

**Proposed Flying Start Facility
at Ysgol Santes Tydfil,
Merthyr Tydfil**

**Transport Statement
January 2025**

A decorative graphic at the bottom of the page consisting of several overlapping, wavy bands of color: red, orange, yellow, and gold, creating a sense of movement and energy.

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1 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport Ltd have been appointed by James and Nicholas LLP on behalf of Merthyr 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 Gymraeg Santes Tudful, Merthyr.

1.1.2 The site is located to the east of Merthyr Tydfil town centre, within a residential area located to the west of the A4060. The site location is shown in **Figure 1.1**.

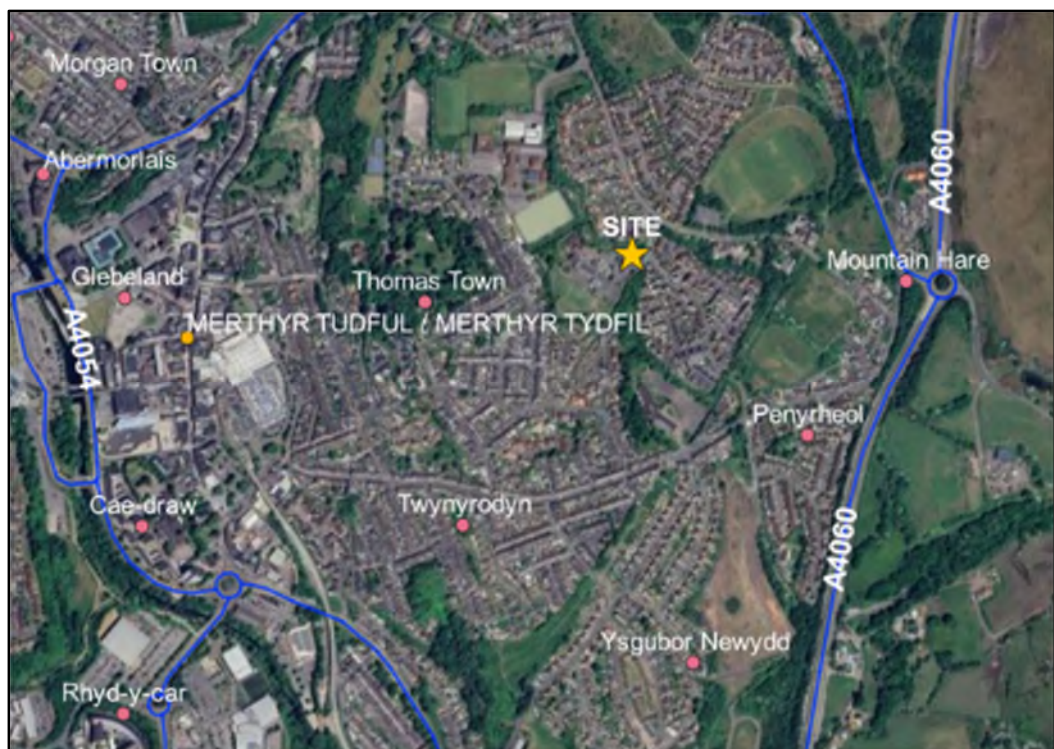


Figure 1.1 Site Location

1.1.3 The application proposes a new Flying Start (0-3 years) facility located within the existing school site boundary. This facility will accommodate approximately 24 children and a maximum of 6 staff members.

1.1.4 The existing school has an overall total of 392 pupils, including 17 pre-nursery children. The proposal will increase the site capacity to 416 pupils, an overall increase of 6%. The school currently employs 35 full-time and 5 part time staff, including 30 full-time teaching staff.

- 1.1.5 The new facility will be situated within the school grounds, but will operate separately from the school and so will not permit any parking on-site outside of the designated commercial/drop-off area.

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 Informal pre-application discussions have been held with Merthyr County Borough Council Highway Development Control, with the conclusion 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 subsection 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 approximately 1km to the east of Merthyr Tydfil town centre. The school sits within a residential area off Pantyffyn Road. Cyfarthfa High School is located to the north of the site.

3.2.2 The school sits within a predominantly residential area on the eastern side of Merthyr Tydfil, being bound on the east and south by residential areas and to the north by Cyfarthfa High School. To the west of the site is separated from Thomastown Park by a narrow residential area.

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 school access road provides access to a residential area which forms a number of cul de sacs centred on Blaenau'r Cwm. The road is a single carriageway road forming a north-south alignment with Pantyffyn Road to the north and Ysgol Santes Merthyr to the south. The road is subject to a 20mph speed limit and has street lighting and footways on both sides of the carriageway for its entire length.
- 3.3.3 Parking on the school access road is prohibited by school keep clear zig zags on the western side of the carriageway and double yellow lines on the eastern side.
- 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 roundabout junction with Pantyffyn Road, there is an informal crossing with a central reservation, dropped kerbs and tactile paving.

Blaenau'r Cwm

- 3.3.6 Blaenau'r Cwm is a residential road running west to east from the school access road, which provides access to a number of residential cul de sacs to the east of the school site.
- 3.3.7 The road is subject to a 20mph speed limit, with footways and street lighting on both sides of the carriageway.

Pantyffyn Road

- 3.3.8 Pantyffyn Road is a residential distributor road to the north east of the school site access road, which runs generally north west to south east between the A4102 close to Whitey Park in the north and the A4060 in the south.
- 3.3.9 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.
- 3.3.10 Pantyffyn Road connects with the school access road via a mini roundabout, which has a pedestrian refuge with dropped kerbs and tactile paving on the school access road arm of the junction.

3.3.11 33m to the east of the mini roundabout a zebra crossing is in place across Pantyffyn Road, providing a formal crossing point connecting the school with the Baili AFC Car Park, which is informally used for school parking.

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**

3.4.2 It can be observed that no collisions have occurred within the vicinity of the site

Year	Severity				Pedestrians	Cyclists	Casualties	Vehicles
	Fatal	Serious	Slight	Total				
2019	0	0	1	1	0	0	4	2
2020	0	0	2	2	0	0	3	4
2021	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0
2023	0	0	1	1	0	0	1	1
Total	0	0	4	4	0	0	8	7

Table 3.1 PIC analysis summary



Figure 3.2 PIC Analysis Locations

3.4.3 As can be observed from the above there are 4 collisions within the vicinity of the development site and the surrounding residential areas.

3.4.4 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.

3.4.5 Of these collisions, none have involved pedestrians or cyclists and the collisions have involved a total of 7 vehicles causing 8 casualties.

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:

- Automatic Traffic Count
 - o North of School Access gates
- Junction turning counts
 - o School Access Road/Pantyffyn Road
 - o Internal School Access Roundabout
- Car Park Counts
 - o School Car Park & Drop off/Pick Up
 - o Baili AFC Car Park
- Active Travel Count
 - o Pantyffyn Road Zebra Crossing

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



Figure 3.3 Survey count locations

Automatic Traffic Counts (ATC)

- 3.5.3 The Automatic Traffic Count (ATC) was undertaken on the school access road just to the east of the school gates covering a 7-day period Tuesday 3 December to Monday 9 December 2024. The raw data collected is provided in full in **Appendix A**.
- 3.5.4 **Table 3.2** summarises the average weekday traffic flows at the count sites, in terms of direction and time of day. The daily traffic flow profiles for the count site for the weekday average flows is shown in **Figure 3.4**.
- 3.5.5 This data demonstrates a distinct AM peak hour (0800-0900: 317 2-way trips) and a far lower PM peak hour (15:00: 16:00 - 73 2-way trips). It is evident that while parent drop offs are allowed within the school boundary during the Am peak, reflecting the short duration of such trips, the extended PM peak pick up period has restricted and controlled access to the school site itself.
- 3.5.6 Also, the period staff departures will be after the end of the school day for pupils and be predominantly be between 1600 and 1800.

Hour Start	Weekday Average Traffic Flows (Vehicles)		
	Site 1: School Access Road North of School Gates		
	NB	SB	2-way
0	0	0	0
1	0	0	0
2	0	0	0
3	0	0	0
4	1	1	1
5	0	0	1
6	0	1	1
7	10	29	40
8	149	168	317
9	29	31	60
10	13	11	24
11	11	9	21
12	8	7	15
13	14	9	23
14	9	14	23
15	44	33	77
16	29	23	53
17	6	2	8
18	2	2	5
19	0	0	1
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
Daily	327	341	668

Table 3.2 Observed Average Weekday Traffic Flows

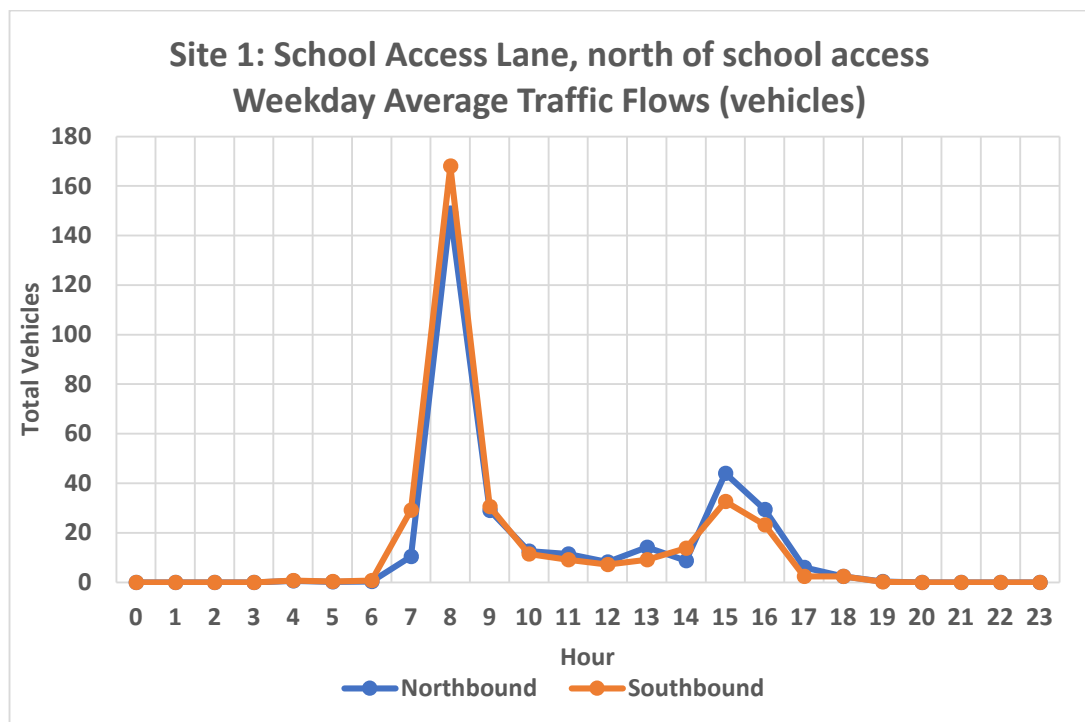


Figure 3.4 Site 1: School Access Road north of School Gates (Vehicles)

Junction Turning Counts

- 3.5.7 Classified junction turning counts were undertaken at the two locations shown on Wednesday 04th December 2024:
- Ysgol Santes Tudful internal access roundabout
 - Pantyffyn Road/School Access Road mini-roundabout
- 3.5.8 Of the four video cameras placed to record the various survey areas, two of the cameras, those specifically for the Pantyffyn Road Zebra Crossing and the Baili AFC car park were stolen during the survey.
- 3.5.9 Fortunately, the camera recording the turning movements at the Pantyffyn Road/School Access Road junction was placed looking east towards the Zebra Crossing and the car park and provided the required observations for the purposes of this analysis.
- 3.5.10 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: 08:00-09:00; and
 - PM: 14:45-15:45.
- 3.5.11 The observed peak hour flows in passenger car units (PCU's) are shown schematically in **Figure 3.5**, with the raw survey data included in **Appendix A**.
- 3.5.12 The highest hourly inbound flow to the site is 146 PCU's during the AM peak hour which equates to a minimum of 2.5 PCU's per minute. During the PM peak hour, the outbound traffic flows are 17 PCU's, which is a reflection of the restriction of parent pick up trips within the school site due to the longer dwell time for such trips as opposed to drop off trips at the start of the school day, which are allowed to enter the school site.
- 3.5.13 The restrictions during the PM peak lead to an increase in the use of Blaenau'r Cwm Road and the Baili AFC car park for parent pick up trips.

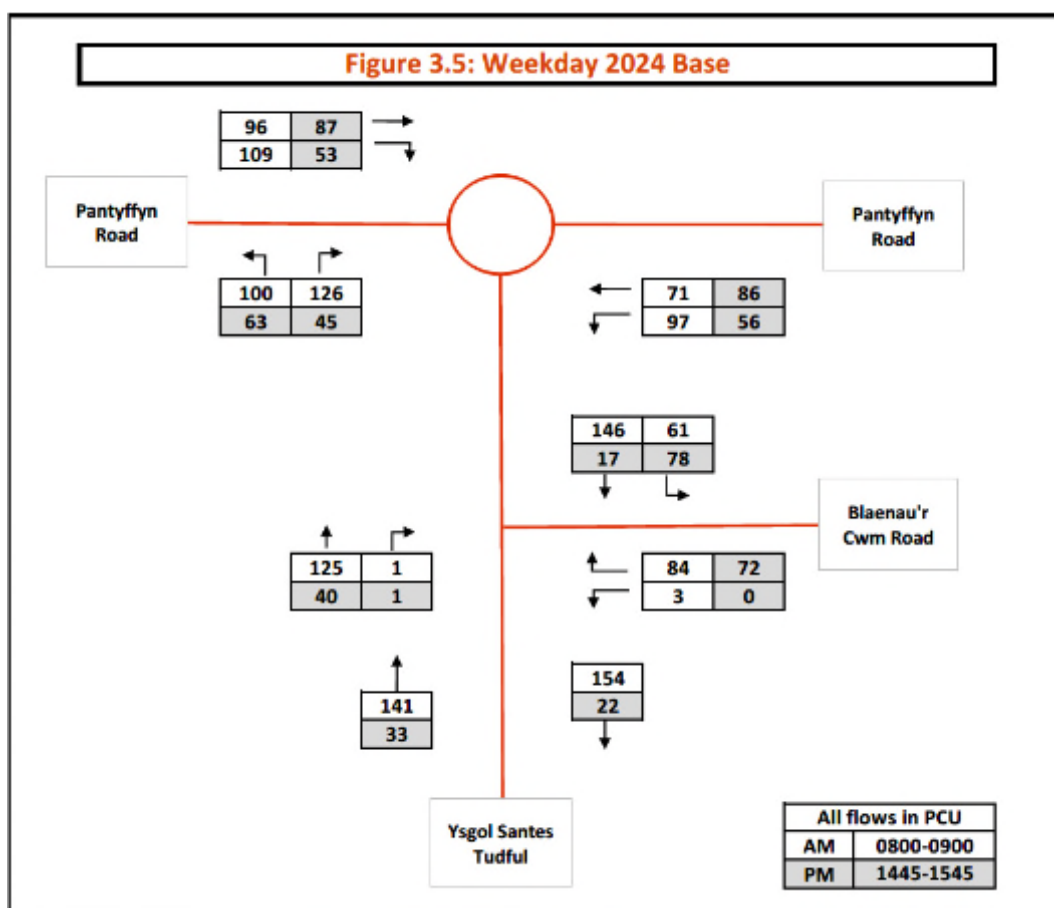


Figure 3.5 2024 Base Traffic Flows

Active Travel Counts

- 3.5.14 An Active Travel count was undertaken at the Zebra Crossing on Pantyffyn Road to the east of the school access road movements undertaken at the school Wednesday 04th December 2024. The data has been analysed in 15-minute intervals to determine a pedestrian flow profile, as summarised in **Table 3.3**.
- 3.5.15 The detailed crossing profile is shown in **Figure 3.6**. This data shows distinct peaks at the start and end of the school day with very little usage of the Zebra Crossing outside of the school peak periods. There are no cyclists observed to be using the crossing.
- 3.5.16 The school currently has 20 cycle parking spaces.

