

Travel Plan

Proposed Teaching Block
Ysgol Gynradd Gymraeg Tregeles
St. Johns Terrace
Neath Abbey
Neath
SA10 7ND

April 2026

Table of Contents

1	Introduction	1
2	YGG Tregeles.....	2
3	Proposed Development	7
4	Travel Plan Aims, Outline Objectives & Targets.....	9
5	School Travel Plan Management & Measures	10
6	BREEAM – Transport Appraisal	13
7	Summary	16

Appendices

Appendix 1 TRICS Trip Rate Data

Appendix 2 Bus Timetables

Revision History

A	17 th April 2026	First Issue
B	20 th April 2026	For Planning

1953-ACS-ZZ-XX-RP-T-002-B YGG Tregeles TP.docx

This report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by Acstro Limited, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. Acstro Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its content.

© 2026 Acstro Limited

Acstro Ltd., Yr Hen Farchnad, Unit 19, Carmarthen Street,
Llandeilo, SA19 6BJ
www.acstro.com

acstro

1 Introduction

- 1.1 Acstro has been appointed to prepare a Travel Plan to support a planning application for the construction of a new teaching block at Ysgol Gynradd Gymraeg Tregelles primary school, St John's Terrace, Neath Abbey, Neath SA10 7ND.
- 1.2 The general location of the site is shown in Figure 1.

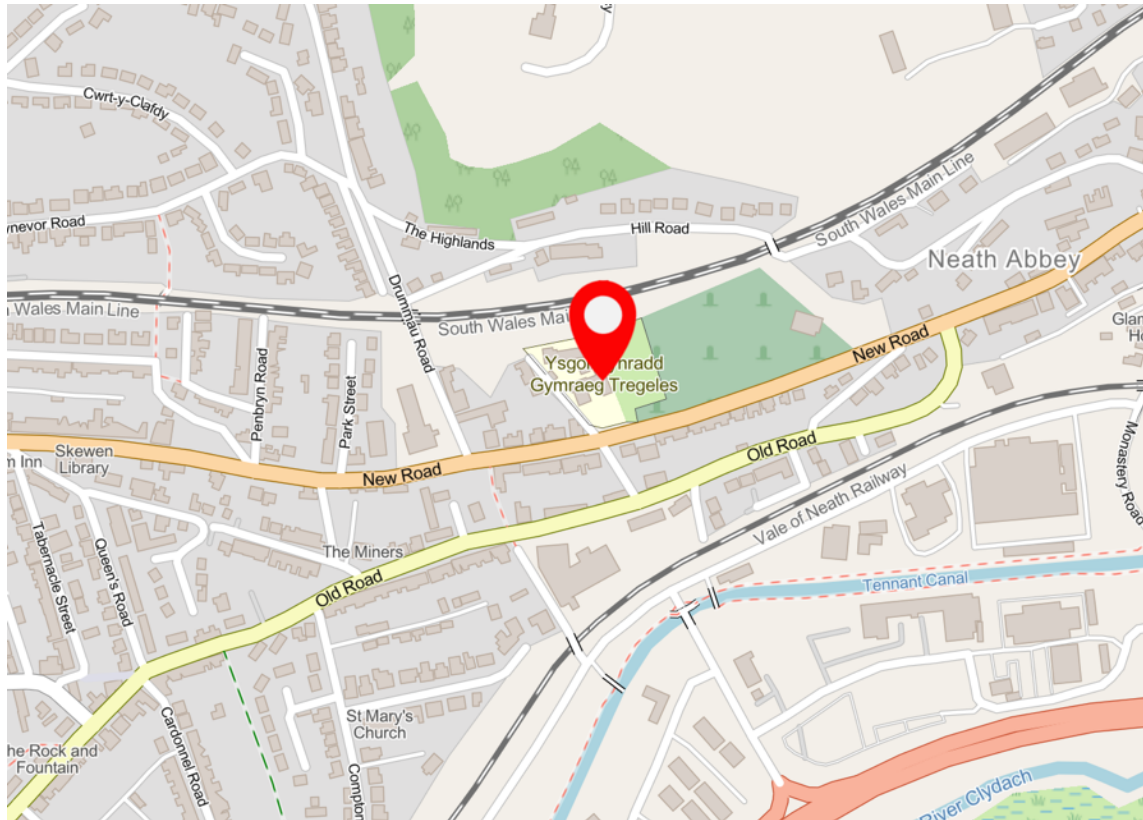


Figure 1 Location Plan

- 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 YGG Tregelles

- 2.1 Ysgol Gynradd Gymraeg (YGG) Tregelles is a welsh medium primary school.
- 2.2 The school is located at the junction of St John's Terrace (A4230) and a cul-de-sac, also known as St John's Terrace. For the purpose of clarity, references to St John's Terrace in the remainder of this document will relate to the cul-de-sac whilst the main road to the south of the school will be referred to as the A4230.
- 2.3 Pedestrian access to the school is provided at the junction of the A4230 and St John's Terrace. A second pedestrian access and the site's only vehicular access is provided from St John's Terrace.



Figure 2 Existing Site

- 2.4 The school comprises of two main blocks and the buildings currently have the capacity to accommodate 252 pupils. As part of the proposed development, the rear block will be demolished and replaced by the new teaching block, with the school's capacity reducing to 210 pupils.
- 2.5 YGG Tregelles was established in 2023 and initially received nursery, reception and year 1 pupils only. As this initial cohort move through the school years new nursery, reception and year 1 starters add to the pupil numbers. The school does not currently have a full complement of nursery to year 6 classes and this affords the opportunity to accommodate the pupils in the main block while the rear block is demolished and replaced.
- 2.6 The school day starts at 9am and ends at 3.15pm. The school operates a Breakfast Club allowing those pupils attending to arrive between 8.15 and 8.35am.
- 2.7 The school nursery hours are 9am-12:45pm and 11.30am-3.15pm.

- 2.8 Staff parking is provided to the rear of the site and is accessed from St John's Terrace. Parking arrangements within this area are informal with no markings to identify individual spaces but it is estimated that there is room to accommodate some 12 parked cars. The parking spaces are used by staff only and are not available for parents and carers to drop-off or collect children. The existing parking provision equates to one space per 21 pupils when calculated against the school's current 252 pupil capacity.
- 2.9 Based on the Council's Parking Standards recommendation of 1 parking space per 5 pupils, the existing school capacity would generate the need for some 50 car parking spaces. There is therefore a shortfall of some 38 spaces when judged against the Parking Standards' requirements.
- 2.10 There is no cycle parking provision within the school.
- 2.11 In November 2024 a hands-up survey of the school's then 38 pupils was undertaken. All 38 pupils travelled by car.
- 2.12 Given that the school is not close to being at full capacity at present it is not possible to determine its trip generating potential by undertaking surveys. Instead, the trip generating potential of the existing school operating at full capacity has been estimated by reference to the TRICS trip rate database.
- 2.13 From the database a sample of multi-modal surveys of primary schools has provided typical trip rates for this type of land use. The sample of surveys has been restricted to those that have been undertaken since 2015 and include schools with between 100 and 300 pupils. Only surveys of schools located in suburban, edge of town or neighbourhood centre locations have been included.
- 2.14 The typical trip rates derived from this sample of surveys are provided in full in Appendix 1 and summarised below.

