

East Street,
Merthyr Tydfil



Parking Appraisal Report

Merthyr Tydfil Housing Association

FEBRUARY

2020

Lime Transport Ltd
5A Andrews Buildings
Stanwell Rd
Penarth, CF64 2AA

t: 02920 700924
e: mail@limetransport.com

www.limetransport.com

Project no.	20009
Document ref.	20009d1
Prepared by	HIS
Checked by	ABR
Status	Final
Date	21 February 2020

Table of contents

1	Introduction	2
1.1	Background	2
1.2	Planning background	3
1.3	Purpose of this report	3
2	Existing situation and accessibility	4
2.1	Site location	4
2.2	Connectivity	5
2.3	Local highway network	7
2.4	Accident analysis.....	8
3	Car and cycle parking provision	9
3.2	Parking policy context and parking standards	9
3.3	Sustainability of site's location	10
3.4	Car ownership characteristics	12
3.5	On-street parking demand.....	15
3.6	Summary	16
4	Summary and conclusions.....	17
4.1	Summary	17
4.2	Conclusions	17

Figures

- Figure 1.1** Site location
Figure 2.1 Local highway network
Figure 2.2 Location of facilities and amenities
Figure 3.1 Development proposals

1 Introduction

1.1 Background

1.1.1 Lime Transport has been commissioned by Merthyr Tydfil Housing Association to produce a Parking Appraisal Report in support of a section 73 application to reduce the overall car parking provision on the site from 14 spaces to 12 spaces.

1.1.2 The reason for this reduction in car parking spaces is to accommodate the proposed drainage on site.

1.1.3 The location of the site is shown in **Figure 1.1** below.



Figure 1.1 Site location

1.1.4 The consented scheme comprises:

- 6 no. 1-bedroom flats;
- 4 no. 2-bedroom houses; and,
- 14 car parking spaces.

1.1.5 As outlined above, the proposal is to reduce the number of parking spaces from 14 to 12.

1.2 Planning background

1.2.1 A planning application for the re-development of the site [ref.P/18/0330] was submitted on the 9th of October 2018.

1.2.2 The application was granted permission at appeal on the 1st of October 2019.

Purpose of this report

1.3

1.3.1 As outlined above, the purpose of this report is to support a section 73 application to reduce the number of car parking spaces from 14 (for the approved scheme) to 12 space. Following this introductory section, the report is structured as follows:

- Sections 2 outlines the accessibility of the site;
- Section 3 reviews the level of on-site car parking provision against the relevant policies and provides a justification for the parking provision for the proposed development. sets out a justification for the parking provision for the proposed development; and,
- Section 4 concludes the report.

2 Existing situation and accessibility

2.1 Site location

2.1.1 This section of the report summarises the existing transport network within the vicinity of the site, detailing accessibility by walking, cycling, public transport and provides a brief description of the local highway network.

2.1.2 As outlined above, the site is located within the suburban area of Dowlais, to the east of Merthyr Tydfil. The development site is bounded by:

- Cancer Aid Methyr Tydfil centre of excellence to the north;
- Commercial Street to the east;
- East Street to the South; and,
- Church Street to the west.

