

acstro

Transport Assessment

**Clydach Vale ALN School
Cambrian Park
Tonypandy**

October 2024

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Revision History

A	24 th September 2024	First Issue
B	2 nd October 2024	Revised School Capacity

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1 Introduction

1.1 Acstro has been appointed to prepare a Transport Assessment to support a planning application for the construction of a new additional learning needs (ALN) school for 3 to 19 year olds at the site of the former Pavilions Council Offices, Cambrian Park, Tonypanydy. The general location of the site is shown in Figure 1.

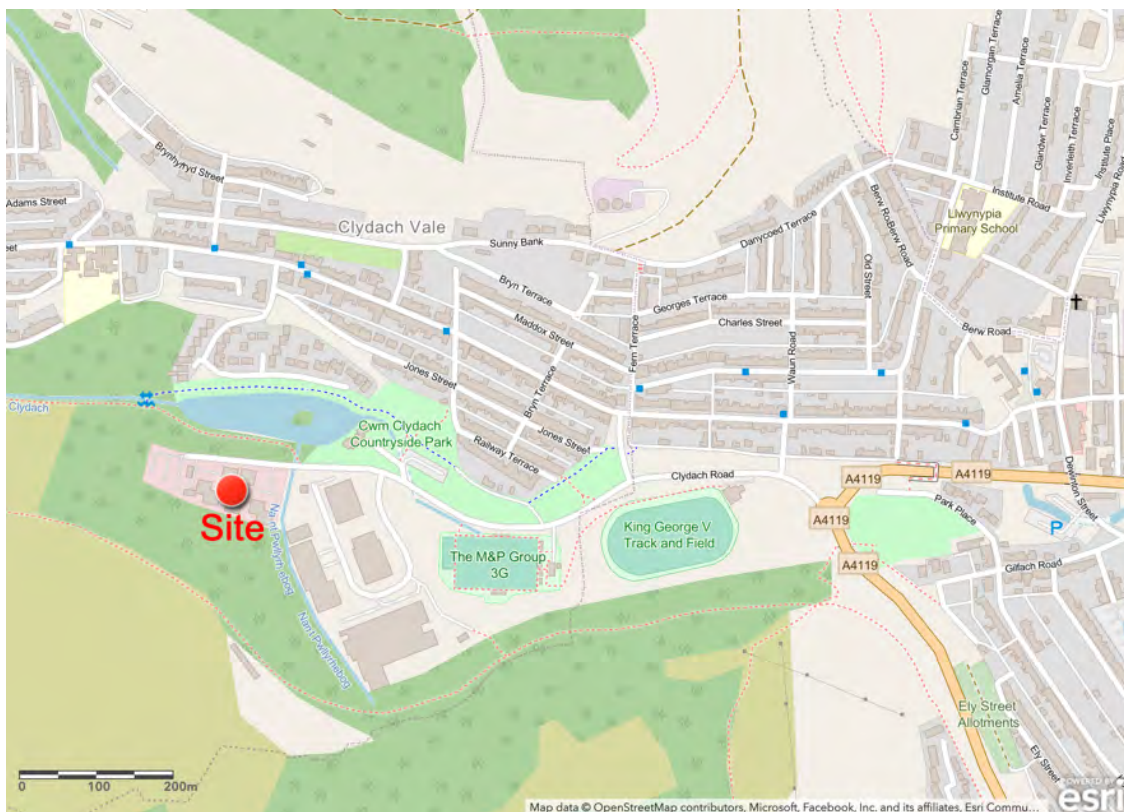


Figure 1 Location Plan

1.2 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site. The structure of the Transport Statement is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
- Section 3 describes the application site and its current use;
- Section 4 describes the transport network that serves the site;
- Section 5 describes the proposed development and its access arrangements; and
- Section 6 provides a summary and conclusion.

2 Policy Context

[Future Wales - The National Plan 2040](#)

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.

- 2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

[Planning Policy Wales \(12th Edition\)](#)

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

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

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

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

[TAN18 Transportation](#)

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

- managing parking provision;
 - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - encouraging the location of development near other related uses to encourage multi-purpose trips; and
 - ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.16 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).
- [The Active Travel \(Wales\) Act 2013](#)
- 2.17 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.
- 2.18 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:
- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
 - **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.
- 2.19 An extract from the ATNM is provided below and shows that the application site is connected to a proposed future walking and cycling route (RCT-INM-S10)



Figure 2 Extract from Council’s Active Travel Network Map

[Rhondda Cynon Taf Local Development Plan 2006 to 2021](#)

- 2.20 In terms of accessibility and transport issues, policy AW2 requires that new development, amongst other things, has good access to key services and facilities. Policy AW5 requires that new development be accessible by a range of sustainable forms of transport, that dependency on the car is reduced, that safe access to the highway network is provided and that the development traffic can be accommodated without problems and that car parking provision accords with the Council’s Supplementary Planning guidance (SPG).
- 2.21 Policy AW6 also requires that new development has a high level of connectivity and accessibility to existing centres by a wide range of sustainable transport modes.

[Rhondda Cynon Taf Supplementary Planning Guidance – Access Circulation & Parking \(2011\)](#)

2.22 This supplementary planning guidance (SPG) sets out guidance on access, circulation and parking in the planning process. Levels of parking provision recommended for new development vary depending on the development’s location. The application site is in a zone 3 (suburban or near urban) location and the corresponding recommendations for school developments are as follows:

	Operational Parking	Non-Operational Car Parking	Long-Stay Cycle Parking	Short-Stay Cycle Parking
Primary School	1 Commercial Vehicle Space	2 spaces per classroom & 3 visitor spaces	1 stand per 5 staff and 1 stand per 20 children	1 stand per 100 children
Secondary School	1 Commercial Vehicle Space	1.5 spaces per classroom, 1 space per 20 students of age 17 and 3 visitor spaces. Bus parking as required	1 stand per 5 staff and 1 stand per 6 students of age 17 and above	1 stand per 100 children

Table 1 Parking Standard Recommendations

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

3 The Site

- 3.1 The application site is located on Cambrian Park in Clydach Vale, Tonypany. The site comprises of five office buildings with associated parking to the West. The offices previously accommodated RCT Council but have been vacant since 2023.
- 3.2 The Pavilions offices provide a total floor area of 2,660m² and acted as the Council's civic headquarters. The Pavilions was the site of the Council's Chamber and also accommodated staff from the Council's Member Services, Legal Services and Community & Welsh Language Services. Some 120 staff were based at the Pavilions in 2019.
- 3.3 An estimate of the likely volume of traffic movements generated by the former use of the offices has been undertaken by reference to the TRICS trip rate database. The database contains data from over 8,000 traffic surveys undertaken after various types of development across the UK and Ireland and is the industry standard source of evidence for calculating traffic generation.
- 3.4 Amongst the sample of surveys contained within the database is one from another council offices site that is considered to compare closely with the application site. A survey of Broadlands District Council offices on Yarmouth Road, Norwich was undertaken in September 2022. These offices are in an edge of town location and accommodate approximately 100 employees, similar to the Pavilions edge of town location where 120 people were employed.
- 3.5 Full details of the survey are included in Appendix 1 and summarised in the table below. The survey recorded 274 daily vehicles movements with 45 and 51 movements recorded in the morning and evening peaks respectively. There were 17 movements recorded between 1500 and 1600 which coincides with the anticipated Afternoon peak period for the proposed school.

