services

- 4.9 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. In this case the available public transport services provide an AI of 1.55.

BREEAM 2018 Tra01/02 Accessibility Index calculator BREEAM® UK
delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type:

No. nodes required:

NODE 1

Public transport type	Bus
Distance to node (m)	50
Average frequency per hour	0.6

Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 2

Public transport type	Bus
Distance to node (m)	150
Average frequency per hour	0.4

Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
0.4	0.4	1							

Accessibility Index 1.55

Figure 7 Accessibility Index Calculation

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

Highway Access

- 4.10 The school is located at the junction of the Main Road (A4230) and Penscynor.
- 4.11 There are two points of access, one from Main Road which is located immediately to the west of the Main Road / Penscynor junction and the other from Penscynor. Both are used by pedestrians. There is a one-way arrangement in place for vehicles with access to the site being via the Main Road access and vehicles exiting onto Penscynor.
- 4.12 The Main Road entrance is protected by zig-zag road markings. Waiting and loading is prohibited around the Penscynor exit and this is indicated by double yellow line markings.
- 4.13 The school's existing 70-space car park struggles to accommodate the parking demand from the 100 or so staff members, resulting in some pressure for on-street parking on Penscynor. Demand for on-street parking increases during the drop-off and pick-up periods at each end of the school day. Our observations during site visits were that all available on-street parking space on Penscynor is taken up during the afternoon pick-up period especially.



Figure 8 On-Street Parking on Penscynor During Afternoon Pick-up

- 4.14 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 (2019 – 2023 inclusive). There is only one, slight severity, collision recorded near the school. This occurred on Pencynor. The collision was between two cars and occurred on 8th June 2022 at 7:55pm, outside of school hours. The collision appears to be an isolated incident and the absence of clusters of records or collisions, collisions involving vulnerable road users or resulting in more severe injuries indicates that the highway network operates safely.

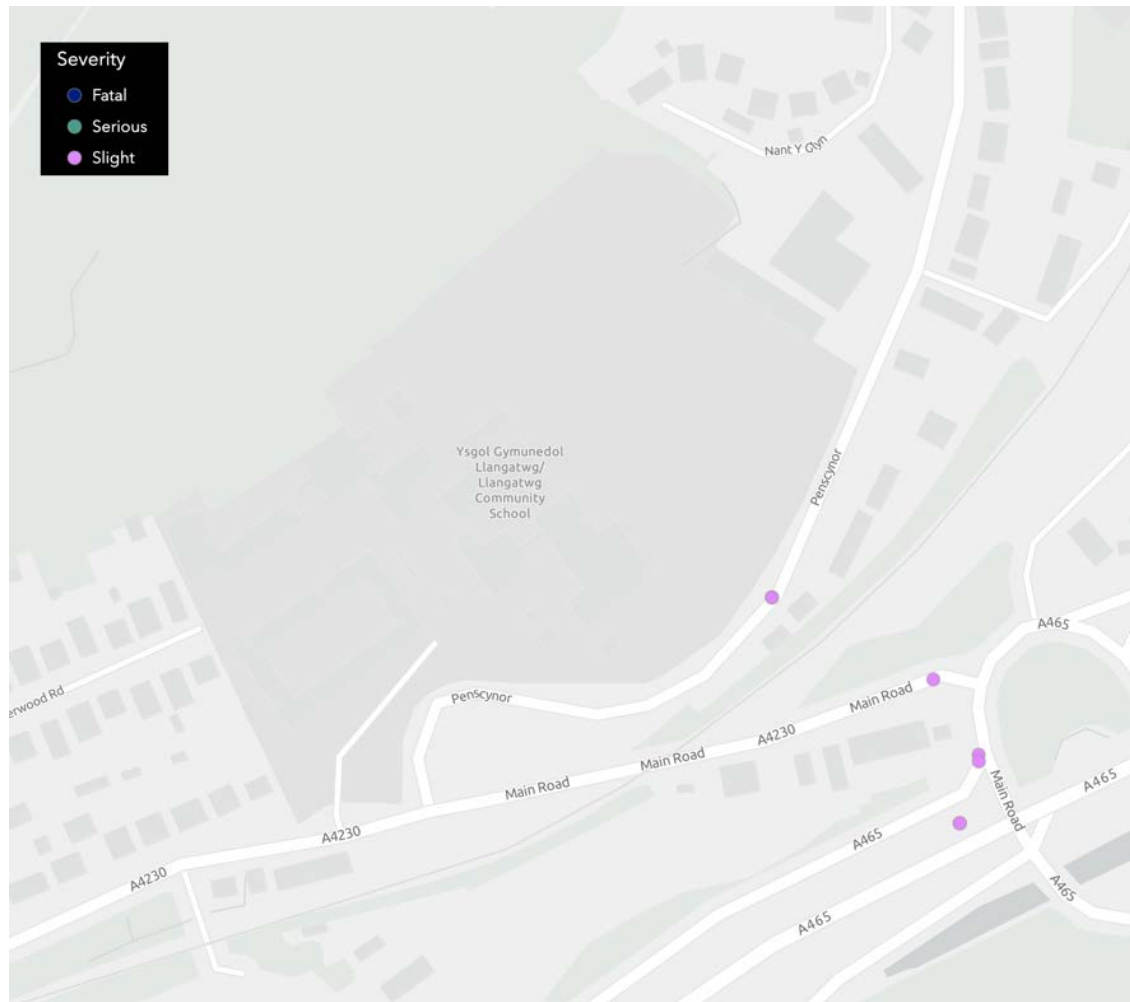


Figure 9 Injury Accident Location & Severity 2019 – 2023 (Source: DfT MAVRIC)

5 Proposed Development

- 5.1 The proposal is for the redevelopment of the school. This will include the construction of a new school building, car park, service yard and the demolition of the existing school buildings.
- 5.2 The new school will have a capacity of 850 pupils. This is a 27% reduction compared to the existing 1,170 capacity of the school. Staff numbers are anticipated to remain broadly similar to the existing 100.