2.1.3 The location of the development site, together with the local highway network is shown in **Figure 2.1** below.

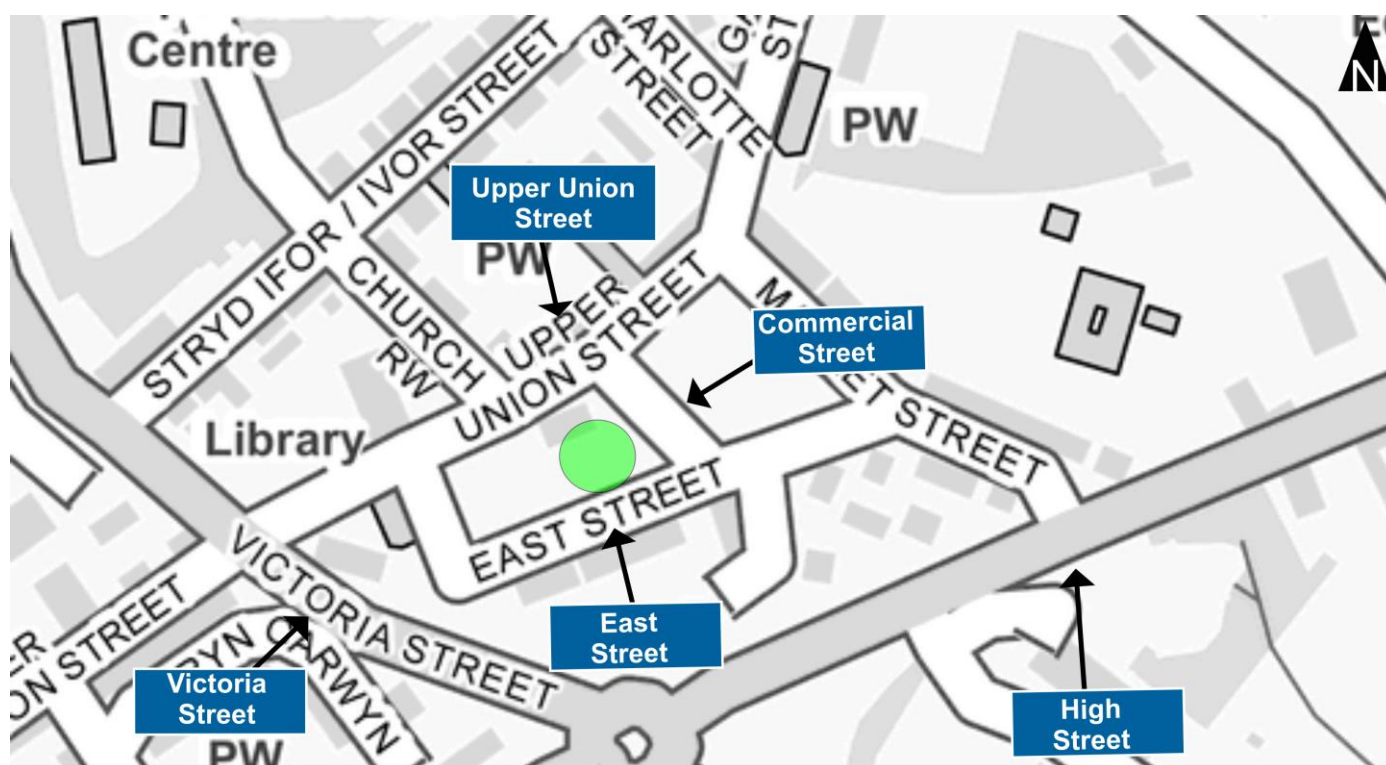


Figure 2.1 Local highway network

2.2 Connectivity

2.2.1 Walking can provide health, economic and environmental benefits. It is considered that the site is accessible by walking, cycling and public transport, as described in the following paragraphs.

Walking

2.2.2 The key desire lines for pedestrians will likely be to the bus stops on Victoria Street and High Street, the Post Office, and the facilities north on Victoria Street.

2.2.3 Pedestrians are well provided for within the vicinity of the site, with all roads having footways on one or both sides of the carriageway. These footways provide a continuous link between the site and these key desire lines.

2.2.4 The Chartered Institution of Highways and Transportation (CIHT) guidelines 'Providing for Journeys on Foot' indicates that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km and 2km is the preferred maximum.

2.2.5 The CIHT guidelines indicate that the desirable walking distance for 'Elsewhere', including local amenities, is 400m, the acceptable walking distance is 800m and 1.2km is the preferred maximum.

2.2.6 There are numerous local facilities within easy walking distance (approximately 400m) north on Victoria Street, including:

- post office (240m);
- convenience store (240m);
- primary school (190m);
- secondary school (1.8km);
- library (85m);
- health centre (250m);
- restaurant/cafe (270m); and,
- places of worship (300m).

2.2.7 **Figure 2.2** shows the 1km isochrones (divided into 200m bands) from the centre of the site, together with local amenities within walking distance.

