

**Proposed Expansion
at Ysgol Rhyd y Grug,
Aberfan**

**Transport Statement
December 2024**

Applicant: Atkins Realis & Merthyr Tydfil County Borough Council

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1 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport Ltd have been appointed by Atkins Realis on behalf of Merthyr Tydfil County Borough Council to produce a Transport Statement to accompany a planning application submission to the Local Planning Authority (LPA) of Merthyr Tydfil County Borough Council for development at Ysgol Rhyd y Grug, Aberfan.

1.1.2 The site is located within the village of Aberfan, west of the Merthyr Vale railway station and east of the A470. The site location is shown in **Figure 1.1**.



Figure 1.1 Site Location

1.1.3 The application proposes the construction of a new teaching block comprising Meithrin, Nursery and Community Room, an external covered walkway linking the new block to the existing school and associated works.

1.1.4 The proposal will increase the current school roll from 346 to 387 (12% increase) consisting of the following;

- Current primary school roll from 295 to 327 pupils; an overall increase of 10%.
- Current nursey from 49 to 60 pupils; an overall increase of 22%.

- Provision for Meithrin and Community Room
- Proposals include the refurbishment of the south west Wing of the existing building to accommodate a Learning Resource Base for a maximum of 10 pupils with Additional Learning Needs. Most of whom will be dropped off and picked up by taxi.

1.1.5 Staff numbers are proposed to increase by 10 from 31.5 (31 full-time & 1 part -time) to 40.5 (40 full-time & 1 part -time) an increase of 29%

1.2 Purpose of the Report

1.2.1 The purpose of this report is to detail the likely transport characteristics of the proposed development and identify the potential impact of the proposals on the surrounding transport network. This report also considers the on-site layout with regards to parking provision.

1.3 Statutory Pre-application Consultation (PAC)

1.3.1 The relevant planning documentation were provided during the statutory PAC process. Pre-app (PA/24/0029) comments from Merthyr Tydfil County Borough Council Highway Development Control dated 27/08/2024 have requested that a Transport Statement to be submitted with any future submission setting out trip generation, access arrangement, parking, collision analysis, swept path analysis and active travel review.

1.4 Structure of the Report

1.4.1 Following this introductory section, the report is structured as follows:

- Section 2 details a land use planning and transport planning policy review;
- Section 3 details the existing situation and outlines existing highway safety within the vicinity of the site;
- Section 4 of the report describes the development proposals and the access strategy for all modes of travel;
- Section 5 considers the likely travel demand generated by the proposed development on the surrounding highway network;
- Section 6 assesses the impact of the development on the performance of the local road network and public transport services; and
- Section 7 provides the conclusions of the report.

2 POLICY REVIEW

2.1 Introduction

- 2.1.1 This chapter of the report reviews national and local transport related planning policy guidance that is relevant to the proposed development.

2.2 Merthyr Tydfil Replacement Local Development Plan 2016 – 2031

- 2.2.1 The Merthyr Tydfil LDP provides the basis on which development control decisions are made and will guide development up until 2031 and states that;

“To support a growing population, a full range of social, health, leisure and education facilities, including affordable housing, are necessary.”

“One of the Council’s local well-being objectives is to develop the workforce of the future⁹⁶. The Council has committed to the Cardiff Capital Region and a £1.2 billion deal to unlock £4bn of private investment, drive significant economic growth and create 25,000 jobs. The most relevant elements of the Cardiff City Deal Growth and Competitiveness Commission’s Report⁹⁷ (2016) are:

- *Making the most of the South Wales Metro for fostering labour market participation;*
- *Investing in education (from early years to university), skills and employability as the primary way in which individuals can access opportunities and firms can improve productivity, and;*
- *Support all businesses – emerging and existing – to thrive over the long term through strategies to support innovation, ensuring the availability of finance.”*

Policy SW11: Sustainable Design and Placemaking

- 2.2.2 Regarding transport, Policy SW11: Sustainable Design and Placemaking states that new development should

“allow access for the widest range of people possible, and demonstrate that any traffic movements will not have an unacceptable impact on local amenity or highway safety and satisfy the Council’s parking standards;”

Policy SW12: Improving the Transport Network

“Development that encourages a modal shift towards sustainable transport will be supported, including the enhancement of pedestrian, cycle, rail and bus facilities, in addition to any necessary road improvements. Development proposals will be expected to demonstrate how they reduce the need to travel and encourage the use of sustainable transport.”

2.3 Llwybr Newydd: The Wales Transport Strategy 2021

2.3.1 Llwybr Newydd sets out a vision for how our transport system can deliver priorities for Wales, helping to put us on a pathway to creating a more prosperous, green and equal society.

2.3.2 The document sets a long-term direction and three urgent and immediate priorities:

- Priority 1: Bring services to people in order to reduce the need to travel;
- Priority 2: Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure; and,
- Priority 3: Encourage people to make the change to more sustainable transport

2.3.3 The thrust of Llwybr Newydd is to achieve a shift away from private car use to more sustainable transport modes for the majority of journeys. Investment will be promoted into low-carbon, accessible, efficient and sustainable transport services and infrastructure that enable more people to walk, cycle and use public transport, and low-emissions vehicles.

2.3.4 Where there is a need for new transport infrastructure, the sustainable transport hierarchy should be considered to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.

2.4 Wales Spatial Plan – People, Places Futures

2.4.1 The Wales Spatial Plan – People, Places Future (WSP) – was originally adopted by the National Assembly for Wales in November 2004, and updated in 2008 to bring the WSP into line with One Wales [see below] and to give status to the Area work which has developed over the previous two years.

2.4.2 In Wales, spatial planning is the consideration of what can and should happen where. It is a principle of the WSP that development should be sustainable. Sustainable development is about improving well-being and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources.

2.4.3 The purpose of the WSP is to ensure that what is done in the public, private and third sectors in Wales is integrated and sustainable, and that actions within an area support each other and jointly move towards a shared vision for Wales and for the different parts of Wales.

Achieving sustainable development

2.4.4 The WSP states that:

‘In the context of responding to and mitigating the effects of climate change, the Wales Spatial Plan supports the development of spatially targeted responses. These include reducing the need to travel by co-locating jobs, housing and services, for instance, and changing behaviour in favour of ‘greener’ modes of travel, such as car sharing, public transport, walking and cycling.’

2.5 Planning Policy Wales (edition 11, February 2021)

2.5.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Assembly Government (the Assembly Government). It is supplemented by a series of Technical Advice Notes (TANs). Procedural advice is given in circulars and policy clarification letters.

2.5.2 PPW 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. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:

- **Enabling More Sustainable Travel Choices** – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;
- **Network Management** – measures to make best use of the available capacity, supported by targeted new infrastructure; and,
- **Demand Management** – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.’

2.5.3 The overarching goal of the Welsh Government is to reduce reliance on single occupancy vehicles and support a modal shift to walking, cycling and public transport.

2.5.4 The Assembly Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by: enabling more sustainable travel choices, manage both the current and future transport network effectively and minimising the need to travel via single-occupancy private vehicles. This will be achieved through the integration:

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

2.5.5 PPW states that:

‘The planning system has a key role to play in reducing the need to travel, particularly by private car, 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.’*

2.5.6 In addition, PPW outlines:

‘Transport Assessments can be required for any proposed development if the planning authority considers that there is a justification or specific need.’

Promoting cycling and walking

2.5.7 PPW details the Welsh Government’s objective of promoting active travel and references the Active Travel (Wales) Act 2013. This Act is referenced below.

‘The Active Travel Act (Wales) 2013 makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or education establishment, or in order to access health, leisure or other services or facilities. The Active Travel Act requires local authorities to produce Integrated Network Maps, identifying the walking and cycling routes required to create fully integrated networks for walking and cycling to access work, education, services and facilities.’

2.5.8 PPW also states that:

‘The planning system has an important role to play in promoting and supporting the delivery of the Active Travel Act and creating the right environments and infrastructure to make it easier for people to walk and cycle, including new and improved routes and related facilities.’

2.5.9 And,

‘Planning authorities should also seek to assist the completion of the national cycle network and key links to and from the network.’

2.5.10 PPW includes the following Hierarchy for Planning:



2.5.11 In relation to the sustainable transport hierarchy, PPW states that:

‘The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.

The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications.’

2.5.12 PPW also references the Active Travel Act 2013 which is discussed in further detail in sub-section 2.7 below.

2.5.13 The planning application for the new school will be accompanied by a comprehensive Travel Plan that will encourage and facilitate active travel.’

Parking

2.5.14 In relation to parking, PPW details:

‘Car parking provision is a major influence on how people choose to travel and the pattern of development...Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed.’

2.5.15 Additionally, PPW states:

‘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. The needs of disabled people must be recognised and adequate parking provided for them.’

2.5.16 PPW notes that Local authorities are required to develop an integrated parking strategy which complies with the overall transport and locational policies of the development plan. Additionally, maximum levels of parking for broad classes of development should be established in conjunction with a threshold size of development above which such levels will apply.

2.5.17 Technical Advice Note 18 also details national planning policy on parking matters and this is described in sub-section 2.6.

2.6 One Wales: Connecting the Nation

2.6.1 National transport policy for Wales is specified within the Wales Transport Strategy, One Wales: Connecting the Nation, which is supplemented by a series of Technical Advice Notes (TANs).

2.6.2 The goal of One Wales: Connecting the Nation is to:

2.6.3 *‘Promote sustainable transport networks that safeguard the environment while strengthening our country’s economic and social life. The transport strategy identifies a series of high-level outcomes and sets out the steps to their delivery. The One Wales programme is working to achieve a nation with access for all, where travelling between communities and accessing services, jobs and facilities in different parts of Wales is both easy and sustainable, and which support the growth of our economy.’*

2.7 Technical Advice Note 18: Transport (TAN18)

2.7.1 TAN 18 references that pedestrian routes should provide a safe and fully inclusive pedestrian environment, particularly for routes to primary schools. Local authorities should intend to develop an effective network of walking and cycling routes, including safe routes to schools.

2.7.2 It should be ensured that new developments encourage walking and cycling by giving careful consideration to location, design, access arrangements and travel 'desire lines' through a development, and integration with existing and potential off-site links.

2.7.3 Paragraph D5 of annexe D of TAN 18 states that:

'All new schools should be subject to Transport Assessment. The level of analysis should provide the decision maker with suitable data regarding the accessibility of the site by all modes and the impacts on movement patterns likely to occur.'

2.8 Active Travel Act 2013 (Wales)

2.8.1 Active Travel Act places a requirement on local authorities to continuously improve facilities for those who walk and cycle and to prepare information, such as maps, that identify current and potential future routes for their use.

2.8.2 The Act also requires highway authorities to have regard in the construction and improvement of highways to enhance provision for cyclists and pedestrians. The Active Travel Act makes provision for:

- Approved maps of existing active travel routes and related facilities in a local authority's area;
- Approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;
- Requiring local authorities to have regard to integrated network maps in preparing transport policies and to make continuous improvements in the range and quality of active travel routes and related facilities; and,
- Requiring the Welsh Ministers and local authorities, in constructing and improving highways, to have regard to the desirability of enhancing the provision made for walking and cycling.

2.9 21st Century Schools Programme

2.9.1 In 2009 the Welsh Government announced its 21st Century Schools programme. Its 2010 business case confirmed that it was to be a long-term capital investment programme to improve learning environments and educational outcomes. It also aimed to enable councils to address the long-standing problem of surplus school places and create for more sustainable education.