Appendix 1 TRICS Traffic Survey – Council Offices

Time Period	Arrivals	Departures	Total
0800-0900	44	1	45
1500-1600	5	12	17
1700-1800	0	51	51
Daily Total	137	137	274

Table 2 Broadlands District Council Offices Traffic Survey

























4 Transport Links

4.1 This section describes the pedestrian, cycle, public transport and highway networks that serve the site. Details are also provided of the site’s existing traffic generation. The site is shown in context in Appendix 2.

Appendix 2 Site Context

Active Travel

4.2 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government’s *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.

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




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

Figure 3 Typical Distance Range for Active Travel

(Source: Active Travel Guidance Table 4.1)

4.3 Figure 4 shows the areas within a 2 mile walk or 5 mile cycle trip of the application; the areas where it may be possible for trips to the proposed development to be made by active travel modes.

4.4 The proposed school’s catchment is wide reaching, with the majority of pupils living beyond walking or cycling distance. Moreover, many of the pupils attending the school have severe or profound and multiple learning difficulties that limits the number that can commute safely on foot or bike. The majority of pupils will be transported to and from school by bus.

4.5 Nevertheless, it is likely that some staff and visitors; plus a small proportion of pupils; have the capacity to walk or cycle to / from the site.

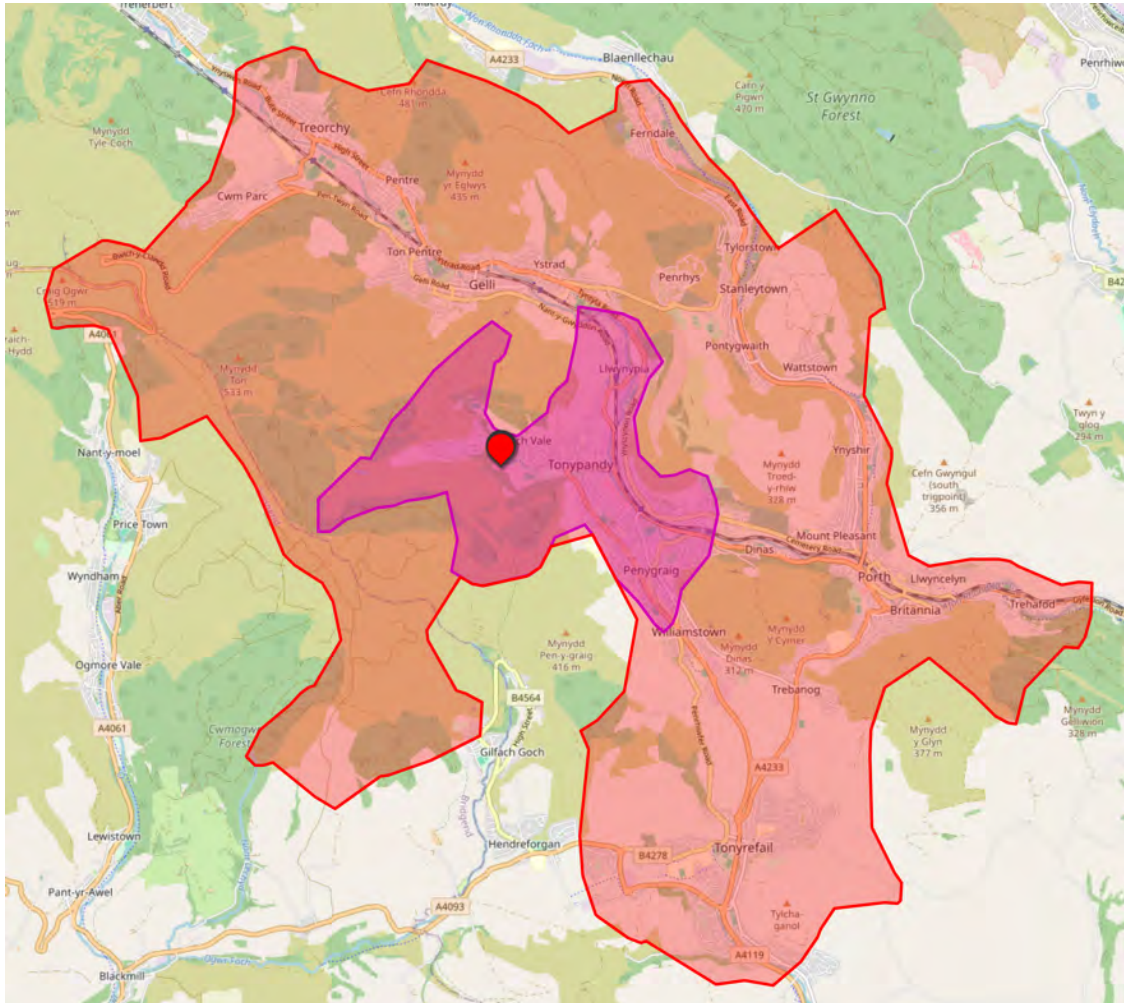


Figure 4 2-Mile Walk & 5-Mile Cycle Catchment

- 4.6 The active travel infrastructure in the area surrounding the site is considered to be good. The unnamed road that provides access to the site has an uninterrupted footway along its northern side that links with Clydach Vale's residential areas. There is also a traffic free pedestrian route that connects this road to North Terrace via the Clydach Lake car park.
- 4.7 Surrounding roads and residential streets have footways on both sides, appropriate levels of lighting infrastructure and acceptable surface quality.
- 4.8 There are no designated cycle routes in the immediate vicinity of the site but the Council's ATNM does show proposals for future walking and cycling route provision that will connect with the site (see 2.19).

Public Transport

4.9 The nearest bus stops to the site are on Clydach Road / Court Street in Clydach Vale (Fern Terrace stops). These are some 600m walk from the site and provide access to the services described in the following table. The frequency of services during the core travel times¹ to and from the proposed school are provided in the table below with the full timetables provided in Appendix 3.

Appendix 3 Bus Timetables

Service	Route	Frequency 07:30-10:00	Frequency 15:00-17:30
173	Clydach Vale – Porth	3 services	2 services
	Porth – Clydach Vale	3 services	2 services
175	Clydach Vale – Porth	1 service	No services
	Porth – Clydach Vale	1 service	No services

Table 3 Broadlands District Council Offices Traffic Survey

- 4.10 It is usual to calculate a development site’s Accessibility Index (AI), an indicator of the accessibility and density of the public transport network that serves a development site. The AI is influenced by the proximity and diversity of the public transport network and the frequency of services at accessible public transport nodes. The greater the number of compliant nodes, services and their proximity to the building, the higher the AI.
- 4.11 In this case the No. 173 provides 5 services and the No. 175 one service during the core hours (5 hour period), resulting in an AI of 0.85.



Figure 5 Accessibility Index Calculation

4.12 Tonypany railway station is located approximately 2km, a 30-minute walk, to the south east of the site and provides access to half-hourly services south to Pontypridd and Cardiff and north to Treherbert.