Pantyyffyn Road Zebra Crossing									
Hour Start	Northbound				Southbound				Two-way
	Adult	Child	Cyclist	Total	Adult	Child	Cyclist	Total	Total
AM Period									
7	1	0	0	1	1	0	0	1	2
8	13	0	0	13	25	17	0	42	55
9	10	0	0	10	41	1	0	42	52
Average	8	0	0	8	22	6	0	28	36
Total	24	0	0	24	67	18	0	85	109
PM Period									
14	2	0	0	2	41	1	0	42	44
15	48	48	0	96	42	4	0	46	142
16	1	0	0	1	0	0	0	0	1
17	2	0	0	2	0	0	0	0	2
Average	13	12	0	25	21	1	0	22	47
Total	53	48	0	101	83	5	0	88	189
Survey Period									
Average	11	7	0	18	21	3	0	25	43
Total	77	48	0	125	150	23	0	173	298

Table 3.3 Pantyyffyn Road Zebra Crossing Movements

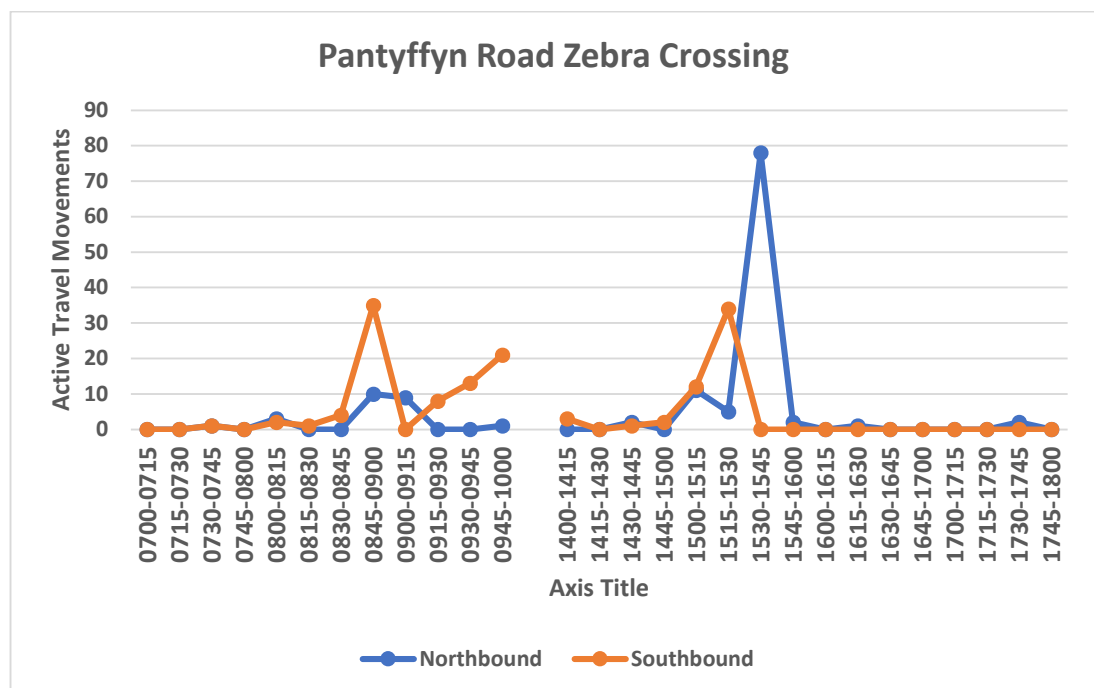


Figure 3.6 Pantyyffyn Road Zebra Crossing Active Travel Flow Profile

3.6 Parking

3.6.1 The school has an existing formalised car park with a capacity for 35 vehicles, including 3 disabled spaces. It was also observed that there is an element of informal parking in the south west corner of the site for 4 cars, which provides for a total of 39 staff car parking spaces within the school car park.

3.6.2 In addition, there are 4 spaces on the western side of the school access roundabout, located immediately in front of the school entrance, which can be used by visitors and staff, providing an overall total of 43 spaces. This is shown in **Figure 3.7**.

3.6.3 Vehicular access to the school is managed through the day with gates controlled by an intercom and automatic pass system for staff. A number of staff use the Baili AFC Car Park. During the start and end of the school day access to the school grounds is managed via the following regime, with a mixture of manual and automatic control:

- Start
 - 8:00-8:30am – Breakfast Club only
 - 8:30-9:00 – Blue Badge Holders and Buses only
- Finish
 - 15:10-15:20 – Blue Badge Holders and Buses only
 - 15:20-15:40 – No Cars

3.6.4 Outside of these hours, the school receptionist controls the gates through a gate entry system. Access to the school building itself is controlled by the School Reception.

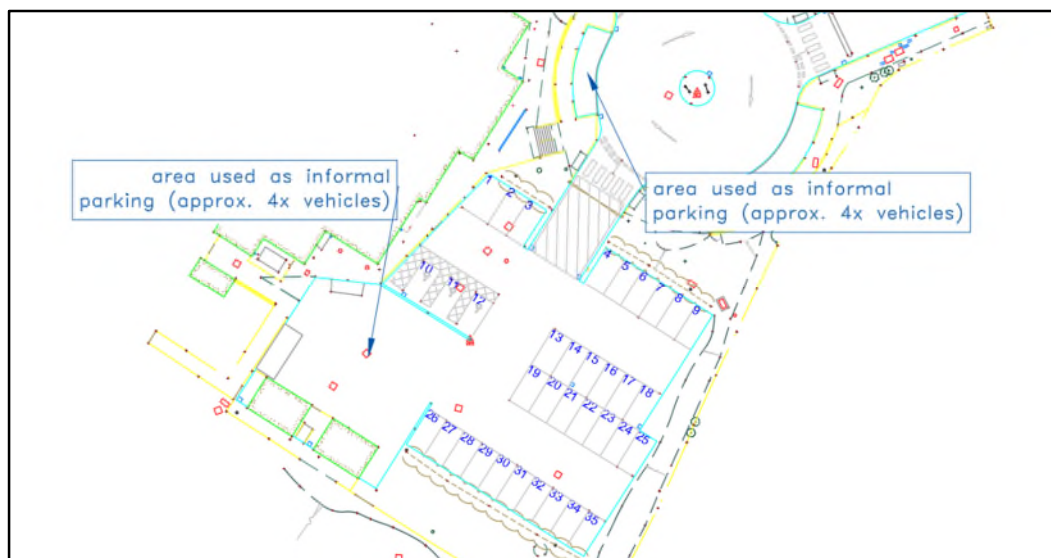


Figure 3.7 Ysgol Santes Tudful On-site Car Parking

School Car Park Survey

3.6.5 On Wednesday 4 December 2024 an in/out parking count was also undertaken during the AM and PM school peak periods at the School Site Car Park. The results of these surveys are summarised in **Table 3.4** and **Table 3.5** for the AM and PM peak periods respectively and shown in **Figure 3.8**.

Period	Arrival	Departure	2 Way	Cumulative	Occupancy	
					No.	%
0700-0715	1	0	1	1	1	3%
0715-0730	1	0	1	1	2	5%
0730-0745	1	0	1	1	3	8%
0745-0800	14	3	17	11	14	36%
0800-0815	33	27	60	6	20	51%
0815-0830	25	23	48	2	22	56%
0830-0845	8	5	13	3	25	64%
0845-0900	10	4	14	6	31	79%
0900-0915	10	7	17	3	34	87%
0915-0930	8	1	9	7	41	105%
0930-0945	2	3	5	-1	40	103%
0945-1000	2	0	2	2	42	108%
Total	115	73	188			

Table 3.4 Ysgol Santes Tudful Car Park Occupancy – AM Peak Period

Period	Arrival	Departure	2 Way	Cumulative	Occupancy	
					No.	%
1400-1415	0	4	4	-4	38	97%
1415-1430	0	0	0	0	38	97%
1430-1445	1	1	2	0	38	97%
1445-1500	3	0	3	3	41	105%
1500-1515	3	1	4	2	43	110%
1515-1530	1	0	1	1	44	113%
1530-1545	0	13	13	-13	31	79%
1545-1600	2	9	11	-7	24	62%
1600-1615	9	4	13	5	29	74%
1615-1630	17	2	19	15	44	113%
1630-1645	1	28	29	-27	17	44%
1645-1700	0	4	4	-4	13	33%
1700-1715	0	2	2	-2	11	28%
1715-1730	1	0	1	1	12	31%
1730-1745	0	0	0	0	12	31%
1745-1800	0	0	0	0	12	31%
Total	38	68	106			

Table 3.5 Ysgol Santes Tudful Car Park Occupancy – PM Peak Period

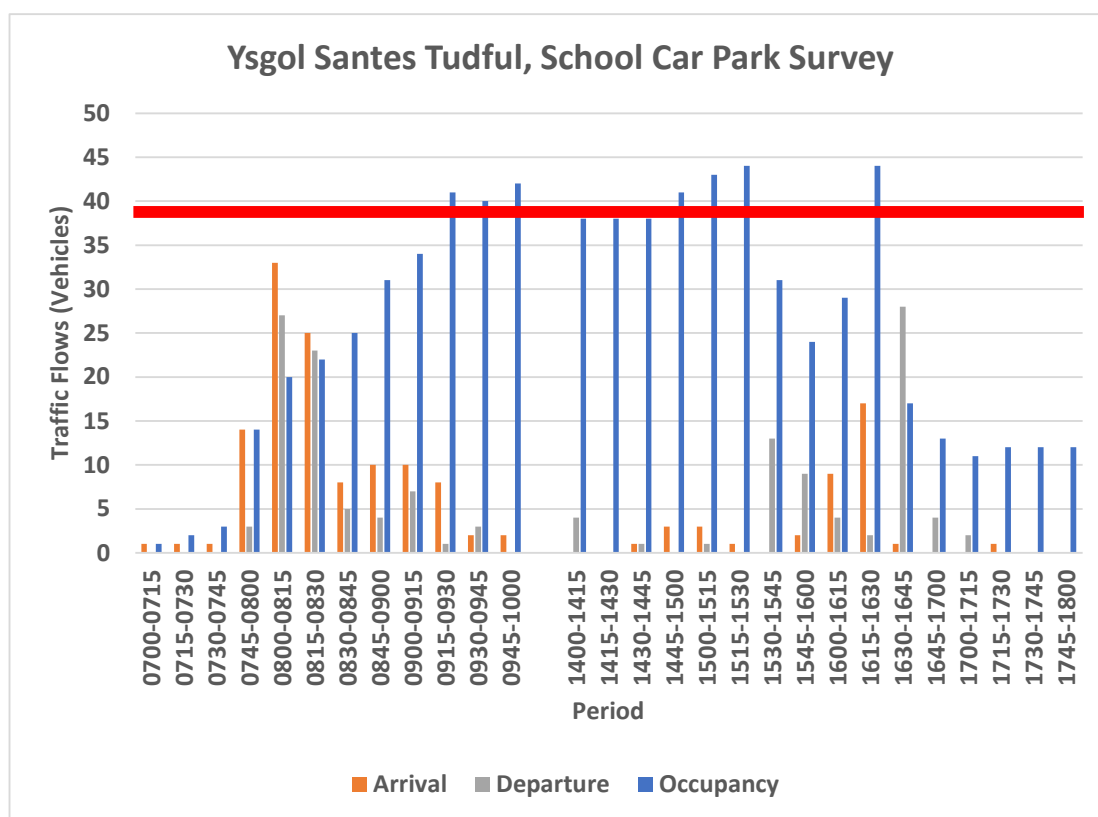


Figure 3.8 Ysgol Santes Tudful Car Park Arrival, Departure& Occupancy Profiles

- 3.6.6 This data shows the expected school peak period peaks, with low traffic movements to/from the school outside of these school peak periods. While the majority of staff arrive at the school prior to the peak pupil arrival period, the internal car parking reaches and slightly exceeds capacity soon after the school day has started.
- 3.6.7 The internal parking areas are at or close to capacity throughout the school day, with a small degree of movements in and out with visitors and servicing and some movements over the lunchtime period observed. There is still a degree of parking after the majority of pupils have departed the site with some after school clubs and activities providing movements after the normal school day.
- 3.6.8 It has been observed during site visits that there is a degree of parent drop off and pick up on-street parking along Blaenau'r Cwm, being more pronounced at the end of the school day as pick up dwell times generally exceeds the short drop off dwell time experienced at the start of the school day. These periods of local congestion are relatively short lived, with no overall concerns.

Baili AFC Car Park Survey

3.6.9 On Wednesday 4 December 2024 an in/out parking count was also undertaken during the AM and PM school peak periods at the Baili AFC Car Park. The results of these surveys are summarised in **Table 3.6** and **Table 3.7** for the AM and PM peak periods respectively and shown in **Figure 3.9**.

Period	Arrival	Departure	2 Way	Cumulative	Occupancy	
					No.	%
0700-0715	0	0	0	0	0	0%
0715-0730	0	0	0	0	0	0%
0730-0745	1	1	2	0	0	0%
0745-0800	0	0	0	0	0	0%
0800-0815	1	1	2	0	0	0%
0815-0830	1	1	2	0	0	0%
0830-0845	7	1	8	6	6	10%
0845-0900	8	3	11	5	11	17%
0900-0915	0	8	8	-8	3	5%
0915-0930	4	2	6	2	5	8%
0930-0945	23	2	25	21	26	41%
0945-1000	5	0	5	5	31	49%
Total	50	19	69			

Table 3.6 Baili AFC Car Park Occupancy – AM Peak Period

Period	Arrival	Departure	2 Way	Cumulative	Occupancy	
					No.	%
1400-1415	0	2	2	-2	26	41%
1415-1430	1	0	1	1	27	43%
1430-1445	4	0	4	4	31	49%
1445-1500	6	0	6	6	37	59%
1500-1515	17	1	18	16	53	84%
1515-1530	12	2	14	10	63	100%
1530-1545	1	36	37	-35	28	44%
1545-1600	1	2	3	-1	27	43%
1600-1615	2	3	5	-1	26	41%
1615-1630	1	2	3	-1	25	40%
1630-1645	0	1	1	-1	24	38%
1645-1700	0	0	0	0	24	38%
1700-1715	0	0	0	0	24	38%
1715-1730	0	0	0	0	24	38%
1730-1745	0	0	0	0	24	38%
1745-1800	0	0	0	0	24	38%
Total	45	49	94			

Table 3.7 Baili Car Park Occupancy – PM Peak Period

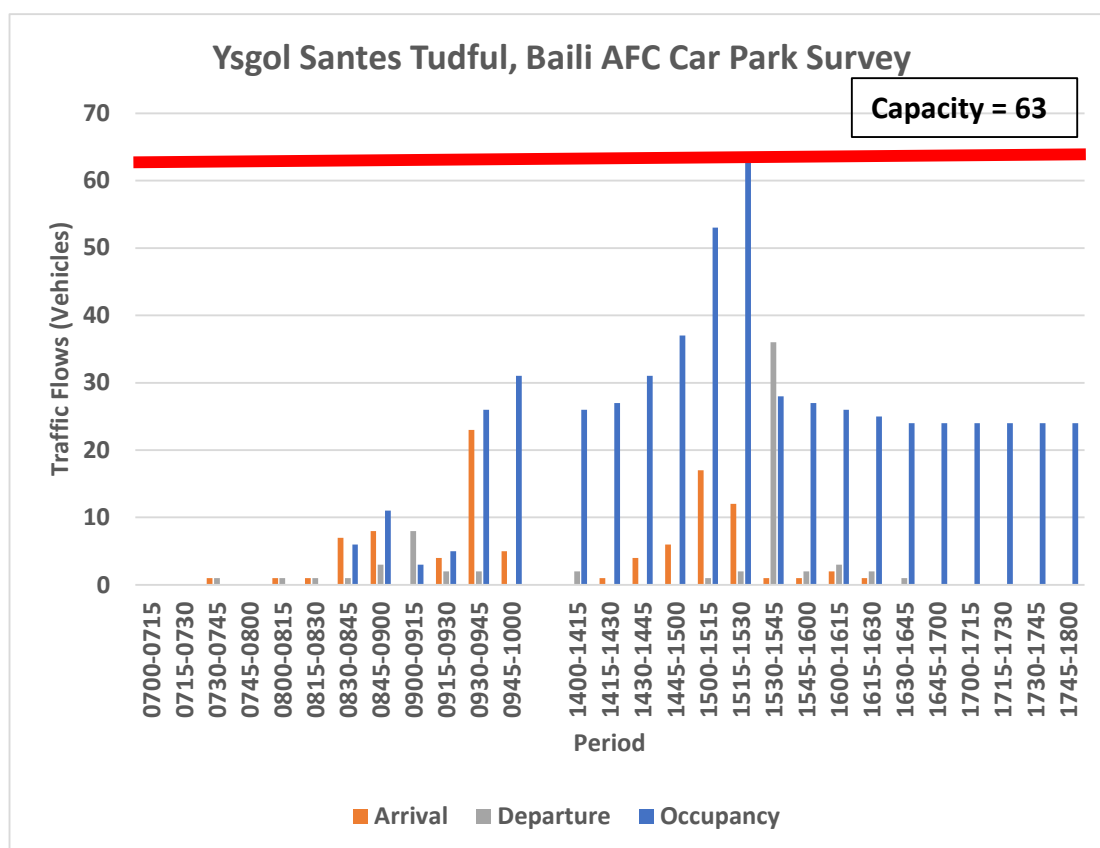


Figure 3.9 Baili AFC Car Park Occupancy Profile

3.6.10 This data shows distinctive school peak period peaks with generally little use outside of these school peak periods.

3.6.11 For the AM school peak, the highest occupancy is 17%. This reflects the fact that parent drop off trips are allowed to access the school grounds at the start of the school day as the drop off dwell time is short.

3.6.12 For the PM school peak parent pick up trips are not allowed to access the school due to the much longer dwell times experienced and therefore make use of the Baili AFC car park as reflected by the highest occupancy of 62%, as well as an element of parent pick up parking along Blaenau'r Cwm Road.

3.7 School Catchment Area

3.7.1 The existing school catchment area for Ysgol Santes Tudful is shown in **Figure 3.10** below. As shown, the school catchment covers the town of Merthyr Tydfil, as well as the

settlements to the north of the A465 Heads of the Valleys Road, including Pant and Trefechan.