2.9.2 It is envisaged that the programme will create schools of the right type and size in the right place. The programme intends to:

- create safe learning environments for schools and communities
- establish appropriate- sized schools in the right place and better use of resources to improve the cost effectiveness of the education system
- ensure all schools meet national building standards, while reducing costs and their carbon footprint
- provide inspirational and adaptable settings appropriate for educational developments and new ICT-rich technologies
- provide school facilities that can be shared and offer a range of co-located facilities, like childcare and adult education
- create inclusive settings that meet the individual learning needs of all pupils

3 EXISTING CONDITIONS

3.1 Introduction

3.1.1 In order to assess the impact of the development proposals it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report, therefore, describes the existing transport network within the vicinity of the site.

3.2 Site Location

3.2.1 The proposed development site is located within the residential settlement of Aberfan, Merthyr Tydfil.

3.2.2 The school sits within a bend of the River Taff located to the north, east and south of the school site and is separated from residential areas to the west by an area of parkland and woodland. The Trinity child & Family Centre sits immediately to the north of the school site and Walters Terrace and Perthyglesion to the west.

3.3 Highway Network

3.3.1 The local highway network surrounding the site is shown in **Figure 3.1**.



Figure 3.1 Local highway network

School Access Road

- 3.3.2 The unnamed access road to the school is an unmarked single carriageway road forming a north-south alignment with the Aberfan Crescent/Walters Terrace/School Access priority junction to the north and Ysgol Rhyd y Grug, Aberfan to the south. The road is subject to a 20mph speed limit and has street lighting for its entire length.
- 3.3.3 There are some on street parallel parking bays on the western side of carriageway north of the Trinity Child & Family Centre.
- 3.3.4 The lane is accompanied by a footway on one or both sides of the carriageway for its entire length with crossing provision as necessary to accommodate this.
- 3.3.5 At the junction with Aberfan Crescent/Walters Terrace, there is an informal crossing with dropped kerbs and tactile paving. There is a raised crossing adjacent to the Trinity Child & Family Centre with dropped kerbs, tactile paving and guard railing.
- 3.3.6 There is a footpath connection from Walters Terrace on the western side of the carriageway which meets the school access lane just north of the children's play area. Another footpath connection is present off the school access lane following the eastern boundary of the site which spurs off at Trinity Child & Family Centre to cross the River Taff at a footbridge, connecting with Crescent Street and Bells Hill.

Aberfan Crescent/Walters Terrace

- 3.3.7 Aberfan Crescent is a residential distributor road to the north of the site access which heads into Aberfan Centre to the north and to the south becomes Walters Terrace providing access to the southern residential area of Aberfan.
- 3.3.8 Within the vicinity of the development site, it is subject to a 20mph speed limit, with footways and street lighting on both sides of the carriageway.
- 3.3.9 Carriageway parking on these streets reduces vehicular speeds and creates informal give-way/waiting areas along the carriageway where only one-way movement can be accommodated at a time.

3.4 Highway Safety

3.4.1 Personal Injury Collision (PIC) data was obtained from Welsh Government Open Data for the most recent 5-year period available (2019-2023). This is summarised in **Table 3.1** and shown in **Figure 3.2**

Year	Severity				Pedestrians	Cyclists	Casualties	Vehicles	Age Of Casualty 0-15
	Fatal	Serious	Slight	Total					
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	1	1	0	0	3	2	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	1	1	0	0	1	3	0
Total	0	0	2	2	0	0	4	5	0

Table 3.1 PIC analysis summary



Figure 3.2 PIC analysis locations

3.4.2 As can be observed from the above there are no recorded collisions within the vicinity of the development site and the surrounding residential areas. The closest collisions to the school are located on the A4054 Cardiff Road to the east with 2 slight collisions recorded.

3.4.3 Of these collisions, no pedestrian or cyclists have been involved. The two collisions have resulted in a total of 4 casualties with the involvement of 5 vehicles.

3.4.4 No children between the ages of 0-16 have been involved in any collisions within the local area, suggesting a safe environment for children commuting to school.

3.5 Baseline Traffic Flows

3.5.1 In order to obtain the most recent traffic flows on the local highway network, the followings surveys were undertaken:

- Junction turning count of the school access
- Camera observations made School Access Road from lamp post at Zebra Crossing
- Car park in/out count of the School Car Park

3.5.2 These surveys were undertaken at the locations shown in **Figure 3.3**.



Figure 3.3 Survey count locations

Junction Turning Counts

3.5.3 Classified junction turning counts were undertaken at the two locations shown on Wednesday 04th December 2024:

- Ysgol Rhyd Grug Car Park
- Aberfan Crescent/Walters Terrace/School Access Road priority junction

3.5.4 The data was analysed in 15-minute periods with the peak period hourly traffic flows in passenger car units (PCU's). The data demonstrated that the peak hours across the 2 junctions are shown below, which represent the start and end of the school day:

- AM: 08:15-09:15; and
- PM: 14:45-15:45.

3.5.5 The observed peak hour flows in passenger car units (PCU's) are shown schematically in **Figure 3.4**, with the raw survey data included in **Appendix A**.

3.5.6 This data shows a peak hour 2-way flow along the school access road of 136 vehicles and 114 vehicles during the AM and PM peak hours, which roughly equates to an average peak flow of around 2 vehicular trips per minute on the school access road.

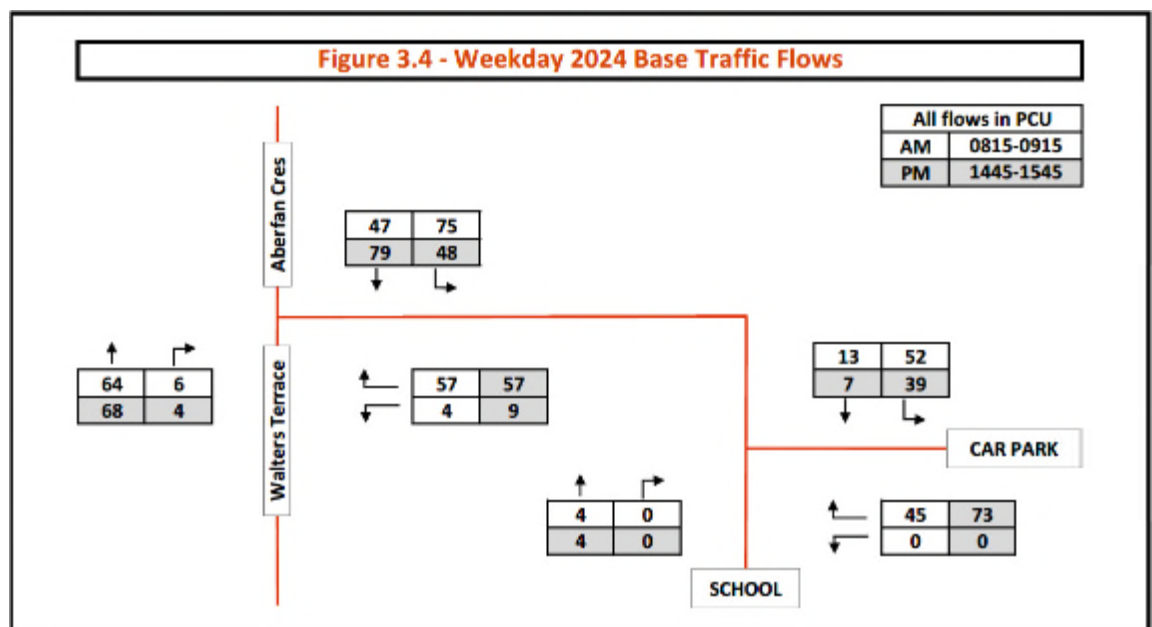


Figure 3.4 2024 Base Traffic Flows

Parking

3.5.7 The school has an internal parking area, which is predominantly used by staff and by school bus services.

3.5.8 Immediately to the north of the school there is an external car park used primarily for parent drop/off and pick up. This recently reconfigured car parking area has 41 parking spaces. There is also some scope for drop off/pick up along the school access road in relation to the on-street parallel parking bays located on to the north of the Trinity Child & Family Centre.

- 3.5.9 The arrival and departure movements of the Ysgol Rhyd Grug car park have also been captured in 15- minute periods across and are summarised in **Table 3.2** for the AM period and **Table 3.3** for the PM period, with arrival, departure and occupancy profiles for the survey periods shown in **Figure 3.5**. The raw survey data included in **Appendix B**
- 3.5.10 From this data it is evident that during the AM peak hour that there is spare capacity within the school car park with a maximum occupancy of 56% between 0845 and 0900, which corresponds with the start of the school day.
- 3.5.11 During the PM peak it was observed that on the day of the survey that the Nursery & Reception Classes Christmas Show featured between 1400 and 1500. This accounts for the car park being at or just over capacity between these hours with the occupancy dropping to 63%-49% between 1500 and 1530, covering the end of the school day.
- 3.5.12 It is also evident that the peak 2-way flow in and out of the car park was 84 vehicles between 0800-0900. The PM peak 2-way flow in and out of the car park was 91 vehicles between 1400-1500.
- 3.5.13 From observation it is also evident that there is a small amount of traffic movements along the school access road with some drop off/pick up trips moving making use of the school access lane and the on-street parking to the north of the Trinity Child and Family Centre without using the car park.
- 3.5.14 The overall number of traffic and car park movements in relation to Ysgol Rhyd Y Grug and the separate Trinity Child & Family Centre do not cause any particular peak period congestion issues.

Car Park Survey Results Summary - AM Period						
Period	Arrival	Departure	2 Way	Cumulative	Occupancy	
					No.	%
0700-0715	1	0	1	1	1	2%
0715-0730	0	0	0	0	1	2%
0730-0745	2	1	3	1	2	5%
0745-0800	5	2	7	3	5	12%
0800-0815	9	8	17	1	6	15%
0815-0830	6	7	13	-1	5	12%
0830-0845	10	3	13	7	12	29%
0845-0900	26	15	41	11	23	56%
0900-0915	10	20	30	-10	13	32%
0915-0930	3	2	5	1	14	34%
0930-0945	0	2	2	-2	12	29%
0945-1000	1	1	2	0	12	29%
Total	73	61	134			

Table 3.2 Car Park Survey – AM Period

Car Park Survey Results Summary PM Period						
Period	Arrival	Departure	2 Way	Cumulative	Occupancy	
					No.	%
1400-1415	1	2	3	-1	40	98%
1415-1430	0	0	0	0	40	98%
1430-1445	3	2	5	1	41	100%
1445-1500	14	12	26	2	43	105%
1500-1515	10	27	37	-17	26	63%
1515-1530	12	18	30	-6	20	49%
1530-1545	3	16	19	-13	7	17%
1545-1600	0	5	5	-5	2	5%
1600-1615	0	1	1	-1	1	2%
1615-1630	0	0	0	0	1	2%
1630-1645	0	0	0	0	1	2%
1645-1700	4	2	6	2	3	7%
1700-1715	1	3	4	-2	1	2%
1715-1730	1	0	1	1	2	5%
1730-1745	0	1	1	-1	1	2%
1745-1800	1	1	2	0	1	2%
Total	50	90	140			