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

Highway Network

- 4.13 The site is located at the western end of a no-through road. This is an unnamed public highway that also provides access to the Cambrian Industrial Estate, Clydach Vale Country Park, Cambrian United FC's football ground an athletics track and the rears of some Railway Terrace properties.
- 4.14 The unnamed road has a 7.3m wide carriageway with a continual footway along its northern side. To the west of the Cambrian Industrial Estate access there is also a footway provided along the southern side.
- 4.15 The existing public highway extends into the application site and it is proposed that the status of the road as a public highway will be extinguished in order that the school site can be made secure. The extinguishing the public highway rights will be subject to its own statutory process.
- 4.16 Towards the eastern end of the unnamed road are two streets that link it to Court Street.
- 4.17 The unnamed road is accessed at its eastern end from the A4119 at a three armed roundabout. The A4119 provides a link to Tonyrefail, Llantrisant, Talbot Green and junction 34 of the M4 to the south. To the east of the roundabout the A4119 links with the A4058 that connects with Treorchy to the north and Porth and Pontypridd to the south.
- 4.18 Traffic surveys were undertaken at the A4119 roundabout that provides access to the site and the main connecting street between the unnamed road and Court Street. The detailed survey results are included in Appendix 4. The figure below shows observed traffic flows during the proposed school's peak traffic hours. The surveys occurred after the Council had vacated the Pavilions site and therefore the traffic surveys did not capture the traffic generated by the former and permitted use of the site.

Appendix 4 Traffic Surveys

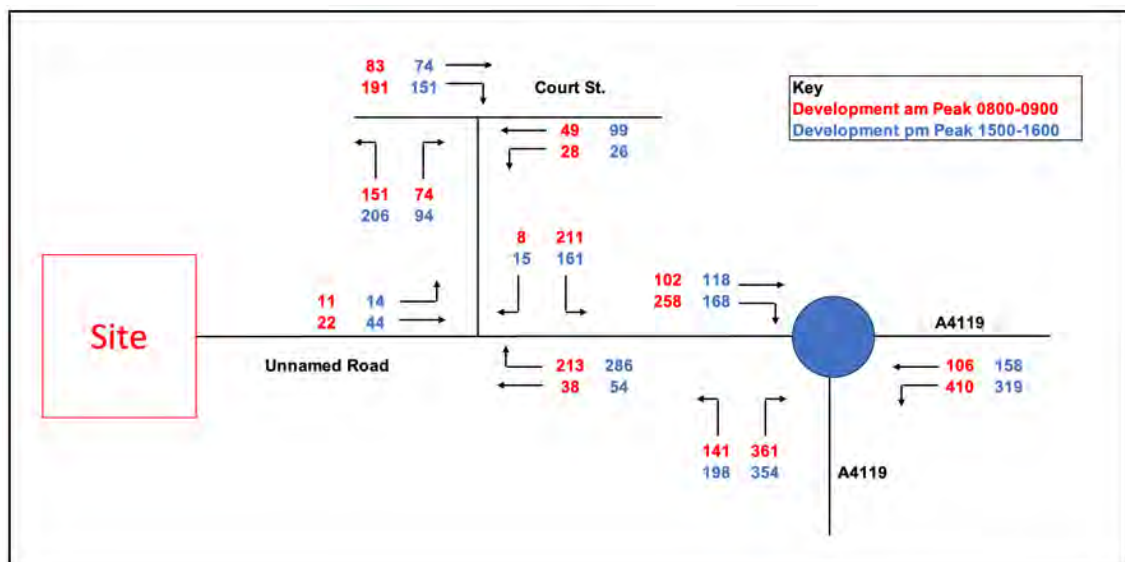


Figure 6 Observed Peak Hour Flows

- 4.19 A review of injury collision records for the highway network serving the site has been undertaken for latest five-year period for which data is available (2018 – 2022 inclusive). There are three incidents recorded on the approaches to the A4119 roundabout to the east of the site. Each is on a different approach and the absence of clustering of accidents indicates that the highway network operates safely.

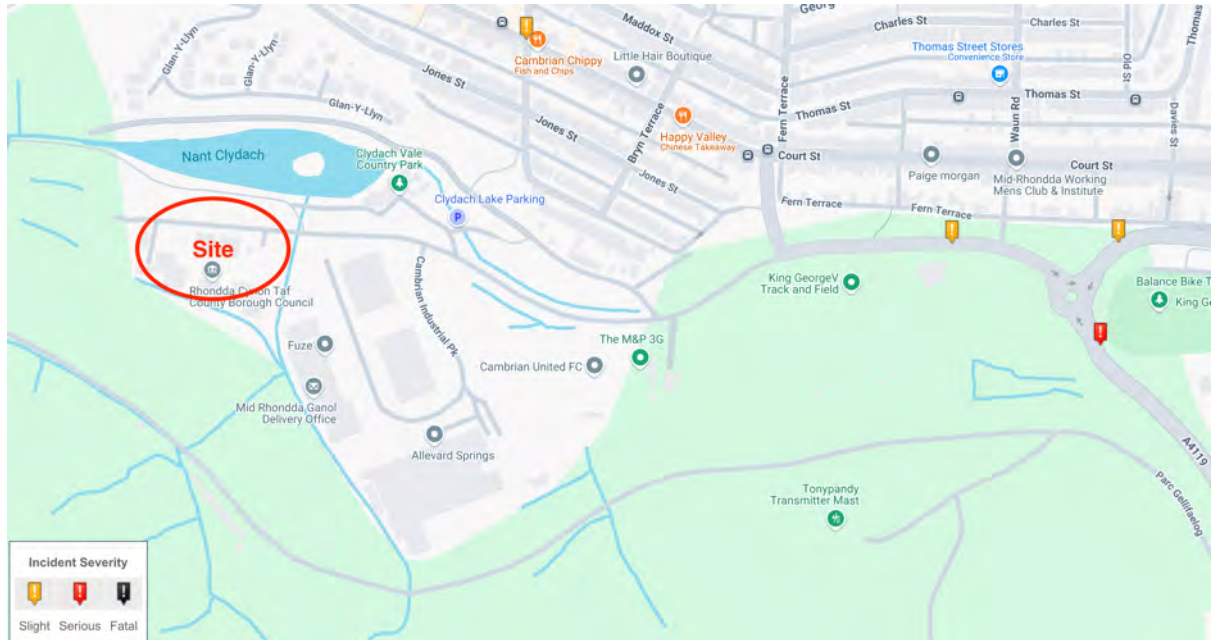


Figure 7 Injury Accident Location & Severity 2018 – 2022 (www.crashmap.co.uk)

5 Proposed Development

- 5.1 The proposal is to redevelop the site to deliver a new 176-place ALN school for 3 to 19 year olds. The new school will provide education for pupils with a range of additional learning needs (ALN) including autistic spectrum disorders, severe learning difficulties, profound and multiple learning difficulties, social, emotional, and behavioural difficulties, and sensory impairment.
- 5.2 The new school is in addition to the four ALN schools already open in RCT, which include Park Lane Special School, Ysgol Hen Felin and Ysgol Ty Coch.