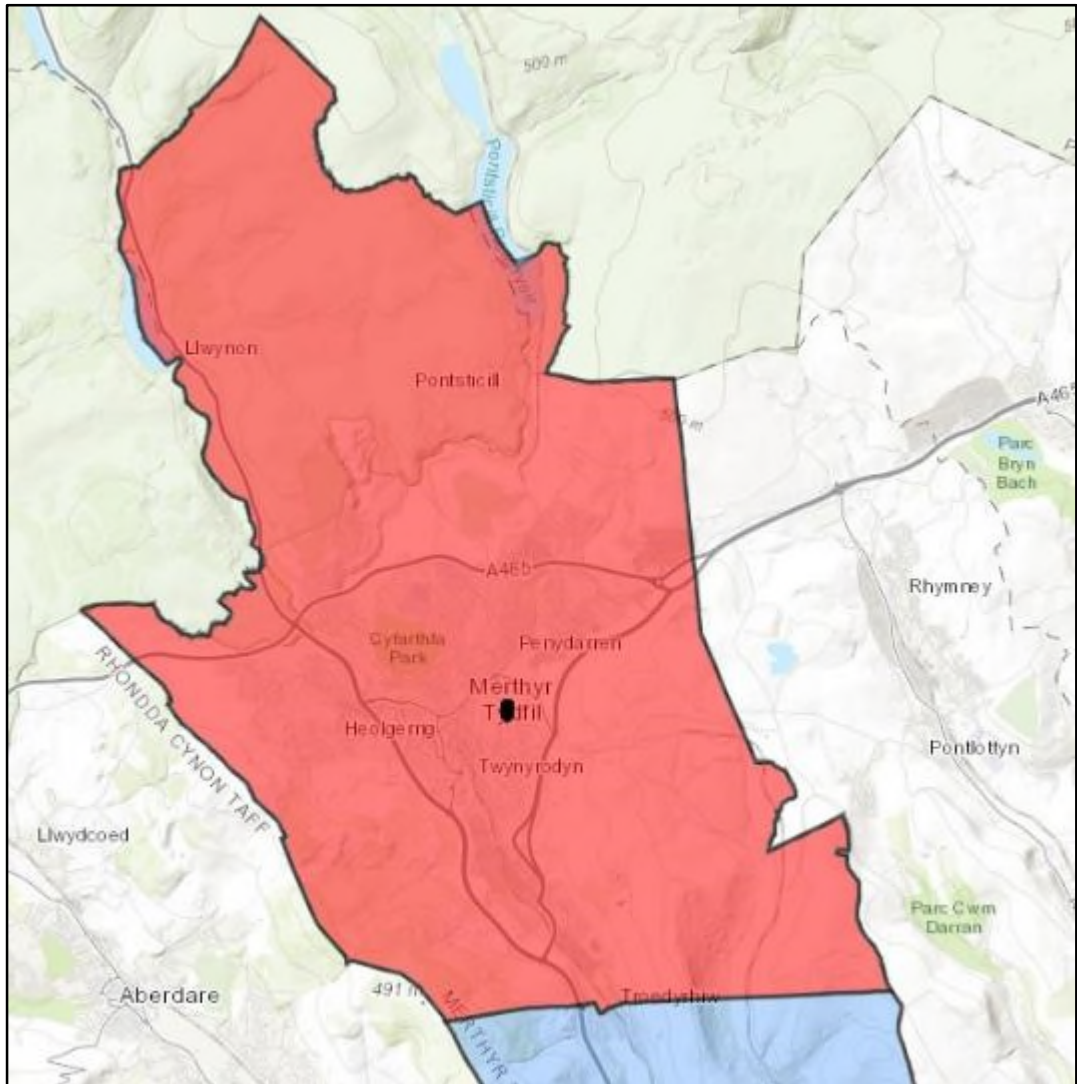


Figure 3.10 Ysgol Santes Tudful Catchment Area

4 SITE ACCESSIBILITY

4.1 Active Travel

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

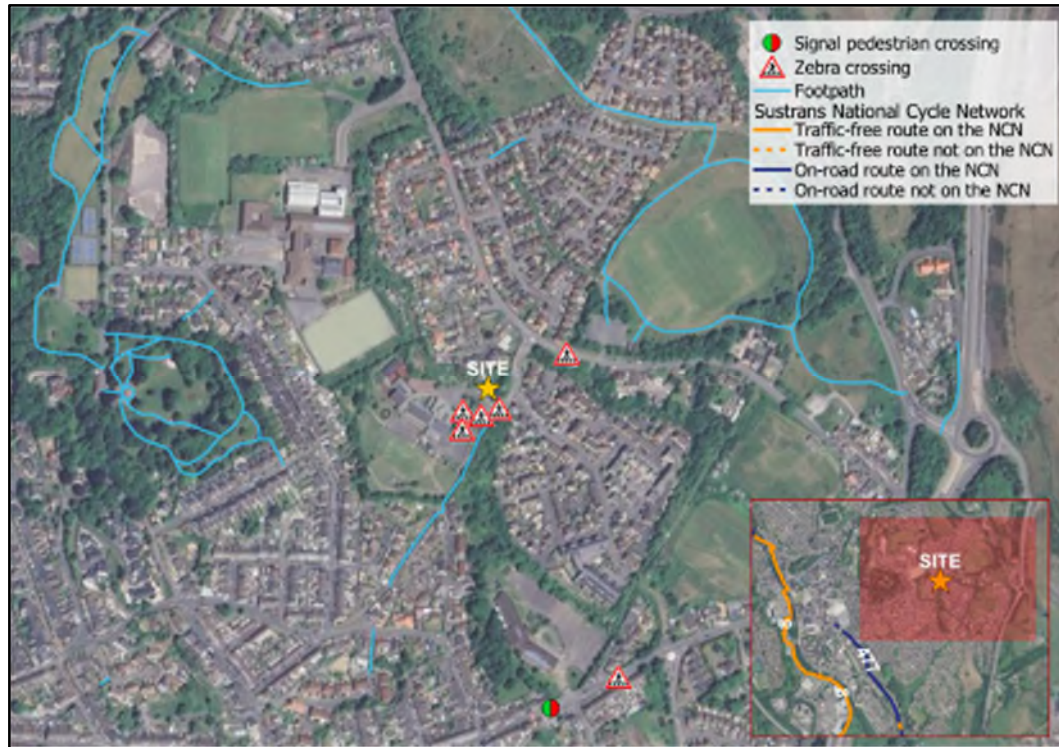


Figure 4.1 Pedestrian & cyclist infrastructure in the vicinity of the School

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 The Zebra Crossing on Pantyffyn Road just to east of the school access road, shown in **Plate 4.1**, provides a formal crossing point and active travel link between Ysgol Santes Tudful and the Baili AFC car park, which is used for parent drop off/pick up trips.
- 4.1.4 There is a pedestrian link connecting the south directly to residential areas to the south. As shown in **Plate 4.2** the northern end of this link is adjacent to the school gates and connects with the northern end of Luther Lane.



Plate 4.1 Pantyffyn Road Zebra Crossing



Plate 4.2 Pedestrian Link between school main gate and Luther Lane

Cyclists

- 4.1.5 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.
- 4.1.6 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 anew 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 are, including Pentrebach to the south and Pant to the north of the A465 Heads of the Valleys Road in **Figure 4.3**.



Figure 4.2 Active Travel Network Map – Local Area

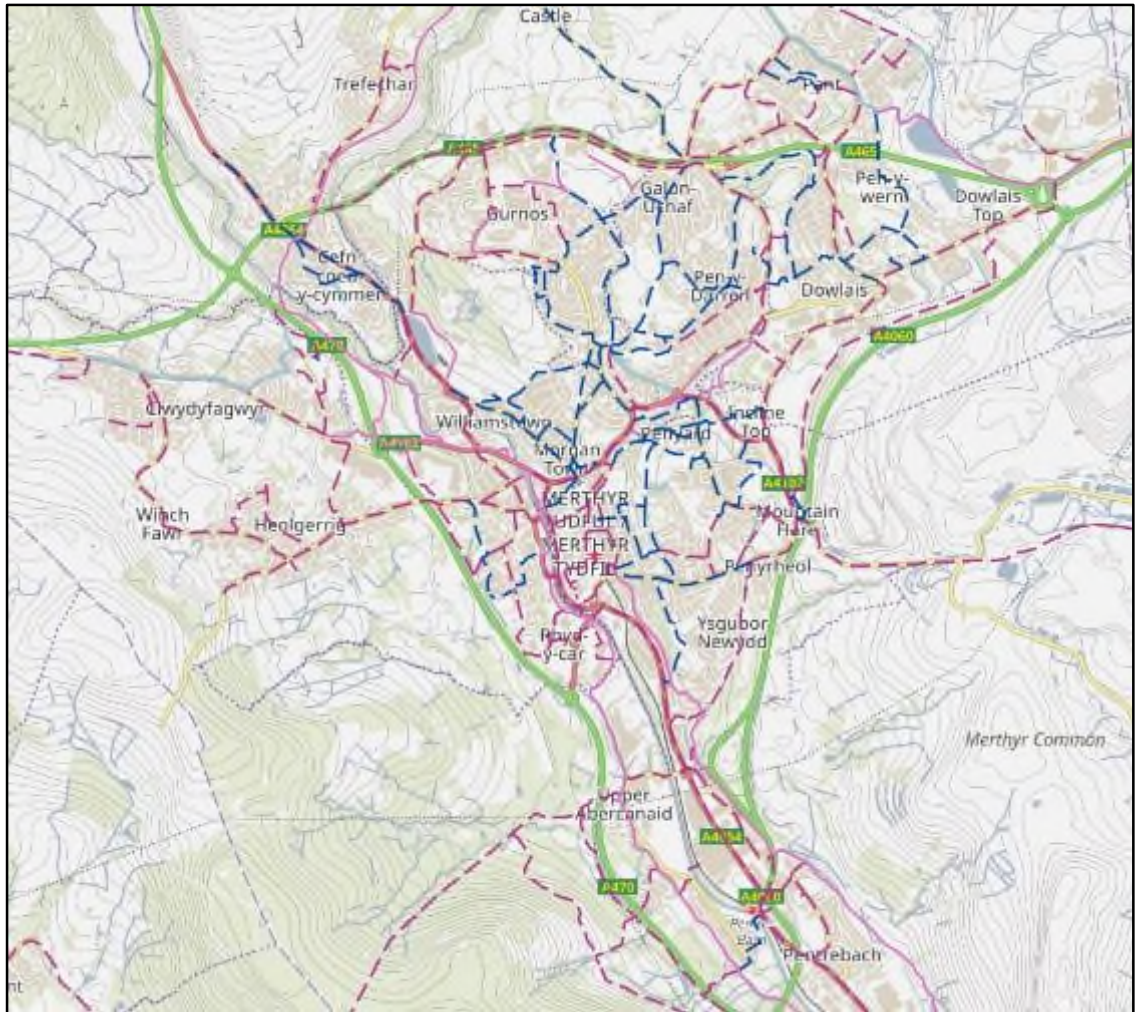


Figure 4.3 Active Travel Network Map – Wider Area

4.3 Public Transport

4.3.1 Public transport within proximity of the development site is shown in Figure 4.4.

Bus

4.3.2 There is a northbound bus stop located 240m from the school's main entrance on Pantyffyn Road to the north of the site and an eastbound bus stop located 450m from the schools main entrance on St Tydfils Avenue to the southwest of the site.

4.3.3 Both bus stops are demarcated on Google Maps, without any obvious carriageway markings. Services operating within proximity of the development site are summarised in **Table 4.1**.



Figure 4.4 Public transport infrastructure within the vicinity of the site

Route No.	Services	Stop Name	Start/End	Average services p/h 7am-7pm
38	Merthyr Tydfil - Twynrodyn	Vernon Close	Mon-Fri: 7 services per day from 08:20-18:20	0.6
			Sat: 7 services per day from 08:20-18:20	
			No services	

Table 4.1 Bus services operating within proximity

Rail

4.3.4 Merthyr Tydfil railway station is the terminus of the Merthyr Branch of the Merthyr Line, and consists of 1 platform, providing half hourly services to and from Cardiff Central Monday to Saturday, with an hourly service on Sundays. Intermediate stops on the Merthyr Line include Pontypridd and Treforest, with a scheduled journey time of 20 minutes to Pontypridd and an hour to Cardiff Central.

4.3.5 The frequent services available from this station to the following locations summarised in **Table 4.2**.

Destination	Frequency
Merthyr Tydfil – Cardiff	Mon-Sat: Hourly from 06:08-22:13 Sun: Hourly from 09:38-21:38
Cardiff – Merthyr Tydfil	Mon-Sat: Hourly from 05:59-22:26 Sun: Hourly from 08:18-20:28

Table 4.2 Merthyr Tydfil railway station services

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**.

	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. The nearest core is Merthyr Tydfil which is an 8.2 km journey, 29 minutes via public transport (both train and bus).

- 4.4.3 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.

Facility	Distance (m)	Walk Time (minutes)	Cycle Time (minutes)
Premier Stores	650	8	5
Twynrobyn Community School	650	8	5
Twyn Fish Bar	650	8	5
Household Stores	700	8	6
Cyfarthfa High School	1100	13	9
Merthyr Tydfil Tennis Club	1100	13	9
Farmfoods	1100	13	9
Twyn Community Hub	1200	14	10
Fountain Fish Bar	1200	14	10
The Hideout	1200	14	10
The New Crown	1200	14	10
ALDI	1300	16	10
Caedraw Primary School	1500	18	12
Merthyr Town Centre: Many town centre land uses including banks, cafes, restaurants, retail and employment opportunities i.e. Tesco Extra, Lloyds Bank, Wetherspoons, Merthyr Central Library, Merthyr Post Office, Iceland, Halifax, Well Pharmacy, Greggs, Costa, HSBC	1700	20	14

Table 4.3 Local amenities within close proximity of the School

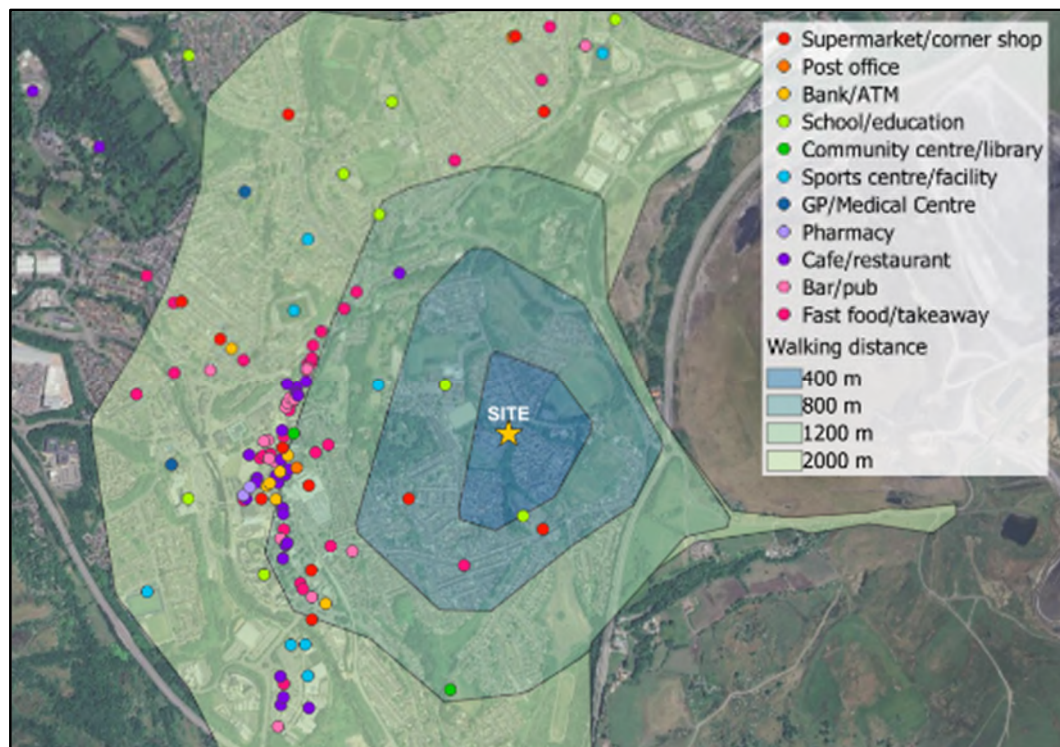


Figure 4.5 Local amenities within close proximity of the School

5 DEVELOPMENT PROPOSALS

5.1 Land Use

5.1.1 The application proposes a new Flying Start (0-3 years) facility located within the existing school site boundary. This facility will accommodate a maximum of 24 children and a maximum of 6 staff members in the eventuality that the facility would be fully operation with two sessions each day. Initially, a single session each day will be available and would only extend to two sessions per day if there is a need.

5.1.2 The existing school has an overall total of 392 pupils, including 17 pre-nursery children. The proposal will increase the site capacity to 416 pupils, an overall increase of 6%. The proposed development is included in **Appendix E**.

5.1.3 Staff numbers will increase to 41 full time staff and 5 part time staff.

5.1.4 Vehicle tacking analysis for a school bus accessing the site is shown in **Appendix F**. This demonstrates that the proposed Flying Start facility will not have a detrimental impact upon vehicle movements within the site.