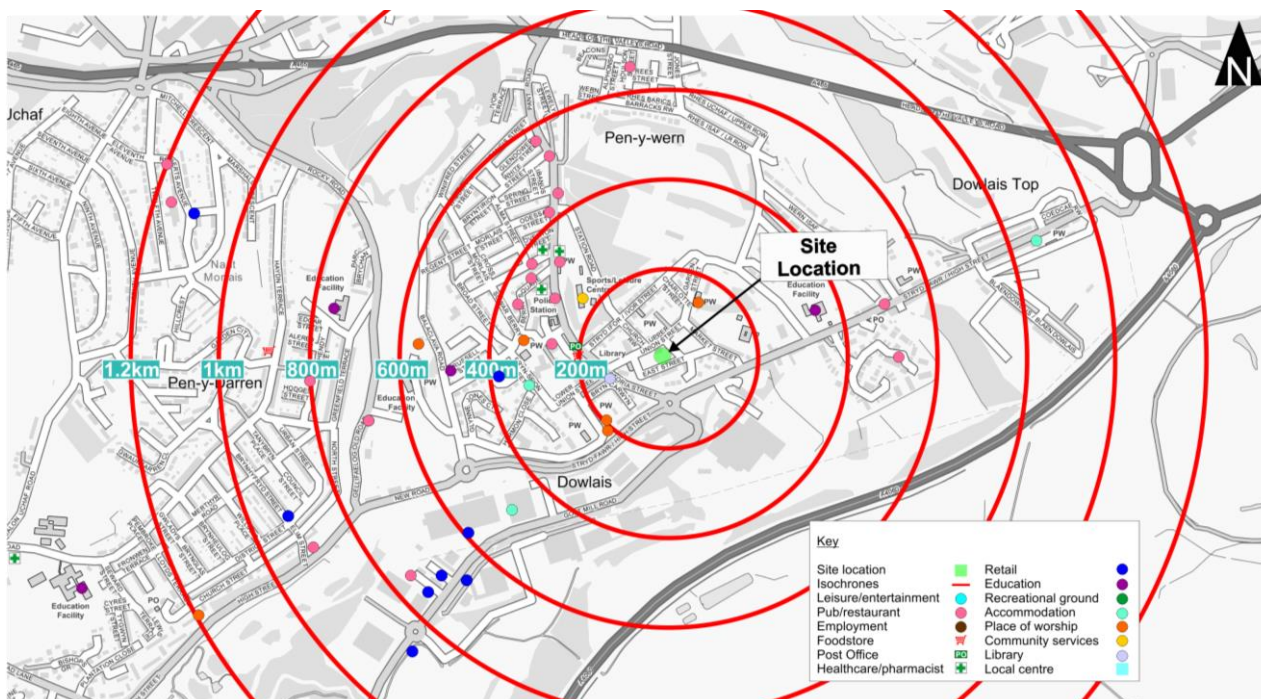


Figure 2.1 Location of facilities and amenities within 1km

Cycling

2.2.8 The site is within close proximity to a number of NCN routes. These routes are as follows:

- NCR 46 (approximately 1.2km north of the site)- a long-distance route between Bromsgrove (south-west of Birmingham) to Neath.
- NCR 8 (approximately 3km east of the site)- a long distance cycle route between Cardiff and Holyhead, providing local connections to Brecon, Treharris, Abercynon, Pontypridd and Cardiff.
- NCR 477 (approximately 3.2km south-west of the site)- a mostly off-road trail route which runs between Merthyr Tydfil and Edwardsville. At Edwardsville it connects to the NCR 8 which runs to Abercynon.

Bus services

2.2.9 The closest bus stop is on Victoria Street, approximately 130m west of the site. There is also a bus stop on High Street, approximately 240m south of the site, providing further services. **Table 2.1** provides a summary of the routes serving the closest bus stops to the site.

Table 2.1 Bus routes and timetable (weekdays)

Route No.	Distance	Route	Frequency (per hour)
Victoria Street			
35	130	Merthyr Tydfil-Rhydybedd	5
High Street			
2	240	Bargoed-Merthyr Tydfil	1
1	240	Bargoed-Merthyr Tydfil	5
X4	240	Merthyr Tydfil-Cardiff	2
T4C (Sunday service)	240	Cardiff-Newtown via Merthyr Tydfil, Brecon, Builth Wells, Llandridod Wells	2 per day

Rail services

- 2.2.1 The nearest rail station to the site is Merthyr Tydfil rail station, approximately 3.4km to the south-west. This station provides 2 services an hour to Cardiff Central (approximately 1hr 2mins) and 2 services per hour to Bridgend via Rhose Cardiff International Airport (approx. 1hr 50mins).
- 2.2.2 Bus routes 1,2,35 and X4 provide access to Merthyr Tydfil bus station, which is approximately 500m (a 5-minute walk) from the rail station (a 5 minute walk): 35, 1, 2, X4.
- 2.2.3 This station has a total of ten cycle storage spaces, all of which are sheltered. The station is fully accessible with step free access, ramp for train access and staff available to help.

2.3 Local highway network

- 2.3.1 A description of the local highway network is outlined in Table 2.2 below.

Table 2.2 Local highway network description

Description	
East Street	
Description	Single carriageway, residential road at the fronting the proposed development. The road provides access to Commercial Street to the east and Church Street to the west. Caerleon Road to the west and Firbank Avenue to the east of the site. There is a footway provided along the south side of the carriageway along the length of the road.
Width	Approximately 5m
Speed limit	20mph
Street lighting	Yes, throughout the length of the carriageway
Crossing facilities	None
Bus route	No

Character	A suburban road with residential properties on the south side and green space on the north side.
On-street parking	There are no parking restrictions along East Street.
Commercial Street	
Description	Single carriageway, residential road which fronts the eastern side of the development. The road provides access to East Street to the south and Upper Union Street to the north of the site. There is a footway provided along the east side of the carriageway along the length of the road.
Width	Approximately 5m along the section fronting the site, widening to 7.5m at the north and south junction approaches.
Speed limit	20mph
Street lighting	None
Crossing facilities	None
Bus route	No
Character	A suburban road with a mix of residential properties and recreational areas on either side.
On-street parking	There are no parking restrictions along Heather Road

2.4 Accident analysis

- 2.4.1 Personal injury accident data has been obtained for the period 2014 to 2018 (inclusive), which includes the proposed site and the surrounding area.
- 2.4.2 During the most recent five year period, there were no recorded accidents within the study area.
- 2.4.3 The development is likely to generate a lower level of vehicle movements than the existing use and, therefore, it is considered that there is no particular highway safety issue that would be exacerbated by the proposed development.

3 Car and cycle parking provision

3.1.1 As outlined above it is proposed to submit a s73 application to reduce the number of car parking spaces on site from 14 spaces (consented scheme) to 12 spaces.

3.1.2 This section of the report outlines a number of factors to support the reduced level of parking on-site, which accommodates the needs of the residents, and promotes the use of sustainable travel modes and the more efficient use of land. These include:

- Policy context;
- Sustainability of the site's location;
- Car ownership characteristics;
- On-street parking demand; and,
- Provision of complementary measures.

3.2 Parking policy context and parking standards

3.2.1 Parking Standards are guidelines that form a consistent basis for discussion between developers applying for permission and the Local Planning Authority. It is recognised that situations arise where local circumstances justify a variation from the standards. It is important to consider local car ownership data, access to local facilities and the availability of alternative means of travel when determining the appropriate level of parking. The site is based in a sustainable location with access to both local facilities, public transport and within easy walking distance of a district centre.

National policy

3.2.2 Parking standards should take account of local factors and sustainability issues and aim to achieve a common approach to parking provision. The rationale is to achieve sufficient parking to avoid the need for vehicles to park on-street, and potentially cause obstruction, congestion, danger and visual intrusion. Planning Policy Wales states that parking provision is a major influence on the choice of means of transport and local authorities should ensure that developments provide lower levels of parking than have generally been achieved in the past.