Appendix 1 TRICS Trip Rate Data

Mode	am Peak Hour (8-9am)			pm Peak Hour (3-4pm)		
	Trip Rate (per pupil)	Trip Generation (252 pupils)	% Split	Trip Rate (per pupil)	Trip Generation (252 pupils)	% Split
Pedestrian	0.831	209	51%	0.716	180	54%
Cycle	0.058	15	4%	0.043	11	3%
Public Transport	0.102	26	6%	0.086	22	6%
Vehicle Occupant	0.598	151	37%	0.468	118	35%
Total People	1.614	407	100%	1.337	337	100%
No. of Vehicle Movements	0.647	163		0.478	120	

Table 1 Trip Rates & Existing School Trip Generation - Existing

- 2.15 The TRICS data suggests that the existing school capacity has the potential to generate between 337 and 407 people trips during the peak hours at the start and end of the school day. This will generate around 120 to 163 vehicle movements during these peak hours.

Active Travel

- 2.16 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.
- 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 adjacent to the future walking and cycling route (FR-SKW-SU001), which connects to the expanding active travel network in the area.

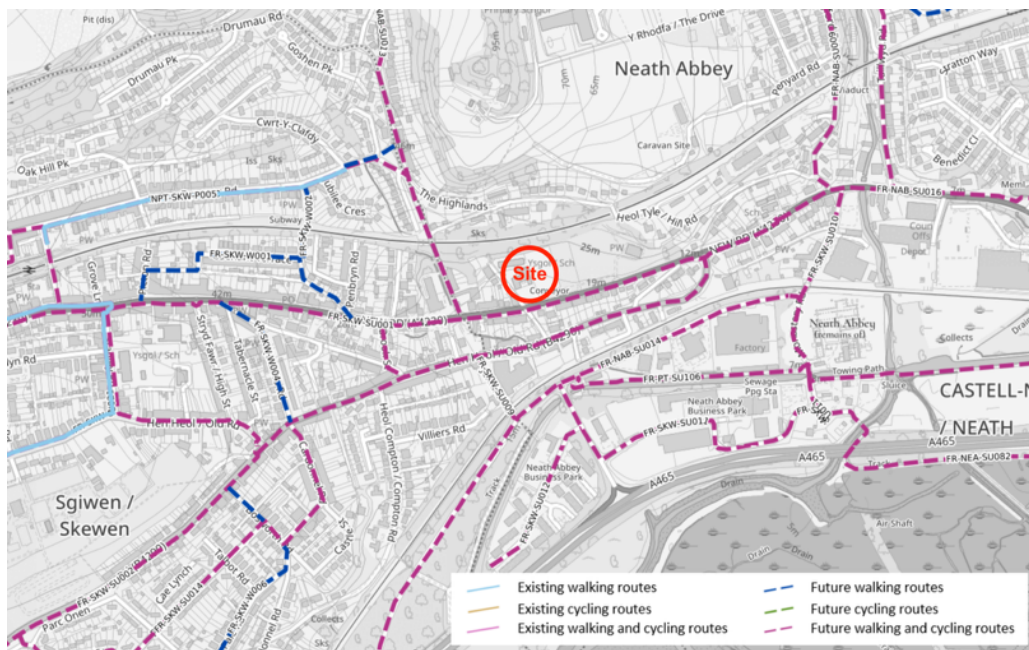


Figure 3 Extract from Council's Active Travel Network Map

- 2.20 In terms of access to the school by active travel modes, there is a wide footway located to the front of the site, adjacent to the A4230. This area is segregated from the carriageway by pedestrian safety barriers. There are uncontrolled pedestrian crossing point with dropped kerbs and tactile paving at the southern end of St John's Terrace near the A4230 junction and a signal controlled crossing of the A4230 around 50m to the west of that junction. These provide to links to the wider pedestrian network.
- 2.21 Whilst the ATNM indicates that the A4230 will become an active travel route for pedestrian and cyclist, there are currently no cycle routes that link to the site. The A4230 carries a significant volume of traffic and is not considered to provide a suitably safe and attractive route for cyclist, particularly considering the young age of the primary school pupils.

Public Transport

- 2.22 There is a bus stop adjacent to the school on the A4230 (White Gates bus stop). The table below provides a summary of the services that call at these stops during the core travel times¹ to and from the school are provided in the table below with the full timetables provided in Appendix 1.

Appendix 2 Bus Timetables

Service	Route	Frequency 07:30-10:00	Frequency 15:00-17:30
34	Neath – Swansea	2 services	3 services
38	Neath – Swansea	2 services	3 services
155	Neath - Llandarcy	1 service	1 service

Table 2 Bus Services

- 2.23 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 1.60.

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:

Select

NODE 1

Public transport type	Distance to node (m)	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Bus	10	1	1	0.4							
Average frequency per hour		1	1	0.4							

Accessibility Index 1.60

Figure 4 Accessibility Index Calculation

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

Highway Access

- 2.24 The school is located at the junction of the A4230 and St John's Terrace. Vehicular access to the school is available to staff only and is from St John's Terrace, a cul-de-sac that otherwise serves a number of residential properties.
- 2.25 The A4230 passes along the southern boundary of the school and connects Neath Abbey and Skewen to the east and west, respectively. Parking and loading is prohibited on the A4230 adjacent to the school and around the junction with St John's Terrace.
- 2.26 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 (2020 – 2024 inclusive).
- 2.27 There is only one injury collision recorded near the school. This occurred on Friday 16th April 2021 at 8:09am. The collision resulted in injuries to three people, one pedestrian and two bus passengers. All three casualties were aged either 11 and 12 years.
- 2.28 The precise details of the collision are not available but the location appears to be consistent with that of the bus stop. The collision occurred outside of the regular drop-off and pick-up period of the adjacent primary school. The collision appears to be an isolated incident and the absence of clusters of records suggests that the highway network operates safely.