5.2 Access

Vehicular

5.2.1 Access to the school is currently via the school access road, which forms a mini-roundabout with Pantyffyn Road. Vehicular traffic will continue to use this access for the proposed development and there are no proposals to alter this arrangement.

Pedestrian & Cyclist

5.2.2 There are footways on both sides of the school access road leading to the school from Pantyffyn Road to the north, with a Zebra crossing facilitating movements between the school and the Baili AFC Car Park. There is also a footpath connection to the south via Luther Lane. These access points will be retained.

5.3 Parking

Vehicular

- 5.3.1 The school has an existing car parking area with a capacity for 39 vehicles. In addition, there are 4 spaces on the western side of the school access roundabout, located immediately in front of the school entrance, which can be used by visitors and staff, providing an overall total of 43 spaces.
- 5.3.2 The construction of the new Flying Start Facility adjacent to the existing drop off/pick up area, includes a layby capable of accommodating 2 cars. This area will be used by the Flying Start facility with access to the site controlled by the school access gate, both automatically and manually as discussed above. There are no other changes proposed for the existing internal car parking and drop off/ pick up area located to the north of the school.
- 5.3.3 The informal use of the Baili AFC Car Park will be retained where parents can walk their children to the school.
- 5.3.4 Merthyr County Borough Council have adopted the CSS Wales (2008) Parking Standards. For Day Nurseries & Creches in Zones 2-4 (the site is Urban or Suburban) the maximum parking provision is:
- Operational: 1 Commercial Vehicle Space
 - Non-operational: 1 space per 2 full time staff.
- 5.3.5 For Nursey/Primary/Infants in Zones 2-4 (the site is Urban or Suburban) the maximum parking provision is:
- Operational: 1 Commercial Vehicle Space
 - Non-operational: 1 space per teaching staff & 3 visitor spaces.
- 5.3.6 This provides for an existing and future maximum staff & visitor provision of 33 spaces for the Primary School and a maximum of 3 additional spaces for the Flying Start facility. This provides for a future maximum provision of 36 spaces.
- 5.3.7 The provision of 43 spaces at the school will remain unchanged, accommodating visitors, as well as part-time and ancillary staff. While the staff demand for car parking spaces

within the school exceeds supply, the overspill will continue to be accommodated at the Baili AFC Car Park.

- 5.3.8 The school is contained within a relatively confined site and discussions between the Head Teacher and the design team have been unable to find room for additional spaces without active travel and school bus movements within the site.

Bicycle

- 5.3.9 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
Day nurseries & creches	Incl. in short term	1 stand per 30 children
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

- 5.3.10 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 with sight problems.

- 5.3.11 The existing school accommodates 20 bicycle parking spaces, whilst based on the standard, a minimum of 28 long stay bicycle parking spaces should be provided as shown in Table 5.2.

Type	No.	Long Stay (per)	Short Stay (per)	Required
Pupils	392	20	100	21
Staff	35	5	N/A	7
Total				28

Table 5.2 CSS Wales bicycle parking standards

- 5.3.12 With the additional proposals at the school, a further 1 bicycle parking space should be provided, making a minimum provision of 29 bicycle parking spaces at the school.

- 5.3.13 The developer is investigating the feasibility of increasing this provision, within the confines of the school site.

6 TRIP GENERATION AND TRAFFIC IMPACT

6.1 Trip Generation

Existing School

- 6.1.1 The existing school has an overall total of 392 pupils, including 17 pre-nursery children. The proposal will increase the site capacity to 416 pupils, an overall increase of 6%.
- 6.1.2 The catchment area for the school will remain unchanged as will the number of School Transport Buses that currently access the site – 4.
- 6.1.3 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: 08:00-09:00; and
- PM: 14:45-15:45.

Existing Trip Generation - Total			
Period	Arrivals	Departures	Total
AM	154	141	295
PM	22	33	55

Table 6.1 Ysgol Rhud Y Grug – Existing Vehicular Trip Generation

- 6.1.4 Applying the 6% growth in pupil numbers to the observed School traffic flows has derived the existing vehicular trip generation shown in **Table 6.2**.

Forecast Development Trip Generation			
Period	Arrivals	Departures	Total
AM	9	9	18
PM	1	2	3

Table 6.1 Ysgol Rhud 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.

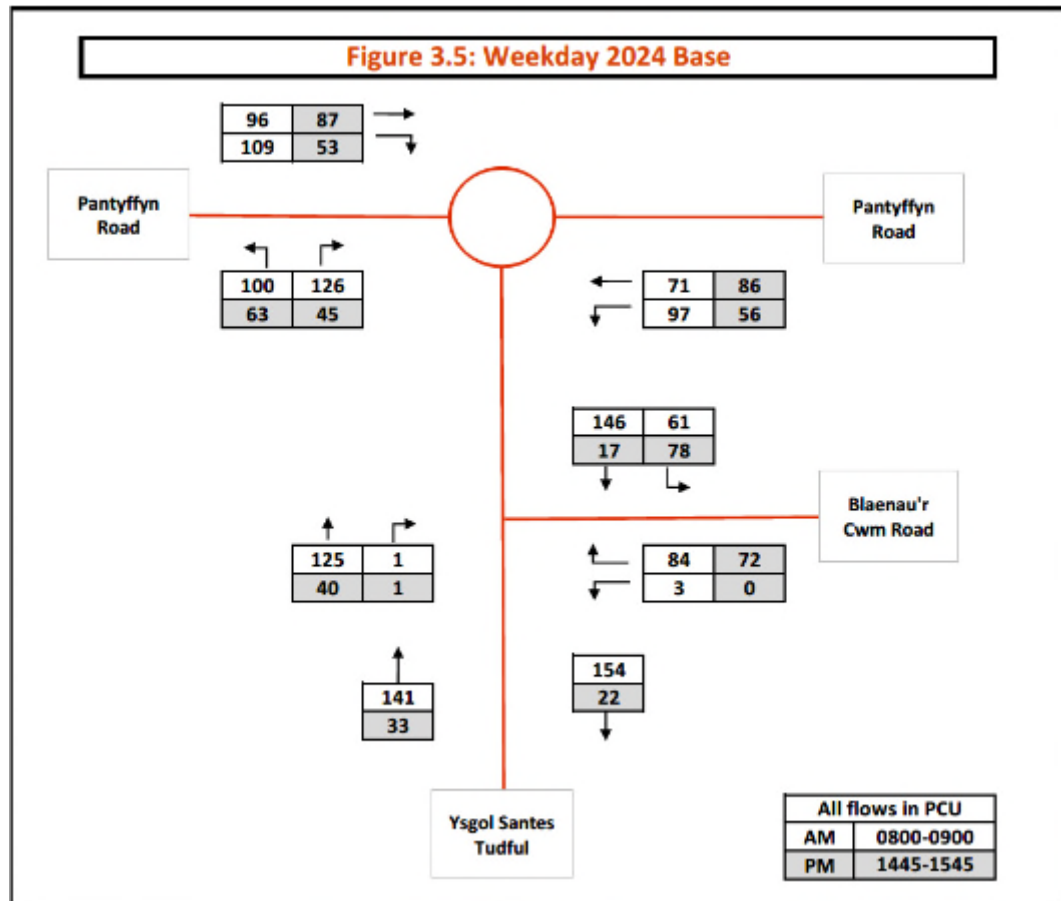


Figure 6.1 Development Trip Distribution

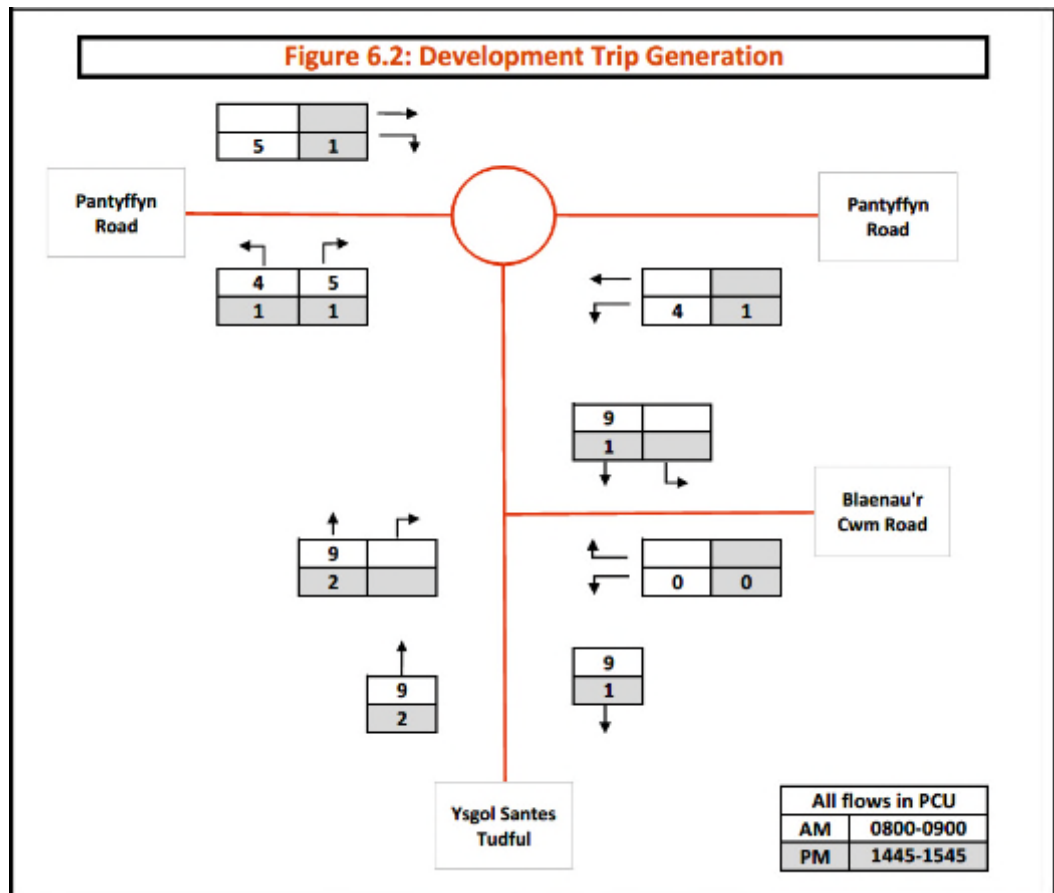


Figure 6.2 Development Trip Generation

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 005: Pentrebach & Mountain Hare (W02000287)	1.0087	1.0085
2024-2035		1.0923	1.0936

Table 6.1 NTEM growth factor

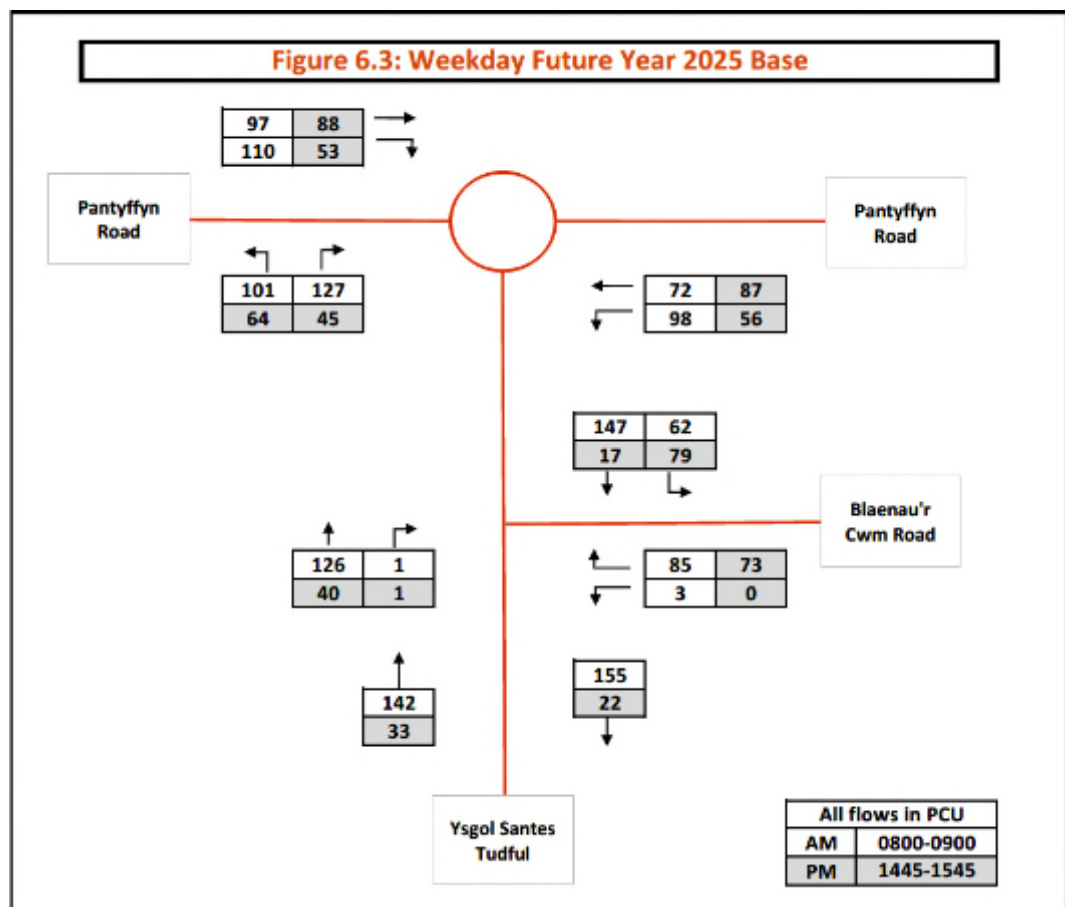


Figure 6.3 2025 Future Year Base Traffic Flows

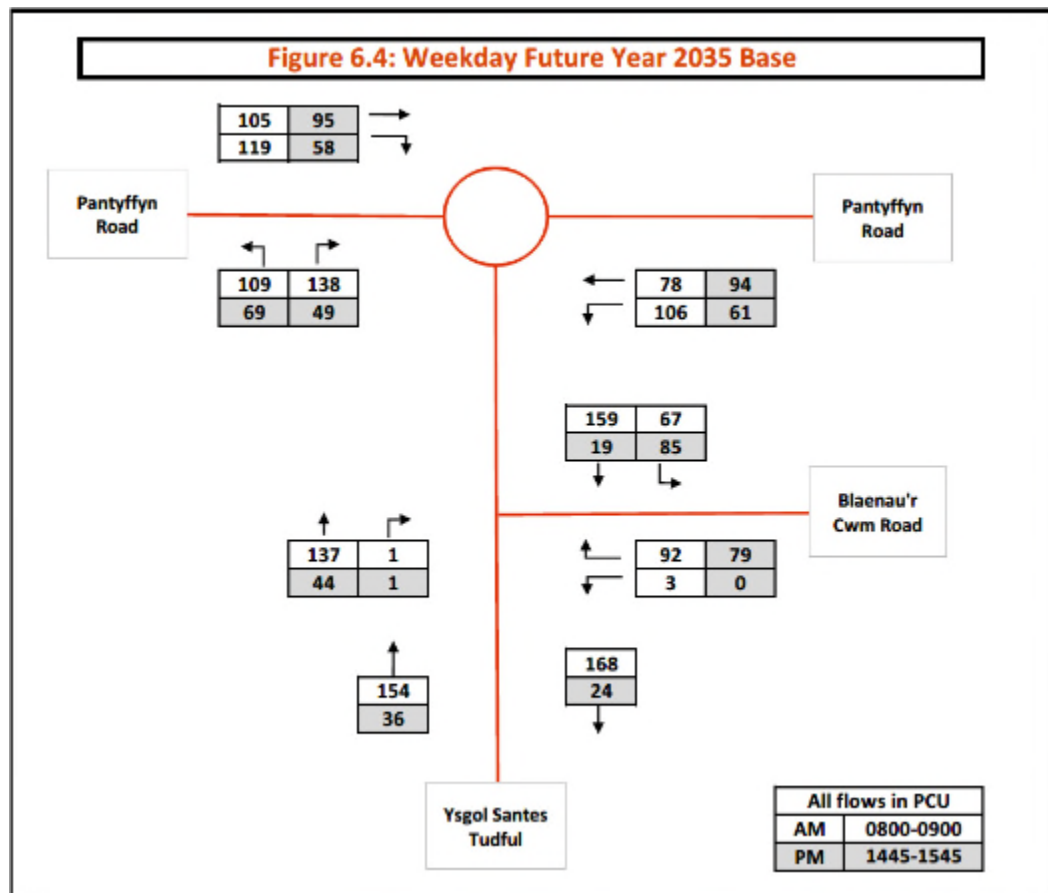


Figure 6.4 2035 Future Year Base Traffic Flows

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.