3.2.3 In relation to parking, PPW states that:

'Car parking provision is a major influence on the choice of means of transport and the pattern of development. Local authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past. Minimum parking standards are no longer appropriate. Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan.'

Local policy

- 3.2.4 Merthyr Tydfil County Borough Council has adopted the CSS Wales parking standards, which states that:

“In determining maximum car parking standards for new development, regard should be given to public transport accessibility; opportunities for walking and cycling and potential for neighbouring mixed-use development to share parking. Consideration needs to be given to the impact of on-street parking to free flow of traffic, road safety hazards and the reduction in amenity for residents, who have to compete for available spaces.”

- 3.2.5 For new build residential dwellings, a parking provision of one space per bedroom (up to a maximum of three spaces) is required. The standards do not differentiate between dwelling type with houses and flats having the same standard applied to them. In addition, one space per five dwellings is required for visitors.
- 3.2.6 The site is located within Zone Parking Zone 4, Suburban or Near Urban, which is described as the outer edge of the largest towns, with at least an hourly bus services as well as local facilities located within 400m of the site. The standards do not differentiate between tenure of housing despite there being significant evidence demonstrating that affordable housing has a lower car ownership rate than private housing.
- 3.2.7 The aim of the policy is to ensure that sufficient parking is provided for developments. In assessing the parking requirements of a particular development, the planning authority will need to take into account a number of factors including accessibility to and services provided by the public transport system; accessibility by walking and cycling; existing and possible future congestion on street and accessibility to and availability of parking. Some degree of flexibility may be applied depending on the local circumstances of any particular site and the impact of any unallocated on-street parking.
- 3.2.8 The Standards also state that *‘for developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken’*.

3.3 Sustainability of site’s location

- 3.3.1 As set out in the Adopted Parking Standards, sustainability points are awarded to developments that meet the sustainability criteria set out in the Standards, with a resulting reduction in parking spaces depending on the sustainability points achieved. An assessment of the site’s sustainability has been undertaken and based on the results of the assessment; it is considered that the site is eligible for a reduction in parking provision of up to one space per dwelling.

- 3.3.2 It should also be note that the site lies just outside the 800m walk distance to a district centre and, therefore, this has not been taken into consideration. In reality, this district centre is easily accessible on foot. It is approximately 850m distance to Caerleon Road and the wide range of retail, leisure, cafes, personal services and employment opportunities.
- 3.3.3 Given the above, the site is considered even more sustainable than is reflected in the calculations.
- 3.3.4 **Table 4.1** below sets out the results of the sustainability criteria calculation.

Table 4.1 Sustainability criteria

Sustainability criteria	Maximum walking distance	Single sustainability points	Sustainability score	
<u>Local Facilities</u>	200m	3		
Local facilities include a foodstore*, chemist, post office, health-care facility** and school. Access to two of these within the same walking distance will score single points.	400m	2	4	Post office, foodstore, health care facility, school
	800m	1		
<u>Public Transport</u>	300m	3	3	Victoria Street (130m)- service 35.
Access to bus stop or railway station				High Street (240m)- all other services
	400m	2	-	
	800m	1	-	
<u>Cycle route</u>	200m	1	-	
<u>Frequency of public transport</u>	5minutes	3		
Bus or rail service within 800m walking distance which operates consistently between 7am and 7pm. Deduct one point for service which does not extend to these times.	10 minutes	1		
	20 minutes	1	2	Services 1 & 35
Total			9	

3.3.5 It can be seen from the table above that the site achieves a total of 9 sustainability points, and is therefore eligible for a reduction in parking provision of one space per unit (capped at no fewer than one parking space per unit). **Table 4.2** below sets out the car parking standards in accordance with the adopted Parking Standards, including the eligible reduction, and the proposed provision for the site.

Table 4.2 Car parking provision

No of units	No of beds/dwellings	Total number of beds	Car parking standards (1 space per bed or 1 space per 5 units for visitors)	Sustainability reduction	Parking provision
Residential					
4x 2 bed-houses	2	8	8	-4	4
6x 1-bed flats	1	6	6	0	6
Visitors					
	-	-	2	-	2
Total					12

3.3.6 It can be seen from the table above that the required number of car parking spaces, based on the adopted car parking standards (including a reduction of one space per dwelling, up to a minimum of 1 space per dwelling) is 12 spaces. It is considered the proposed number of car parking spaces is in accordance with the adopted standards.

3.4 Car ownership characteristics

3.4.1 The likely car ownership rate of the future residents has been based on car (or van) availability from the 2011 Census data. In order to predict likely car ownership characteristics, housing with similar locational and housing (type, tenure and size) characteristics needs to be identified. The characteristics are as follows:

- Type- Whole house;
- Tenure- Social housing; and,
- Size- 2-bedroom houses

3.4.2 The existing car ownership in Merthyr Tydfil (for all tenures, types and sizes of houses) is 1.05 cars per dwelling. Across Merthyr Tydfil the average car ownership for affordable dwellings (of all sizes and types) is 0.48. For houses only (both private and affordable) the average car ownership is 1.01 per household.