Table 3.3 Car Park Survey – PM Period

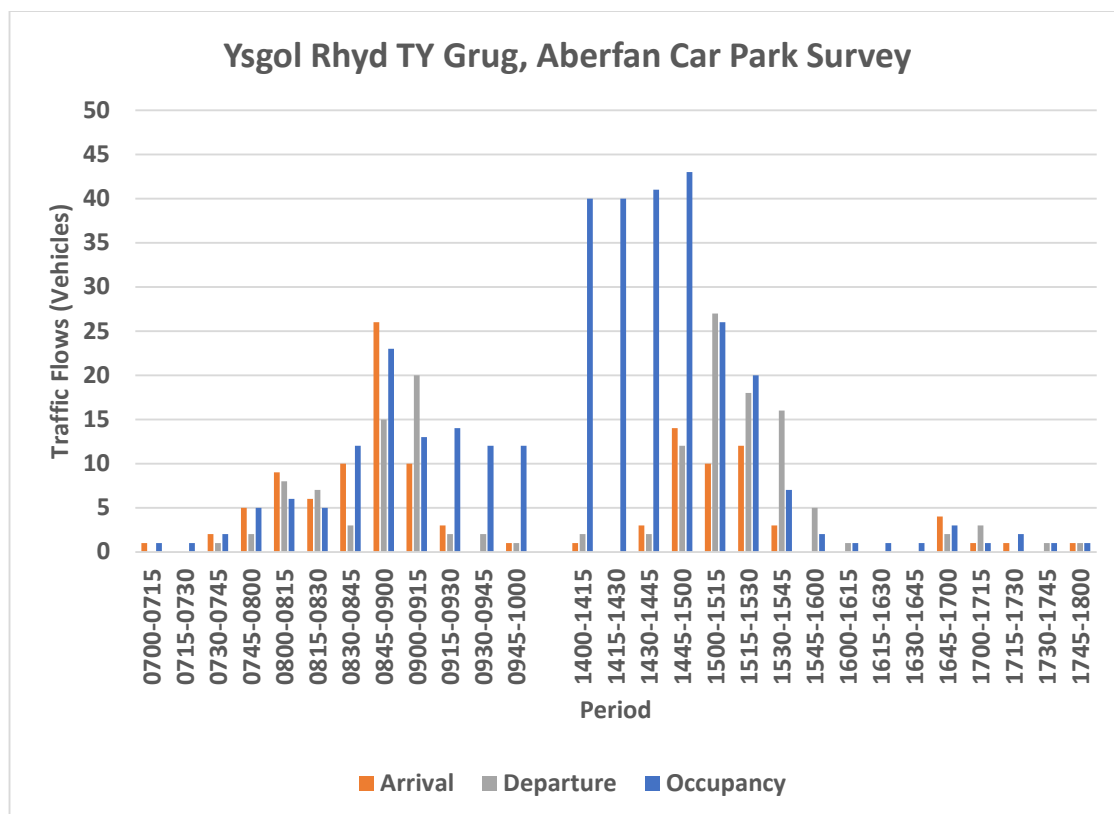


Figure 3.5 Car Park Survey – Arrival and Departure Profiles

3.6 School Catchment Area

- 3.6.1 The existing school catchment area for Ysgol Rhyd Y Grug is shown in **Figure 3.6** below. As shown, the school catchment covers Aberfan and its local surroundings, including the settlements of Bedlinog and Treharris, effectively covering the southern section of Merthyr Tydfil County Borough Council area.

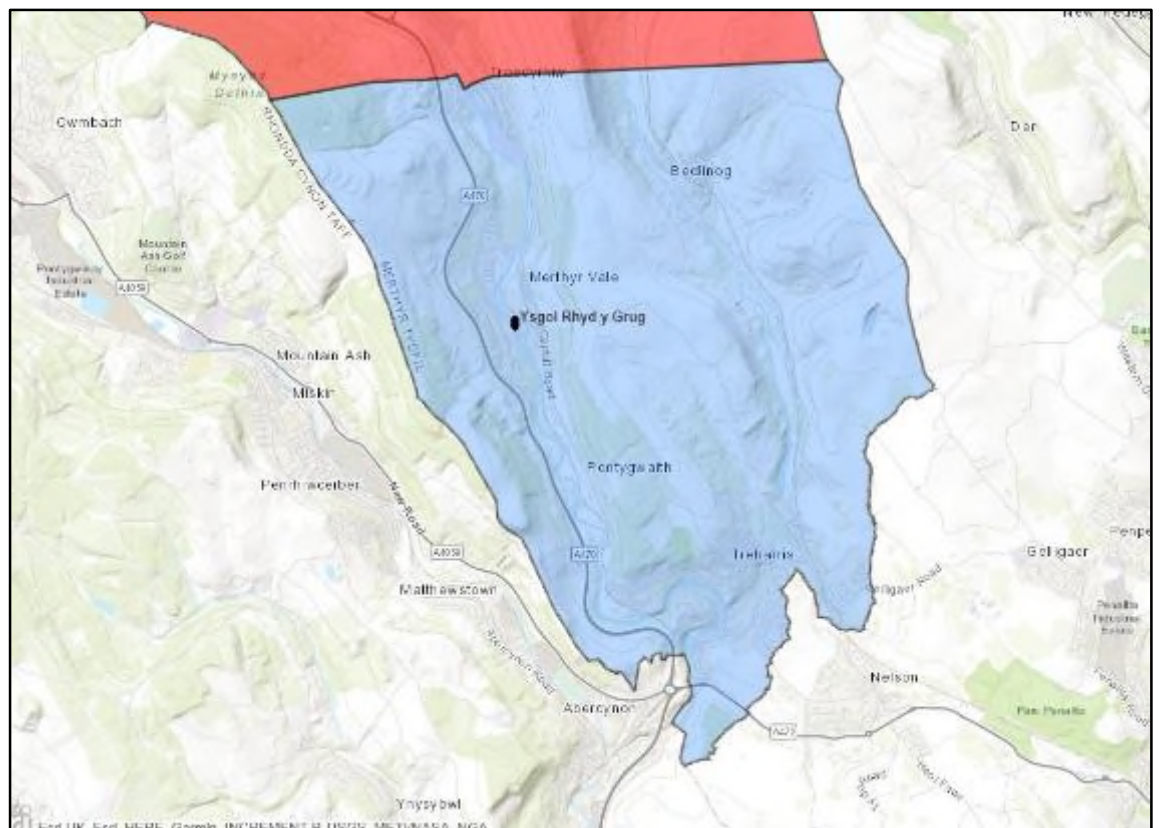


Figure 3.6 Ysgol Rhyd Y Grug Catchment Area

4 SITE ACCESSIBILITY

4.1 Active Travel

4.1.1 Pedestrian and cyclist infrastructure within proximity of the development site is shown in **Figure 4.1**.



Figure 4.1 Pedestrian & cyclist infrastructure in the vicinity of the School

Pedestrians

- 4.1.2 Pedestrian infrastructure within the vicinity of the site is of good quality and along the entirety of the School Access Road, there is continuous footway provision which benefits from informal crossing points with dropped kerbs and tactile paving.
- 4.1.3 Opposite the Trinity Child & Family Centre pedestrian access there is guard railing and a zebra crossing. The zebra crossing is on a raised table to reduce vehicular speeds, shown in **Plate 4.1**.



Plate 4.1 Zebra crossing – school access road

- 4.1.4 At the School Access Road/Aberfan Crescent/Walters Terrace priority junction there is another informal crossing point and the footways benefit from bollards to prevent parking and obstruction to the footways.
- 4.1.5 The centres of both Aberfan and Merthyr Vale are accessible from the site via continuous footway provision.
- 4.1.6 There is a footpath and footbridge, shown in **Plate 4.2** to the east of the school which accommodates movements over the River Taff. Once crossing the River Taff, there are continuous pedestrian links with informal crossing points to local shops and Merthyr Vale railway station and both northbound and southbound bus stop on Crescent Street.



Plate 4.2 River Taff footbridge

Cyclists

- 4.1.1 For cyclists, National Cycle Network (NCN) 8 runs to the west of the site. Route 8 is a long-distance route which starts in Cardiff and through the Brecon Beacons and Snowdonia, before finishing on the island of Anglesey.
- 4.1.2 NCN Route 477, The Trevithick Trail also runs parallel to Route 8 to the east of the site, and is accessible by following Route 8 north and joining a traffic-free footpath to head east. Route 477 is a 14km stretch of cycleway which begins in Merthyr Tydfil, heading south towards Edwardsville.

4.2 Active Travel Network Map

- 4.2.1 In accordance with the Active Travel Wales (Wales) Act 2013, an Active Travel Network Map (ATNM) has been produced which contains details of the proposed new and improvements to existing active travel routes that the Council will seek to deliver over the next 15 years. Proposals are subject to feasibility assessments.

4.2.2 The Active Travel Network Map within the locality of the site is shown in **Figure 4.2** with the links to the wider area, including Merthyr Town Centre, Pentrebach and Troedryhiw shown in **Figure 4.3**.