Access

- 5.3 The existing accesses to the site from Main Road and Penscynor will remain unaltered with the current one-way vehicle circulation through the site being retained.

Appendix 2 Proposed Access Arrangements & Swept Path Analysis

- 5.4 A service yard will be located at the eastern end of the school. This will be accessed via a new vehicle crossover of the Penscynor footway. The new access provides 2.4m x 45m visibility splays in both directions. Swept path analysis has been undertaken to ensure that adequate room is made available for delivery vehicles to turn. Within the service yard there are two parking spaces provided for school mini-buses. Emergency access to the rear of the school is also provided through the service yard.
- 5.5 Pedestrian access to the site is significantly improved compared to the existing situation. Segregated footways are provided within the site that link the building entrances to the existing Main Road and Penscynor accesses and the public highway footway network by extending the existing footway that runs along the unnamed road's southern side. These will provide a continuous, segregated and safe route for pedestrians to the school's doors. Crossing facilities are provided where this pedestrian route crosses the access to the school's car park but pedestrians can avoid crossing vehicle paths altogether by following the footways around the car park's perimeter.
- 5.6 A new pedestrian access will also be located on Penscynor, to align with the new school building. This access will be designed to accommodate emergency vehicle access to the site but will otherwise provide a traffic free access to the site for pedestrians.
- 5.7 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 to allow for its use by people with varying levels of disability and visual impairment. Some of the key provisions are noted below:
- The site has been designed to minimise distances between main entrances and accessible parking bays.
 - 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

- 5.8 As part of the proposal, 9 bus bays will be provided alongside the school's access. This provides dedicated parking spaces that mean that school buses can be safely accommodated within the site without blocking circulation or parking for other vehicles. The arrangement also segregates bus movement from the proposed car parking area. This is a significant improvement upon the existing situation.
- 5.9 The bus parking spaces allow for passengers to alight directly onto the adjacent footway, which links with the school building entrances. Pedestrian movement to and from the buses is therefore entirely segregated from vehicle circulation areas.
- 5.10 A 112-space car park is to be provided. The car park includes 10 EV charging spaces and 5 spaces that will be prioritised for car-sharers. There are 8 accessible spaces for blue-badge holders located nearest to the building entrance. Around the perimeter of the car park there are 18 parallel parking spaces providing the opportunity for passengers to alight directly onto a footway that provides a segregated route to the building entrances. This provides the opportunity for the school to manage these spaces for drop-off use.
- 5.11 The Parking Standard's one parking space per 5 pupils recommendation would equate to 170 parking spaces. This level of parking provision cannot be accommodated within the school given the various site constraints and competing demands for space. However, the redevelopment of the school will result in a significant improvement over the existing situation. The reduction in the capacity of the school reduces the potential parking demand and the increase in the number of parking spaces means that the school is better able to accommodate its parking demand within the site and reduce demand for on-street parking on surrounding streets.

	Capacity (Pupils)	Parking Standards Recommendation (1 space per 5 Pupils)	Parking Provision (No. of Spaces)	Shortfall against Parking Standards (No. of Spaces)
Existing	1,170	234	70	164
Proposed	850	170	112	58

Table 4 Comparison of Existing & Proposed Parking Provision

- 5.12 Swept path analysis has been undertaken to ensure that mini-buses and emergency vehicles can circulate the layout.

- 5.13 Secure cycle shelters will be provided at prominent, well lit, locations near the building's main entrances. These will be capable of accommodating a total of 54 bikes. This complies with the BREEAM requirement for the development and is slightly short of the Council's adopted Parking Standards recommendation (29 stands = 58 bikes). The 54 bike capacity of the cycle stores is sufficient to accommodate around 6% of pupils cycling to school. Given that the figure is currently less than 1% the proposed cycle parking provision allows for a dramatic increase in the proportion of cycle journeys.

6 Summary & Conclusion

- 6.1 The proposal is for the redevelopment of Llangatwg Community School. The school currently has the capacity to accommodate 1,170 pupils. There are currently 770 on the school roll and around 100 members of staff.
- 6.2 The capacity of the new school building will be 850 pupils, a 27% reduction compared to its existing capacity.
- 6.3 Currently there are some 70 car parking spaces located within the school. Significant on-street parking occurs on Penscynor, adjacent to the school, during drop-off and pick-up times.
- 6.4 Although the school's capacity is being reduced the parking provision is being increased to 115 spaces. This will reduce the demand for on-street parking on the surrounding public highway.
- 6.5 School buses currently access and park within the site, blocking circulation for other vehicles and access to parking spaces. The proposed development will provide bus parking spaces, adjacent to a footway that will provide a segregated pedestrian route to and from the school's building. The bus parking spaces are positioned clear of the vehicle circulation route and are segregated from the car parking area allowing for safe and efficient movement of buses and other vehicles.
- 6.6 A new service yard provides a secure and segregated area for commercial vehicle movements. This will be served from a new access from Penscynor that complies with design standards.
- 6.7 In conclusion, the proposed development is in an appropriate and accessible location. It is served by a safe access, relevant parking provision is made and it is considered that the traffic generated by the development will have no significant impact on highway conditions. As such it is considered that there are no highway or transportation issues that should prevent the proposal from gaining planning permission.