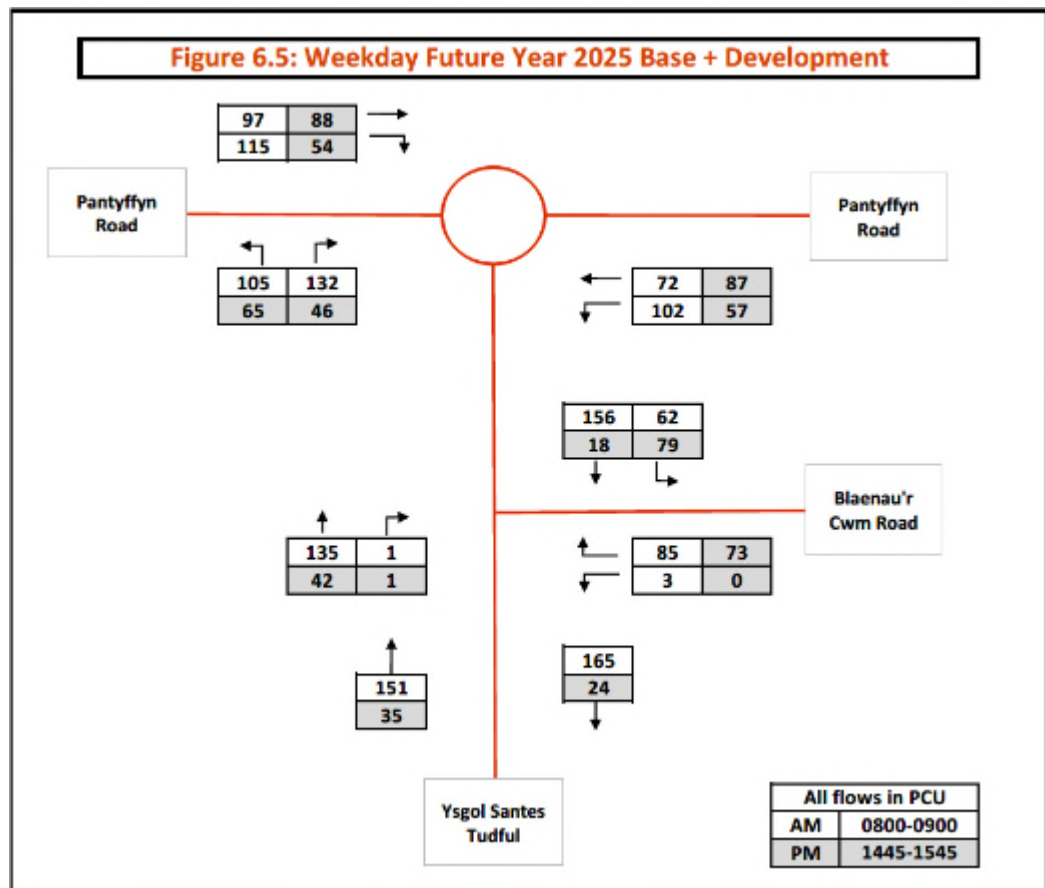


Figure 6.5 2025 Future Year Base + Development Traffic Flows

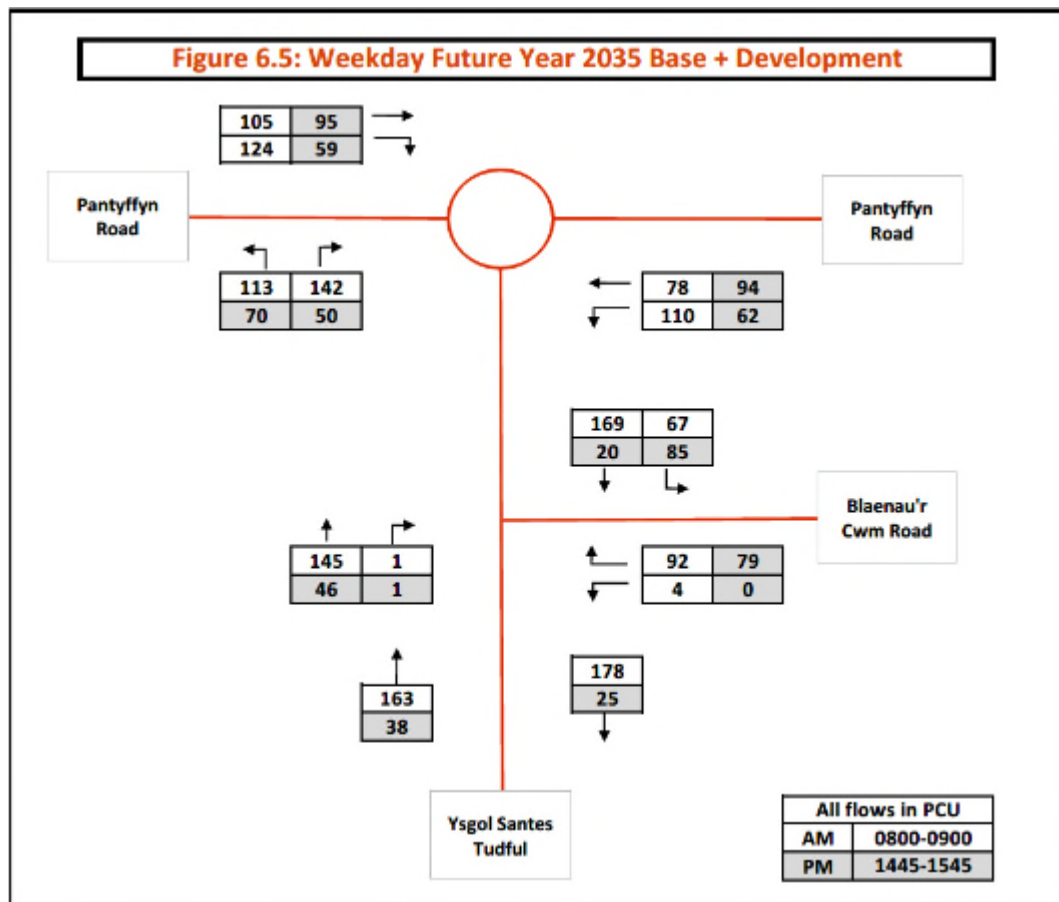


Figure 6.6 2035 Future Year Base + Development Traffic Flows

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 James and Nicholas LLP on behalf of Merthyr 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 Gymraeg Santes Tudful, Merthyr.

7.1.2 The application proposes a new Flying Start (0-3 years) facility located within the existing school site boundary. This facility will accommodate approximately 24 children and a maximum of 6 staff members.

7.1.3 The existing school has an overall total of 392 pupils, including 17 pre-nursery children. The proposal will increase the site capacity to 416 pupils, an overall increase of 6%. Full time staff numbers will increase from 35 to a maximum of 41.

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 Pedestrian, parking, junction and automatic link counts have been undertaken, providing a robust evidence base with regards to the existing traffic and active travel movements associated with the school.

7.1.6 The forecast additional traffic and parking demand associated with the proposed Flying Start facility is minimal and have a negligible impact upon access to the school and surrounding streets. It has been observed during site visits that there is parking on street surrounding the school though this is relatively short lived, with no overall concerns.

7.1.7 The highway safety record of the school has been assessed for the latest 5-year period, of which there are no areas of concern or collision clusters despite on street parking.

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

Job Number & Title: **SS1675 Merthyr**

Site Location: School Access Road

Survey Date: 4th - 10th December 2024

Site Location Plan



SS1675 Merthyr

DECEMBER 2024

Site	Location	Lat / Long	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed
										>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
1	School Access Road	51.747140, -3.366196	Northbound	04 December 2024	10 December 2024	20	1639	327	234	1	0.1	1	0.1	0	0.0	12.5	14.7
			Southbound	04 December 2024	10 December 2024		1713	341	245	2	0.1	2	0.1	0	0.0	10.5	13.9
			Two-Way	04 December 2024	10 December 2024		3352	668	479	3	0	3	0	0	0	12	14



SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024		to	10 December 2024			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
04 December 2024															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
0800	160	1	139	0	0	0	18	0	1	0	0	1	0	0	0
0900	32	0	29	0	0	0	2	0	0	0	0	0	0	0	1
1000	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
1100	19	0	18	0	0	0	1	0	0	0	0	0	0	0	0
1200	14	0	13	0	0	0	1	0	0	0	0	0	0	0	0
1300	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0
1400	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
1500	44	1	35	1	0	0	6	0	1	0	0	0	0	0	0
1600	60	0	48	0	0	0	10	0	0	0	0	1	0	0	1
1700	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	395	2	346	3	0	0	38	0	2	0	0	2	0	2	2
06-22	395	2	346	3	0	0	38	0	2	0	0	2	0	2	2
06-00	395	2	346	3	0	0	38	0	2	0	0	2	0	2	2
00-00	396	2	346	3	0	0	39	0	2	0	0	2	0	2	2

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024			to	10 December 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
05 December 2024															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	10	0	8	1	0	0	1	0	0	0	0	0	0	0	
0800	163	1	148	0	0	0	14	0	0	0	0	0	0	0	
0900	25	1	23	0	0	0	1	0	0	0	0	0	0	0	
1000	9	2	6	0	0	0	1	0	0	0	0	0	0	0	
1100	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
1200	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
1300	14	0	11	2	0	0	1	0	0	0	0	0	0	0	
1400	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
1500	54	2	49	0	0	0	3	0	0	0	0	0	0	0	
1600	19	1	17	0	0	0	1	0	0	0	0	0	0	0	
1700	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	337	7	305	3	0	0	22	0	0	0	0	0	0	0	
06-22	337	7	305	3	0	0	22	0	0	0	0	0	0	0	
06-00	337	7	305	3	0	0	22	0	0	0	0	0	0	0	
00-00	338	7	305	4	0	0	22	0	0	0	0	0	0	0	

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)							
04 December 2024		to	10 December 2024			Direction	Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
06 December 2024																
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0700	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	
0800	138	1	121	0	0	0	13	3	0	0	0	0	0	0	0	
0900	28	0	26	0	0	0	2	0	0	0	0	0	0	0	0	
1000	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0	
1100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	
1200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	
1300	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	
1400	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	
1500	46	2	35	1	0	1	6	0	0	0	0	1	0	0	0	
1600	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	
1700	5	0	2	0	0	0	3	0	0	0	0	0	0	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	288	3	253	3	0	1	24	3	0	0	0	1	0	0	0	
06-22	289	3	254	3	0	1	24	3	0	0	0	1	0	0	0	
06-00	289	3	254	3	0	1	24	3	0	0	0	1	0	0	0	
00-00	289	3	254	3	0	1	24	3	0	0	0	1	0	0	0	

[illegible]

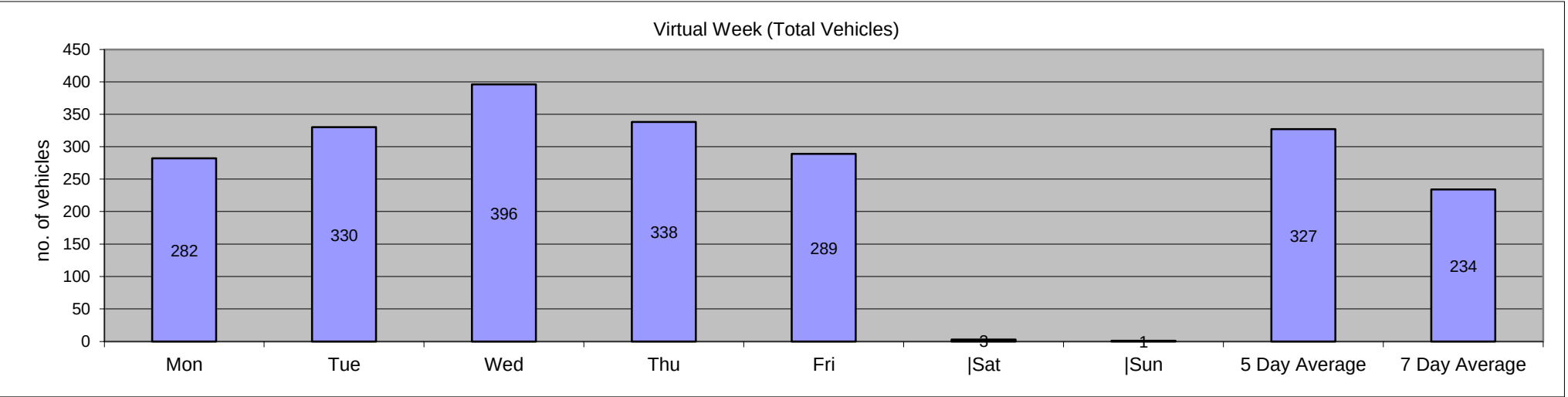
SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024		to	10 December 2024			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
08 December 2024															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06-22	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06-00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00-00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024		to	10 December 2024			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
09 December 2024															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0800	145	2	125	0	0	0	12	2	1	0	3	0	0	0	0
0900	31	0	28	0	0	0	1	1	1	0	0	0	0	0	0
1000	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
1100	12	0	11	0	0	0	1	0	0	0	0	0	0	0	0
1200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
1300	13	0	11	0	0	0	2	0	0	0	0	0	0	0	0
1400	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0
1500	31	2	25	0	0	0	2	0	1	0	0	1	0	0	0
1600	4	0	3	0	0	0	1	0	0	0	0	0	0	0	0
1700	11	0	10	0	0	0	1	0	0	0	0	0	0	0	0
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	278	5	243	0	0	0	20	3	3	0	3	1	0	0	0
06-22	281	5	246	0	0	0	20	3	3	0	3	1	0	0	0
06-00	281	5	246	0	0	0	20	3	3	0	3	1	0	0	0
00-00	282	5	247	0	0	0	20	3	3	0	3	1	0	0	0

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024		to	10 December 2024			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
10 December 2024															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
0800	139	0	122	2	0	0	13	0	2	0	0	0	0	0	0
0900	29	0	23	0	0	0	5	1	0	0	0	0	0	0	0
1000	22	0	20	0	0	0	0	0	1	0	0	0	0	0	1
1100	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
1200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
1300	16	1	12	1	0	0	2	0	0	0	0	0	0	0	0
1400	5	0	4	0	0	0	1	0	0	0	0	0	0	0	0
1500	45	1	39	1	0	0	3	0	0	1	0	0	0	0	0
1600	46	0	40	0	0	0	3	1	2	0	0	0	0	0	0
1700	4	0	3	0	0	0	0	0	1	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	329	2	286	4	0	0	27	2	6	1	0	0	0	0	1
06-22	329	2	286	4	0	0	27	2	6	1	0	0	0	0	1
06-00	329	2	286	4	0	0	27	2	6	1	0	0	0	0	1
00-00	330	2	287	4	0	0	27	2	6	1	0	0	0	0	1

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024			to	10 December 2024		Direction	Northbound								
												FIVE OR LESS			
			CARS OR	LIGHT		TWO	THREE	FOUR OR	FOUR OR		SIX OR	AXLE	SIX AXLE	SEVEN OR	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	AXLE, SIX	AXLE	MORE	LESS	FIVE	MORE	MULTI-	MULTI-	MORE	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		TYRE, RIGID	RIGID	AXLE RIGID	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	TRAILER ARTIC	TRAILER ARTIC	AXLE ARTIC	
Average Day															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
0800	106	1	94	0	0	0	10	1	1	0	0	0	0	0	
0900	21	0	18	0	0	0	2	0	0	0	0	0	0	0	
1000	9	0	8	0	0	0	0	0	0	0	0	0	0	0	
1100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
1200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
1300	10	0	9	0	0	0	1	0	0	0	0	0	0	0	
1400	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
1500	32	1	26	0	0	0	3	0	0	0	0	0	0	0	
1600	21	0	18	0	0	0	2	0	0	0	0	0	0	0	
1700	4	0	3	0	0	0	1	0	0	0	0	0	0	0	
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	233	3	205	2	0	0	19	1	2	0	0	1	0	0	
06-22	234	3	206	2	0	0	19	1	2	0	0	1	0	0	
06-00	234	3	206	2	0	0	19	1	2	0	0	1	0	0	
00-00	234	3	206	2	0	0	19	1	2	0	0	1	0	0	

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024		to	10 December 2024			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Virtual Week															
Mon	282	5	247	0	0	0	20	3	3	0	3	1	0	0	
Tue	330	2	287	4	0	0	27	2	6	1	0	0	0	1	
Wed	396	2	346	3	0	0	39	0	2	0	0	2	0	2	
Thu	338	7	305	4	0	0	22	0	0	0	0	0	0	0	
Fri	289	3	254	3	0	1	24	3	0	0	0	1	0	0	
Sat	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
Sun	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
5 Day Average															
[--]	327	4	288	3	0	0	26	2	2	0	1	1	0	1	
7 Day Average															
[--]	234	3	206	2	0	0	19	1	2	0	0	1	0	0	
Total Vehicles															
[--]	1639	19	1442	14	0	1	133	8	11	1	3	4	0	3	



SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)															
04 December 2024			to	10 December 2024		Direction	Southbound																	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES				TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE OR LESS AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX OR MORE AXLE ARTIC		SIX OR MORE AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC		
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES																			
04 December 2024																								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	36	1	34	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	185	2	166	4	0	0	0	9	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	
0900	38	1	35	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	10	0	9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	14	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	12	2	9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	16	1	14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	29	0	28	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	59	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	413	8	380	6	0	0	0	14	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	
06-22	414	8	381	6	0	0	0	14	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	
06-00	414	8	381	6	0	0	0	14	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	
00-00	414	8	381	6	0	0	0	14	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024		to	10 December 2024			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
05 December 2024															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	32	0	28	1	0	0	1	0	2	0	0	0	0	0	0
0800	164	3	145	4	0	0	11	0	0	0	0	1	0	0	0
0900	18	1	17	0	0	0	0	0	0	0	0	0	0	0	0
1000	13	2	10	0	0	0	1	0	0	0	0	0	0	0	0
1100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
1200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
1300	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
1400	21	1	18	1	1	0	0	0	0	0	0	0	0	0	0
1500	40	7	33	0	0	0	0	0	0	0	0	0	0	0	0
1600	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
1700	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0
1800	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	324	16	283	8	1	0	13	0	2	0	0	1	0	0	0
06-22	325	16	284	8	1	0	13	0	2	0	0	1	0	0	0
06-00	325	16	284	8	1	0	13	0	2	0	0	1	0	0	0
00-00	326	17	284	8	1	0	13	0	2	0	0	1	0	0	0

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024		to	10 December 2024			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
06 December 2024															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	34	0	34	0	0	0	0	0	0	0	0	0	0	0	0
0800	153	1	146	1	0	0	4	0	0	0	0	1	0	0	0
0900	28	1	26	0	0	0	1	0	0	0	0	0	0	0	0
1000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
1100	9	0	8	0	0	0	1	0	0	0	0	0	0	0	0
1200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
1300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1400	9	0	6	1	0	0	2	0	0	0	0	0	0	0	0
1500	44	4	38	1	1	0	0	0	0	0	0	0	0	0	0
1600	14	0	12	1	0	0	1	0	0	0	0	0	0	0	0
1700	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	308	7	286	4	1	0	9	0	0	0	0	1	0	0	0
06-22	309	7	287	4	1	0	9	0	0	0	0	1	0	0	0
06-00	309	7	287	4	1	0	9	0	0	0	0	1	0	0	0
00-00	310	7	288	4	1	0	9	0	0	0	0	1	0	0	0

[illegible]

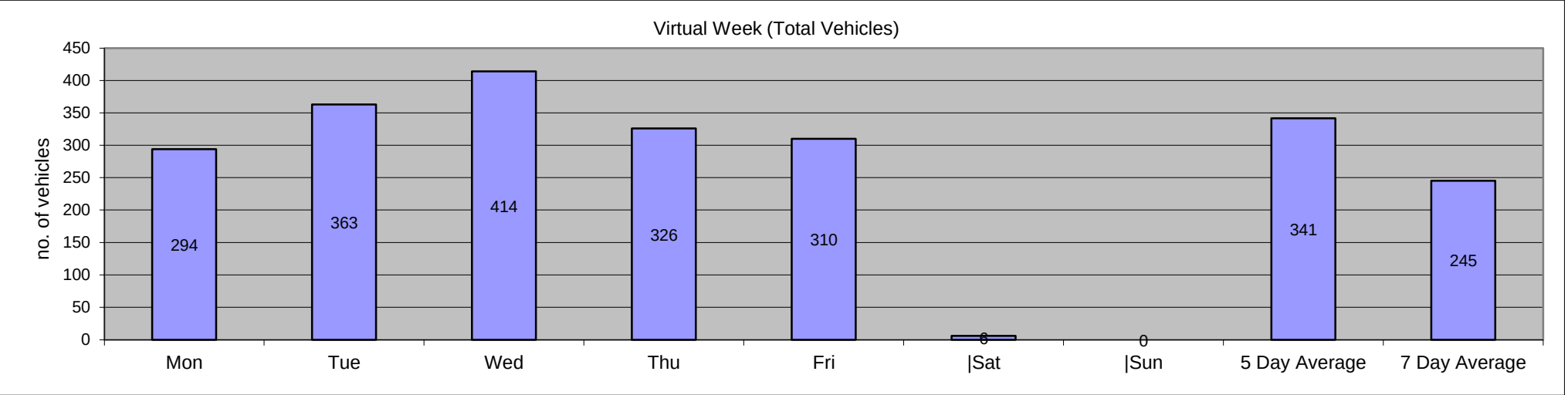
[illegible]

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024		to	10 December 2024			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES				TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES										
09 December 2024															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	16	0	0	1	0	0	0	0	0	0	0	0	0
0800	171	2	158	1	0	1	6	0	1	0	1	1	0	0	0
0900	31	1	27	1	0	0	1	0	1	0	0	0	0	0	0
1000	13	0	12	0	0	0	1	0	0	0	0	0	0	0	0
1100	9	0	8	0	0	0	1	0	0	0	0	0	0	0	0
1200	5	0	4	0	0	0	1	0	0	0	0	0	0	0	0
1300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
1400	11	0	10	0	0	0	1	0	0	0	0	0	0	0	0
1500	22	3	19	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	290	7	264	2	0	2	11	0	2	0	1	1	0	0	0
06-22	292	7	266	2	0	2	11	0	2	0	1	1	0	0	0
06-00	292	7	266	2	0	2	11	0	2	0	1	1	0	0	0
00-00	294	7	268	2	0	2	11	0	2	0	1	1	0	0	0

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024			to	10 December 2024		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO	THREE	FOUR OR	FOUR OR	FIVE	SIX OR	FIVE OR	SIX	SEVEN OR	
			CAR-BASED LGV	GOODS VEHICLES		AXLE, SIX TYRE, RIGID		AXLE RIGID	MORE AXLE RIGID		LESS AXLE ARTIC	AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MORE
10 December 2024															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	27	0	26	0	0	0	1	0	0	0	0	0	0	0	0
0800	167	12	141	4	0	0	9	0	1	0	0	0	0	0	0
0900	38	3	31	2	0	0	2	0	0	0	0	0	0	0	0
1000	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
1100	7	0	5	0	0	0	2	0	0	0	0	0	0	0	0
1200	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0
1300	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0
1400	12	0	10	0	1	1	0	0	0	0	0	0	0	0	0
1500	28	1	27	0	0	0	0	0	0	0	0	0	0	0	0
1600	35	0	35	0	0	0	0	0	0	0	0	0	0	0	0
1700	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	361	18	320	6	1	1	14	0	1	0	0	0	0	0	0
06-22	361	18	320	6	1	1	14	0	1	0	0	0	0	0	0
06-00	361	18	320	6	1	1	14	0	1	0	0	0	0	0	0
00-00	363	18	322	6	1	1	14	0	1	0	0	0	0	0	0

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024		to	10 December 2024			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Average Day															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	21	0	20	0	0	0	0	0	0	0	0	0	0	0	0
0800	120	3	108	2	0	0	6	0	0	0	0	1	0	0	0
0900	22	1	19	0	0	0	1	0	0	0	0	0	0	0	0
1000	8	0	7	0	0	0	0	0	0	0	0	0	0	0	0
1100	7	0	6	0	0	0	1	0	0	0	0	0	0	0	0
1200	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0
1300	7	0	6	0	0	0	0	0	0	0	0	0	0	0	0
1400	10	0	8	0	0	0	1	0	0	0	0	0	0	0	0
1500	24	2	21	0	0	0	0	0	0	0	0	0	0	0	0
1600	17	0	16	0	0	0	0	0	0	0	0	0	0	0	0
1700	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	243	8	220	4	0	0	9	0	1	0	0	1	0	0	0
06-22	244	8	221	4	0	0	9	0	1	0	0	1	0	0	0
06-00	244	8	221	4	0	0	9	0	1	0	0	1	0	0	0
00-00	245	8	221	4	0	0	9	0	1	0	0	1	0	0	0

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024		to	10 December 2024			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Virtual Week															
Mon	294	7	268	2	0	2	11	0	2	0	1	1	0	0	
Tue	363	18	322	6	1	1	14	0	1	0	0	0	0	0	
Wed	414	8	381	6	0	0	14	0	2	1	0	2	0	0	
Thu	326	17	284	8	1	0	13	0	2	0	0	1	0	0	
Fri	310	7	288	4	1	0	9	0	0	0	0	1	0	0	
Sat	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Average															
[-]	341	11	309	5	1	1	12	0	1	0	0	1	0	0	
7 Day Average															
[-]	245	8	221	4	0	0	9	0	1	0	0	1	0	0	
Total Vehicles															
[-]	1713	57	1549	26	3	3	61	0	7	1	1	5	0	0	



SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024		to	10 December 2024			Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
04 December 2024															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	48	1	46	1	0	0	0	0	0	0	0	0	0	0	0
0800	345	3	305	4	0	0	27	0	2	1	0	3	0	0	0
0900	70	1	64	0	0	0	4	0	0	0	0	0	0	0	1
1000	24	0	23	0	0	0	1	0	0	0	0	0	0	0	0
1100	33	1	31	0	0	0	1	0	0	0	0	0	0	0	0
1200	26	2	22	0	0	0	2	0	0	0	0	0	0	0	0
1300	28	0	28	0	0	0	0	0	0	0	0	0	0	0	0
1400	31	1	28	1	0	0	1	0	0	0	0	0	0	0	0
1500	73	1	63	1	0	0	6	0	2	0	0	0	0	0	0
1600	119	0	107	0	0	0	10	0	0	0	0	1	0	0	1
1700	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
1800	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	808	10	726	9	0	0	52	0	4	1	0	4	0	2	2
06-22	809	10	727	9	0	0	52	0	4	1	0	4	0	2	2
06-00	809	10	727	9	0	0	52	0	4	1	0	4	0	2	2
00-00	810	10	727	9	0	0	53	0	4	1	0	4	0	2	2

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024			to	10 December 2024		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO	THREE	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN OR	
			CAR-BASED LGV	GOODS VEHICLES		AXLE, SIX TYRE, RIGID	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
05 December 2024															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	42	0	36	2	0	0	2	0	2	0	0	0	0	0	0
0800	327	4	293	4	0	0	25	0	0	0	0	1	0	0	0
0900	43	2	40	0	0	0	1	0	0	0	0	0	0	0	0
1000	22	4	16	0	0	0	2	0	0	0	0	0	0	0	0
1100	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0
1200	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0
1300	20	0	15	4	0	0	1	0	0	0	0	0	0	0	0
1400	35	1	32	1	1	0	0	0	0	0	0	0	0	0	0
1500	94	9	82	0	0	0	3	0	0	0	0	0	0	0	0
1600	27	1	25	0	0	0	1	0	0	0	0	0	0	0	0
1700	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0
1800	9	1	8	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	661	23	588	11	1	0	35	0	2	0	0	1	0	0	0
06-22	662	23	589	11	1	0	35	0	2	0	0	1	0	0	0
06-00	662	23	589	11	1	0	35	0	2	0	0	1	0	0	0
00-00	664	24	589	12	1	0	35	0	2	0	0	1	0	0	0

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)											
04 December 2024		to	10 December 2024			Direction	Two-Way													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			BUSES	TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID	FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
06 December 2024																				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	291	2	267	1	0	0	0	17	3	0	0	0	0	1	0	0	0	0	0	0
0900	56	1	52	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1000	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	17	0	16	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	14	0	10	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1500	90	6	73	2	1	1	1	6	0	0	0	0	0	1	0	0	0	0	0	0
1600	32	0	30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	7	1	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	596	10	539	7	1	1	1	33	3	0	0	0	0	2	0	0	0	0	0	0
06-22	598	10	541	7	1	1	1	33	3	0	0	0	0	2	0	0	0	0	0	0
06-00	598	10	541	7	1	1	1	33	3	0	0	0	0	2	0	0	0	0	0	0
00-00	599	10	542	7	1	1	1	33	3	0	0	0	0	2	0	0	0	0	0	0

[illegible]

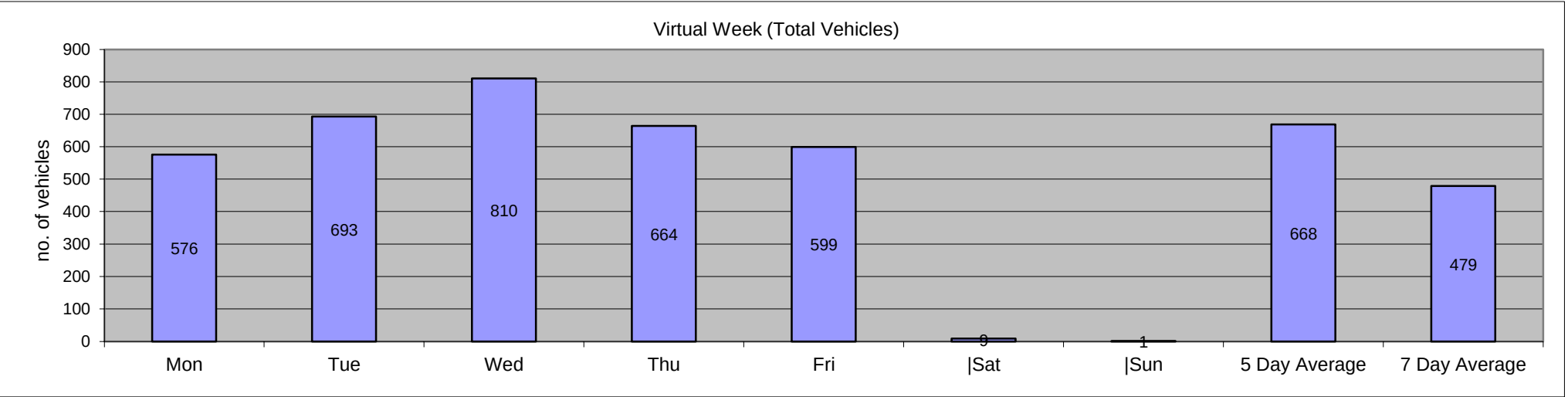
SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)											
04 December 2024		to	10 December 2024			Direction	Two-Way													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			BUSES	TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID	FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
08 December 2024																				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024			to	10 December 2024		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES										FIVE OR LESS			
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
09 December 2024															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0700	25	0	24	0	0	1	0	0	0	0	0	0	0	0	0
0800	316	4	283	1	0	1	18	2	2	0	4	1	0	0	0
0900	62	1	55	1	0	0	2	1	2	0	0	0	0	0	0
1000	24	0	23	0	0	0	1	0	0	0	0	0	0	0	0
1100	21	0	19	0	0	0	2	0	0	0	0	0	0	0	0
1200	10	0	9	0	0	0	1	0	0	0	0	0	0	0	0
1300	18	0	16	0	0	0	2	0	0	0	0	0	0	0	0
1400	16	1	14	0	0	0	1	0	0	0	0	0	0	0	0
1500	53	5	44	0	0	0	2	0	1	0	0	1	0	0	0
1600	4	0	3	0	0	0	1	0	0	0	0	0	0	0	0
1700	15	1	13	0	0	0	1	0	0	0	0	0	0	0	0
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	568	12	507	2	0	2	31	3	5	0	4	2	0	0	0
06-22	573	12	512	2	0	2	31	3	5	0	4	2	0	0	0
06-00	573	12	512	2	0	2	31	3	5	0	4	2	0	0	0
00-00	576	12	515	2	0	2	31	3	5	0	4	2	0	0	0

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024		to	10 December 2024			Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
10 December 2024															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	33	0	32	0	0	0	1	0	0	0	0	0	0	0	0
0800	306	12	263	6	0	0	22	0	3	0	0	0	0	0	0
0900	67	3	54	2	0	0	7	1	0	0	0	0	0	0	0
1000	36	0	34	0	0	0	0	0	1	0	0	0	0	0	1
1100	16	0	14	0	0	0	2	0	0	0	0	0	0	0	0
1200	12	1	11	0	0	0	0	0	0	0	0	0	0	0	0
1300	37	1	33	1	0	0	2	0	0	0	0	0	0	0	0
1400	17	0	14	0	1	1	1	0	0	0	0	0	0	0	0
1500	73	2	66	1	0	0	3	0	0	1	0	0	0	0	0
1600	81	0	75	0	0	0	3	1	2	0	0	0	0	0	0
1700	6	1	4	0	0	0	0	0	1	0	0	0	0	0	0
1800	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	690	20	606	10	1	1	41	2	7	1	0	0	0	0	1
06-22	690	20	606	10	1	1	41	2	7	1	0	0	0	0	1
06-00	690	20	606	10	1	1	41	2	7	1	0	0	0	0	1
00-00	693	20	609	10	1	1	41	2	7	1	0	0	0	0	1

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024			to	10 December 2024		Direction	Two-Way								
						FIVE OR LESS									
						TWO		FOUR OR		FOUR OR		SIX OR		FIVE OR LESS	
						AXLE, SIX		MORE		LESS		MORE		AXLE	
						TYRE, RIGID		AXLE RIGID		AXLE ARTIC		AXLE ARTIC		MULTI-TRAILER ARTIC	
						RIGID		RIGID		FIVE		SIX		SEVEN OR MORE	
						RIGID		RIGID		AXLE		AXLE		AXLE	
						RIGID		RIGID		ARTIC		ARTIC		ARTIC	
Average Day															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	28	0	27	0	0	0	0	0	0	0	0	0	0	0	0
0800	226	4	202	2	0	0	16	1	1	0	1	1	0	0	0
0900	43	1	38	0	0	0	3	0	0	0	0	0	0	0	0
1000	17	1	16	0	0	0	1	0	0	0	0	0	0	0	0
1100	15	0	14	0	0	0	1	0	0	0	0	0	0	0	0
1200	11	0	10	0	0	0	0	0	0	0	0	0	0	0	0
1300	17	0	15	1	0	0	1	0	0	0	0	0	0	0	0
1400	16	0	14	1	0	0	1	0	0	0	0	0	0	0	0
1500	56	3	48	1	0	0	3	0	0	0	0	0	0	0	0
1600	38	0	34	0	0	0	2	0	0	0	0	0	0	0	0
1700	6	1	4	0	0	0	1	0	0	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	476	11	425	6	0	1	28	1	3	0	1	1	0	0	0
06-22	477	11	426	6	0	1	28	1	3	0	1	1	0	0	0
06-00	477	11	426	6	0	1	28	1	3	0	1	1	0	0	0
00-00	479	11	427	6	0	1	28	1	3	0	1	1	0	0	0

SS1675 Merthyr						Site	1	Location	School Access Road (51.747140, -3.366196)						
04 December 2024		to	10 December 2024			Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Virtual Week															
Mon	576	12	515	2	0	2	31	3	5	0	4	2	0	0	
Tue	693	20	609	10	1	1	41	2	7	1	0	0	0	1	
Wed	810	10	727	9	0	0	53	0	4	1	0	4	0	2	
Thu	664	24	589	12	1	0	35	0	2	0	0	1	0	0	
Fri	599	10	542	7	1	1	33	3	0	0	0	2	0	0	
Sat	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
Sun	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
5 Day Average															
[--]	668	15	596	8	1	1	39	2	4	0	1	2	0	1	
7 Day Average															
[--]	479	11	427	6	0	1	28	1	3	0	1	1	0	0	
Total Vehicles															
[--]	3352	76	2991	40	3	4	194	8	18	2	4	9	0	3	



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	bus	2	>20.0				
	bus	3	>19.0				
5	single unit truck - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

Appendix B



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

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

Survey Overview

Job No'/Job Name	SS1675 Ysgol Gymraeg Santes, Merthyr
Date	4th December 2024
Time	0700 - 1000 & 1400 - 1800
Survey Type	
Weather Conditions	

Overview Map



Comments



SS1675 Ysgol Gymraeg Santes, Merthyr
4th December 2024
0700 - 1000 & 1400 - 1800
Site ?