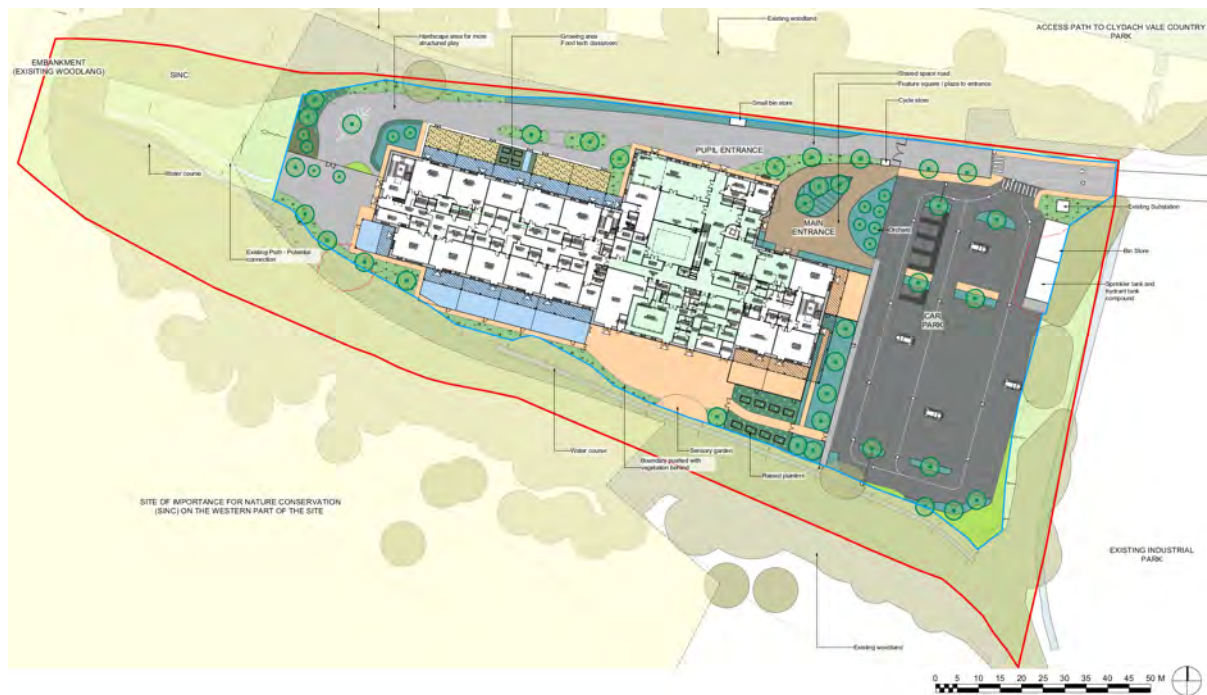


Figure 8 Proposed Development

Transport Requirements & Traffic Generation

- 5.3 The likely traffic generation of the proposed new school has been estimated from a review of information provided by the Council on travel patterns at Ysgol Hen Felin. Ysgol Hen Felin is larger than the proposed school with 233 pupils on the school roll (as of December 2023), compared to 176 at the proposed school.
- 5.4 The Council's experience at Ysgol Hen Felin is that some 74% of pupils require home to school transport. The Council currently contracts 25 vehicles to transport 173 pupils to Ysgol Hen Felin. These comprise of 15 minibuses and 10 taxis.
- 5.5 Based on the smaller school roll at the proposed school this equates, pro-rata, to 131 pupils being transported in 11 minibuses and 8 taxis.
- 5.6 The remaining 26% of pupils are brought to school by parents. Assuming that, at worst, each pupil arrives by car and only one pupil per car, this would equate to 46 vehicle arrivals at the start and end of the school day.
- 5.7 Ysgol Hen Felin has 150 staff members. Adjusting this number pro-rata to allow for the lower school roll number would equate to there being around 113 staff members at the new school.

- 5.8 Evidence of the method of travel to work for those working in Clydach Vale² is available from the 2011 Census³. It shows that 78% of journeys to work are made by car (69% as the driver and 9% as the passenger). Sustainable modes of transport (walking, cycling and public transport) account for 22% of commuter trips.

Method of Travel to Work	%
Public Transport	7.1%
Motorcycle, scooter or moped	0.3%
Driving a car or van	68.9%
Passenger in a car or van	8.8%
Bicycle	0.3%
On foot	14.4%
Other method of travel to work	0.3%

Table 4 2011 Census Method of travel to Work (Clydach Vale)

- 5.9 Based on this modal split it is estimated that 78 of the 113 members of staff will drive to work at the school.
- 5.10 Based on these assumptions it is estimated that the new school will generate some 208 vehicle movements at both the start and end of the school day.

	Start of School Day			End of School Day		
	Arrivals	Departures	Total	Arr.	Dep.	Total
School Transport - Minibuses	11	11	22	11	11	22
School Transport - Taxis	8	8	16	8	8	16
Parents Dropping-off / Picking up	46	46	92	46	46	92
Staff	78	0	78	0	78	78
Total	143	65	208	65	143	208

Table 5 Traffic Generation Estimate

- 5.11 Figure 9 shows the proposed school catchment area. It can be seen that the school is located at the northern end of the catchment area, which will determine that most pupils will travel to it from the south. For the purpose of considering traffic impact it is assumed that 50% of traffic will travel to and from the school vis the A4119 through Tonyrefail and 50% via the A4119/A4058 through Porth.

² Rhondda Cynon Taf 016/W02000267 Super Output Area – Middle Layer

³ 2021 census data was gathered at a time when working practises were affected by the COVID pandemic and as such it is considered that 2011 data provides a more reliable basis for estimating the method for travelling to work.