Appendix 1 Bus Timetables

Coelbren - Neath

Monday to Friday (Excluding Bank Holidays) (Inbound)

Operator: FCYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF

Coelbren (School)	--	0745	0847	0948	1048	1148	1250	1350	1450	1550	1650	1747	--
Banwen Rugby Club	0655	0751	0853	0953	1053	1153	1255	1355	1455	1556	1656	1753	1846
Onllwyn (Post Office)	0701	0756	0858	0957	1057	1157	1259	1359	1459	1601	1701	1758	1850
Seven Sisters (Post Office)	0711	0805	0907	1005	1105	1205	1307	1407	1507	1608	1708	1805	1856
Crynant Business Park	0721	0818	0920	1018	1118	1218	1320	1420	1520	1620	1720	1817	1906
Aberdulais (Falls)	0731	0829	0931	1029	1129	1229	1331	1431	1530	1630	1730	1827	1916
Cadoxton (Green Dragon)	0735	0834	0936	1034	1134	1234	1336	1436	1535	1634	1734	1832	1921
Neath Bus Station (Stand 9) [9]	0741	0843	0944	1042	1142	1241	1343	1443	1547	1641	1741	1838	1927

Service X8 (FCAX008)

Timetable valid from 1st September 2024 until further notice

Neath - Coelbren

Monday to Friday (Excluding Bank Holidays) (Outbound)

Operator: FCYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF

Neath Bus Station (Stand 9) [9]	0655	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1800	
Cadoxton (Green Dragon)	0702	0803	0903	1003	1103	1203	1303	1403	1503	1604	1703	1808	
Aberdulais (Falls)	0708	0809	0909	1009	1109	1209	1309	1409	1509	1609	1709	1814	
Crynant Business Park	0719	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1825	
Seven Sisters (Post Office)	0729	0831	0932	1032	1132	1232	1332	1432	1533	1633	1731	1835	
Onllwyn Cemetery	0734	0836	0937	1037	1137	1238	1338	1438	1539	1639	1736	1840	
Banwen (Roman Road)	0738	0840	0941	1041	1141	1243	1343	1443	1543	1644	1740	1845	
Coelbren (School)	0744	0846	0947	1047	1147	1249	1349	1449	1549	1650	1746	--	

Service X8 (FCAX008)

Timetable valid from 1st September 2024 until further notice

Coelbren - Neath

Saturday (Inbound)

Operator: FCYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF

Coelbren (School)	--	0745	0847	0948	1048	1148	1250	1350	1450	1550	1650	1747	--
Banwen Rugby Club	0655	0751	0853	0953	1053	1153	1255	1355	1455	1556	1656	1753	1846
Onllwyn (Post Office)	0701	0756	0858	0957	1057	1157	1259	1359	1459	1601	1701	1758	1850
Seven Sisters (Post Office)	0711	0805	0907	1005	1105	1205	1307	1407	1507	1608	1708	1805	1856
Crynant Business Park	0721	0818	0920	1018	1118	1218	1320	1420	1520	1620	1720	1817	1906
Aberdulais (Falls)	0731	0829	0931	1029	1129	1229	1331	1431	1530	1630	1730	1827	1916
Cadoxton (Green Dragon)	0735	0834	0936	1034	1134	1234	1336	1436	1535	1634	1734	1832	1921
Neath Bus Station (Stand 9)	0741	0843	0944	1042	1142	1241	1343	1443	1547	1641	1741	1838	1927

Service X8 (FCAX008)

Timetable valid from 1st September 2024 until further notice

Neath - Coelbren

Saturday (Outbound)

Operator: FCYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF												
Neath Bus Station (Stand 9)	0655	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1800
Cadoxton (Green Dragon)	0702	0803	0903	1003	1103	1203	1303	1403	1503	1604	1703	1808
Aberdulais (Falls)	0708	0809	0909	1009	1109	1209	1309	1409	1509	1609	1709	1814
Crynant Business Park	0719	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1825
Seven Sisters (Post Office)	0729	0831	0932	1032	1132	1232	1332	1432	1533	1633	1731	1835
Onllwyn Cemetery	0734	0836	0937	1037	1137	1238	1338	1438	1539	1639	1736	1840
Banwen (Roman Road)	0738	0840	0941	1041	1141	1243	1343	1443	1543	1644	1740	1845
Coelbren (School)	0744	0846	0947	1047	1147	1249	1349	1449	1549	1650	1746	--

Service X8 (FCAX008)

Timetable valid from 1st September 2024 until further notice

Banwen - Neath via Crynant

Bank Holiday Mondays (Inbound)