- 3.4.3 In the area immediately surrounding the site, existing car ownership (for all tenures, types and sizes of houses) is 0.88 cars per dwelling. For affordable dwellings (of all sizes and types) the car ownership is 0.48. For houses only (both private and affordable) the average car ownership is 0.86.
- 3.4.4 Car ownership levels for all tenures, types and sizes of houses in the area immediately surrounding the site are therefore well below the average for Merthyr Tydfil. This is similar for houses only (both private and affordable). Car ownership levels for affordable dwellings (of all sizes and types) remains the same for both output area sizes, at 0.48 cars/vans per household.
- 3.4.5 In terms of housing size, the housing in the immediate area surrounding the site is 13% 1-bed, 33% 2-bed, 52 % 3-bed and 4% 4+ bed properties. There is a positive correlation between greater housing size and increased car ownership levels. Our development is 100% 2-bed properties. and it is therefore considered that the car ownership for the development will be similar, or arguably lower than these car ownership levels.
- 3.4.6 As stated in the Welsh Government's Statistical Bulletin SB 100/2013 'People and Licensing and Vehicle Ownership, 2012', 53% of socially rented households have no access to a car or van, 38% have access to one car or van, and 8% have access to two cars or vans. In the streets around the site, over 40% of properties have no access to a car.
- 3.4.7 Car ownership data is given in detail in tables 3.3, 3.4 + 3.5 below, which shows car ownership data for different sized output areas.

Table 4.3 Car ownership for all tenures, types and size of houses

Route No.	All categories	1 car or van per household	2 cars or vans per household	3 cars or vans per household	4 or more cars or vans per household
Region (Wales)	1.22	0.35	0.42	0.15	0.07
Local authority/district (Merthyr Tydfil)	1.05	0.41	0.40	0.13	0.06
MSOA (Merthyr Tydfil 002)	1.03	0.43	0.39	0.13	0.05
LSOA (Merthyr Tydfil 002D)	0.87	0.5	0.33	0.12	0.05
Output Area (W00006796)	0.88	0.44	0.36	0.08	0.11

Table 4.4 Car ownership by tenure-social housing

Route No.	All categories	1 car or van per household	2 cars or vans per household
Region (Wales)	0.55	0.69	0.31
Local authority/district (Merthyr Tydfil)	0.48	0.74	0.26
MSOA (Merthyr Tydfil OO2)	0.52	0.70	0.30
LSOA (Merthyr Tydfil 002D)	0.57	0.68	0.32
Output Area (W00006796)	0.48	0.74	0.26

Table 4.5 Car ownership by accommodation- whole house or bungalow

Route No.	All categories	1 car or van per household	2 cars or vans per household
Region (Wales)	1.19	0.36	0.64
Local authority/district (Merthyr Tydfil)	1.01	0.43	0.57
MSOA (Merthyr Tydfil OO2)	0.99	0.46	0.54
LSOA (Merthyr Tydfil 002D)	0.89	0.51	0.49
Output Area (W00006796)	0.86	0.47	0.53

- 3.4.8 The development comprises 100% (2-bedroom) affordable dwellings (houses + flats). It is therefore considered that the car ownership for the proposed development will likely be similar to car ownership for affordable dwellings (of all sizes and types), which is 0.48 for the immediate area surrounding the site (this is the same as the average for Merthyr Tydfil).
- 3.4.9 Car ownership could arguably be lower than this as the proposed development will consist of 100% 2-bed properties, compared to an average of 33% 2-bed and 56% 3+bed properties in the area immediately surrounding the site. Properties with greater number of bedrooms are connected to increased car ownership rates.
- 3.4.10 Based on the average car ownership for affordable dwellings of 0.48 cars (or vans) per household it is anticipated that the new residents will be likely to own a maximum of five vehicles.

3.5 On-street parking demand

- 3.5.1 Overnight parking beat surveys were carried out on consecutive weekday nights (Tuesday 11th February and Wednesday 12th February 2020) between 12.30am and 5.30am (excluding public and school holidays, in accordance with the principles of the industry standard Lambeth Methodology. This is to ensure that the maximum demand for residential parking is captured. The surveys covered a two-minute walk from the site and covered all roads within 200m. This is considered a reasonable distance that a resident is prepared to leave their vehicle and walk to their home.
- 3.5.2 The extent of the surveys within 200m of the site and the availability of parking is shown on **Figures 2 and 3**, at the end of the report.
- 3.5.3 **Table 1** below shows the results of the parking beat surveys per street within the study area, including parking provision and demand for the busiest night of the survey (Wednesday) when 115 vehicles were parked, equivalent to 26% parking stress.

Street	Total no. of parking spaces available	Total spaces used	% of parking spaces used
Ivor Street	93	27	27
Church Row	23	8	35
Upper Union St Garden St	53	1	2
Charlotte Street	15	9	60
Church Street	9	0	0
Market Street	43	14	35
Commercial Street	12	0	0
East Street	32	6	19
Maes Y Ffynnon	18	15	83
High Street (E)	29	0	0
Victoria Street	54	0	0
Lower Union Street	24	3	17
Bryn Carwyn	37	32	84
Total	442	115	26

- 3.5.4 Typically, practical capacity is reached when 85% of the available spaces are occupied. Above this level of parking stress, finding a space may become difficult and vehicles may need to circulate within an area. It can be seen from the results that parking stress is predominantly low at 26%, which is far below practical capacity.
- 3.5.5 Parking stress is particularly low for streets bordering the site including 0% on Commercial Street, 19% on East Street. 0% on Church Street and 2% on Upper Union Street. On the busiest night there were 101 parking spaces not used between these four streets. It should be noted that on all these roads there are no parking restrictions.