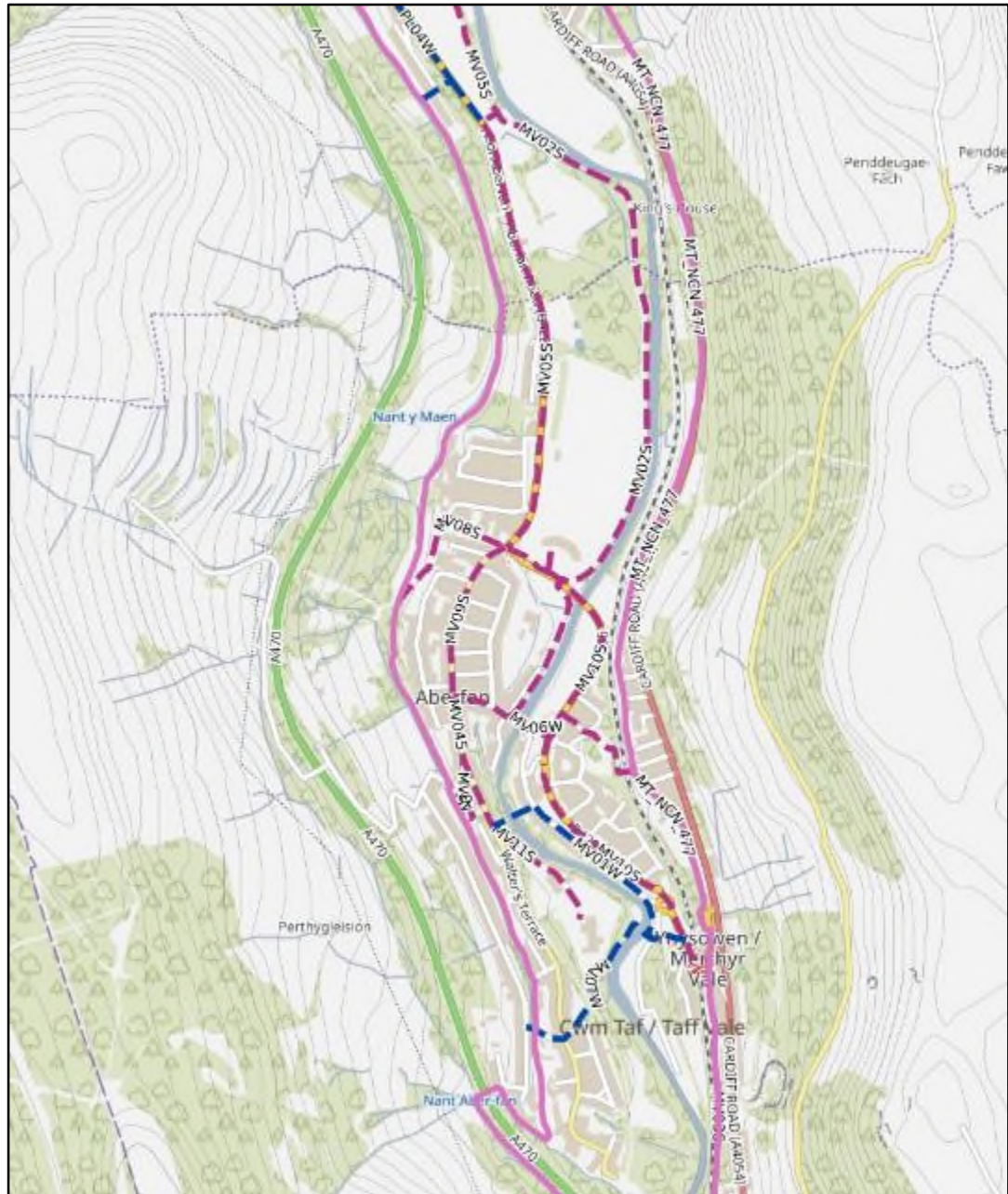


Figure 4.2 Active Travel Network Map – Local Area

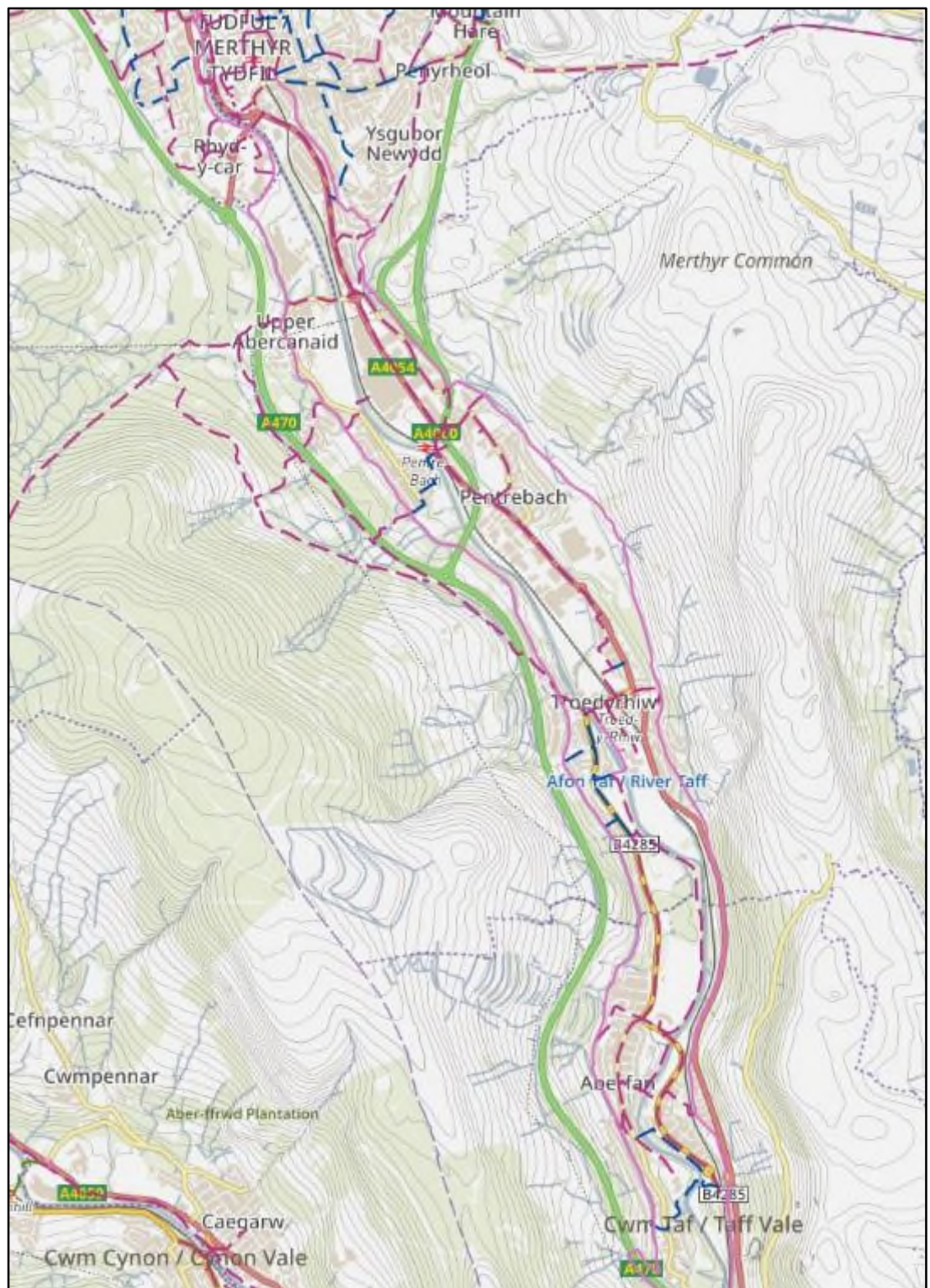


Figure 4.3 Active Travel Network Map – Wider Area

4.3 Public Transport

4.3.1 Public transport within proximity of the development site is shown in



Figure 4.4.



Figure 4.4 Public transport infrastructure within the vicinity of the site

Bus

- 4.3.2 The closest bus stop to the site is located across the footbridge to the east of the site on Gray's Place, next to the Merthyr Vale railway station. There are also bus stops located on Walters Terrace.
- 4.3.3 The Gray's Place bus stops have shelters and timetable information whilst the Walters Terrace bus stops, a 500m walk, have caged markings on the carriageway only.
- 4.3.4 Services operating within proximity of the development site are summarised in **Table 4.1**.

Route No.	Services	Stop Name	Start/End	Average services p/h 7am-7pm
78	Pontypridd - Abergavenny	Station Sq	Mon-Fri: 14 services per day from 06:18-19:26	1.2
			Sat: 14 services per day from 06:18-19:10	
			No services	
	Abergavenny - Pontypridd	Station Sq	Mon-Fri: 13 services per day from 05:48-17:58	1.1
			Sat: 13 services per day from 05:47-17:47	
			No services	
79	Merthyr Tydfil - Bedlinog	Station Sq	Mon-Fri: 12 services per day from 07:32-18:32	1.0
			Sat: 12 services per day from 07:32-18:32	
			No services	
	Bedlinog - Merthyr Tydfil	Station Sq	Mon-Fri: 12 services per day from 06:47-17:52	1.0
			Sat: 12 services per day from 06:47-17:52	
			No services	
81	Merthyr Tydfil - Bryngolau	Park View	Mon-Fri: 13 services per day from 06:47-18:51	1.1
			Sat: 13 services per day from 06:48-18:48	
			No services	
	Bryngolau - Merthyr Tydfil	Park View	Mon-Fri: 13 services per day from 06:51-18:55	1.1
			Sat: 13 services per day from 06:52-18:52	
			No services	

Table 4.1 Bus services operating in close proximity of the site

Rail

- 4.3.5 The nearest train station to the site is Merthyr Vale, located 750m from the main entrance to the school and connected via the footpath along the western bank of the river Taff adjacent to the school and the footbridge across the River. Merthyr Vale Railway Station is located on the Merthyr Branch of the Merthyr Line of the Transport for Wales South Wales Metro, with frequent services calling at the various stations between:

- Merthyr Tydfil – Monday – Saturday: Every 30 minutes 06:17 - 19:17, every 60 mins 19:17 - 23:09, Sunday: Every 2 hours from 09:15 - 22:06

- Bridgend (via Cardiff Central) – Monday – Saturday: Every 30-60 mins from 06:20 - 22:50, Sunday: Every 2 hours from 9:50 - 21:53.

4.3.6 The scheduled journey time to the end of the line at Merthyr Tydfil is approximately 10 minutes, with services to/from Cardiff Central being approximately 48 minutes, providing connections to the wider rail network.

4.3.7 The station currently benefits from a seated area and ticket buying facilities. As part of the South Wales Metro improvements, the Merthyr line is to see improvements by 2024 with the electrification of the railway line and further improvements.

4.4 Local Amenities

4.4.1 The Chartered Institution of Highways and Transportation (CIHT) guidance '*Providing for Journeys on Foot*' (2000) sets out the desirable, acceptable and preferred maximum walking distances for different trip purposes. These are set out in **Table 4.2** below.

	Town Centre (m)	Commuting/School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

Table 4.2 CIHT suggested acceptable walking distances

4.4.2 **Table 4.3** and **Figure 4.5** detail the distances to a range of local facilities along with their walk and cycle times and their proximity to the site.

Facility	Distance (m)	Walk Time (minutes)	Cycle Time (minutes)
Premier Merthyr Vale	650	8	5
Aberfan Post Office	650	8	5
Aberfan Hotel	650	8	5
Malcolms Corner Shop	700	8	6
Village Stores	750	9	6
Well Pharmacy	750	9	6
Troedyfan Medical Practice	750	9	6
Aberfan Surgery	850	10	7
Taste of Turner	900	11	7
Llyfrgell Cymunedol Aberfan Community Library	1000	12	8
Halo Aberfan and Merthyr Vale Leisure Centre	1000	12	8
Merthyr Vale & Aberfan Social & Democratic Club	1000	12	8
Ysgol Gynradd Cymunedol Ynysowen Community Primary School	1200	14	10
Grove Field Astro Turf	1200	14	10
Premier Troed Y Rhiw	3000	36	24
The Silver Bullet	3000	36	24
Brookside Surgery	3000	36	24
Afon Taf High School	3400	41	27

Table 4.3 Local amenities within close proximity of the School

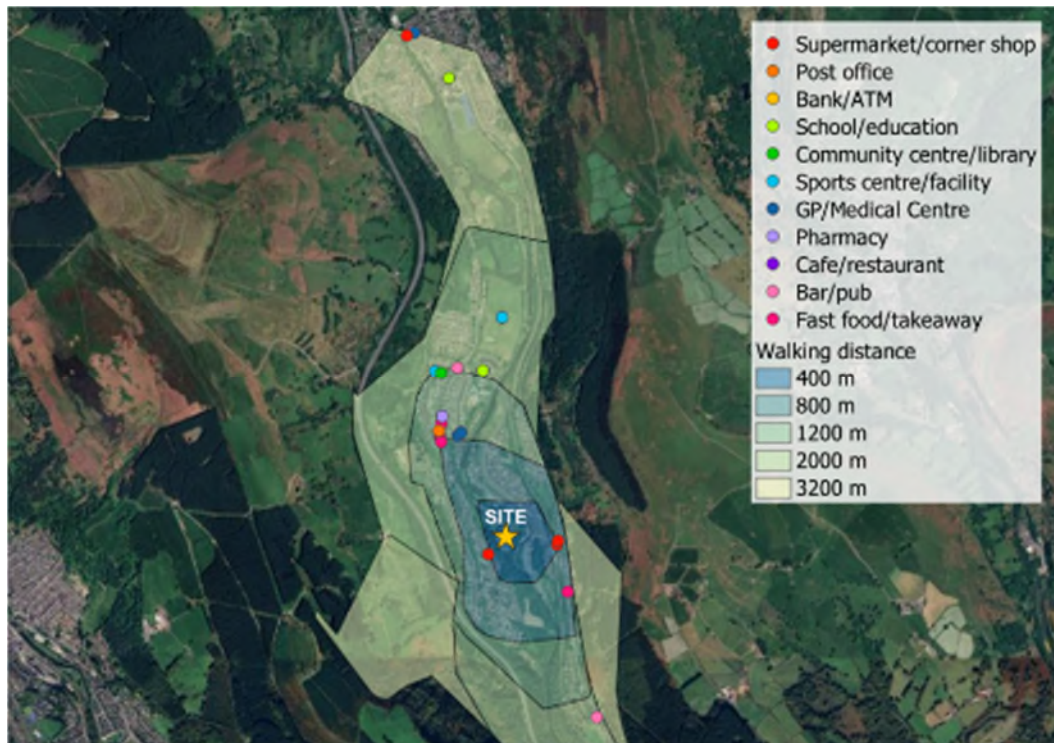


Figure 4.5 Local amenities within close proximity of the School

- 4.4.3 The nearest core is Merthyr Tydfil which is an 8.2 km journey, 29 minutes via public transport (both train and bus).
- 4.4.4 It should also be noted that as part of Policy EcW3 & EcW5 of the LDP (shown in Figure 1.1), Aberfan will become a new local centre forming part of the 'Hoover Strategic Regeneration Area' and proposals for new and enhanced retail, leisure and other provision will be permitted where they improve the vitality and viability. Though amenities are limited at present, there could be a shift in future.