Operator: **FCYMFCYMFCYM**

Banwen Rugby Club	0925	1400	1830
Onllwyn (Inn)	0928	1403	1833
Seven Sisters (Post Office)	0935	1410	1840
Crynant Gradon	0947	1422	1852
Cilfrew March Hywel	1002	1437	1907
Cadoxton (Green Dragon)	1011	1446	1916
Neath Victoria Gardens 	1021	1456	1926

Neath - Banwen via Crynant

Bank Holiday Mondays (Outbound)

Operator: **FCYMFCYMFCYM**

Neath Victoria Gardens (dep)	0850	1300	1730
Cadoxton Green Dragon	0854	1307	1737
Cilfrew March Hywel		1314	1744
Crynant Gradon	0906	1329	1759
Seven Sisters (Post Office)	0912	1341	1811
Onllwyn (Inn)	0917	1347	1817
Banwen Rugby Club	0920	1354	1824

Banwen - Neath via Crynant

Sunday (Inbound)

Operator: **FCYMFCYMFCYM**

Banwen Rugby Club	0925	1400	1830
Onllwyn (Inn)	0928	1403	1833
Seven Sisters (Post Office)	0935	1410	1840
Crynant Gradon	0947	1422	1852
Cilfrew March Hywel	1002	1437	1907
Cadoxton (Green Dragon)	1011	1446	1916
Neath Victoria Gardens 	1021	1456	1926

Service 58 (FCAO058)

Timetable valid from 7th January 2024 until further notice

Service 58 (FCAO058)

Timetable valid from 7th January 2024 until further notice

Service 58 (FCAO058)

Timetable valid from 7th January 2024 until further notice

Neath - Banwen via Crynant**Sunday (Outbound)****Operator: FCYMF CYMFCYM**

Neath Victoria Gardens (dep)	0850	1300	1730
Cadoxton Green Dragon	0854	1307	1737
Cilfrew March Hywel		1314	1744
Crynant Gradon	0906	1329	1759
Seven Sisters (Post Office)	0912	1341	1811
Onllwyn (Inn)	0917	1347	1817
Banwen Rugby Club	0920	1354	1824

Service 58 (FCAO058)

Timetable valid from 7th January 2024 until further notice

Min yr Awel - Neath

Monday to Friday (Excluding Bank Holidays) (Inbound)

Operator: DVPADVPADVPA

Min yr Awel	1028	1400	--
Glyn Neath Woolpack	1034	1406	--
Morfa Glas	1038	1410	--
Ynyscadwyn	1040	1412	--
Cwmgrach High Street	1043	1415	--
Resolven Ynys Fach Ave	1051	1423	--
Resolven John Street	1053	1425	--
Abergarwed	1057	1429	--
Aberdulais Forest Hill			1550
Aberdulais Falls	1102	1454	1554
Cilfrew March Hywel	1106	1458	1558
Cadoxton Bryn Catwg	1114	1506	
Neath Victoria Gardens, Bay 3	1121	1513	1609

Service 161 (DAAO161)

Timetable valid from 27th July 2020 until further notice

Neath - Min yr Awel

Monday to Friday (Excluding Bank Holidays) (Outbound)

Operator: DVPADVPADVPA

Neath Victoria Gardens, Bay 3	0855	1300	1530	1615
Cadoxton Bryn Catwg	0902	1307		1622
Cilfrew March Hywel	0910	1315	1541	1630
Aberdulais Falls	0914	1319	1545	1634
Aberdulais Forest Hill			1547	
Abergarwed	0919	1324	--	1639
Resolven Ynys Fach Ave	0923	1328	--	1643
Resolven John Street	0925	1330	--	1645
Cwmgrach High Street	0933	1338	--	1653
Ynyscadwyn	0936	1341	--	1656
Morfa Glas	0938	1343	--	1658
Glyn Neath Woolpack	0942	1347	--	1702
Min yr Awel	0948	1353	--	--

Service 161 (DAAO161)

Timetable valid from 27th July 2020 until further notice

Crynant Business Park - Neath Victoria Gardens**Monday to Friday (Excluding Bank Holidays) (Inbound)****Operator: DVPADVPA**

Crynant Business Park	0825	1230
Aberdulais Falls	0831	1236
Cilfrew March Hywel	0835	1240
Cadoxton Bryn Catwg	0843	1248
Neath Bus Station Stand 1 	0850	1255

Neath Victoria Gardens - Crynant Business Park**Monday to Friday (Excluding Bank Holidays) (Outbound)****Operator: DVPA**

Neath Bus Station Stand 1 	1125
Cadoxton Bryn Catwg	1132
Cilfrew March Hywel	1140
Aberdulais Falls	1144
Crynant Business Park	1150

Service 164 (DAAO164)

Timetable valid from 27th July 2020 until further notice

Service 164 (DAAO164)

Timetable valid from 27th July 2020 until further notice

Min-yr-Awel - Neath College

Monday to Friday (Excluding Bank Holidays) (Inbound)

Days: CD
Operator: FCYM

Min-yr-Awel (Turning Circle)	0735
Pontneathvaughen	0739
Glynneath (Pioneer)	0746
Morfa Glas Middle	0751
Cwmgwrach	0803
Resolven (John Street)	0813
Abergwared	0820
Aberdulais (Falls)	0826
Cilfrew (March Hywel)	0832
Cadoxton (Green Dragon)	0842
Neath Port Talbot College (Main Rd)	0852