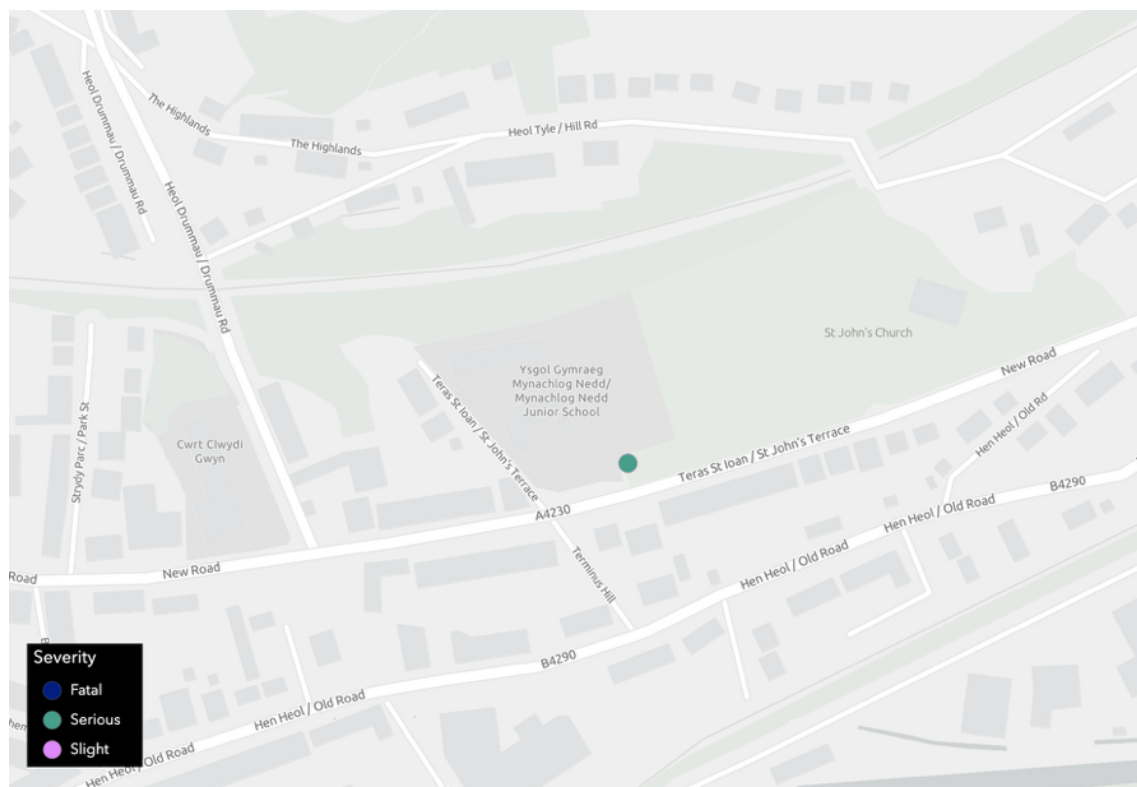


Figure 5 Injury Accident Location & Severity 2020 – 2024 (Source: DfT MAVRIC)

3 Proposed Development

- 3.1 The proposal is for the demolition of the existing building at the rear of the school and its replacement with a new teaching block.
- 3.2 The redevelopment of the school will result in a reduction in its capacity; from 252 pupils to 210 pupils.
- 3.3 Staff numbers for the school when operating at the full capacity are not known at this stage but are anticipated to be of the order of 15 to 20 based on there being one teacher and one teaching assistant per class (7 classes), a head and some ancillary support staff.
- 3.4 No alteration to the school's access arrangements are proposed.
- 3.5 Staff parking within the site will be formalised, with a 20-space car park provided. This includes two disabled parking spaces. The parking provision equates to one space per 10.5 pupils and is therefore, a higher ratio compared to the existing one per 21 pupils. This will lead to a reduction in staff generated demand for on-street parking.
- 3.6 Based on the Council's Parking Standards recommendation of 1 parking space per 5 pupils, the proposed school capacity would generate the need for some 42 car parking spaces. There is therefore a shortfall of some 22 spaces when judged against the Parking Standards' requirements. This 22-space shortfall is less than the current 38-space shortfall and therefore this will lead to less demand for on-street parking spaces nearby when the school is at full capacity.

	Capacity (Pupils)	Parking Standards Recommendation (1 space per 5 Pupils)	Parking Provision (No. of Spaces)	Shortfall against Parking Standards (No. of Spaces)
Existing	252	50	20	30
Proposed	210	42	19	23

Table 3 Comparison of Existing & Proposed Parking Provision Against Parking Standard Requirements

- 3.7 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 of the new teaching block.
 - 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.
 - 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.
- 3.8 The likely trip generation of the redeveloped school has been estimated by applying the typical trip rates derived from the TRICS trip rate database that were discussed in 2.14. The TRICS data suggests that the proposed school capacity of 210 pupils has the potential to generate between 281 and 339 people trips during the peak hours at the start and end of the school day. This will generate around 100 to 136 vehicle movements during these peak hours.
- 3.9 The development will therefore result in a reduction in the school's trip generation potential. In terms of people trips, the reduction is of the order of 56 to 68 fewer peak hour movements. Some 20 to 27 fewer peak hour vehicle movements are expected.

Mode	am Peak Hour (8-9am)			pm Peak Hour (3-4pm)		
	Trip Rate (per pupil)	Trip Generation (252 pupils)	% Split	Trip Rate (per pupil)	Trip Generation (252 pupils)	% Split
Pedestrian	0.831	175	43%	0.716	150	45%
Cycle	0.058	12	3%	0.043	9	3%
Public Transport	0.102	21	5%	0.086	18	5%
Vehicle Occupant	0.598	126	31%	0.468	98	29%
Total People	1.614	339		1.337	281	
No. of Vehicle Movements	0.647	136		0.478	100	

Table 4 Trip Rates & Existing School Trip Generation - Proposed

Mode	am Peak Hour (8-9am)			pm Peak Hour (3-4pm)		
	Existing (252 Pupils)	Proposed (210 Pupils)	Difference	Existing (252 Pupils)	Proposed (210 Pupils)	Difference
Pedestrian	209	175	-35	180	150	-30
Cycle	15	12	-2	11	9	-2
Public Transport	26	21	-4	22	18	-4
Vehicle Occupant	151	126	-25	118	98	-20
Total People	407	339	-68	337	281	-56
No. of Vehicle Movements	163	136	-27	120	100	-20

Table 5 Trip Generation Comparison

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
 - Provision of safe and secure cycle parking spaces
 - It is recognised that there currently aren't any safe cycle routes serving the school. The school will work with the Highway Authority to press for cycle infrastructure improvements that will provide safe cycle routes, suitable for use by young children. Until those are in place the school is unable to encourage pupils to cycle to and from school. However there are a number of measures that can be introduced to generally promote cycling as a healthy and sustainable form of transport; for example:
 - Cycle proficiency training
 - Promotion of the health benefits of cycling
- 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
 - 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.
- 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. 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. In this case the available public transport services provide an AI of 1.60.