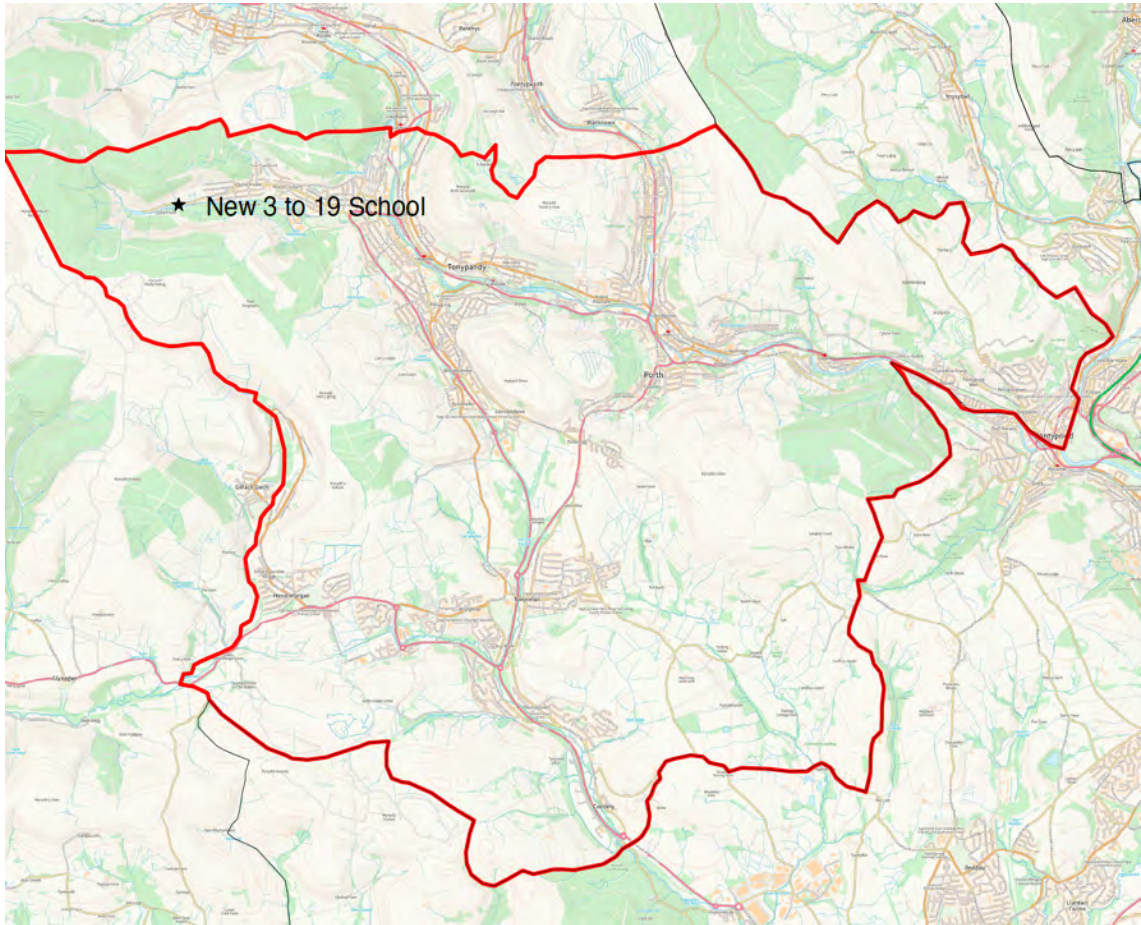


Figure 9 School Catchment Area

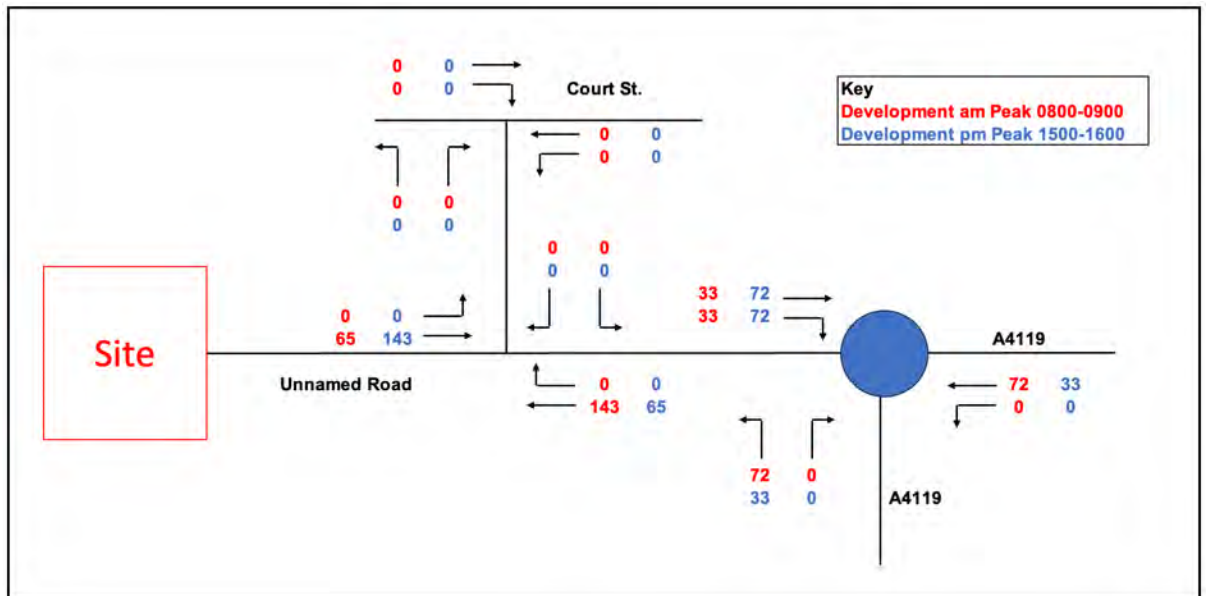


Figure 10 Proposed Development Traffic Distribution

Access

- 5.12 Access to the site will be via the unnamed road as is currently the case. The existing public highway extends into the application site and it is proposed that the status of the road as a public highway will be extinguished in order that the school site can be made secure. The extinguishing the public highway rights will be subject to its own statutory process.
- 5.13 Pedestrian access to the site is achieved by extending the existing footway that runs along the unnamed road's southern side. This will provide a continuous, segregated and safe route for pedestrians to the school's door. A crossing facility will be provided where this pedestrian route crosses the access to the school's car park and this will include dropped kerbs and tactile paving to allow for its use by people with varying levels of disability and visual impairment.
- 5.14 The accessibility of the development to users with mobility impairments has been considered since the early stages of the design process. It is a design team intention to produce a design which satisfies a pan disability approach and all best practice guidance. The result of which will ensure the new development incorporates the broadest possible needs for the disabled community. Some of the key provisions are noted below:
- The site has been designed to minimise distances between main entrances and accessible parking bays.
 - Canopies are provided over principle entrances.
 - Sufficient lighting is provided and level thresholds are provided to all external doors.
 - Wide circulation routes and doors have been incorporated into the design.
 - Drop kerbs, bollard protection and tactile paving will be provided to meet statutory guidance.
 - Cross over circulation between vehicles and pedestrians are avoided as far as possible.
 - Colour contrasting surfaces will be carefully considered in all areas to benefit visually impaired users. The whole pavement or solely the kerb will visually contrast from the vehicle surface by at least 30 LRV points.
 - As far as possible, all shared surfaces will be avoided with drop kerbs and bollard protection installed to protect the movement of pedestrians with sight loss, guide dogs and canes.
 - Clear signage provision throughout the development will comply with best practice requirements.

Parking & Drop-off

- 5.15 An 88-space car park is provided at the eastern end of the site that comprises of:
- 74 standard car parking spaces
 - 5 accessible car parking spaces for blue-badge holders located close to the school's main entrance.

- 9 drop-off spaces positioned adjacent to the school building allowing passengers to alight directly onto the adjacent footway. Access to these spaces is controlled by barriers at each end of the drop-off lane.
- 5.16 This car park is intended for the use of staff and pupils arriving by car or taxi.
- 5.17 It was estimated earlier that some 78 members of staff will arrive by car, taking up 78 parking spaces. This leaves 10 spaces available for dropping-off and collection of pupils at each end of the school day; 9 of which are located adjacent to the school building. Barriers are located at each end of the drop-off parking row in order to prevent these spaces being occupied prior to the drop-off or collection periods and control entry and exit during these periods. The arrangement provides for safe and efficient access to the school with the first car stopping, the pupil being handed over into the care of staff before the car departs and the process being repeated.
- 5.18 There will be some queueing as cars wait to access the drop-off spaces. This can be accommodated safely in the car park's one way circulatory system, advancing to the drop-off spaces as they become available and when called forward by staff. The circulatory system provided within the car park means that this queueing can be accommodated safely, without blocking exiting traffic. Staff arrive at the school prior to the drop-off period and leave after the pupils have been collected. There will be no conflict therefore between cars queueing during the drop-off/collection period and staff accessing or leaving their parking spaces.
- 5.19 School transport minibuses (around 11 are expected) will drop-off and collect pupils from a separate pupil entrance on the northern side of the building. The minibuses will utilise a gated area that will be closed to traffic outside of drop-off and pick-up times.
- 5.20 A cycle shelter is provided near the school's main entrance, providing for pupils, staff and visitors that choose to cycle to the school.
- 5.21 Swept path analysis has been undertaken to ensure that large vehicles such as fire tenders, mini buses and refuse vehicles can successfully manoeuvre through the site.

Appendix 5 Swept Path Analysis

Traffic Impact

5.22 The impact of the new school’s traffic has been assessed using the industry standard Junctions 10 / Arcady software. The software calculates several indicators of the junction’s performance, one of the main being its ratio of flow against capacity (RFC). A RFC above 1 shows that traffic demand is exceeding the junction’s capacity. Values below 1 indicate that traffic flow is within the capacity of the junction. A RFC above 0.85 indicates that the junction is approaching capacity and that some delay or congestion is likely to occur.