5 DEVELOPMENT PROPOSALS

5.1 Land Use

5.1.1 The application proposes the construction of a new teaching block comprising Meithrin, Nursery and Community Room, an external covered walkway linking the new block to the existing school and associated works.

5.1.2 The proposal will increase the current school roll from 346 to 387 (12% increase) consisting of the following;

- Current primary school roll from 295 to 327 pupils; an overall increase of 10%.
- Current nursey from 49 to 60 pupils; an overall increase of 22%.
- Provision for Meithrin, Community Room and Learning Resource Base

5.1.3 The proposed development is included in **Appendix C**. Vehicle tacking analysis is shown in **Appendix D** for a Refuse Collection Vehicle and a large Estate Car.

5.2 Access

Vehicular

5.2.1 Access to the school is currently via the unnamed access road leading to the school which forms a priority junction with Aberfan Crescent and Walters Terrace. Vehicular traffic will continue to use this access for the proposed development and there are no proposals to alter this arrangement.

5.2.2 While a small section of the road to the north of the layby parking area is too narrow to allow for the movement of vehicle in both directions the existing low level of traffic flows does not cause mor then minimal congestion and delay issues. This situation will not be altered when the forecast additional development traffic is added to existing traffic levels.

Pedestrian & Cyclist

5.2.3 There is a footway which accompanies the unnamed access road leading to the school and a footpath/footbridge connection which crossings the River Taff. These access points will be retained.

5.3 Parking

Vehicular

Staff and Pick up/drop off

- 5.3.1 Staff will continue to be accommodated within the school, with the external car park being available for any overspill car parking. Vehicular access to the main school site is controlled and used by staff, servicing vehicles and school buses.
- 5.3.2 This internal parking area is proposed to be reconfigured with the addition of 4 parking spaces in the north west corner in order to formalise and maximise the use of the space as well as an additional accessible parking space as shown on the proposed site layout. In addition there is proposed to be a second accessible space close to the main entrance and adjacent the new LRB wing.
- 5.3.3 There are no proposed changes to the existing external car park.
- 5.3.4 Merthyr Tydfil County Borough Council have adopted the CSS Wales (2008) Parking Standards. For educational establishments in Zones 2-4 (the site is Urban or Suburban) the parking provision is:
- Operational: 1 Commercial Vehicle Space
 - Non-operational: a space per teaching staff.
- 5.3.5 With a proposal for 40.5 teaching staff (1 part time) at the school, which equates to 40 staff spaces.

Bicycle

- 5.3.6 Bicycle parking standards, as set out by CSS Wales parking standards, require the following standards as summarised in **Table 5.1**.

Educational Establishments	Long Stay	Short Stay
Nursey, infants & primary schools	1 stand per 5 staff & 1 stand per 20 children	1 stand per 100 children

Table 5.1 CSS Wales bicycle parking standards

- 5.3.7 In addition to the above, the CSS Wales Parking Standards state that cycle parking should be located in a safe, secure and convenient location which does not obstruct pedestrians, disabled persons and particularly those with sight problems

6 TRIP GENERATION AND TRAFFIC IMPACT

6.1 Trip Generation

Existing School

- 6.1.1 The development proposals involve the increase in the school capacity from 346 to 387 pupils, including Nursery, an overall increase of 12%. Staff numbers are proposed to increase by 10 from 31.5 (31 full-time & 1 part-time) to 40.5 (40 full-time & 1 part-time) an increase of 29%
- 6.1.2 Following discussions with Merthyr Council and from detailed site observations taken during the transport surveys as detailed above, it is evident that only staff and school buses have normal vehicular access into the school site, with no drop off/pick up area within the school grounds.
- 6.1.3 Parent/Pupil drop off/pick up currently exists in the dedicated parking and drop/off/pick up area located to the north of the school as well as the layby parking located immediately to the north of the Trinity Child & Family Centre.
- 6.1.4 The catchment area for the school will remain unchanged as will the number of School Transport Buses that currently access the site – 3.
- 6.1.5 An examination of the surveyed School traffic flows has derived the existing vehicular trip generation shown in **Table 6.1**. For the purposes of this analysis it is assumed that all of the forecast trip generation arrives at and departs the school during the school peak hours identified from the traffic surveys:
- AM: 08:15-09:15; and
 - PM: 14:45-15:45.

Existing Trip Generation - Total			
Period	Arrivals	Departures	Total
AM	75	57	132
PM	48	57	105

Table 6.1 Ysgol Rhyd Y Grug – Existing Vehicular Trip Generation

6.1.6 Applying the proposed percentage increase in pupil numbers to the existing trip generation provides the forecast development trip generation shown in in **Table 6.2**. With forecast 2-way peak flows of 16 and 12 vehicles during the AM and PM peak hours respectively, this equate to one additional vehicular movement every 4 minutes during the AM peak hours and every 5 minutes during the PM peak hour.

Forecast Development Trip Generation			
Period	Arrivals	Departures	Total
AM	9	7	16
PM	6	7	12

Table 6.2 Ysgol Rhyd Y Grug – Forecast Development Trip Generation

6.2 Trip Distribution

6.2.1 With regards to the distribution of the forecast development traffic to/from the local road network the observed turning proportions are applied to the forecast development trip generation.

6.2.2 The forecast vehicular trip distribution and the resultant trip generation are shown in **Figure 6.1** and **Figure 6.2** respectively.

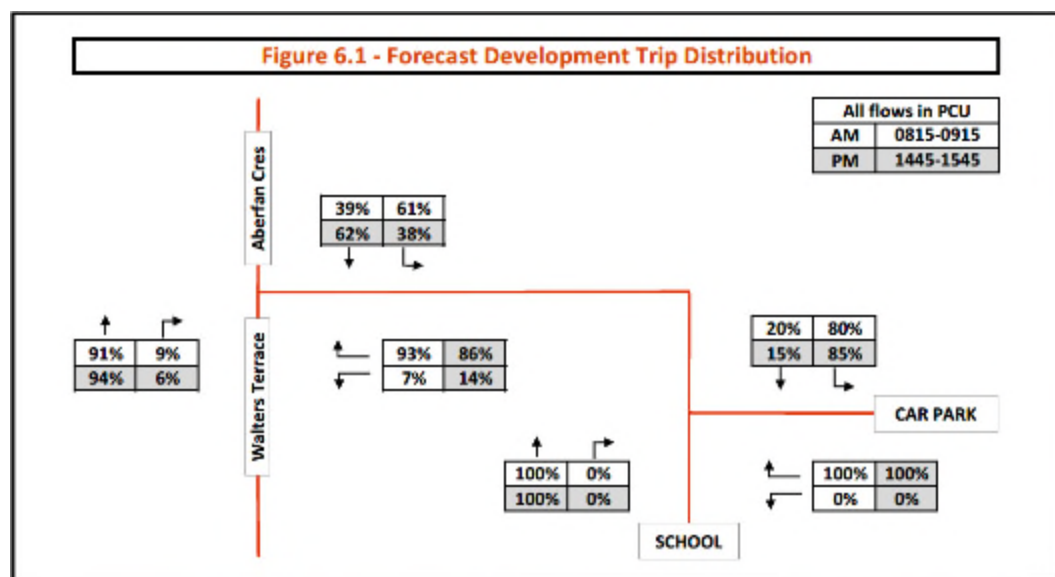


Figure 6.1 Development Trip Distribution

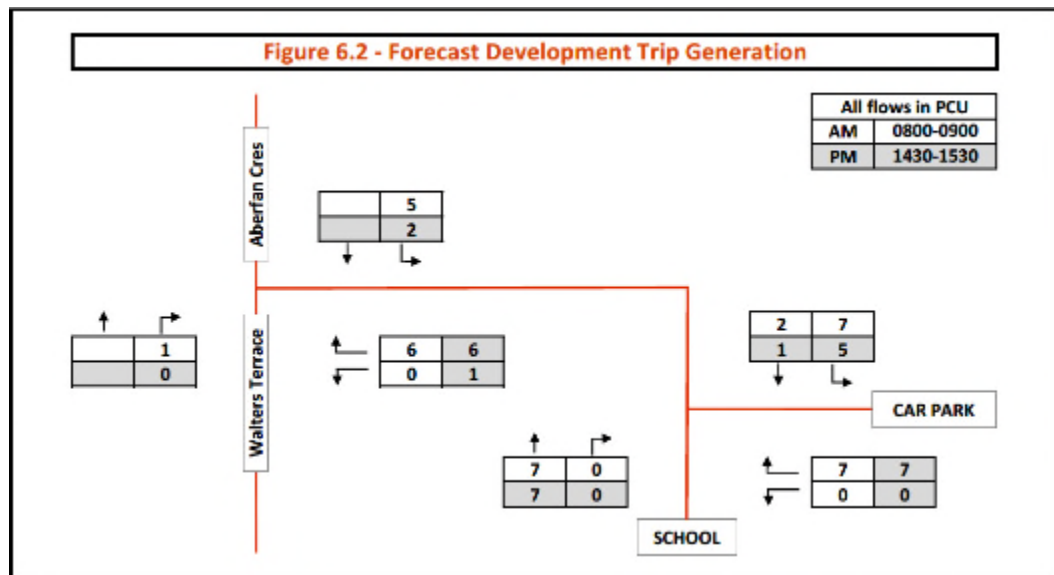


Figure 6.2 Development Trip Generation

6.3 Impact Assessment

Future Year Base Traffic Flows

- 6.3.1 Future year assessments have been carried out at the anticipated year of opening 2025 and forecast future year of 2035.
- 6.3.2 Growth rates to allow for background growth on the local highway network have been calculated using TEMPro v72 which extrapolates data from the National Trip End Model (NTEM) dataset.
- 6.3.3 This includes allocated sites contained within the LDP and therefore it is considered that it will both capture any surrounding developments which are likely to have a material impact on the operation of the surrounding local highway network as well as generalised background growth, which will capture smaller developments within the local vicinity of the site.
- 6.3.4 The factors to be applied to the 2023 baseline surveyed flows are shown in **Table 6.1**. The resultant 2025 and 2035 future year base year traffic flow forecasts are included in **Figure 6.3** and **Figure 6.4** respectively.