- 3.5.6 The parking beat survey shows that there are no parking controls on any of these streets and that on the busiest night there were a significant number of spaces within the 200m survey area and a great number on the streets immediately surrounding the site.

3.6 Summary

- 3.6.1 In summary, it is considered that the reduced level of parking is proposed, which is in accordance with the adopted parking standards, is more than sufficient to accommodate the likely demand generated by the proposed development, as:

- The site is in a reasonably sustainable location, and is within walking distance of a range of local facilities and amenities;
- The provision of 1 space per dwelling is significantly greater than the average car ownership rates for housing in Merthyr Tydfil; and,
- The tenure of the proposed development, which is 100% affordable housing, is typically associated with lower car ownership rates than private housing despite there being no differentiation in the Standards.

- 3.6.2 The proposed level of parking on-site is considered appropriate and more than adequate to meet the parking needs of the new residents. The proximity of the site to local amenities, school and the facilities means the site is in a sustainable location. This is supported by the Census data for the surrounding area, which shows that car ownership is low. Car ownership for affordable housing and for flats being even lower. It is likely that residents will own a maximum of five cars, therefore, the proposed provision of 12 is suitable to meet the needs of the development, without any vehicle overspill on the surrounding road network. In the unlikely event of vehicle overspill, then observations of overnight parking show that, at maximum residential demand times, there is sufficient spare capacity to accommodate this, without impacting on the amenity of existing residents, highway safety, capacity or access.

- 3.6.3 It is also considered that, given the likely maximum parking demand by residents will be five vehicles, there is sufficient space on-site to accommodate visitor parking. In addition, visitor parking is likely to occur at times that do not coincide with the maximum residents' demand. It is considered that the level of parking proposed is more than sufficient to accommodate the likely demand generated by the proposed development.

4 Summary and conclusions

4.1 Summary

- 4.1.1 Lime Transport has been commissioned by Merthyr Tydfil Housing Association to produce a Parking Appraisal Report in support of a section 73 application to reduce the overall car parking provision on the site from 14 spaces to 12 spaces.

Consented scheme

- 4.1.2 As part of the consented scheme, it is proposed to construct up to ten dwellings including six 1-bed flats, 4 2-bed houses, together with 14 car parking spaces.

Car parking provision

- 4.1.3 In order to accommodate the drainage requirements, it is proposed to reduce the number of car parking spaces from 14 to 12 spaces. This new level of parking is considered appropriate and more than adequate to meet the parking needs of the new residents, as:

- The site is located within easy walking distance of a range of local amenities and facilities;
- It is likely that residents will own a maximum of five cars;
- Parking stress in the surrounding area is low, at 26%; and,
- There is sufficient space on-site to accommodate visitor parking.