5.23 The detailed output is included in Appendix 6 and summarised below.

Appendix 6 A4119 Junction Capacity Assessment

	AM								PM									
	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap
Existing Layout - Observed																		
1 - A4119 East	D1	0.5	2.2	3.13	0.33	A	5.96	A	61 %	D2	0.4	1.5	2.84	0.29	A	6.39	A	41 %
2 - A4119 South		1.2	1.6	7.70	0.54	A					1.6	1.9	9.43	0.61	A			
3 - Unnamed Road		0.8	2.8	7.61	0.46	A					0.6	2.6	6.44	0.36	A			
Existing Layout - Observed + Development																		
1 - A4119 East	D3	0.6	2.7	3.39	0.37	A	7.17	A	38 %	D4	0.5	1.9	3.03	0.32	A	7.52	A	32 %
2 - A4119 South		1.7	2.7	9.88	0.63	A					1.9	4.5	10.76	0.66	B			
3 - Unnamed Road		1.1	2.4	8.74	0.53	A					1.0	2.5	8.47	0.51	A			

Table 6 A4119 Roundabout Capacity Summary

5.24 The modelling of the roundabout shows that, under existing observed conditions the roundabout approaches operate with a maximum RFC of 0.61. The addition of the school traffic results in the maximum RFC increasing to 0.66. The analysis shows that the junction will continue to operate with ample spare capacity and without delay or congestion when the school traffic is added. The development of the school therefore raises no concerns over highway capacity.

6 Summary & Conclusion

- 6.1 The proposal is to redevelop the former Pavilions Council Offices site to deliver a new 176-place ALN school for 3 to 19 year olds. The new school will provide education for pupils with a range of additional learning needs (ALN) including autistic spectrum disorders, severe learning difficulties, profound and multiple learning difficulties, social, emotional, and behavioural difficulties, and sensory impairment.
- 6.2 The site is located in a sustainable location that is accessible to pedestrians, cyclists and public transport users. However, the proposed school's catchment is wide reaching, with the majority of pupils living beyond walking or cycling distance. Moreover, many of the pupils attending the school have severe or profound and multiple learning difficulties that limits the number that can commute safely on foot or bike. The majority of pupils will be transported to and from school by bus.
- 6.3 An 88-space car park provides parking for staff and drop-off spaces for pupils that travel to and from school by car or taxi. A separate area will accommodate drop-off and collection of pupils by school transport minibuses. Secure cycle parking is also provided.
- 6.4 The additional traffic generated by the school can be accommodated by the surrounding highway network without there being any capacity issues.
- 6.5 The development of the site will require the extinguishment of public highway rights in order to allow the development to proceed. This will be subject to a separate statutory process for stopping-up of the public highway.
- 6.6 In conclusion, the proposed development is in an appropriate and accessible location. It is served by a safe access, relevant parking provision is made and it is considered that the traffic generated by the development will have no significant impact on highway conditions. As such it is considered that there are no highway or transportation issues that should prevent the proposal from gaining planning permission.

Appendix 1 TRICS Traffic Survey – Council Offices

Site Reference: NF-02-A-05 Multi-Modal Site
 Created: Version: 7.10.1 02/12/22
 Latitude/Longitude: 52.62709, 1.32711
 Land Use Type: 02 - EMPLOYMENT/A - OFFICE
 Region/Area: EAST ANGLIA/NORFOLK

Description: COUNCIL OFFICES
 Street: YARMOUTH ROAD
 District:
 Town: NORWICH
 Post Code: NR7 0DU
 Planning Authority: BROADLAND DISTRICT C.

Location: Edge of Town
 Location Sub Category: Residential Zone
 Use Class: Not Known

Breakdown of Site Operations

Offices 100%
 Research & Development 0%
 Light Industrial 0%
 General Industrial 0%
 Storage & Distribution 0%

Population within 500m: 798
 Population within 1 Mile: 15,001 to 20,000
 Population within 5 Miles: 125,001 to 250,000
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	120		120
Monday-Friday	0700-1000	26		26
Monday-Friday	1600-1900	26		26
Saturday	0700-1900	116		116
Sunday	0700-1900	36		36

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Covid-19 Restrictions: No

Gross floor area 3697 sqm
 Total Employees 98

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located on Yarmouth Road (A1242) to the east of Norwich city centre. The A1242 heads west towards the city centre and east through the suburbs to meet the A1042. The site has a single access for all modes. There are residential streets off Yarmouth Road to both the east and west of the site. There is also a meadow immediately to the south of the site and some woodland to the north.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes

5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Wymondham	2	52

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the individual bus service shown, there are hourly services to Little Plumstead (the journey time taking 15 minutes), Horning (the journey time taking 40 minutes), and Wymondham (the journey time taking 50 minutes). The nearest railway station is Norwich, which is approximately 1.5 kilometres away.

Design features encouraging non-car modes

12. Pedestrians

The surrounding pavements are wide and well-lit and there are pelican crossings on Yarmouth Road and Harvey Lane.

13. Pedal cycles

There is an on-site cycle rack for 10 bikes and advanced stop boxes at the nearby junction with Thorpe Road.

14. Public transport

There are a couple of bus stops in close proximity to the site.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2022
Nearest Primary School	1.4 kilometres
Nearest Secondary School	2.7 kilometres
Nearest Local Shop/Corner Shop	1.4 kilometres
Nearest Main Supermarket	1.4 kilometres
Nearest Doctors Surgery	2.0 kilometres
Nearest Hospital with Minor Injuries/A & E	11.7 kilometres
Nearest Sports/Leisure Centre	1.7 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00135042
Number of people employed within Census Output Area	221
Number of households within Census Output Area	211
Number of people living within Census Output Area	415
Area of Census Output Area (hectares)	39.39
Population density within Census Output Area (per hectare)	10.50

SITE PHOTO



Site reference:	NF-02-A-05	Multi-Modal survey site
Trade name:	BROADLAND DISTRICT COUNCIL	
Site area (h/a):	1.02	
Gross floor area (sqm)	3697	
GFA not in use (sqm)	0	
Open since	1974	
Total Employees	98	
Full Time Employees		
Part Time Employees		
Approximate % of total employees working standard 9-5 hours or similar	100%	
GFA per employee	37.724	
Number of units	2	
Name of nearest site	CHARLES HOUSE	
Distance to nearest similar site	2.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	08:30	to	17:00
Friday	08:30	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

This site comprises 2 units, the main building, with 3 and a half floors and a GFA of 2,594m², and the listed building, with 2 floors and a GFA of 1,103m².

Across the 2 buildings are offices, meeting rooms, a staff restaurant and council chambers.

The full-time and part-time employee split is unknown.

The opening times shown are for public access, with staff access being available before 0830 and after 1700.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 188
Parking Spaces Per 100m2 GFA 5.085

Number of spaces

Employee 138
Disabled 5
Visitor/Customer 45
OGV parking bays 0
Cycle racks 10
OGV loading bays 0
Parent & Toddler 0
Motorcycle spaces 0
Electric Vehicle Charging Bays 0
Is this site associated with a Car Club?
No

Parking charges No

Comments about the management of the site car park, along with enforcement measures

Parking is for employees and visitors only. The car park is managed by Broadland District Council and has barrier access.
4 of the 138 employee spaces are reserved.