Period	NTM Growth Factors		
	Ward	AM	PM
2024-2025	Merthyr Tydfil 006: Merthyr Vale, Troed Y Rhiw & Bedlinog (W02000288)	1.0087	1.0087
2024-2035		1.1154	1.0983

Table 6.1 NTEM growth factors

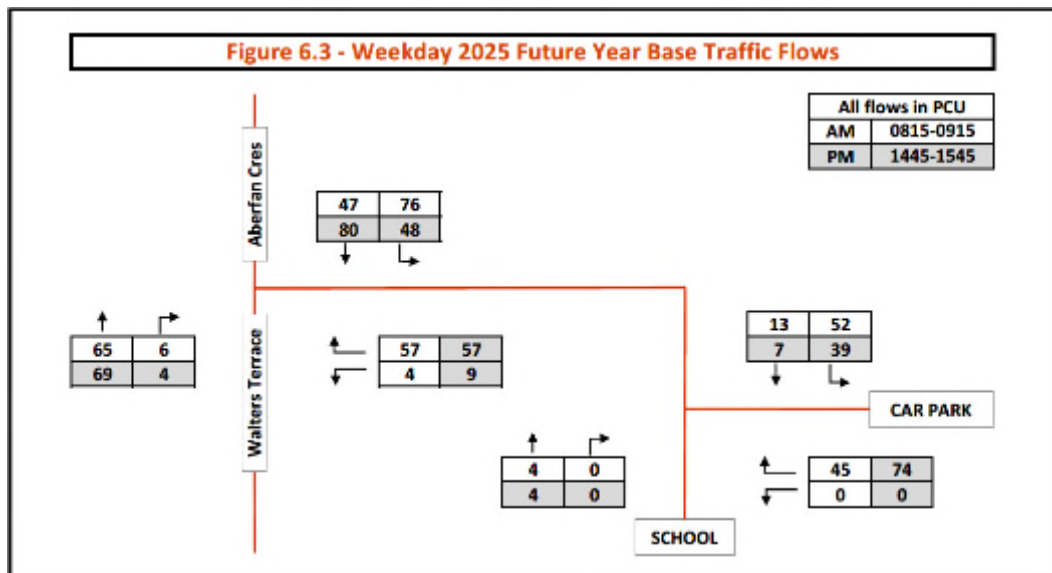


Figure 6.3 2025 Future Year Base Traffic Flows

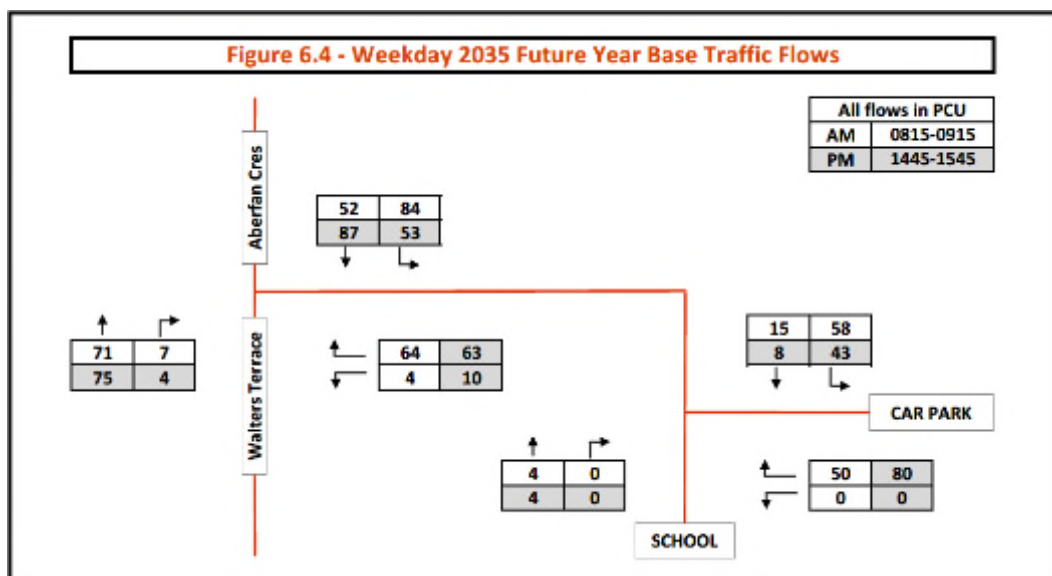


Figure 6.4 2035 Future Year Base Traffic Flows

6.4 Future Year Base + Development Traffic Flows

6.4.1 The future year base + development traffic flows have been obtained by combining the forecast development flows with the 2025 and 2035 base traffic flows, which are shown in **Figure 6.5** and **Figure 6.6** respectively.

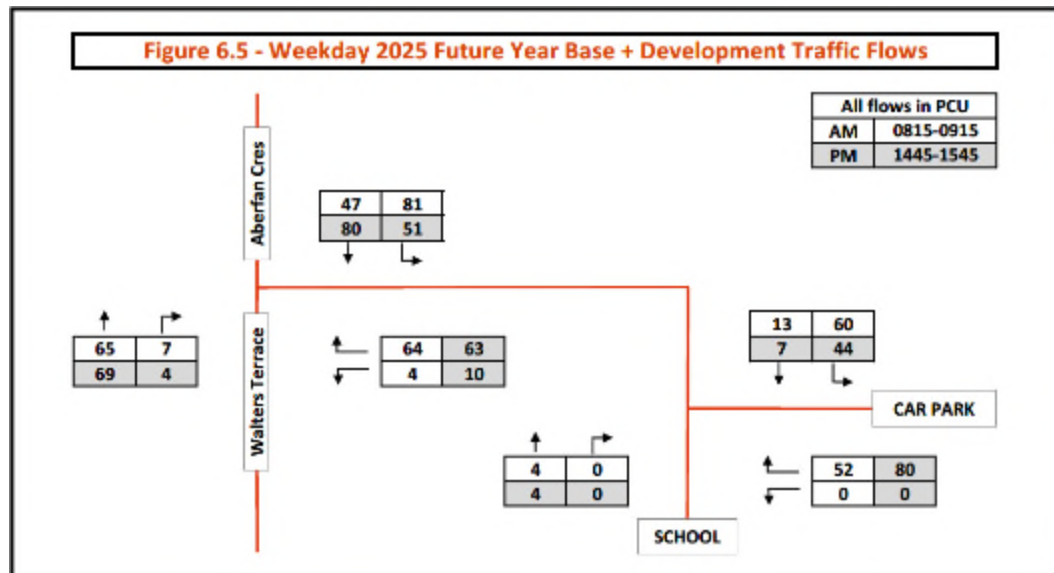


Figure 6.5 2025 Future Year Base + Development Traffic Flows

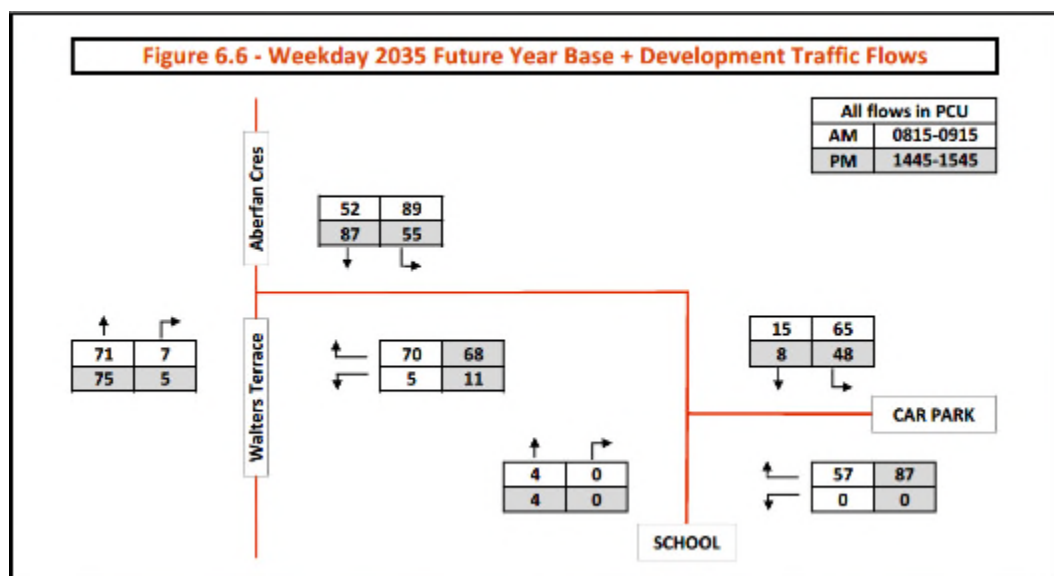


Figure 6.6 2035 Future Year Base + Development Traffic Flows

6.5 Traffic Impact

It can be seen from this data that the forecast traffic impact is minimal, with the school access road having no issues with regards to traffic congestion in the base or base plus development scenarios.

7 SUMMARY & CONCLUSIONS

7.1 Summary

7.1.1 Asbri Transport Ltd have been appointed by Atkins Realis to produce a Transport Statement to accompany a planning application submission to the Local Planning Authority (LPA) of Merthyr Tydfil County Borough Council for development at Ysgol Rhyd y Grug, Aberfan.

7.1.2 The site is located within the village of Aberfan, west of the Merthyr Vale railway station and east of the A470.

7.1.3 The application proposes the construction of a new teaching block comprising Meithrin, Nursery and Community Room, an external covered walkway linking the new block to the existing school and associated works. The proposal will increase the current school roll from 346 to 387 (12% increase).

7.1.4 Access arrangements will remain unchanged with the proposed development with a minimal impact upon trip generation and parking demand.

7.1.5 The forecast development trip generation is minimal with a negligible impact upon the school access lane and the local highway network.

7.2 Conclusions

7.2.1 Based on these conclusions it is considered that there is no reason from a highway and transportation perspective why the proposed development should not be granted planning consent.

Appendices

Appendix A



Head Office: 73 Porth-Y-Castell, Barry, Vale of Glam CF62 6QE
Office: Unit 17, Atlantic Business Park, Hayes Lane, Barry, Vale of Glam
CF64 5XU
Severnside Transportation Data Collection is registered Ltd Company
Company Registration Number: 11503589
VAT Number: 306 4112 48

Job No'/Job Name	SS1674 Aberfan
Date	Wednesday 04th December 2024
Time	07:00-10:00 & 14:00-18:00
Survey Type	Classified JTC & Car Park In/Out Count
Weather Conditions	

Comments



THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1674 Aberfan

Wednesday 04th December 2024

07:00-10:00 & 14:00-18:00

J1

Cam 1-1

Overview



Streetview





SS1674 Aberfan
Wednesday 04th December 2024
07:00-10:00 & 14:00-18:00
Site 1

	Arm A - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	1	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	0	0	0	1

3 Hour Totals (am)	1	0	0	0	0	0	0	1
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1400-1415	1	0	0	0	0	0	0	1
1415-1430	1	0	0	0	0	0	0	1
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	2
1500-1515	0	0	1	0	0	0	0	1
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	1	0	0	0	0	1
1630-1645	2	0	0	0	0	0	0	2
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	2	0	1	0	0	0	0	3
1700-1715	0	0	0	0	0	0	0	0
1715-1730	1	0	0	0	0	0	0	1
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1

4 Hour Totals (pm)	5	0	2	0	0	0	0	7
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Day Total	6	0	2	0	0	0	0	8
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	Arm A - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	6
6	0	0	0	0	0	0	0	6
10	1	0	0	0	0	0	0	11
22	2	0	0	0	0	0	0	24
17	3	0	0	0	0	0	0	20
13	4	0	0	0	0	0	0	17
14	1	0	0	0	0	0	0	15
26	0	0	0	0	2	0	0	28
70	8	0	0	0	2	0	0	80
11	0	0	0	0	1	0	0	12
3	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	5
18	1	0	0	0	1	0	0	20

110	11	0	0	3	0	0	0	124
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1	2	0	0	0	0	0	0	3
0	1	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	6
13	1	0	0	0	0	0	0	14
20	4	0	0	0	0	0	0	24
9	0	0	0	0	0	0	0	9
15	1	0	0	0	0	0	0	16
2	1	0	0	0	3	0	0	6
1	0	0	0	0	0	0	0	1
27	2	0	0	0	3	0	0	32
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	3
8	0	0	0	0	0	0	0	8
12	0	0	0	0	0	0	0	12
2	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	3
11	0	0	0	0	0	0	0	11