Notes:

CD College Days Only

Neath College - Min-yr-Awel

Monday to Friday (Excluding Bank Holidays) (Outbound)

Days: CD
Operator: FCYM

Neath Bus Station (Stand 5) [5]	1635
Neath Port Talbot College (Main Rd)	1647
Cadoxton (Green Dragon)	1652
Cilfrew (March Hywel)	1659
Aberdulais (Falls)	1706
Abergarwed	1712
Resolven (John Street)	1718
Cwmgwrach	1732
Morfa Glas East	1740
Glynneath (Pioneer)	1747
Pontneathvaughen	1754
Min-yr-Awel (Turning Circle)	1758

Notes:

CD College Days Only

Service 906 (FCAO906)

Timetable valid from 1st September 2024 until further notice

Service 906 (FCAO906)

Timetable valid from 1st September 2024 until further notice

Coelbren - Neath

Monday to Friday (Excluding Bank Holidays) (Inbound)

Days: CD
Operator: FCYM

Coelbren (School)	0730
Banwen (Roman Road)	0735
Onllwyn (Post Office)	0740
Seven Sisters (Post Office)	0750
Crynant (Square)	0805
Cefn Coed (Colliery Museum) [Q]	0808
Aberdulais (Falls)	0814
Cadoxton (Green Dragon)	0819
Neath Port Talbot College (Main Rd)	0823
Neath Bus Station (Stand 7) [7]	0834

Notes:

CD College Days Only

Neath - Coelbren

Monday to Friday (Excluding Bank Holidays) (Outbound)

Days: CD
Operator: FCYM

Neath Port Talbot College (Main Rd)	1640
Cadoxton (Green Dragon)	1644
Aberdulais (Falls)	1649
Cefn Coed (Colliery Museum)	1655
Crynant (Square)	1658
Seven Sisters (Post Office)	1713
Onllwyn (Post Office)	1720
Banwen (Roman Road)	1724
Coelbren (School)	1730

Notes:

CD College Days Only

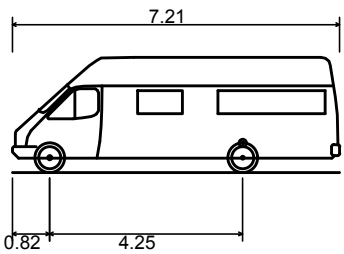
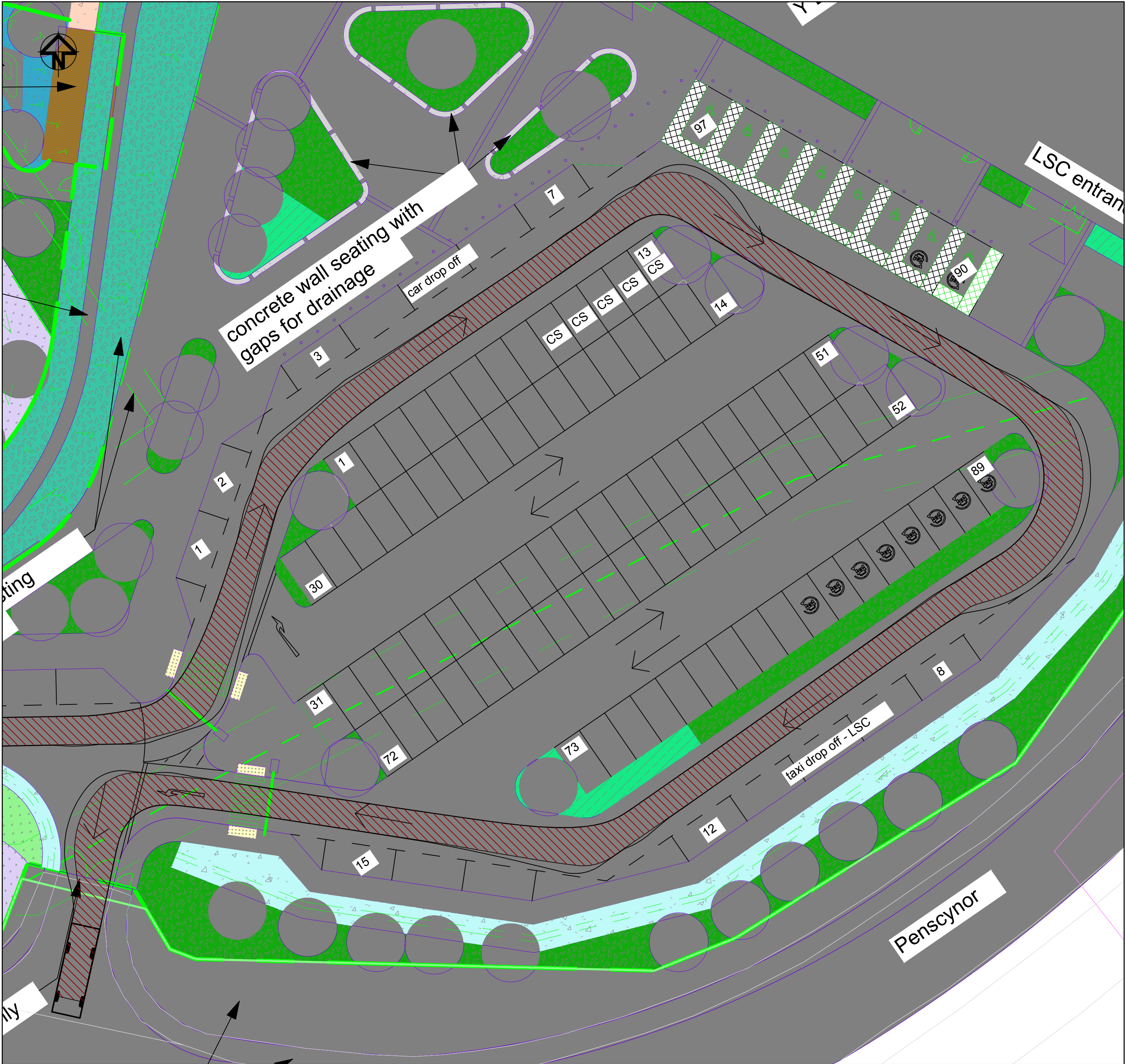
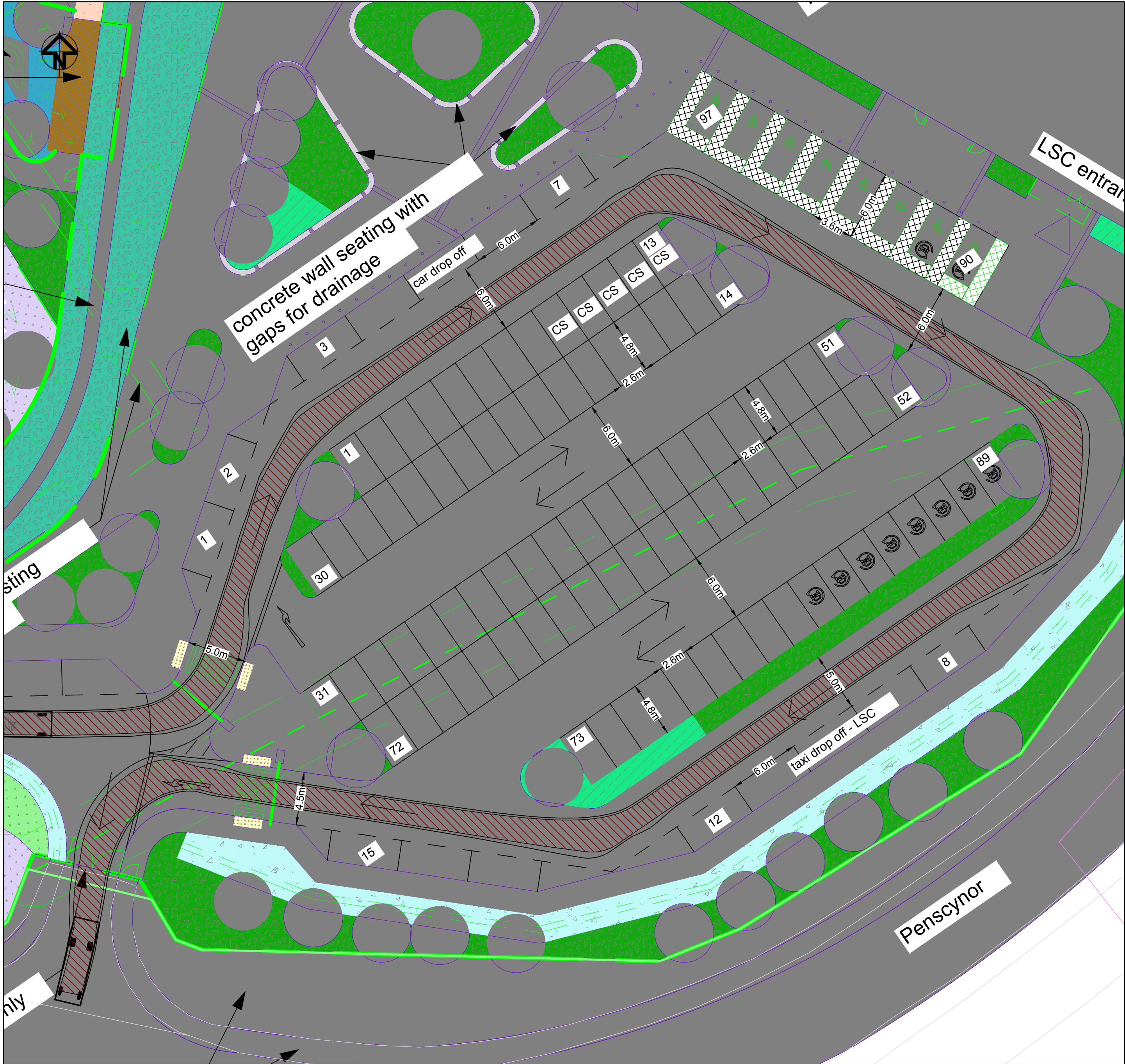
Service 907 (FCAO907)

Timetable valid from 1st September 2024 until further notice

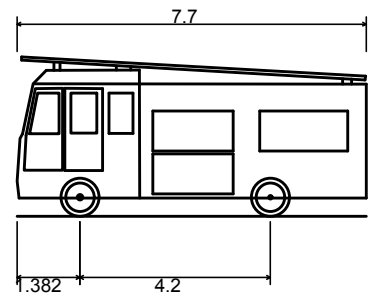
Service 907 (FCAO907)