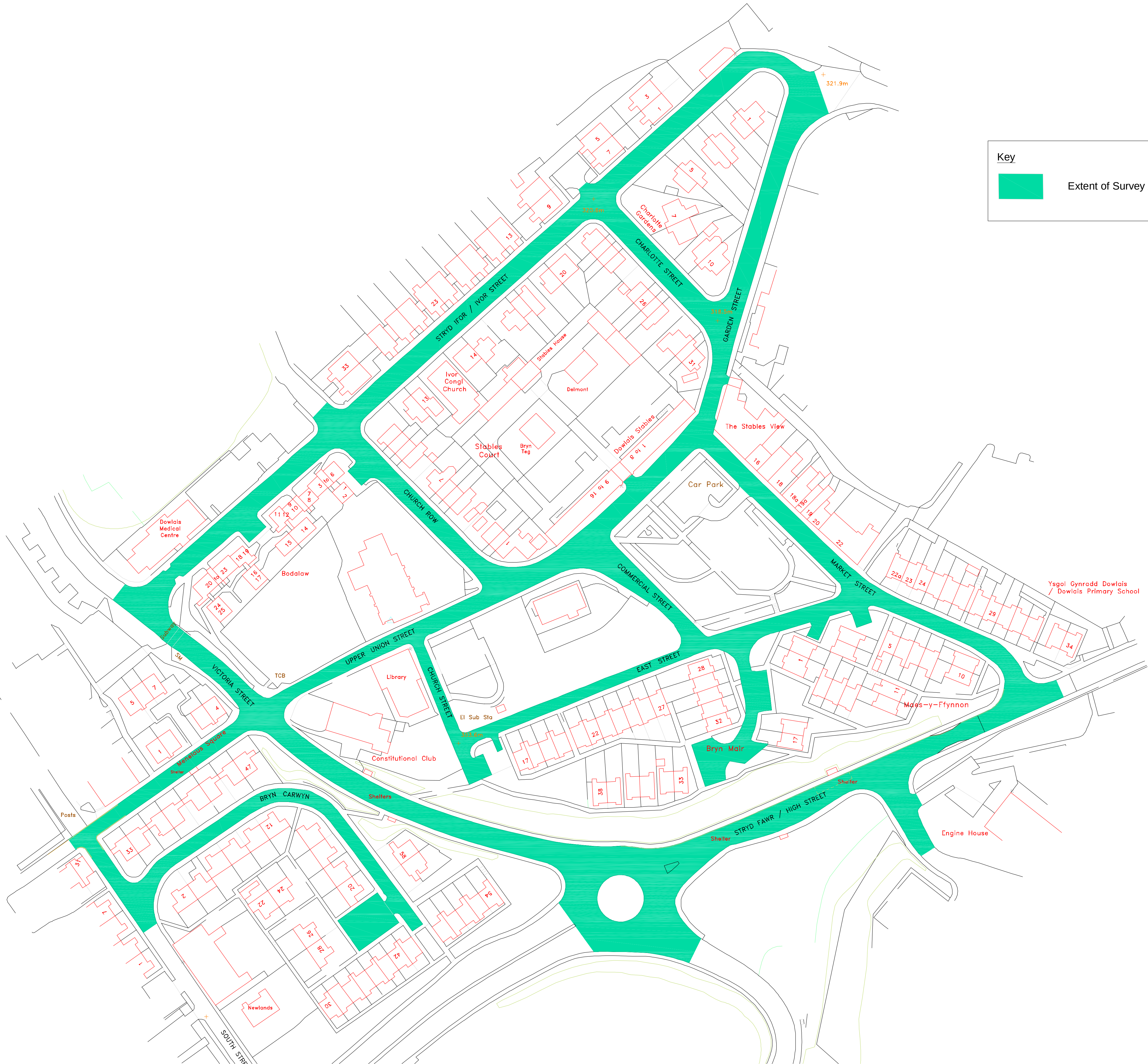
4.2 Conclusions

- 4.2.1 It is considered that the proposed level of parking is more than sufficient to accommodate the likely demand generated by the proposed development, without overspill parking occurring on-street, particularly given that:

- The provision of 1.20 spaces per dwelling is significantly greater than the average car ownership rates for Merthyr Tydfil and the immediate area surrounding the site; and,
- The tenure of the proposed development, which is 100% affordable housing, is typically associated with lower car ownership rates than private housing despite there being no differentiation in the Standards.

Appendices





NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

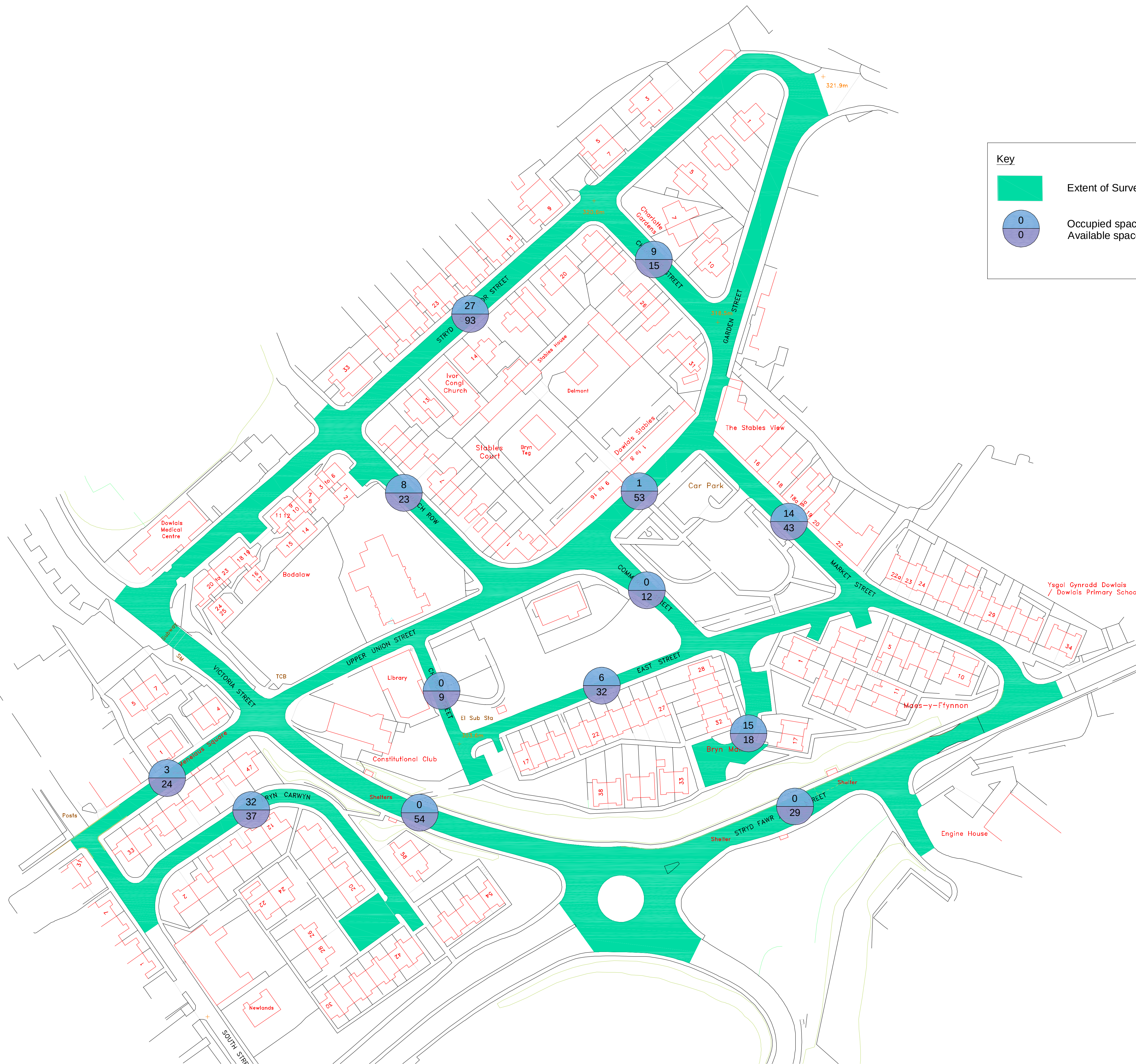
LEGEND

Rev	Date	Description	Drawn	Check
-----	------	-------------	-------	-------



5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924
mail@limetransport.com
www.limetransport.com