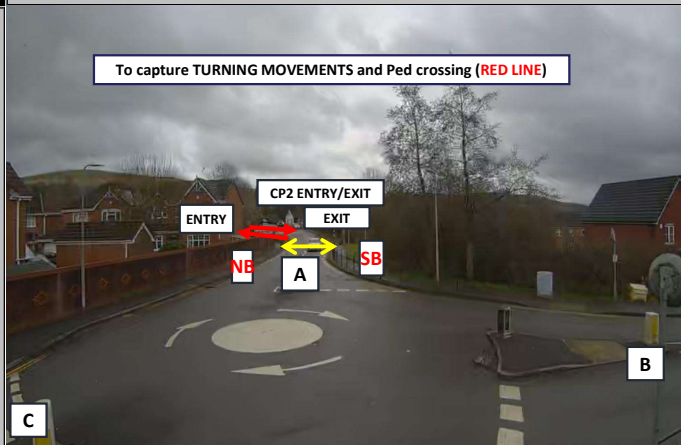
SS1675 Ysgol Gymraeg Santes, Merthyr
4th December 2024
0700 - 1000 & 1400 - 1800
Site ?

Site 1

Overview



Streetview

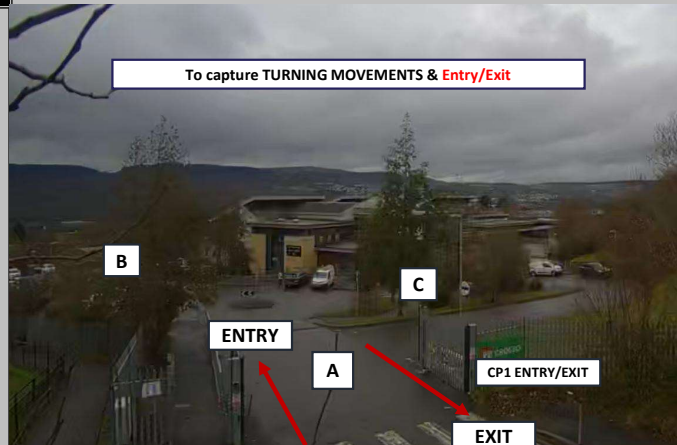


Site 2

Overview



Streetview



1430-1445	14	2	0	0	0	0	0	16
1445-1500	23	0	0	0	0	0	0	23
Hourly Total	51	3	0	0	0	0	0	54
1500-1515	39	1	0	0	0	0	0	40
1515-1530	11	1	0	0	0	0	0	12
1530-1545	11	1	0	0	0	0	0	12
1545-1600	11	1	0	0	0	0	0	12
Hourly Total	72	4	0	0	0	0	0	76
1600-1615	13	0	0	0	0	0	0	13
1615-1630	15	0	0	0	0	0	0	15
1630-1645	9	0	0	0	0	0	0	9
1645-1700	11	0	0	0	0	0	0	11
Hourly Total	48	0	0	0	0	0	0	48
1700-1715	11	2	1	0	0	0	0	14
1715-1730	13	0	0	0	0	0	0	13
1730-1745	9	2	0	0	0	0	0	11
1745-1800	14	1	0	0	0	0	0	15
Hourly Total	47	5	1	0	0	0	0	53

4 Hour Totals (pm)	218	12	1	0	0	0	0	231
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Day Total	374	24	1	0	2	0	0	401
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Origin - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	5	1	1	0	0	0	0	7
0715-0730	9	1	0	0	0	0	0	10
0730-0745	11	1	0	0	1	0	0	13
0745-0800	24	1	0	0	0	0	0	25
Hourly Total	49	4	1	0	1	0	0	55
0800-0815	48	2	0	0	0	0	0	50
0815-0830	54	3	0	0	1	0	0	58
0830-0845	23	2	0	0	0	0	0	25
0845-0900	31	1	0	0	1	0	0	33
Hourly Total	156	8	0	0	2	0	0	166
0900-0915	25	0	0	0	0	0	0	25
0915-0930	14	2	1	0	0	0	0	17
0930-0945	18	1	0	0	0	0	0	19
0945-1000	11	0	0	0	0	0	0	11
Hourly Total	68	3	1	0	0	0	0	72

3 Hour Totals (am)	273	15	2	0	3	0	0	293
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1400-1415	15	4	0	0	0	0	0	19
1415-1430	10	3	1	0	1	0	0	15
1430-1445	23	0	0	0	0	0	0	23
1445-1500	23	4	0	0	0	0	0	27
Hourly Total	71	11	1	0	1	0	0	84
1500-1515	32	4	1	0	0	0	0	37
1515-1530	28	3	0	0	3	0	0	34
1530-1545	33	2	2	0	1	0	0	38
1545-1600	24	2	0	0	1	0	0	27
Hourly Total	117	11	3	0	5	0	0	136
1600-1615	33	0	0	0	0	0	0	33
1615-1630	30	1	0	0	1	0	0	32
1630-1645	34	2	0	0	0	0	0	36
1645-1700	27	3	0	0	0	0	0	30
Hourly Total	124	6	0	0	1	0	0	131
1700-1715	23	1	0	0	0	0	0	24
1715-1730	17	0	0	0	1	0	0	18
1730-1745	27	1	0	0	0	0	0	28
1745-1800	22	3	0	0	0	0	0	25
Hourly Total	89	5	0	0	1	0	0	95

3 Hour Totals (pm)	401	33	4	0	8	0	0	446
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Day Total	674	48	6	0	11	0	0	739
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Destination - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	7	0	0	0	0	0	0	7
0715-0730	13	0	0	0	0	0	0	13
0730-0745	23	2	0	0	0	0	0	25
0745-0800	19	6	1	0	0	0	0	26
Hourly Total	62	8	1	0	0	0	0	71
0800-0815	64	2	0	0	0	1	0	67
0815-0830	61	2	0	0	0	0	0	63
0830-0845	51	3	0	0	1	0	0	55
0845-0900	28	2	0	0	3	0	0	33
Hourly Total	204	9	0	0	4	1	0	218
0900-0915	22	1	0	0	0	0	0	23
0915-0930	12	0	0	0	0	0	0	12
0930-0945	25	1	0	0	0	0	0	26
0945-1000	14	1	0	0	0	0	0	15
Hourly Total	73	3	0	0	0	0	0	76

3 Hour Totals (am)	339	20	1	0	4	1	0	365
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1400-1415	16	1	0	0	0	0	0	17
1415-1430	12	3	1	0	0	0	0	16
1430-1445	18	2	0	0	0	0	0	20
1445-1500	31	0	0	0	0	0	0	31
Hourly Total	77	6	1	0	0	0	0	84
1500-1515	44	1	0	0	0	0	0	45
1515-1530	17	2	0	0	0	0	0	19
1530-1545	35	1	0	0	1	0	0	37
1545-1600	23	1	1	0	0	0	0	25
Hourly Total	119	5	1	0	1	0	0	126
1600-1615	23	0	0	0	0	0	0	23
1615-1630	25	1	0	0	0	0	0	26
1630-1645	32	0	0	0	0	0	0	32
1645-1700	17	2	0	0	0	0	0	19
Hourly Total	97	3	0	0	0	0	0	100
1700-1715	17	2	1	0	0	0	0	20
1715-1730	21	1	0	0	0	0	0	22
1730-1745	17	2	0	0	0	0	0	19
1745-1800	19	3	0	0	0	0	0	22
Hourly Total	74	8	1	0	0	0	0	83

3 Hour Totals (pm)	367	22	3	0	1	0	0	393
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Day Total	706	42	4	0	5	1	0	758
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9	1	0	0	0	0	0	0	10
12	0	0	0	0	0	0	0	12
30	2	0	0	0	0	0	0	32
10	2	0	0	0	0	0	0	12
19	0	0	0	0	0	0	0	19
6	2	0	0	1	0	0	0	9
7	0	0	0	0	0	0	0	7
42	4	0	0	1	0	0	0	47
9	2	0	0	0	0	0	0	11
25	2	0	0	0	0	0	0	27
12	1	0	0	0	0	0	0	13
6	0	0	0	0	0	0	0	6
52	5	0	0	0	0	0	0	57
8	2	0	0	0	0	0	0	10
10	2	0	0	0	0	0	0	12
10	0	0	0	0	0	0	0	10
9	1	0	0	0	0	0	0	10
37	5	0	0	0	0	0	0	42

161	16	0	0	1	0	0	0	178
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329	23	1	0	4	0	0	0	357
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Origin - Arm B								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
7	0	0	0	0	0	0	0	7
10	0	0	0	0	0	0	0	10
15	3	0	0	0	0	0	0	18
23	3	1	0	0	0	0	0	27
55	6	1	0	0	0	0	0	62
79	0	0	0	0	0	1	0	80
65	2	0	0	0	0	0	0	67
33	1	0	0	0	0	0	0	34
34	3	0	0	4	0	0	0	41
211	6	0	0	4	1	0	0	222
39	0	0	0	0	0	0	0	39
14	2	0	0	0	0	0	0	16
10	0	1	0	0	0	0	0	11
9	1	0	0	0	0	0	0	10
72	3	1	0	0	0	0	0	76

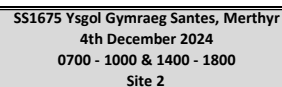
338	15	2	0	4	1	0	0	360
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16	1	0	0	0	0	0	0	17
9	3	1	0	0	0	0	0	13
9	2	0	0	0	0	0	0	11
15	1	0	0	0	0	0	0	16
49	7	1	0	0	0	0	0	57
13	0	0	0	0	0	0	0	13
8	1	0	0	0	0	0	0	9
61	1	0	0	4	0	0	0	66
18	1	1	0	0	0	0	0	20
100	3	1	0	4	0	0	0	108
22	0	0	0	0	0	0	0	22
17	3	0	0	0	0	0	0	20
66	2	0	0	0	0	0	0	68
14	3	0	0	0	0	0	0	17
119	8	0	0	0	0	0	0	127
12	0	0	0	0	0	0	0	12
14	1	0	0	0	0	0	0	15
18	0	0	0	0	0	0	0	18
10	2	0	0	0	0	0	0	12
54	3	0	0	0	0	0	0	57

322	21	2	0	4	0	0	0	349
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660	36	4	0	8	1	0	0	709
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Destination - Arm B								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
8	7	0	0	0	0	0	0	9
3	1	0	0	0	0	0	0	4
12	0	0	0	0	0	0	0	12
32	1	1	0	0	0	0	0	34
55	3	1	0	0	0	0	0	59
59	0	0	0	0	0	0	0	59
55	3	0	0	0	0	0	0	58
31	1	0	0	2	0	0	0	34
49	0	0	0	2	0	0	0	51
194	4	0	0	4	0	0	0	202
26	0	0	0	0	0	0	0	26
15	1	1	0	0	0	0	0	17
24	2	0	0	0	0	0	0	26
14	1	0	0	0	0	0	0	15
79	4	1	0	0	0	0	0	84



Arm	Total
1	1
3	19
24	65
49	16
22	152
19	7
6	6
6	38

214

3
2
1
6
12
7
3
7
3
20
10
29
6
1
46
0
1
1
0
2

80294

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Day Total	125	2	2	0	0	0	0	129
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0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0
---	---	---	---	---	---	---	---

129

Arm Total
0
0
0
1
1

17
12
2
5
36
11
0
0
1
12

49

3
1
0
2
6
1
0
8
1
10
0
0
14
0
14
1
0
1
0
2

3281

Arm Total
1
1
3
22
27
104
79
23
31
237
37

0915-0930	6	0	1	0	0	0	0	7
0930-0945	5	1	0	0	0	0	0	6
0945-1000	6	0	0	0	0	0	0	6
Hourly Total	36	1	1	0	0	0	0	38

1	0	0	0	0	0	0	0	1
1	0	1	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0
9	0	1	0	0	0	0	0	10

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	0	1
12	0	0	0	0	0	0	0	12

8
8
7
60

3 Hour Totals (am)	205	3	2	0	4	0	0	214
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58	1	2	0	0	0	0	0	61
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45	0	0	0	4	0	0	49
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324

1400-1415	3	0	0	0	0	0	0	3
1415-1430	1	1	0	0	0	0	0	2
1430-1445	1	0	0	0	0	0	0	1
1445-1500	6	0	0	0	0	0	0	6
Hourly Total	11	1	0	0	0	0	0	12
1500-1515	7	0	0	0	0	0	0	7
1515-1530	1	0	0	0	2	0	0	3
1530-1545	5	0	0	0	2	0	0	7
1545-1600	3	0	0	0	0	0	0	3
Hourly Total	16	0	0	0	4	0	0	20
1600-1615	10	0	0	0	0	0	0	10
1615-1630	28	1	0	0	0	0	0	29
1630-1645	6	0	0	0	0	0	0	6
1645-1700	1	0	0	0	0	0	0	1
Hourly Total	45	1	0	0	0	0	0	46
1700-1715	0	0	0	0	0	0	0	0
1715-1730	1	0	0	0	0	0	0	1
1730-1745	1	0	0	0	0	0	0	1
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	2

4	0	0	0	0	0	0	0	4
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	5
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	13
9	0	0	0	0	0	0	0	9
22	1	0	0	0	0	0	0	23
4	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	2
28	0	0	0	0	0	0	0	28
4	0	0	0	0	0	0	0	4
38	0	0	0	0	0	0	0	38
2	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	0	0	0	0	0
2	0	0	0	0	0	0	0	2

3	0	0	0	0	0	0	0	3
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	6
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
4	0	0	0	4	0	0	0	8
1	0	0	0	0	0	0	0	1
6	0	0	0	4	0	0	0	10
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
13	1	0	0	0	0	0	0	14
0	0	0	0	0	0	0	0	0
13	1	0	0	0	0	0	0	14
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	2

10
3
2
8
23
9
3
28
13
53
14
31
48
5
98
3
1
2
0
6

3 Hour Totals (pm)	74	2	0	0	4	0	0	80
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67	1	0	0	0	0	0	0	68
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27	1	0	0	4	0	0	32
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180

Day Total	279	5	2	0	8	0	0	294
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125	2	2	0	0	0	0	0	129
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72	1	0	0	8	0	0	81
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504

	Destination - 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	1	0	0	0	0	0	1
0745-0800	1	1	1	0	0	0	0	3
Hourly Total	1	2	1	0	0	0	0	4
0800-0815	59	0	0	0	0	0	0	59
0815-0830	45	0	0	0	0	0	0	45
0830-0845	12	0	0	0	1	0	0	13
0845-0900	13	0	0	0	3	0	0	16
Hourly Total	129	0	0	0	4	0	0	133
0900-0915	20	0	0	0	0	0	0	20
0915-0930	1	0	0	0	0	0	0	1
0930-0945	3	0	1	0	0	0	0	4
0945-1000	1	0	0	0	0	0	0	1
Hourly Total	25	0	1	0	0	0	0	26

Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
11	1	1	0	0	0	0	13
14	1	1	0	0	0	0	16
33	0	0	0	0	0	0	33
25	0	0	0	0	0	0	25
8	0	0	0	0	0	0	8
10	0	0	0	0	0	0	10
76	0	0	0	0	0	0	76
11	0	0	0	0	0	0	11
6	0	1	0	0	0	0	7
1	1	0	0	0	0	0	2
2	0	0	0	0	0	0	2
20	1	1	0	0	0	0	22