70	6	0	0	3	0	0	0	79
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180	17	0	0	6	0	0	0	203
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Arm B - Arm B

	Arm A - Arm C							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
2	0	1	0	0	0	0	0	3
3	0	0	0	0	0	0	0	3
6	1	0	0	0	0	0	0	7
2	1	0	0	0	2	0	0	5
13	2	1	0	0	2	0	0	18
7	0	0	0	0	1	0	0	8
5	5	0	0	0	0	0	0	10
5	1	0	0	0	0	0	0	6
7	1	0	0	0	1	0	0	9
24	7	0	0	0	2	0	0	33
16	3	0	0	0	1	0	0	20
5	2	0	0	0	0	0	0	7
10	2	1	0	0	0	0	0	13
10	1	1	0	0	1	0	0	13
41	8	2	0	0	2	0	0	53

78	17	3	0	6	0	0	0	104
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13	3	0	0	0	0	0	0	16
11	0	0	0	0	0	0	0	11
13	0	0	0	0	0	0	1	14
9	1	0	0	0	1	0	0	11
46	4	0	0	0	1	0	1	52
9	2	0	0	0	0	0	0	11
28	8	0	0	0	0	0	0	36
14	6	0	0	0	0	0	0	20
17	2	0	0	0	2	0	0	21
68	18	0	0	0	2	0	0	88
16	3	0	0	0	1	0	0	20
14	0	0	0	0	0	0	0	14
20	2	0	0	0	0	0	0	22
18	2	0	0	0	1	0	0	21
68	7	0	0	0	2	0	0	77
19	4	0	0	0	0	0	0	23
11	2	0	0	0	0	0	0	13
16	4	0	0	0	0	0	0	20
16	3	0	0	0	1	0	0	20
62	13	0	0	0	1	0	0	76

244	42	0	0	6	0	1	0	293
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322	59	3	0	12	0	1	0	397
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Arm B - Arm C

Arm Total	
4	
9	
13	
16	
42	
28	
27	
21	
37	
113	
32	
10	
13	
19	
74	

229

20
13
20
25
78
21
52
26
22
121
20
16
27
29
92
25
16
24
23
88

379

608

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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	2	0	0	0	0	0	0	2
0730-0745	6	0	0	0	0	0	0	6
0745-0800	4	0	0	0	0	0	0	4
Hourly Total	12	0	0	0	0	0	0	12
0800-0815	14	0	0	0	0	0	0	14
0815-0830	8	1	0	0	0	0	0	9
0830-0845	6	0	0	0	0	0	0	6
0845-0900	17	0	0	0	1	0	0	18
Hourly Total	45	1	0	0	1	0	0	47
0900-0915	19	0	0	0	2	0	0	21
0915-0930	5	0	0	0	0	0	0	5
0930-0945	3	0	0	0	0	0	0	3
0945-1000	2	0	0	0	0	0	0	2
Hourly Total	29	0	0	0	2	0	0	31

[illegible]

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	6
0	0	0	0	0	0	0	0	4
0	0	0	0	0	0	0	0	12
0	0	0	0	0	0	0	0	14
0	0	0	0	0	0	0	0	9
0	0	0	0	0	0	0	0	6
2	0	0	0	0	0	0	2	20
2	0	0	0	0	0	0	2	49
2	0	0	0	0	0	0	2	23
1	0	0	0	0	0	0	1	6
0	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	3	34

3 Hour Totals (am)	86	1	0	0	3	0	0	90
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0	0	0	0	0	0	0	0
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5	0	0	0	0	0	0	5	95
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1400-1415	3	0	0	0	0	0	0	3
1415-1430	2	0	0	0	0	0	0	2
1430-1445	2	2	0	0	0	0	0	4
1445-1500	8	2	0	0	0	0	0	10
Hourly Total	15	4	0	0	0	0	0	19
1500-1515	35	0	0	0	0	0	0	35
1515-1530	16	0	0	0	0	0	0	16
1530-1545	17	2	0	0	2	0	0	21
1545-1600	8	0	0	0	1	0	0	9
Hourly Total	76	2	0	0	3	0	0	81
1600-1615	3	2	0	0	0	0	0	5
1615-1630	1	0	0	0	0	0	0	1
1630-1645	2	0	0	0	0	0	0	2
1645-1700	6	0	0	0	0	0	0	6
Hourly Total	12	2	0	0	0	0	0	14
1700-1715	5	0	0	0	0	0	0	5
1715-1730	9	0	0	0	0	0	0	9
1730-1745	5	0	0	0	0	0	0	5
1745-1800	3	0	0	0	0	0	0	3
Hourly Total	22	0	0	0	0	0	0	22

[illegible]

0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
2	1	0	0	0	0	0	3
2	0	0	0	0	0	0	2
3	0	0	0	0	0	0	3
1	1	0	0	0	0	0	2
0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	7
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1

4 Hour Totals (pm)	125	8	0	0	3	0	0	136
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0	0	0	0	0	0	0	0
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9	3	0	0	0	0	0	12	148
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Day Total	211	9	0	0	6	0	0	226
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0	0	0	0	0	0	0	0
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14	3	0	0	0	0	0	17	243
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	Arm C - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	9	1	0	0	0	0	0	10
0715-0730	12	2	0	0	0	0	0	14
0730-0745	11	1	0	0	0	0	0	12
0745-0800	19	3	0	0	1	0	0	23

Arm C - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0

[illegible]

Hourly Total	51	7	0	0	1	0	0	59
0800-0815	26	0	0	0	2	0	0	28
0815-0830	17	1	0	0	0	0	0	18
0830-0845	20	4	0	0	0	0	0	24
0845-0900	10	1	0	0	1	0	0	12
Hourly Total	73	6	0	0	3	0	0	82
0900-0915	9	0	0	0	0	0	0	9
0915-0930	6	0	0	0	0	0	0	6
0930-0945	8	1	0	0	0	0	0	9
0945-1000	13	4	1	0	1	0	0	19
Hourly Total	36	5	1	0	1	0	0	43

1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3
8	0	0	0	0	0	0	8
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

60
31
19
25
15
90
10
6
9
19
44

3 Hour Totals (am)	160	18	1	0	5	0	0	184
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10	0	0	0	0	0	0	10
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0	0	0	0	0	0	0	0
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194

1400-1415	7	4	0	0	0	0	0	11
1415-1430	11	1	0	0	0	0	1	13
1430-1445	19	1	0	0	0	0	0	20
1445-1500	18	2	0	0	0	0	0	20
Hourly Total	55	8	0	0	0	0	1	64
1500-1515	13	2	0	0	1	0	0	16
1515-1530	13	3	1	0	0	0	0	17
1530-1545	8	5	0	0	0	0	0	13
1545-1600	14	0	0	0	1	0	0	15
Hourly Total	48	10	1	0	2	0	0	61
1600-1615	9	0	0	0	1	0	0	10
1615-1630	11	1	0	0	0	0	0	12
1630-1645	13	4	0	0	0	0	0	17
1645-1700	21	1	0	0	0	0	0	22
Hourly Total	54	6	0	0	1	0	0	61
1700-1715	10	1	0	0	1	1	0	13
1715-1730	8	2	0	0	0	0	0	10
1730-1745	17	0	0	0	0	0	0	17
1745-1800	8	0	0	0	1	0	0	9
Hourly Total	43	3	0	0	2	1	0	49

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
2	0	0	0	0	0	0	2
2	1	0	0	0	0	0	3
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	2
1	1	0	0	0	0	0	2

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

11
13
21
22
67
17
18
13
15
63
10
12
18
22
62
13
10
17
11
51

4 Hour Totals (pm)	200	27	1	0	5	1	1	235
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5	3	0	0	0	0	0	8
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0	0	0	0	0	0	0	0
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243

Day Total	360	45	2	0	10	1	1	419
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15	3	0	0	0	0	0	18
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0	0	0	0	0	0	0	0
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437

	Origin - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	3	0	1	0	0	0	0	4
0715-0730	8	1	0	0	0	0	0	9
0730-0745	12	1	0	0	0	0	0	13
0745-0800	12	2	0	0	2	0	0	16
Hourly Total	35	4	1	0	2	0	0	42
0800-0815	24	3	0	0	1	0	0	28
0815-0830	18	9	0	0	0	0	0	27
0830-0845	19	2	0	0	0	0	0	21
0845-0900	33	1	0	0	3	0	0	37

Origin - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
6	0	0	0	0	0	0	6
4	0	0	0	0	0	0	4
12	0	0	0	0	0	0	12
14	0	0	0	0	0	0	14
8	1	0	0	0	0	0	9
6	0	0	0	0	0	0	6
19	0	0	0	1	0	0	20

Origin - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
9	1	0	0	0	0	0	10
12	2	0	0	0	0	0	14
12	1	0	0	0	0	0	13
19	3	0	0	1	0	0	23
52	7	0	0	1	0	0	60
29	0	0	0	2	0	0	31
18	1	0	0	0	0	0	19
21	4	0	0	0	0	0	25
13	1	0	0	1	0	0	15

Arm Total
14
25
32
43
114
73
55
52
72

Hourly Total	94	15	0	0	4	0	0	113
0900-0915	27	3	0	0	2	0	0	32
0915-0930	8	2	0	0	0	0	0	10
0930-0945	10	2	1	0	0	0	0	13
0945-1000	15	2	1	0	1	0	0	19
Hourly Total	60	9	2	0	3	0	0	74

3 Hour Totals (am)	189	28	3	0	9	0	0	229
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1400-1415	15	5	0	0	0	0	0	20
1415-1430	12	1	0	0	0	0	0	13
1430-1445	19	0	0	0	0	0	1	20
1445-1500	22	2	0	0	1	0	0	25

Hourly Total	68	8	0	0	1	0	1	78
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1500-1515	18	2	1	0	0	0	0	21
1515-1530	43	9	0	0	0	0	0	52
1530-1545	16	7	0	0	3	0	0	26
1545-1600	18	2	0	0	2	0	0	22

Hourly Total	95	20	1	0	5	0	0	121
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1600-1615	16	3	0	0	1	0	0	20
1615-1630	15	0	1	0	0	0	0	16
1630-1645	25	2	0	0	0	0	0	27
1645-1700	26	2	0	0	1	0	0	29

Hourly Total	82	7	1	0	2	0	0	92
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1700-1715	21	4	0	0	0	0	0	25
1715-1730	14	2	0	0	0	0	0	16
1730-1745	20	4	0	0	0	0	0	24
1745-1800	19	3	0	0	1	0	0	23

Hourly Total	74	13	0	0	1	0	0	88
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4 Hour Totals (pm)	319	48	2	0	9	0	1	379
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Day Total	508	76	5	0	18	0	1	608
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	Destination - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	9	1	0	0	0	0	0	10
0715-0730	14	2	0	0	0	0	0	16
0730-0745	17	1	0	0	0	0	0	18
0745-0800	23	3	0	0	1	0	0	27
Hourly Total	63	7	0	0	1	0	0	71
0800-0815	40	0	0	0	2	0	0	42
0815-0830	25	2	0	0	0	0	0	27
0830-0845	26	4	0	0	0	0	0	30
0845-0900	27	1	0	0	2	0	0	30
Hourly Total	118	7	0	0	4	0	0	129
0900-0915	28	0	0	0	2	0	0	30
0915-0930	11	0	0	0	0	0	0	11
0930-0945	11	1	0	0	0	0	0	12
0945-1000	16	4	1	0	1	0	0	22