Proximity to Amenities

- 6.3 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	Currently Available within 500m	Details
Food Outlet	Yes	Morrison's Daily, Old Road (350m) Arbournes Convenience Store, New Road (450m)
Access to Cash	Yes	Skewen Post Office, New Road (450m)
Access to recreation or leisure facility for fitness or sport	No	-
Access to outdoor open space	Yes	Within the school
Publicly Available Postal Facility	Yes	Skewen Post Office, New Road (450m)
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	YGG Treges

Table 6 Proximity to Amenities

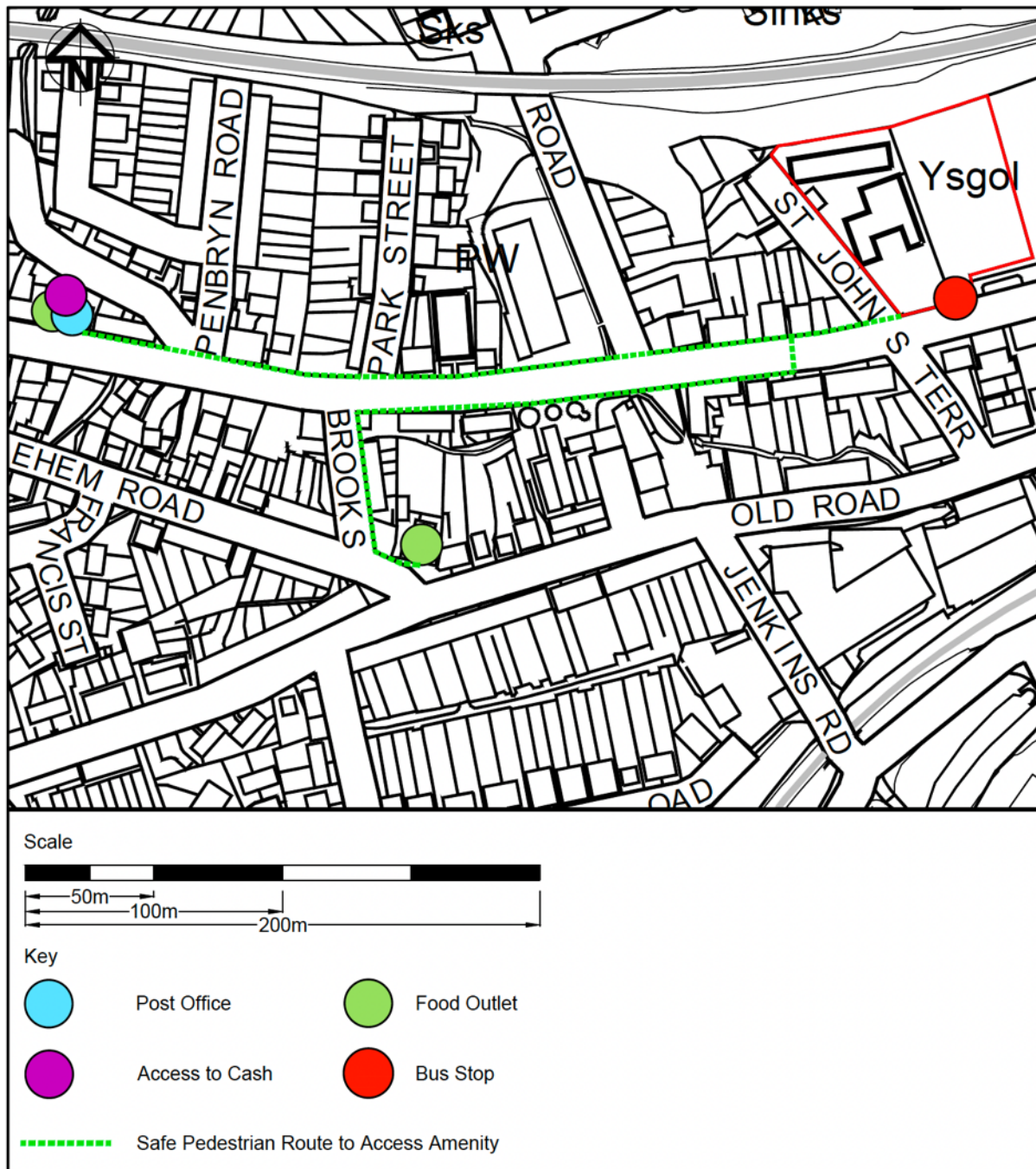


Figure 6 Proposed Development Traffic Distribution

Travel Plan Measures

- 6.4 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	Pupils that live beyond the qualifying distance have access to free school transport. Negotiation with public transport companies considered to be unwarranted for this 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	2 EV charging spaces to be provided (10% of total number of parking spaces)
Provision of parking priority spaces for car sharers	1 space to be marked as priority spaces for car-sharers (5% of total number of parking spaces)
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.
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)	Not provided
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 is restricted for the use of staff and visitors only. No parking is provided for pupil drop-off and collection.
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	The constraints of the site do not allow for the provision of taxi drop-off or waiting area.