Destination - Arm C							
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
6	0	0	0	0	0	0	6
7	0	0	0	0	0	0	7
12	0	0	0	0	0	0	12
9	0	0	0	0	0	0	9
0	0	0	0	2	0	0	2
3	0	0	0	2	0	0	5
24	0	0	0	4	0	0	28
6	0	0	0	0	0	0	6
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	4
12	0	0	0	0	0	0	12

Arm Total
1
1
3
22
27
104
79
23
31
237
37
8
8
7
60

3 Hour Totals (am)	155	2	2	0	4	0	0	163
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1400-1415	8	0	0	0	0	0	0	8
1415-1430	1	1	0	0	0	0	0	2
1430-1445	1	0	0	0	0	0	0	1
1445-1500	3	0	0	0	0	0	0	3
Hourly Total	13	1	0	0	0	0	0	14
1500-1515	5	0	0	0	0	0	0	5
1515-1530	0	0	0	0	0	0	0	0
1530-1545	20	1	0	0	4	0	0	25
1545-1600	10	0	0	0	0	0	0	10
Hourly Total	35	1	0	0	4	0	0	40
1600-1615	4	0	0	0	0	0	0	4
1615-1630	3	0	0	0	0	0	0	3
1630-1645	46	1	0	0	0	0	0	47
1645-1700	4	0	0	0	0	0	0	4
Hourly Total	57	1	0	0	0	0	0	58
1700-1715	3	0	0	0	0	0	0	3
1715-1730	0	0	0	0	0	0	0	0
1730-1745	2	0	0	0	0	0	0	2
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	5	0	0	0	0	0	0	5

3 Hour Totals (pm)	110	3	0	0	4	0	0	117
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Day Total	265	5	2	0	8	0	0	280
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110	2	2	0	0	0	0	114
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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	0	1
3	0	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	3
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	6
9	0	0	0	0	0	0	0	9
16	1	0	0	0	0	0	0	17
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
26	1	0	0	0	0	0	0	27
0	0	0	0	0	0	0	0	0
1	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
1	0	0	0	0	0	0	0	1

37	1	0	0	0	0	0	38
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147	3	2	0	0	0	0	152
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43	0	0	0	4	0	0	47
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2	0	0	0	0	0	0	2
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
5	0	0	0	0	0	0	5
1	0	0	0	0	0	0	1
0	0	0	0	2	0	0	2
1	0	0	0	2	0	0	3
1	0	0	0	0	0	0	1
3	0	0	0	4	0	0	7
1	0	0	0	0	0	0	1
11	0	0	0	0	0	0	11
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
13	0	0	0	0	0	0	13
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

21	0	0	0	4	0	0	25
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64	0	0	0	8	0	0	72
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324

10
3
2
8
23
9
3
28
13
53
14
31
48
5
98
3
1
2
0
6

180

504

Appendix C

	Northbound					
	Adult	Child	OAP	Mobility	Pcl	Total
0700-0715	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0
0730-0745	1	0	0	0	0	1
0745-0800	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	1
0800-0815	3	0	0	0	0	3
0815-0830	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0
0845-0900	10	0	0	0	0	10
Hourly Total	13	0	0	0	0	13
0900-0915	9	0	0	0	0	9
0915-0930	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0
0945-1000	1	0	0	0	0	1
Hourly Total	10	0	0	0	0	10

3 Hour Totals (am)	24	0	0	0	0	24
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1400-1415	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0
1430-1445	2	0	0	0	0	2
1445-1500	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	2
1500-1515	4	7	0	0	0	11
1515-1530	2	3	0	0	0	5
1530-1545	40	38	0	0	0	78
1545-1600	2	0	0	0	0	2
Hourly Total	48	48	0	0	0	96
1600-1615	0	0	0	0	0	0
1615-1630	1	0	0	0	0	1
1630-1645	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	1
1700-1715	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0
1730-1745	2	0	0	0	0	2
1745-1800	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	2

4 Hour Totals (pm)	53	48	0	0	0	101
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Day Total	77	48	0	0	0	125
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	Southbound					
	Adult	Child	OAP	Mobility	Pcl	Total
0700-0715	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0
0730-0745	1	0	0	0	0	1
0745-0800	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	1
0800-0815	2	0	0	0	0	2
0815-0830	1	0	0	0	0	1
0830-0845	2	2	0	0	0	4
0845-0900	20	15	0	0	0	35
Hourly Total	25	17	0	0	0	42
0900-0915	0	0	0	0	0	0
0915-0930	8	0	0	0	0	8
0930-0945	13	0	0	0	0	13
0945-1000	20	1	0	0	0	21
Hourly Total	41	1	0	0	0	42

3 Hour Totals (am)	67	18	0	0	0	85
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1400-1415	2	1	0	0	0	3
1415-1430	0	0	0	0	0	0
1430-1445	1	0	0	0	0	1
1445-1500	2	0	0	0	0	2
Hourly Total	5	1	0	0	0	6
1500-1515	10	2	0	0	0	12
1515-1530	32	2	0	0	0	34
1530-1545	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0
Hourly Total	42	4	0	0	0	46
1600-1615	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0

4 Hour Totals (pm)	47	5	0	0	0	52
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Day Total	114	23	0	0	0	137
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Appendix D

	Entry							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	1	0	0	0	0	0	0	1
0715-0730	1	1	0	0	0	0	0	2
0730-0745	2	0	0	0	0	0	0	2
0745-0800	24	1	1	0	0	0	0	26
Hourly Total	28	2	1	0	0	0	0	31
0800-0815	61	0	0	0	0	0	0	61
0815-0830	52	0	0	0	0	0	0	52
0830-0845	14	0	0	0	2	0	0	16
0845-0900	19	0	0	0	2	0	0	21
Hourly Total	146	0	0	0	4	0	0	150
0900-0915	18	0	0	0	0	0	0	18
0915-0930	6	0	1	0	0	0	0	7
0930-0945	4	1	0	0	0	0	0	5
0945-1000	6	0	0	0	0	0	0	6
Hourly Total	34	1	1	0	0	0	0	36

3 Hour Totals (am)	208	3	2	0	4	0	0	217
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1400-1415	3	0	0	0	0	0	0	3
1415-1430	1	0	0	0	0	0	0	1
1430-1445	4	0	0	0	0	0	0	4
1445-1500	5	0	0	0	0	0	0	5
Hourly Total	13	0	0	0	0	0	0	13
1500-1515	10	0	0	0	0	0	0	10
1515-1530	2	0	0	0	2	0	0	4
1530-1545	1	0	0	0	2	0	0	3
1545-1600	3	0	0	0	0	0	0	3
Hourly Total	16	0	0	0	4	0	0	20
1600-1615	12	0	0	0	0	0	0	12
1615-1630	29	1	0	0	0	0	0	30
1630-1645	4	0	0	0	0	0	0	4
1645-1700	1	0	0	0	0	0	0	1
Hourly Total	46	1	0	0	0	0	0	47
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)	76	1	0	0	4	0	0	81
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Day Total	284	4	2	0	8	0	0	298
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	Exit							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
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	1	1	1	0	0	0	0	3
1	2	1	0	0	0	0	0	4
61	0	0	0	0	0	0	0	61
48	0	0	0	0	0	0	0	48
13	0	0	0	1	0	0	0	14
11	0	0	0	3	0	0	0	14
133	0	0	0	4	0	0	0	137
20	0	0	0	0	0	0	0	20
1	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	4
1	0	0	0	0	0	0	0	1
25	0	1	0	0	0	0	0	26

159	2	2	0	4	0	0	0	167
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7	0	0	0	0	0	0	0	7
1	1	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	3
12	1	0	0	0	0	0	0	13
4	0	0	0	0	0	0	0	4
1	0	0	0	0	0	0	0	1
20	1	0	0	4	0	0	0	25
10	0	0	0	0	0	0	0	10
35	1	0	0	4	0	0	0	40
4	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	3
47	1	0	0	0	0	0	0	48
4	0	0	0	0	0	0	0	4
58	1	0	0	0	0	0	0	59
3	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	5

110	3	0	0	4	0	0	0	117
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269	5	2	0	8	0	0	0	284
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	Entry							
	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	1	0	0	0	0	0	0	1
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
0800-0815	0	1	0	0	0	0	0	1
0815-0830	0	1	0	0	0	0	0	1
0830-0845	6	1	0	0	0	0	0	7
0845-0900	8	0	0	0	0	0	0	8
Hourly Total	14	3	0	0	0	0	0	17
0900-0915	0	0	0	0	0	0	0	0
0915-0930	4	0	0	0	0	0	0	4
0930-0945	22	1	0	0	0	0	0	23
0945-1000	4	1	0	0	0	0	0	5
Hourly Total	30	2	0	0	0	0	0	32

3 Hour Totals (am)	45	5	0	0	0	0	0	50
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1400-1415	0	0	0	0	0	0	0	0
1415-1430	1	0	0	0	0	0	0	1
1430-1445	4	0	0	0	0	0	0	4
1445-1500	6	0	0	0	0	0	0	6
Hourly Total	11	0	0	0	0	0	0	11
1500-1515	17	0	0	0	0	0	0	17
1515-1530	12	0	0	0	0	0	0	12
1530-1545	1	0	0	0	0	0	0	1
1545-1600	1	0	0	0	0	0	0	1
Hourly Total	31	0	0	0	0	0	0	31
1600-1615	2	0	0	0	0	0	0	2
1615-1630	1	0	0	0	0	0	0	1
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	3	0	0	0	0	0	0	3
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

4 Hour Totals (pm)	45	0	0	0	0	0	0	45
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Day Total	90	5	0	0	0	0	0	95
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	Exit							
	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	1	0	0	0	0	0	0	1
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
0800-0815	0	1	0	0	0	0	0	1
0815-0830	0	1	0	0	0	0	0	1
0830-0845	1	0	0	0	0	0	0	1
0845-0900	3	0	0	0	0	0	0	3
Hourly Total	4	2	0	0	0	0	0	6
0900-0915	8	0	0	0	0	0	0	8
0915-0930	1	1	0	0	0	0	0	2
0930-0945	2	0	0	0	0	0	0	2
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	11	1	0	0	0	0	0	12

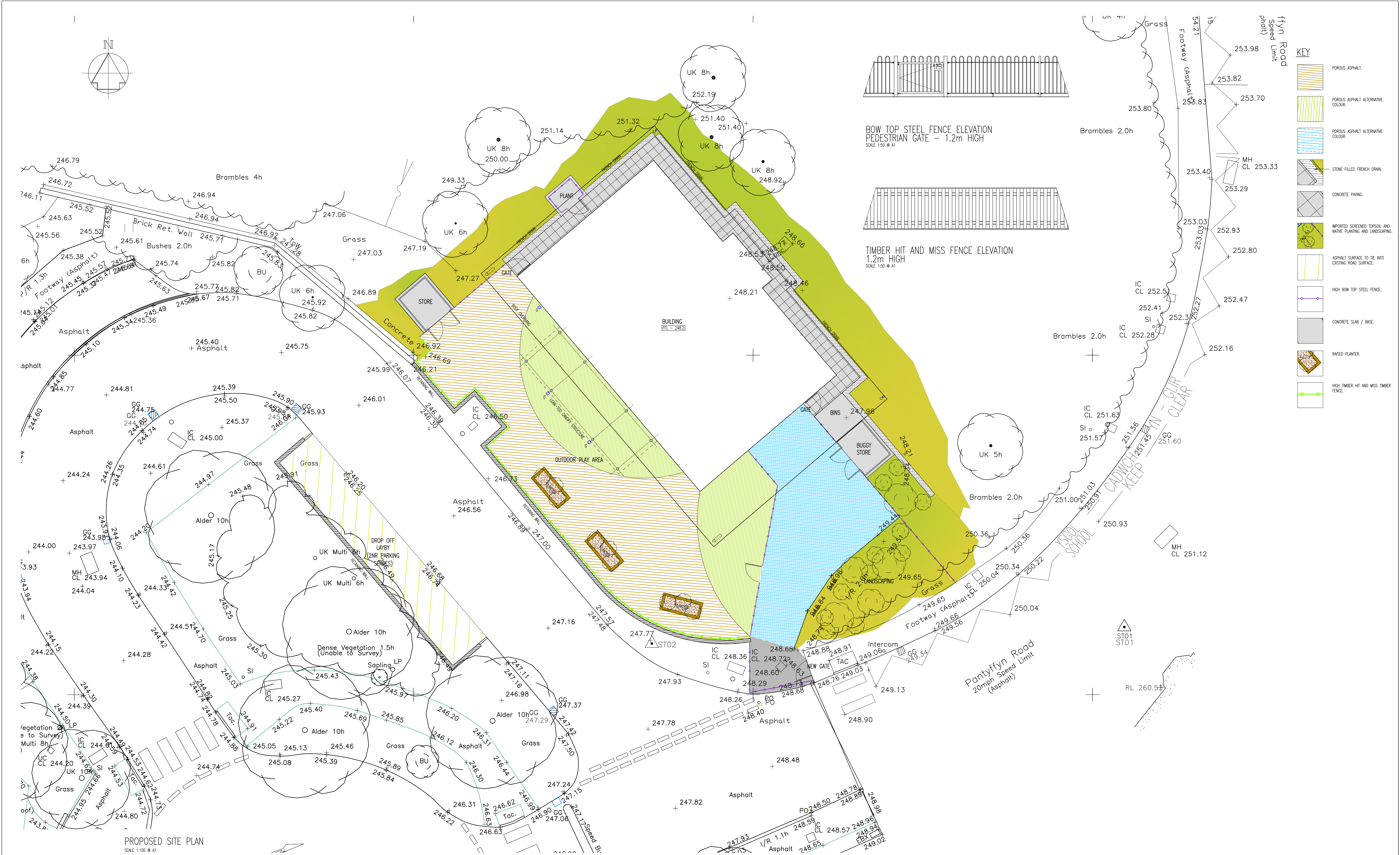
3 Hour Totals (pm)	16	3	0	0	0	0	0	19
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1400-1415	1	1	0	0	0	0	0	2
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	2
1500-1515	1	0	0	0	0	0	0	1
1515-1530	2	0	0	0	0	0	0	2
1530-1545	35	1	0	0	0	0	0	36
1545-1600	2	0	0	0	0	0	0	2
Hourly Total	40	1	0	0	0	0	0	41
1600-1615	3	0	0	0	0	0	0	3
1615-1630	2	0	0	0	0	0	0	2
1630-1645	1	0	0	0	0	0	0	1
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	6	0	0	0	0	0	0	6
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

4 Hour Totals (pm)	47	2	0	0	0	0	0	49
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Day Total	63	5	0	0	0	0	0	68
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Appendix E



Rev: /
Drawing No: A05
Job No: 24.03
Scales: 1:100 @ A1

No. REVISION				No. REVISION			
by	date	by	date	by	date	by	date

NOTES
1 Do not scale from this drawing
2 All dimensions to be checked on site
3 'As built' drawings are prepared, in part, based upon information furnished by others. While this information is believed to be reliable, James & Nicholas LLP assume no responsibility for the accuracy of 'As built' drawings or for any errors or omissions that may have been incorporated into them as a result of incorrect information provided to us by others. Those relying on an 'As built' drawing are advised to obtain independent verification of its accuracy.

STAGE APPROVAL

REFER ALSO TO THE FOLLOWING:
Drawings:

Bending Schedules:

CLIENT


MERTHYR TYDFIL
County Borough Council
Cyngor Bwrdeistref Sirol
MERTHYR TYDFUL

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Job title	by	date
NEW SCHOOL BUILDING (PROPOSED FLYING START), YSGOL SANTES TUDFUL, MERTHYR TYDFIL, MTCBC	AP	30.10.2024
	AP	30.10.2024
	JEN	30.10.2024

Drawing title	Job No:	Drawing No:	Rev:
PROPOSED SITE PLAN	24.03	A05	/

scales: 1:100 @ A1

Appendix F

Drawing Title

Swept path analysis
Rigid bus

Job No

T24.158

Job Title

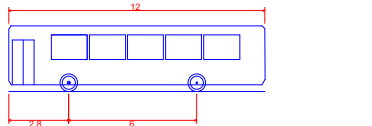
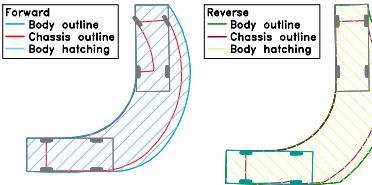
Ysgol Sant Tudful, Merthyr

Client

James & Nicholas LLP &
Merthyr Tydfil Council

Scale	4:1
Designed by	KEW
Drawn by	KEW
Approved by	WD
Date 1st issued	10/12/24
Document ref. no	T24.158.CAD.D1
Revision no	-

Revision History			
Rev	Date	Amendment	Editor



'Standard' Rigid Bus

Overall Length12.000m

Overall Width2.550m

Overall Body Height3.069m

Min Body Ground Clearance0.309m

Track Width2.350m

Lock to lock time4.00s

Wall to Wall Turning Radius10.771m