Timetable valid from 1st September 2024 until further notice

Appendix 2 Proposed Access Arrangements & Swept Path Analysis



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



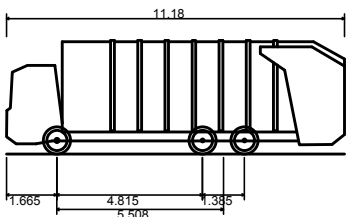
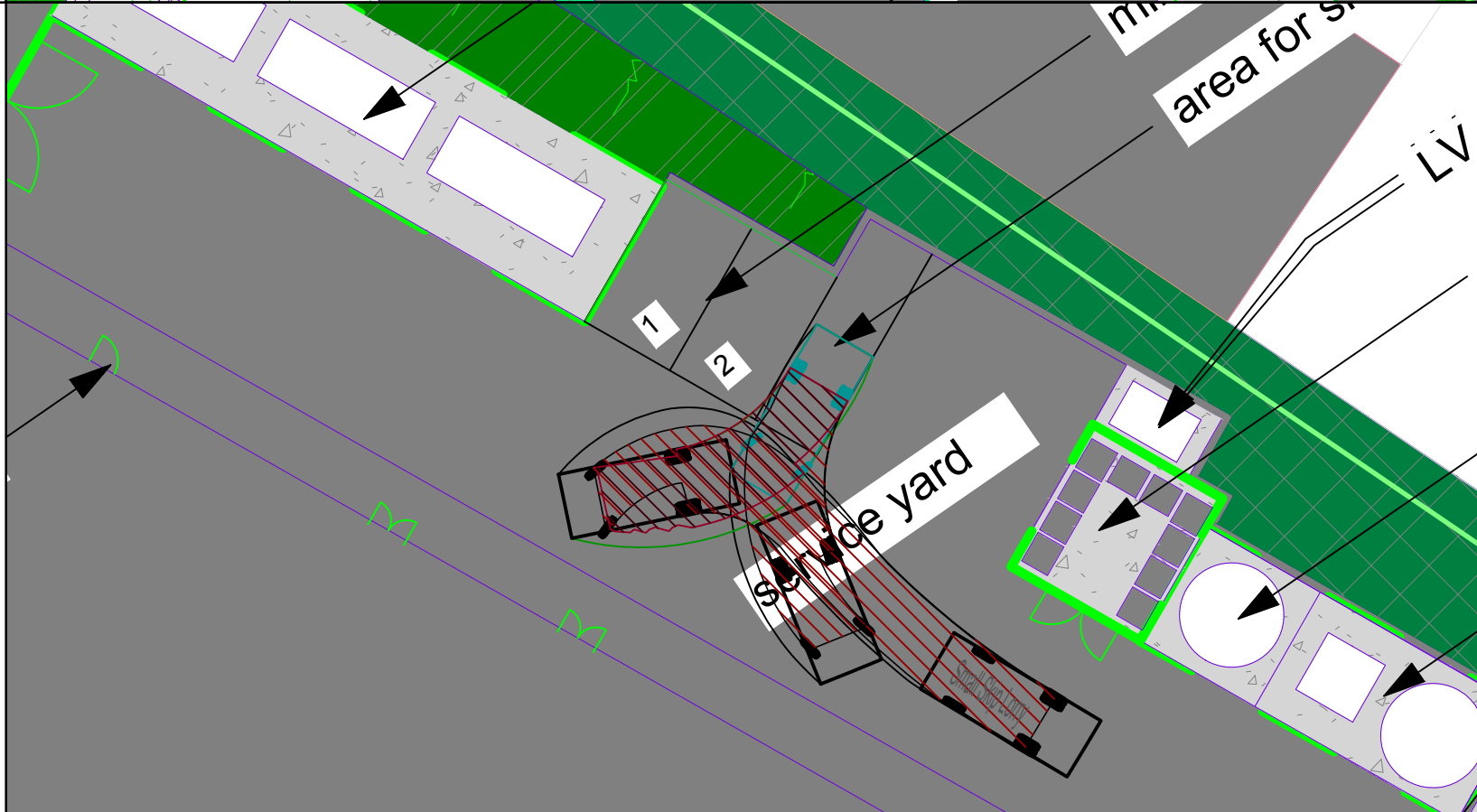
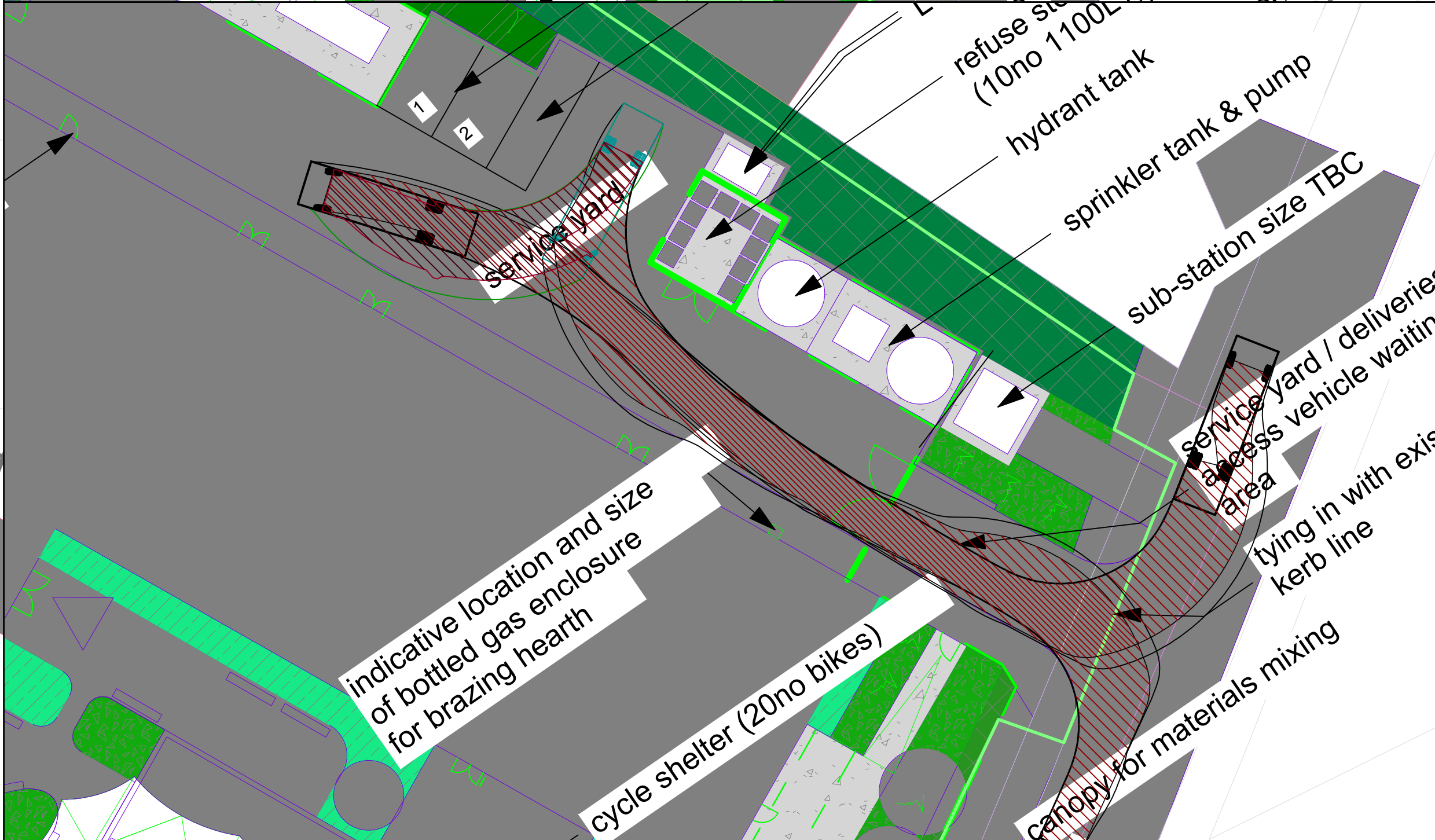
Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