Table 7 BREEAM Minimum Travel Plan Measures

7 Summary

- 7.1 This Travel Plan has been prepared by Acstro Ltd to support a planning application for the construction of a new teaching block at Ysgol Gynradd Gymraeg (YGG) Tregeles, located on St John's Terrace, Neath Abbey, Neath. The document provides an assessment of existing travel conditions, the likely transport impacts of the proposed development, and a framework of measures to encourage sustainable travel choices among pupils, staff and visitors.
- 7.2 YGG Tregeles is a Welsh-medium primary school established in 2023, currently operating below full capacity. The existing site consists of two main buildings with a current capacity of 252 pupils, which will reduce to 210 pupils following demolition of the rear block and construction of the new teaching accommodation. The school day runs from 9:00am to 3:15pm, with a breakfast club operating before school hours. Vehicular access is limited to staff only, with informal on-site parking currently accommodating approximately 20 cars and no provision for parent drop-off or cycle parking.
- 7.3 Baseline travel patterns have been estimated using TRICS data, as the school is not yet fully occupied. At full existing capacity, the school could generate 337–407 person trips and 120–163 vehicle movements during peak hours. The proposed reduction in pupil numbers is expected to lower peak-hour movements by 56–68 person trips and 20–27 vehicle movements, representing a net improvement in traffic impact compared with the existing situation.
- 7.4 The site is served by pedestrian infrastructure along the A4230 and is adjacent to a future active travel route identified on the Council's Active Travel Network Map. While walking access is considered reasonable, current cycling conditions are constrained by traffic levels and the absence of dedicated cycle routes suitable for young children. Public transport accessibility is moderate, with several bus services stopping adjacent to the school, resulting in an Accessibility Index of 1.60, supporting compliance with BREEAM transport criteria.
- 7.5 The proposed development includes a formalised 20-space staff car park, including two disabled bays and electric vehicle charging points. Although parking provision remains below local authority standards, the shortfall will reduce compared with the existing situation, helping to limit on-street parking pressures. Inclusive access has been embedded in the design through pan-disability principles, including level access, tactile paving, lighting, and safe pedestrian routes.
- 7.6 The overarching aim of the Travel Plan is to promote safe, sustainable and healthy travel choices, with a specific target to reduce single-occupancy car trips by 10% over five years. Measures focus primarily on staff travel and include promotion of walking, cycling and public transport, car-sharing initiatives, travel awareness campaigns, and integration with the school curriculum. A Travel Plan Co-ordinator will be appointed to monitor progress and oversee implementation.
- 7.7 Overall, the Travel Plan demonstrates that the proposed development will reduce travel demand relative to the existing school capacity and provides a robust framework for delivering sustainable transport outcomes in line with planning and BREEAM requirements.

Appendix 1 TRICS Trip Rate Data

Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: A - PRIMARY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	KN	KENSINGTON AND CHELSEA
	MR	MERTON
	WH	WANDSWORTH
02	SOUTH EAST	
	HC	HAMPSHIRE
	HF	HERTFORDSHIRE
	ON	LUTON
03	SOUTH WEST	
	GS	GLOUCESTERSHIRE
	WL	WILTSHIRE
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
09	NORTH	
	TV	TEES VALLEY
10	WALES	
	PE	PEMBROKESHIRE
13	MUNSTER	
	CL	CLARE

This section displays the number of survey days per TRICS® sub-region in the selected set.



Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	PUPILS
Actual Range:	119 to 282 (units:PUPILS)
Range Selected by User:	100 to 300 (units:PUPILS)
Parking Spaces Range:	5 - 127

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	25/04/15 to 24/11/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	1 days
Monday	2 days
Thursday	1 days
Tuesday	6 days
Wednesday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	14
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	5 days
Neighbourhood Centre	5 days
Suburban Area	4 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	12 days
Village	2 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	12 days
Servicing vehicles Unknown	2 days

Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

Secondary Filtering Selection:

Use Class:

F1(a)	14 surveys
-------	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

989 - 18775

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	2 surveys
100,001 or More	3 surveys
15,001 to 20,000	2 surveys
25,001 to 50,000	4 surveys
5,001 to 10,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	6 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
500,001 or More	4 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	10 surveys
1.1 to 1.5	4 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	11 surveys
Yes	3 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

2 - Poor	2 surveys
5 - Very good	2 surveys
No PTAL Present	10 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No



Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

1 ARBURY ROAD CAMBRIDGE ARBURY Suburban Area Residential Zone Number of pupils: 282.00 PUPILS Survey date: Wednesday 21/06/2023	CA-04-A-02	PRIMARY SCHOOL	CAMBRIDGESHIRE	Survey Type: Manual
2 CONVENT HILL KILLALOE Edge of Town Residential Zone Number of pupils: 119.00 PUPILS Survey date: Wednesday 12/10/2022	CL-04-A-01	BOYS NATIONAL SCHOOL	CLARE	Survey Type: Manual
3 ROBERT BURNS AVENUE CHELTENHAM SPA BENHALL Suburban Area Residential Zone Number of pupils: 238.00 PUPILS Survey date: Tuesday 02/05/2023	GS-04-A-01	PRIMARY SCHOOL	GLOUCESTERSHIRE	Survey Type: Manual
4 BLUEBELL WAY WHITELEY Edge of Town Residential Zone Number of pupils: 274.00 PUPILS Survey date: Tuesday 27/06/2023	HC-04-A-01	PRIMARY SCHOOL	HAMPSHIRE	Survey Type: Manual
5 BAKER STREET POTTERS BAR Edge of Town Residential Zone Number of pupils: 208.00 PUPILS Survey date: Tuesday 26/03/2024	HF-04-A-01	PRIMARY SCHOOL	HERTFORDSHIRE	Survey Type: Manual
6 COTTESMORE GARDENS KENSINGTON Neighbourhood Centre Residential Zone Number of pupils: 165.00 PUPILS Survey date: Tuesday 26/11/2024	KN-04-A-01	PREPARATORY SCHOOL	KENSINGTON AND CHELSEA	Survey Type: Manual
7 VICTORIA ROAD KENSINGTON Neighbourhood Centre Residential Zone Number of pupils: 165.00 PUPILS Survey date:	KN-04-A-02	LOWER SCHOOL	KENSINGTON AND CHELSEA	Survey Type: Manual
8 LONDON ROAD MORDEN Suburban Area Residential Zone	MR-04-A-01	PRIMARY SCHOOL	MERTON	



Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

Number of pupils: 229.00 PUPILS
Survey date: Wednesday 15/03/2023

Survey Type: Manual

9 TENNYSON ROAD LUTON Edge of Town Residential Zone Number of pupils: 210.00 PUPILS Survey date: Friday 17/11/2023	ON-04-A-01	PRIMARY SCHOOL	LUTON	Survey Type: Manual
10 SCARROWSCANT LANE HAVERFORDWEST ALBERT TOWN Suburban Area Residential Zone Number of pupils: 212.00 PUPILS Survey date: Tuesday 21/11/2023	PE-04-A-01	PRIMARY SCHOOL	PEMBROKESHIRE	Survey Type: Manual
11 WOLVISTON MILL LANE BILLINGHAM Edge of Town Residential Zone Number of pupils: 232.00 PUPILS Survey date:	TV-04-A-02	PRIMARY SCHOOL	TEES VALLEY	Survey Type: Manual
12 THE GREEN BILLINGHAM WOLVISTON Neighbourhood Centre Village Number of pupils: 126.00 PUPILS Survey date: Thursday 26/05/2022	TV-04-A-03	PRIMARY SCHOOL	TEES VALLEY	Survey Type: Manual
13 HARTINGTON ROAD NINE ELMS Neighbourhood Centre Residential Zone Number of pupils: 217.00 PUPILS Survey date: Tuesday 24/06/2025	WH-04-A-01	PRIMARY SCHOOL	WANDSWORTH	Survey Type: Manual
14 HIGH STREET ROWDE Neighbourhood Centre Village Number of pupils: 199.00 PUPILS Survey date: Wednesday 03/04/2019	WL-04-A-02	C OF E PRIMARY ACADEMY	WILTSHIRE	Survey Type: Manual

Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Total Vehicles

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	14	205	0.076	0.046	0.122
08:00-09:00	14	205	0.341	0.306	0.647
09:00-10:00	14	205	0.037	0.040	0.077
10:00-11:00	14	205	0.021	0.016	0.037
11:00-12:00	14	205	0.022	0.021	0.043
12:00-13:00	14	205	0.020	0.019	0.039
13:00-14:00	14	205	0.025	0.037	0.062
14:00-15:00	14	205	0.048	0.042	0.090
15:00-16:00	14	205	0.225	0.253	0.478
16:00-17:00	14	205	0.075	0.096	0.171
17:00-18:00	13	206	0.028	0.046	0.074
18:00-19:00	13	206	0.012	0.008	0.020
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.930	0.930	1.860

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

Parameter Summary:

Trip rate parameter range selected:	100 - 300 (units: PUPILS)
Survey date range:	03/04/2019 - 24/06/2025
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Total People

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	14	205	0.162	0.033	0.195
08:00-09:00	14	205	1.179	0.435	1.614
09:00-10:00	14	205	0.094	0.083	0.177
10:00-11:00	14	205	0.040	0.046	0.086
11:00-12:00	14	205	0.044	0.045	0.089
12:00-13:00	14	205	0.068	0.080	0.148
13:00-14:00	14	205	0.082	0.144	0.226
14:00-15:00	14	205	0.082	0.110	0.192
15:00-16:00	14	205	0.388	0.949	1.337
16:00-17:00	14	205	0.066	0.216	0.282
17:00-18:00	13	206	0.059	0.113	0.172
18:00-19:00	13	206	0.015	0.020	0.035
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.279	2.274	4.553

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

Parameter Summary:

Trip rate parameter range selected:	100 - 300 (units: PUPILS)
Survey date date range:	03/04/2019 - 24/06/2025
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Cyclists

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	14	205	0.009	0.000	0.009
08:00-09:00	14	205	0.054	0.004	0.058
09:00-10:00	14	205	0.002	0.001	0.003
10:00-11:00	14	205	0.000	0.001	0.001
11:00-12:00	14	205	0.001	0.000	0.001
12:00-13:00	14	205	0.001	0.004	0.005
13:00-14:00	14	205	0.002	0.011	0.013
14:00-15:00	14	205	0.000	0.002	0.002
15:00-16:00	14	205	0.004	0.039	0.043
16:00-17:00	14	205	0.001	0.010	0.011
17:00-18:00	13	206	0.004	0.006	0.010
18:00-19:00	13	206	0.000	0.001	0.001
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.078	0.079	0.157

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

Parameter Summary:

Trip rate parameter range selected:	100 - 300 (units: PUPILS)
Survey date date range:	23/05/2022 - 24/06/2025
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Vehicle Occupants

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	14	205	0.094	0.012	0.106
08:00-09:00	14	205	0.483	0.115	0.598
09:00-10:00	14	205	0.051	0.028	0.079
10:00-11:00	14	205	0.023	0.016	0.039
11:00-12:00	14	205	0.024	0.025	0.049
12:00-13:00	14	205	0.018	0.022	0.040
13:00-14:00	14	205	0.026	0.047	0.073
14:00-15:00	14	205	0.034	0.058	0.092
15:00-16:00	14	205	0.100	0.368	0.468
16:00-17:00	14	205	0.029	0.129	0.158
17:00-18:00	13	206	0.015	0.057	0.072
18:00-19:00	13	206	0.012	0.009	0.021
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.909	0.886	1.795

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

Parameter Summary:

Trip rate parameter range selected:	100 - 300 (units: PUPILS)
Survey date date range:	03/04/2019 - 24/06/2025
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Pedestrians

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	14	205	0.046	0.018	0.064
08:00-09:00	14	205	0.544	0.287	0.831
09:00-10:00	14	205	0.038	0.046	0.084
10:00-11:00	14	205	0.016	0.017	0.033
11:00-12:00	14	205	0.016	0.019	0.035
12:00-13:00	14	205	0.045	0.048	0.093
13:00-14:00	14	205	0.053	0.076	0.129
14:00-15:00	14	205	0.041	0.048	0.089
15:00-16:00	14	205	0.256	0.460	0.716
16:00-17:00	14	205	0.036	0.070	0.106
17:00-18:00	13	206	0.027	0.044	0.071
18:00-19:00	13	206	0.002	0.006	0.008
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.120	1.139	2.259

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

Parameter Summary:

Trip rate parameter range selected:	100 - 300 (units: PUPILS)
Survey date date range:	03/04/2019 - 24/06/2025
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Public Transport Users

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	14	205	0.009	0.002	0.011
08:00-09:00	14	205	0.073	0.029	0.102
09:00-10:00	14	205	0.000	0.008	0.008
10:00-11:00	14	205	0.000	0.011	0.011
11:00-12:00	14	205	0.003	0.000	0.003
12:00-13:00	14	205	0.005	0.006	0.011
13:00-14:00	14	205	0.001	0.008	0.009
14:00-15:00	14	205	0.006	0.001	0.007
15:00-16:00	14	205	0.028	0.058	0.086
16:00-17:00	14	205	0.001	0.005	0.006
17:00-18:00	13	206	0.013	0.004	0.017
18:00-19:00	13	206	0.000	0.004	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.139	0.136	0.275

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: e0c78059-7fc9-4640-87b2-56d63f96109d

Parameter Summary:

Trip rate parameter range selected:	100 - 300 (units: PUPILS)
Survey date date range:	03/04/2019 - 24/06/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 2 Bus Timetables

Neath - Swansea via Llansamlet & Skewen

Monday to Friday (Excluding Bank Holidays) (Inbound)

Operator: FCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF																
Neath Bus Station Stand 6	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	--	1715	1815	1905		
Neath Abbey, Smiths' Arms	0724	0824	0923	1023	1123	1223	1323	1423	1523	1624	--	1723	1823	1913		
Skewen Cresci's Cafe	0729	0830	0928	1028	1128	1228	1328	1428	1529	1629	--	1728	1828	1918		
Llansamlet Tesco	0742	0845	0941	1041	1141	1241	1341	1441	1543	1643	--	1740	1840	1929		
Enterprise Park, Nat West Bank	0745	0848	0945	1045	1145	1245	1345	1445	1547	1647	1717	1744	1844	--		
Morfa Retail Park	0751	0854	0951	1051	1152	1252	1352	1452	1554	1655	1724	1751	1851	--		
Swansea Bus Station Stand E	0806	0909	1006	1106	1207	1307	1407	1507	1609	1711	1740	1807	1905	--		