47	1	0	0	1	0	0	49
21	0	0	0	2	0	0	23
6	0	0	0	0	0	0	6
3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	2
32	0	0	0	2	0	0	34

91	1	0	0	3	0	0	95
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3	0	0	0	0	0	0	3
2	1	0	0	0	0	0	3
2	2	0	0	0	0	0	4
10	2	0	0	0	0	0	12

17	5	0	0	0	0	0	22
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37	0	0	0	0	0	0	37
19	0	0	0	0	0	0	19
18	3	0	0	2	0	0	23
8	0	0	0	1	0	0	9

82	3	0	0	3	0	0	88
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3	2	0	0	0	0	0	5
1	0	0	0	0	0	0	1
2	1	0	0	0	0	0	3
6	0	0	0	0	0	0	6

12	3	0	0	0	0	0	15
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5	0	0	0	0	0	0	5
9	0	0	0	0	0	0	9
5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	4

23	0	0	0	0	0	0	23
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134	11	0	0	3	0	0	148
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225	12	0	0	6	0	0	243
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Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1	0	0	0	0	0	0	1
5	1	0	0	0	0	0	6
7	0	0	0	0	0	0	7
10	1	0	0	0	0	0	11
23	2	0	0	0	0	0	25
20	3	0	0	0	0	0	23
14	4	0	0	0	0	0	18
15	1	0	0	0	0	0	16
29	0	0	0	2	0	0	31
78	8	0	0	2	0	0	88
12	0	0	0	1	0	0	13
3	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	5

81	6	0	0	3	0	0	90
10	0	0	0	0	0	0	10
6	0	0	0	0	0	0	6
8	1	0	0	0	0	0	9
13	4	1	0	1	0	0	19
37	5	1	0	1	0	0	44

170	18	1	0	5	0	0	194
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7	4	0	0	0	0	0	11
11	1	0	0	0	0	1	13
19	2	0	0	0	0	0	21
20	2	0	0	0	0	0	22

57	9	0	0	0	0	1	67
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14	2	0	0	1	0	0	17
14	3	1	0	0	0	0	18
8	5	0	0	0	0	0	13
14	0	0	0	1	0	0	15

50	10	1	0	2	0	0	63
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9	0	0	0	1	0	0	10
11	1	0	0	0	0	0	12
13	5	0	0	0	0	0	18
21	1	0	0	0	0	0	22

54	7	0	0	1	0	0	62
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10	1	0	0	1	1	0	13
8	2	0	0	0	0	0	10
17	0	0	0	0	0	0	17
9	1	0	0	1	0	0	11

44	4	0	0	2	1	0	51
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205	30	1	0	5	1	1	243
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375	48	2	0	10	1	1	437
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Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
2	0	1	0	0	0	0	3
3	0	0	0	0	0	0	3
6	1	0	0	0	0	0	7
2	1	0	0	2	0	0	5
13	2	1	0	2	0	0	18
7	0	0	0	1	0	0	8
5	5	0	0	0	0	0	10
5	1	0	0	0	0	0	6
9	1	0	0	1	0	0	11
26	7	0	0	2	0	0	35
18	3	0	0	1	0	0	22
6	2	0	0	0	0	0	8
10	2	1	0	0	0	0	13
10	1	1	0	1	0	0	13

252
65
22
25
40
152

518

34
29
45
59

167

75
89
62
46

272

35
29
48
57

169

43
35
46
38

162

770

1288

Arm Total
14
25
32
43
114
73
55
52
72
252
65
22
25
40

Hourly Total	66	5	1	0	3	0	0	75
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3 Hour Totals (am)	247	19	1	0	8	0	0	275
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1400-1415	11	4	0	0	0	0	0	15
1415-1430	14	1	0	0	0	0	1	16
1430-1445	21	3	0	0	0	0	0	24
1445-1500	26	4	0	0	0	0	0	30
Hourly Total	72	12	0	0	0	0	1	85
1500-1515	48	2	1	0	1	0	0	52
1515-1530	29	3	1	0	0	0	0	33
1530-1545	25	7	0	0	2	0	0	34
1545-1600	22	0	0	0	2	0	0	24
Hourly Total	124	12	2	0	5	0	0	143
1600-1615	12	2	0	0	1	0	0	15
1615-1630	12	1	1	0	0	0	0	14
1630-1645	17	4	0	0	0	0	0	21
1645-1700	27	1	0	0	0	0	0	28
Hourly Total	68	8	1	0	1	0	0	78
1700-1715	15	1	0	0	1	1	0	18
1715-1730	18	2	0	0	0	0	0	20
1730-1745	22	0	0	0	0	0	0	22
1745-1800	11	0	0	0	1	0	0	12
Hourly Total	66	3	0	0	2	1	0	72

4 Hour Totals (pm)	330	35	3	0	8	1	1	378
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Day Total	577	54	4	0	16	1	1	653
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19	1	0	0	1	0	0	21
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120	11	0	0	3	0	0	134
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1	2	0	0	0	0	0	3
0	1	0	0	0	0	0	1
6	1	0	0	0	0	0	7
15	1	0	0	0	0	0	16
22	5	0	0	0	0	0	27
10	0	0	0	0	0	0	10
16	1	0	0	0	0	0	17
2	1	0	0	3	0	0	6
1	0	0	0	0	0	0	1
29	2	0	0	3	0	0	34
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
3	1	0	0	0	0	0	4
8	0	0	0	0	0	0	8
12	1	0	0	0	0	0	13
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	4
4	1	0	0	0	0	0	5
12	1	0	0	0	0	0	13

75	9	0	0	3	0	0	87
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195	20	0	0	6	0	0	221
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44	8	2	0	2	0	0	56
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83	17	3	0	6	0	0	109
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13	3	0	0	0	0	0	16
11	1	0	0	0	0	0	12
13	0	0	0	0	0	1	14
11	1	0	0	1	0	0	13
48	5	0	0	1	0	1	55
11	2	0	0	0	0	0	13
31	8	0	0	0	0	0	39
15	7	0	0	0	0	0	22
17	2	0	0	2	0	0	21
74	19	0	0	2	0	0	95
16	3	0	0	1	0	0	20
14	0	0	0	0	0	0	14
20	3	0	0	0	0	0	23
18	2	0	0	1	0	0	21
68	8	0	0	2	0	0	78
19	4	0	0	0	0	0	23
11	2	0	0	0	0	0	13
16	4	0	0	0	0	0	20
17	3	0	0	1	0	0	21
63	13	0	0	1	0	0	77

253	45	0	0	6	0	1	305
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336	62	3	0	12	0	1	414
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152

518

34
29
45
59
167
75
89
62
46
272
35
29
48
57
169
43
35
46
38
162

770

1288

Appendix B



THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1674 Aberfan

Wednesday 04th December 2024

07:00-10:00 & 14:00-18:00

CP1

Cam 3-1

Overview



Streetview



	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								Arm Total	
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total		
0700-0715	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
0715-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0730-0745	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
0745-0800	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
Hourly Total	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
0800-0815	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
0815-0830	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
0830-0845	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
0845-0900	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	
Hourly Total	0	0	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	
0900-0915	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
0915-0930	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
0930-0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945-1000	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hourly Total	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
3 Hour Totals (am)	0	0	0	0	0	0	0	0	72	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	
1400-1415	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1415-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430-1445	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
1445-1500	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
1500-1515	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
1515-1530	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
1530-1545	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
1545-1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	
1600-1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630-1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645-1700	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Hourly Total	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
1700-1715	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1715-1730	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1730-1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745-1800	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hourly Total	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
3 Hour Totals (pm)	0	0	0	0	0	0	0	0	47	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	
Day Total	0	0	0	0	0	0	0	0	119	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	
	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								Arm Total	
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total		
07																																		

Appendix C

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

GENERAL NOTES:

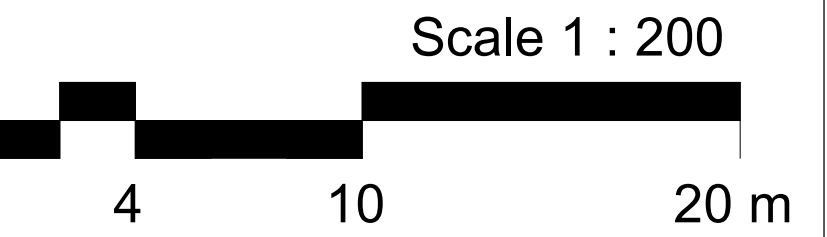
- All dimensions are in millimetres unless otherwise specified. Do not scale from the drawings
- Drawings to be read in conjunction with relevant sections of the Architectural specification
- Drawings to be read in conjunction with all other disciplines drawings and information
- Drawings to be read in conjunction with Fire Strategy, Acoustic Report
- Drawings are shown for Architectural design intent only and are therefore subject to the specialist Designers standards design and details
- Drawings to be read in conjunction with relevant Stage Report.

EXISTING BUILDING NOTES:

- Existing building which will include a light touch refurbishment.
- All door replacements are to match the existing door opening sizes where noted on plans.
- All existing wall build ups are currently unknown and are to be checked prior to fabrication of materials and construction.
- Existing Fire Strategy is unknown. Further information required from Client to allow for sufficient design process to inform the new updated Fire Strategy.

Land Ownership Line

Red Line Boundry



Draft

2



Location specific Address:
Go to [Manage] Tab > [Project Parameters]

T: Location specific Telephone Number
Go to [Manage] Tab > [Project Parameters]

Client
Merthyr Tydfil County Borough Council

Project Title
Ysgol Rhyd Y Grug

Drawing Title
Proposed Site Plan

Scale	Designed	Drawn	Checked	Authorised
1 : 200	LM	LM	NF	CP
Original Size	Date	Date	Date	Date
A0	12/02/2024	29/07/2024	12/02/2024	
Drawing Number	Revision			
5227502-ATR-XX-XX-D-A-021003				

Appendix D

Drawing Title

Swept path analysis
11.2m refuse vehicle

Job No

T24.157

Job Title

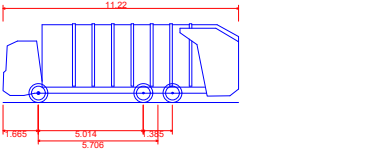
Ysgol Rhyd y Grug, Aberfan

Client

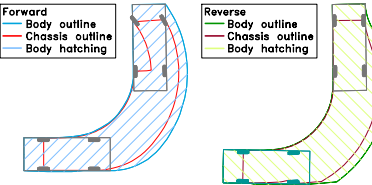
Atkins Realis

Scale	2:1
Designed by	KEW
Drawn by	KEW
Approved by	WD
Date 1st issued	06/12/24
Document ref. no	T24.157.CAD.D1
Revision no	-

Revision History			
Rev	Date	Amendment	Editor



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m



Drawing Title

Swept path analysis
Parking bays

Job No

T24.157

Job Title

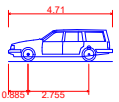
Ysgol Rhyd y Grug, Aberfan

Client

Atkins Realis

Scale	2:1
Designed by	KEW
Drawn by	KEW
Approved by	WD
Date 1st issued	06/12/24
Document ref. no	T24.157.CAD.D1
Revision no	-

Revision History			
Rev	Date	Amendment	Editor



Estate Car (2006)
Overall Length1.804m
Overall Width1.442m
Overall Body Height0.207m
Min Body Ground Clearance1.756m
Max Track Width4.00s
Lock to lock time5.950m
Kerb to Kerb Turning Radius