E	Revised Layout	27-06-25
D	Revised Layout	01-05-25
C	Revised Layout	19-02-25
B	Revised Layout	30-01-25
A	First Issue	01-02-23

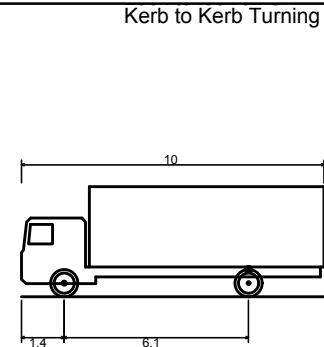
acstro
Unit 19, Yr Hen Farchnad,
Carmarthen Street, Llandoello SA19 6BJ

E-mail: mail@acstro.com
www.acstro.com
Tel: 01558 824021

Project	LLANGATWG SCHOOL	
Drawing	CAR PARK SWEPT PATH ANALYSIS	
Drawing No.	1814-ACS-XX-ZZ-DR-T-005-E	
Scale	1:250 @ A1	



Phoenix 2 One-Pass (with Elite 6x4 chassis)
Overall Length 11.100m
Overall Width 4.950m
Overall Body Height 3.760m
Min Body Ground Clearance 0.312m
Track Width 2.560m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.150m



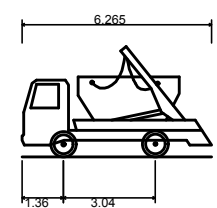
FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 3.045m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

F	Revised Layout	27-06-25
E	Revised Layout	01-05-25
D	Skip Lorry	20-03-25
C	Revised Layout	19-02-25
B	Revised Layout	30-01-25
A	First Issue	28-11-24

acstro
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Tel: 01558 824021

Project	LLANGATWG SCHOOL
Drawing	SERVICE YARD
Drawing No.	1814-ACS-XX-ZZ-DR-T-004-F
Scale	1:250 @ A1



Small Skip Lorry
Overall Length 6.250m
Overall Width 2.390m
Overall Body Height 3.650m
Min Body Ground Clearance 0.396m
Max Track Width 2.434m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.340m

The logo for Acstro, featuring the word "acstro" in a bold, blue, sans-serif font. The background of the entire page is white with blue curved borders at the top and bottom.

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