Service 34 (FCAO034)

Timetable valid from 31st August 2025 until further notice

Swansea - Neath via Llansamlet & Skewen

Monday to Friday (Excluding Bank Holidays) (Outbound)

Operator: FCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF																
Swansea Bus Station Stand E	--	0715	0735	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815		
Morfa Retail Park	--	0730	0750	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1829		
Atlantic Close	--	0734	0754	0834	0934	1034	1134	1234	1334	1434	1534	1634	1734	1833		
Llansamlet Tesco	0639	0739	--	0839	0939	1039	1139	1239	1339	1439	1540	1640	1740	1838		
Skewen Cresci's Cafe	0654	0754	--	0852	0952	1052	1152	1252	1352	1452	1553	1653	1753	1849		
Neath Abbey, Smiths' Arms	0701	0759	--	0857	0957	1057	1157	1257	1357	1457	1558	1658	1757	1853		
Neath Bus Station Stand 6	0710	0808	--	0906	1005	1105	1206	1306	1406	1506	1608	1707	1806	1901		

Service 34 (FCAO034)

Timetable valid from 31st August 2025 until further notice

Neath - Swansea via Llansamlet & Skewen

Saturday (Inbound)

Operator: FCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF																
Neath Bus Station Stand 6	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1905			
Neath Abbey, Smiths' Arms	0724	0824	0924	1023	1123	1223	1323	1423	1523	1623	1723	1823	1912			
Skewen Cresci's Cafe	0729	0829	0929	1028	1128	1228	1328	1428	1528	1627	1728	1828	1917			
Llansamlet Tesco	0740	0840	0940	1040	1140	1240	1340	1440	1540	1638	1739	1839	1928			
Enterprise Park, Nat West Bank	0743	0843	0943	1043	1143	1243	1343	1443	1543	1641	1742	1842	--			
Morfa Retail Park	0748	0849	0949	1049	1149	1249	1349	1449	1549	1647	1748	1847	--			
Swansea Bus Station Stand E	0802	0903	1004	1104	1204	1304	1404	1504	1604	1702	1803	1901	--			

Service 34 (FCAO034)

Timetable valid from 31st August 2025 until further notice

Swansea - Neath via Llansamlet & Skewen

Saturday (Outbound)
Service 34 (FCAO034)

Timetable valid from 31st August 2025 until further notice

Operator: FCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF														
Swansea Bus Station Stand E 	--	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	
Morfa Retail Park	--	0728	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1829	
Atlantic Close	--	0732	0834	0934	1034	1134	1234	1334	1434	1534	1634	1734	1833	
Llansamlet Tesco	0639	0737	0839	0938	1038	1138	1238	1338	1438	1538	1638	1738	1837	
Skewen Cresci's Cafe	0650	0748	0851	0950	1050	1150	1250	1350	1450	1550	1650	1750	1848	
Neath Abbey, Smiths' Arms	0654	0752	0855	0955	1055	1155	1255	1354	1454	1554	1654	1754	1852	
Neath Bus Station Stand 6	0701	0800	0903	1003	1103	1203	1303	1402	1502	1602	1701	1801	1859	

Neath - Swansea

Bank Holiday Mondays (Inbound)

Operator: FCYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF												
Neath, Victoria Gardens, Stand 7 [7]	0850	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	
Neath Abbey	0855	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	
Skewen, Crown	0900	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	
Top of Pen-yr-Alley	0902	0922	1022	1122	1222	1322	1422	1522	1622	1722	1822	
Jersey Marine Village	0909	0929	1029	1129	1229	1329	1429	1529	1629	1729	1829	
Fabian Way - Bay Campus	0914	0934	1034	1134	1234	1334	1434	1534	1634	1734	1834	
Swansea, Bus Station, Stand F [F]	0926	0947	1047	1147	1247	1347	1447	1547	1647	1746	1846	

Service 38 (FCAO038)

Timetable valid from 27th April 2025 until further notice

Swansea - Neath

Bank Holiday Mondays (Outbound)

Operator: FCYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF												
Swansea, Bus Station, Stand F [F]	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	
Fabian Way - Bay Campus	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841	1941	
Jersey Marine Village	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846	1946	
Top of Pen-yr-alley	0953	1053	1153	1253	1353	1453	1553	1653	1753	1853	1953	
Skewne, Cresci's Cafe	0956	1056	1156	1256	1356	1456	1556	1656	1756	1855	1955	
Neath Abbey	1000	1100	1200	1300	1400	1500	1600	1700	1800	1859	1959	
Neath, Victoria Gardens, Stand 7 [7]	1007	1107	1207	1307	1407	1507	1607	1707	1807	1906	2006	

Service 38 (FCAO038)

Timetable valid from 27th April 2025 until further notice

Neath - Swansea

Monday to Friday (Excluding Bank Holidays) (Inbound)

Operator: FCYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF CYMF												
Neath, Victoria Gardens, Stand 7 [7]	0750	0855	0955	1055	1155	1255	1355	1455	1555	1700		
Neath Abbey	0759	0903	1003	1103	1203	1303	1403	1503	1604	1708		
Skewen, Crown	0805	0908	1008	1108	1208	1308	1408	1509	1609	1713		
Top of Pen-yr-Alley	0808	0911	1011	1111	1211	1311	1411	1512	1612	1716		
Jersey Marine Village	0818	0919	1019	1119	1219	1319	1419	1520	1621	1725		
Fabian Way - Bay Campus	0824	0924	1024	1124	1224	1324	1424	1525	1627	1730		
Swansea, Bus Station, Stand F [F]	0841	0941	1039	1139	1239	1339	1439	1540	1643	1747		

Service 38 (FCAO038)

Timetable valid from 27th April 2025 until further notice

Swansea - Neath

Monday to Friday (Excluding Bank Holidays) (Outbound)

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

Swansea, Bus Station, Stand F [F]	0845	0945	1045	1145	1245	1345	1445	1545	1645	1750
Fabian Way - Bay Campus	0858	0957	1057	1157	1257	1357	1457	1557	1659	1804
Jesrey Marine Village	0903	1002	1102	1202	1302	1402	1502	1602	1704	1809
Top of Pen-yr-alley	0912	1010	1110	1210	1310	1410	1510	1610	1712	1816
Skewne, Cresci's Cafe	0915	1013	1113	1213	1313	1413	1513	1613	1715	1819
Neath Abbey	0920	1018	1118	1218	1318	1418	1518	1618	1719	1823
Neath, Victoria Gardens, Stand 7 [7]	0929	1027	1127	1227	1327	1427	1527	1627	1728	1830