Drawing Status	Date	18.02.2020
PRELIMINARY	Scale	nts
Project	Drawn	HIS
East Street, Merthyr Tydfil	Checked	ABR
	Project No	20009
Title	Client Project No	
Parking surveys - Extent of survey area	Revision	
Drawing No		
20009.OS.101.01		



GENERAL NOTES

- .. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check
-----	------	-------------	-------	-------



A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

Drawing Status

Date 17/02/2020

PRELIMINARY

Scale nts

Project

Drawn HIS

East Street, Merthyr Tydfil

Checked ABR

Project No
20009

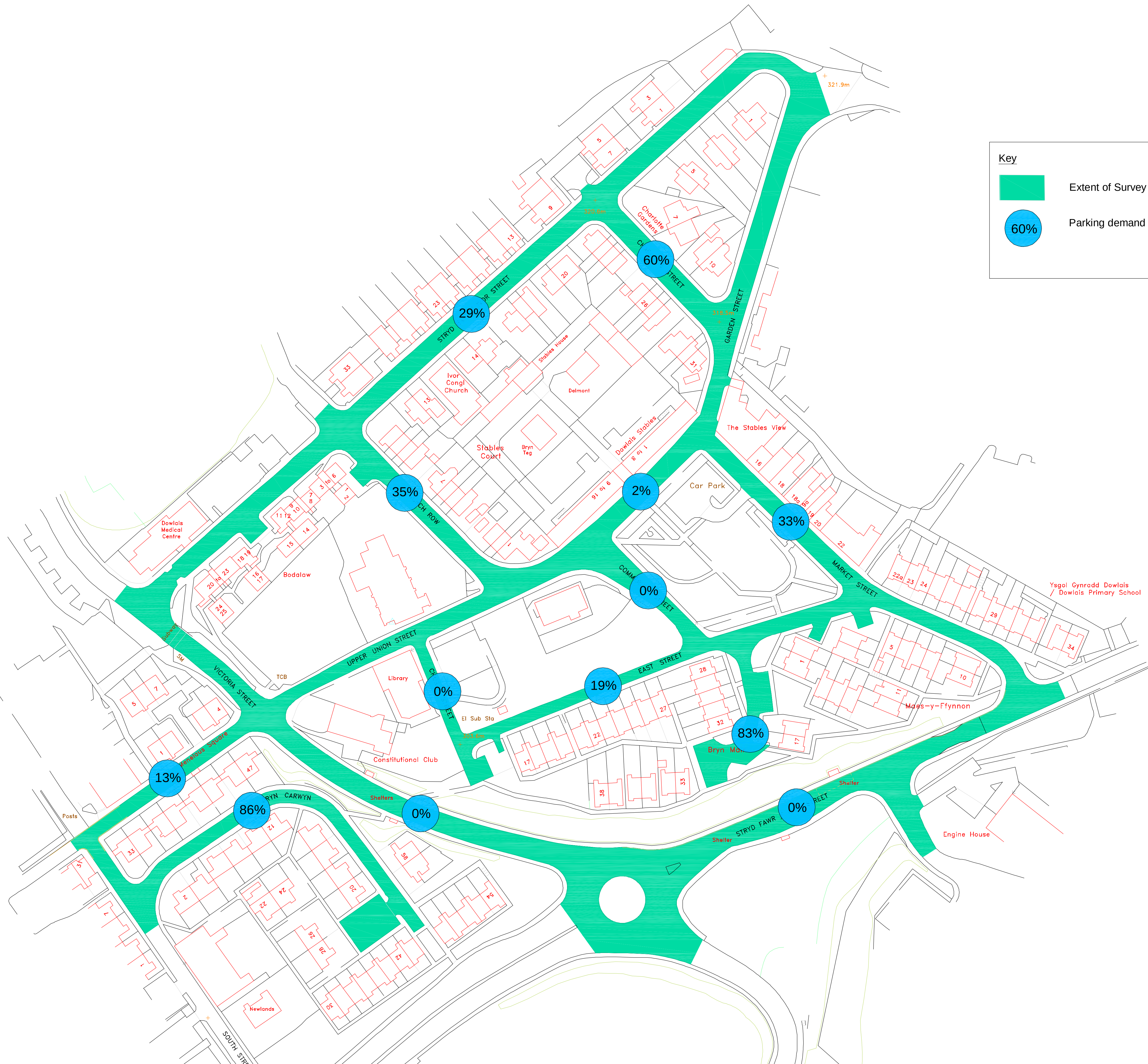
Client Project No

Parking survey results -
Parking demand and number of
spaces available

Revision

Drawing No.

20009.OS.101.02



Key

- Extent of Survey Area
- Parking demand

NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check

lime TRANSPORT

SA Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924
mail@limetransport.com
www.limetransport.com

Drawing Status	Date
PRELIMINARY	18.02.2020

Project	Scale
East Street, Merthyr Tydfil	nts

Project No	Drawn
20009	HIS

Client Project No	Checked
	ABR

Title	Project No
Parking survey results - Peak residents parking demand	20009

Drawing No	Revision
20009.OS.101.03	