Neath - Swansea

Saturday (Inbound)

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

Neath, Victoria Gardens, Stand 7 [7]	0750	0855	0955	1055	1155	1255	1355	1455	1555	1700
Neath Abbey	0759	0904	1003	1103	1203	1303	1403	1503	1603	1708
Skewen, Crown	0804	0909	1008	1108	1208	1308	1408	1508	1607	1713
Top of Pen-yr-Alley	0806	0911	1010	1110	1210	1311	1411	1510	1609	1715
Jersey Marine Village	0813	0918	1018	1118	1218	1320	1420	1518	1617	1723
Fabian Way - Bay Campus	0818	0923	1023	1123	1223	1325	1425	1523	1622	1728
Swansea, Bus Station, Stand F [F]	0830	0936	1036	1138	1238	1342	1442	1538	1637	1742

Swansea - Neath

Saturday (Outbound)

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

Swansea, Bus Station, Stand F [F]	0845	0945	1045	1145	1245	1345	1445	1545	1645	1750
Fabian Way - Bay Campus	0856	0956	1056	1156	1256	1356	1456	1556	1657	1802
Jesrey Marine Village	0901	1000	1100	1200	1300	1400	1500	1600	1702	1807
Top of Pen-yr-alley	0909	1008	1108	1208	1308	1408	1508	1608	1710	1814
Skewne, Cresci's Cafe	0912	1011	1111	1211	1311	1411	1511	1611	1713	1817
Neath Abbey	0917	1016	1116	1216	1315	1415	1515	1615	1717	1821
Neath, Victoria Gardens, Stand 7 [7]	0925	1024	1124	1224	1323	1423	1523	1623	1724	1828

Service 38 (FCAO038)

Timetable valid from 27th April 2025 until further notice

Service 38 (FCAO038)

Timetable valid from 27th April 2025 until further notice

Service 38 (FCAO038)

Timetable valid from 27th April 2025 until further notice

Neath - Swansea

Sunday (Inbound)

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

Neath, Victoria Gardens, Stand 7 [7] 	0850	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810
Neath Abbey	0855	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815
Skewen, Crown	0900	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820
Top of Pen-yr-Alley	0902	0922	1022	1122	1222	1322	1422	1522	1622	1722	1822
Jersey Marine Village	0909	0929	1029	1129	1229	1329	1429	1529	1629	1729	1829
Fabian Way - Bay Campus	0914	0934	1034	1134	1234	1334	1434	1534	1634	1734	1834
Swansea, Bus Station, Stand F [F] 	0926	0947	1047	1147	1247	1347	1447	1547	1647	1746	1846

Service 38 (FCAO038)

Timetable valid from 27th April 2025 until further notice

Swansea - Neath

Sunday (Outbound)

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

Swansea, Bus Station, Stand F [F] 	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930
Fabian Way - Bay Campus	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841	1941
Jesrey Marine Village	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846	1946
Top of Pen-yr-alley	0953	1053	1153	1253	1353	1453	1553	1653	1753	1853	1953
Skewne, Cresci's Cafe	0956	1056	1156	1256	1356	1456	1556	1656	1756	1855	1955
Neath Abbey	1000	1100	1200	1300	1400	1500	1600	1700	1800	1859	1959
Neath, Victoria Gardens, Stand 7 [7] 	1007	1107	1207	1307	1407	1507	1607	1707	1807	1906	2006

Service 38 (FCAO038)

Timetable valid from 27th April 2025 until further notice

Llandarcy Village - Neath via Crymlyn Parc - Skewen - Waunceirch - Leiros Park

Saturday (Inbound)

Operator: SWTR SWTR SWTR SWTR SWTR SWTR

Llandarcy Terminus	--	0934	1123	1343	1601	1753
Crymlyn Gardens, Skewen	--	0943	1132	1352	1612	1802
Brookfield	--	0954	1143	1403	1623	1813
Waunceirch, Rhiwlas	--	1006	1155	1415	1635	
Neath, Victoria Gardens (Bay 1) 	0835	1018	1207	1427	1650	1825

Neath - Llandarcy Village via Leiros Park - Waunceirch - Skewen - Crymlyn Parc

Saturday (Outbound)

Operator: SWTR SWTR SWTR SWTR SWTR

Neath, Victoria Gardens (Bay 1) 	0900	1035	1255	1515	1705	
Waunceirch, Rhiwlas		1047	1307	1527	1717	
Brookfield	0909	1058	1318	1538	1728	
Crymlyn Gardens, Skewen	0923	1112	1332	1552	1742	
Llandarcy Terminus	0932	1121	1341	1601	1751	

Llandarcy Village - Neath via Crymlyn Parc - Skewen - Waunceirch - Leiros Park

Tuesday & Thursday only (Inbound)

Operator: SWTR SWTR SWTR SWTR SWTR SWTR

Llandarcy Terminus	--	0934	1123	1343	1601	1753
Crymlyn Gardens, Skewen	--	0943	1132	1352	1612	1802
Brookfield	--	0954	1143	1403	1623	1813
Waunceirch, Rhiwlas	--	1006	1155	1415	1635	
Neath, Victoria Gardens (Bay 1) 	0835	1018	1207	1427	1650	1825

Neath - Llandarcy Village via Leiros Park - Waunceirch - Skewen - Crymlyn Parc

Tuesday & Thursday only (Outbound)

Days: SD SH

Operator: SWTR SWTR SWTR SWTR SWTR SWTR

Neath, Victoria Gardens (Bay 1) 	0900	1035	1255	1445	1515	1705
Waunceirch, Rhiwlas		1047	1307	--	1527	1717
Brookfield	0909	1058	1318	--	1538	1728
Crymlyn Gardens, Skewen	0923	1112	1332	--	1552	1742
Llandarcy Terminus	0932	1121	1341	--	1601	1751

Service 155 (SWAO155)

Timetable valid from 1st September 2025 until further notice

Service 155 (SWAO155)

Timetable valid from 1st September 2025 until further notice

Service 155 (SWAO155)

Timetable valid from 1st September 2025 until further notice

Service 155 (SWAO155)

Timetable valid from 1st September 2025 until further notice

Notes:

SD Schooldays Only

SH School Holidays Only

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.

acstro

Acstro Ltd., Yr Hen Farchnad, Unit 19, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6BJ

(01558) 824021
www.acstro.com