Site parking surface or non-surface (multi-storey/underground)
Surface

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)
Yes
off-site (on-street, in designated loading/servicing bays)
No
off-site (in restricted areas e.g. double yellow lines)
No

Off-Site parking details

Is there off-site parking available
Yes
Off-Site parking included in the counts
Yes
Free On-Street parking available nearby
Yes
If yes, considered easy to find a space
Yes
If prepared to pay, easy to find somewhere to park off-site all day
Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)
Yes, Only Some Parts of the Area
Permitted on-street parking for non-residents available within this CPZ
No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site
No

Site reference: NF-02-A-05 Survey date: 12/09/22 Day of week: Monday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Clear
 PM weather: Mild and Clear
 Initial car park occupancy: 2 Final car park occupancy: 2

Total People to Total Vehicles ratio (all time periods and directions): 1.28

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 45% (188 On-Site Spaces)

Data proportions in %

Motor cars	88	Motor cycles	2	Public service	0
Light goods	4	OGV (1)	0	OGV (2)	0
				Taxis	6

Servicing Vehicles count recorded No

Time	Arr 137	Dep 137	Totals 274	Parking Accum
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	5	0	5	7
07:30-08:00	20	0	20	27
08:00-08:30	38	0	38	65
08:30-09:00	6	1	7	70
09:00-09:30	11	1	12	80
09:30-10:00	3	1	4	82
10:00-10:30	5	5	10	82
10:30-11:00	4	3	7	83
11:00-11:30	4	2	6	85
11:30-12:00	2	3	5	84
12:00-12:30	4	9	13	79
12:30-13:00	5	9	14	75
13:00-13:30	6	5	11	76
13:30-14:00	7	3	10	80
14:00-14:30	4	7	11	77
14:30-15:00	2	6	8	73
15:00-15:30	2	6	8	69
15:30-16:00	3	6	9	66
16:00-16:30	3	5	8	64
16:30-17:00	3	7	10	60
17:00-17:30	0	34	34	26
17:30-18:00	0	17	17	9
18:00-18:30	0	7	7	2
18:30-19:00	0	0	0	2
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments

No PSVs, OGVs or scooters visited the site during this survey.

Site reference: NF-02-A-05
 Multi-Modal survey site
 Vehicles surveyed: Taxis

Survey date: 12/09/22

Day of week: Monday

Time	Arr 8	Dep 8	Totals 16	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	1	1	2	(0)
09:00-09:30	1	1	2	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	1	1	2	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	1	1	2	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	1	1	2	(0)
14:30-15:00	1	1	2	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	1	1	2	(0)
16:00-16:30	1	1	2	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: NF-02-A-05

Survey date: 12/09/22

Day of week: Monday

Multi-Modal survey site

Vehicles surveyed: Cars

Time	Arr 121	Dep 121	Totals 242	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	5	0	5	(5)
07:30-08:00	20	0	20	(25)
08:00-08:30	36	0	36	(61)
08:30-09:00	5	0	5	(66)
09:00-09:30	10	0	10	(76)
09:30-10:00	3	1	4	(78)
10:00-10:30	3	3	6	(78)
10:30-11:00	3	2	5	(79)
11:00-11:30	3	2	5	(80)
11:30-12:00	2	3	5	(79)
12:00-12:30	3	7	10	(75)
12:30-13:00	4	8	12	(71)
13:00-13:30	6	4	10	(73)
13:30-14:00	6	3	9	(76)
14:00-14:30	2	5	7	(73)
14:30-15:00	1	4	5	(70)
15:00-15:30	2	6	8	(66)
15:30-16:00	2	5	7	(63)
16:00-16:30	2	4	6	(61)
16:30-17:00	3	7	10	(57)
17:00-17:30	0	33	33	(24)
17:30-18:00	0	17	17	(7)
18:00-18:30	0	7	7	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: NF-02-A-05

Survey date: 12/09/22

Day of week: Monday

Multi-Modal survey site

Vehicles surveyed: LGV

Time	Arr 5	Dep 5	Totals 10	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	1	0	1	(1)
08:30-09:00	0	0	0	(1)
09:00-09:30	0	0	0	(1)
09:30-10:00	0	0	0	(1)
10:00-10:30	1	1	2	(1)
10:30-11:00	0	0	0	(1)
11:00-11:30	1	0	1	(2)
11:30-12:00	0	0	0	(2)
12:00-12:30	0	1	1	(1)
12:30-13:00	1	1	2	(1)
13:00-13:30	0	1	1	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	1	1	2	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: NF-02-A-05
 Multi-Modal survey site
 Vehicles surveyed: Motor Cycles

Survey date: 12/09/22

Day of week: Monday

Time	Arr 3	Dep 3	Totals 6	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	1	0	1	(1)
08:30-09:00	0	0	0	(1)
09:00-09:30	0	0	0	(1)
09:30-10:00	0	0	0	(1)
10:00-10:30	1	1	2	(1)
10:30-11:00	0	0	0	(1)
11:00-11:30	0	0	0	(1)
11:30-12:00	0	0	0	(1)
12:00-12:30	0	0	0	(1)
12:30-13:00	0	0	0	(1)
13:00-13:30	0	0	0	(1)
13:30-14:00	1	0	1	(2)
14:00-14:30	0	0	0	(2)
14:30-15:00	0	1	1	(1)
15:00-15:30	0	0	0	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	0	0	(1)
17:00-17:30	0	1	1	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: NF-02-A-05
 Multi-Modal survey site
 Vehicles surveyed: Cycles

Survey date: 12/09/22

Day of week: Monday

Time	Arr 5	Dep 5	Totals 10	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	2	0	2	(2)
08:30-09:00	2	0	2	(4)
09:00-09:30	0	0	0	(4)
09:30-10:00	0	0	0	(4)
10:00-10:30	0	0	0	(4)
10:30-11:00	0	0	0	(4)
11:00-11:30	0	0	0	(4)
11:30-12:00	0	0	0	(4)
12:00-12:30	0	0	0	(4)
12:30-13:00	0	0	0	(4)
13:00-13:30	1	0	1	(5)
13:30-14:00	0	0	0	(5)
14:00-14:30	0	1	1	(4)
14:30-15:00	0	0	0	(4)
15:00-15:30	0	0	0	(4)
15:30-16:00	0	0	0	(4)
16:00-16:30	0	0	0	(4)
16:30-17:00	0	0	0	(4)
17:00-17:30	0	3	3	(1)
17:30-18:00	0	1	1	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: NF-02-A-05 Survey date: 12/09/22 Day of week: Monday

Multi-Modal survey site

People Surveyed: Car/LGV/Motorcycle occupants/OGV occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants

Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 143	Avg Per Veh 1.1	1	2	3	4	5	6	7	Dep 143	Avg Per Veh 1.1	Totals 286	Avg Per Veh 1.1	Accum	
00:00-00:30																						
00:30-01:00																						
01:00-01:30																						
01:30-02:00																						
02:00-02:30																						
02:30-03:00																						
03:00-03:30																						
03:30-04:00																						
04:00-04:30																						
04:30-05:00																						
05:00-05:30																						
05:30-06:00																						
06:00-06:30																						
06:30-07:00																						
07:00-07:30	5	0	0	0	0	0	0	5	1.0	0	0	0	0	0	0	0	0	0.0	5	1.0	(5)	
07:30-08:00	19	1	0	0	0	0	0	21	1.1	0	0	0	0	0	0	0	0	0.0	21	1.1	(26)	
08:00-08:30	36	2	0	0	0	0	0	40	1.1	0	0	0	0	0	0	0	0	0.0	40	1.1	(66)	
08:30-09:00	5	0	0	0	0	0	0	5	1.0	1	0	0	0	0	0	0	1	1.0	6	1.0	(70)	
09:00-09:30	11	0	0	0	0	0	0	11	1.0	0	0	0	0	0	0	0	0	0.0	11	1.0	(81)	
09:30-10:00	3	0	0	0	0	0	0	3	1.0	1	0	0	0	0	0	0	1	1.0	4	1.0	(83)	
10:00-10:30	5	0	0	0	0	0	0	5	1.0	5	0	0	0	0	0	0	5	1.0	10	1.0	(83)	
10:30-11:00	3	1	0	0	0	0	0	5	1.3	2	0	0	0	0	0	0	2	1.0	7	1.2	(86)	
11:00-11:30	2	1	1	0	0	0	0	7	1.8	1	1	0	0	0	0	0	3	1.5	10	1.7	(90)	
11:30-12:00	2	0	0	0	0	0	0	2	1.0	2	1	0	0	0	0	0	4	1.3	6	1.2	(88)	
12:00-12:30	3	0	0	0	0	0	0	3	1.0	8	1	0	0	0	0	0	10	1.1	13	1.1	(81)	
12:30-13:00	5	0	0	0	0	0	0	5	1.0	8	0	1	0	0	0	0	11	1.2	16	1.1	(75)	
13:00-13:30	6	0	0	0	0	0	0	6	1.0	5	0	0	0	0	0	0	5	1.0	11	1.0	(76)	
13:30-14:00	5	2	0	0	0	0	0	9	1.3	2	1	0	0	0	0	0	4	1.3	13	1.3	(81)	
14:00-14:30	3	1	0	0	0	0	0	5	1.3	6	0	0	0	0	0	0	6	1.0	11	1.1	(80)	
14:30-15:00	2	0	0	0	0	0	0	2	1.0	4	1	0	0	0	0	0	6	1.2	8	1.1	(76)	
15:00-15:30	2	0	0	0	0	0	0	2	1.0	5	1	0	0	0	0	0	7	1.2	9	1.1	(71)	
15:30-16:00	2	0	0	0	0	0	0	2	1.0	5	1	0	0	0	0	0	7	1.2	9	1.1	(66)	
16:00-16:30	2	0	0	0	0	0	0	2	1.0	5	0	0	0	0	0	0	5	1.0	7	1.0	(63)	
16:30-17:00	3	0	0	0	0	0	0	3	1.0	7	0	0	0	0	0	0	7	1.0	10	1.0	(59)	
17:00-17:30	0	0	0	0	0	0	0	0	0.0	33	1	0	0	0	0	0	35	1.0	35	1.0	(24)	
17:30-18:00	0	0	0	0	0	0	0	0	0.0	17	0	0	0	0	0	0	17	1.0	17	1.0	(7)	
18:00-18:30	0	0	0	0	0	0	0	0	0.0	7	0	0	0	0	0	0	7	1.0	7	1.0	(0)	
18:30-19:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0.0	(0)	
19:00-19:30																						
19:30-20:00																						
20:00-20:30																						
20:30-21:00																						
21:00-21:30																						
21:30-22:00																						
22:00-22:30																						
22:30-23:00																						
23:00-23:30																						
23:30-24:00																						
Total	124	8	1	0	0	0	0			124	8	1	0	0	0	0						

Site reference: NF-02-A-05
 Multi-Modal survey site
 People Surveyed: Pedestrians

Survey date: 12/09/22

Day of week: Monday

Time	Arr 15	Dep 15	Totals 30	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	1	0	1	(1)
09:30-10:00	3	0	3	(4)
10:00-10:30	2	0	2	(6)
10:30-11:00	0	0	0	(6)
11:00-11:30	0	0	0	(6)
11:30-12:00	0	0	0	(6)
12:00-12:30	0	3	3	(3)
12:30-13:00	2	3	5	(2)
13:00-13:30	3	2	5	(3)
13:30-14:00	2	0	2	(5)
14:00-14:30	1	0	1	(6)
14:30-15:00	0	0	0	(6)
15:00-15:30	0	0	0	(6)
15:30-16:00	0	1	1	(5)
16:00-16:30	1	1	2	(5)
16:30-17:00	0	3	3	(2)
17:00-17:30	0	1	1	(1)
17:30-18:00	0	1	1	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: NF-02-A-05 Survey date: 12/09/22 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arr 12	Dep 12	Totals 24	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	2	0	2	(2)
08:00-08:30	3	0	3	(5)
08:30-09:00	2	0	2	(7)
09:00-09:30	3	0	3	(10)
09:30-10:00	1	0	1	(11)
10:00-10:30	1	0	1	(12)
10:30-11:00	0	0	0	(12)
11:00-11:30	0	0	0	(12)
11:30-12:00	0	0	0	(12)
12:00-12:30	0	0	0	(12)
12:30-13:00	0	0	0	(12)
13:00-13:30	0	0	0	(12)
13:30-14:00	0	0	0	(12)
14:00-14:30	0	0	0	(12)
14:30-15:00	0	0	0	(12)
15:00-15:30	0	0	0	(12)
15:30-16:00	0	1	1	(11)
16:00-16:30	0	0	0	(11)
16:30-17:00	0	0	0	(11)
17:00-17:30	0	6	6	(5)
17:30-18:00	0	5	5	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: NF-02-A-05 Survey date: 12/09/22 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arr 11	Dep 11	Totals 22	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	2	0	2	(2)
08:00-08:30	3	0	3	(5)
08:30-09:00	2	0	2	(7)
09:00-09:30	3	0	3	(10)
09:30-10:00	1	0	1	(11)
10:00-10:30	0	0	0	(11)
10:30-11:00	0	0	0	(11)
11:00-11:30	0	0	0	(11)
11:30-12:00	0	0	0	(11)
12:00-12:30	0	0	0	(11)
12:30-13:00	0	0	0	(11)
13:00-13:30	0	0	0	(11)
13:30-14:00	0	0	0	(11)
14:00-14:30	0	0	0	(11)
14:30-15:00	0	0	0	(11)
15:00-15:30	0	0	0	(11)
15:30-16:00	0	0	0	(11)
16:00-16:30	0	0	0	(11)
16:30-17:00	0	0	0	(11)
17:00-17:30	0	6	6	(5)
17:30-18:00	0	5	5	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: NF-02-A-05 Survey date: 12/09/22 Day of week: Monday
 Multi-Modal survey site
 People Surveyed: Total Rail Passengers

Time	Arr 1	Dep 1	Totals 2	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	1	0	1	(1)
10:30-11:00	0	0	0	(1)
11:00-11:30	0	0	0	(1)
11:30-12:00	0	0	0	(1)
12:00-12:30	0	0	0	(1)
12:30-13:00	0	0	0	(1)
13:00-13:30	0	0	0	(1)
13:30-14:00	0	0	0	(1)
14:00-14:30	0	0	0	(1)
14:30-15:00	0	0	0	(1)
15:00-15:30	0	0	0	(1)
15:30-16:00	0	1	1	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: NF-02-A-05

Survey date: 12/09/22

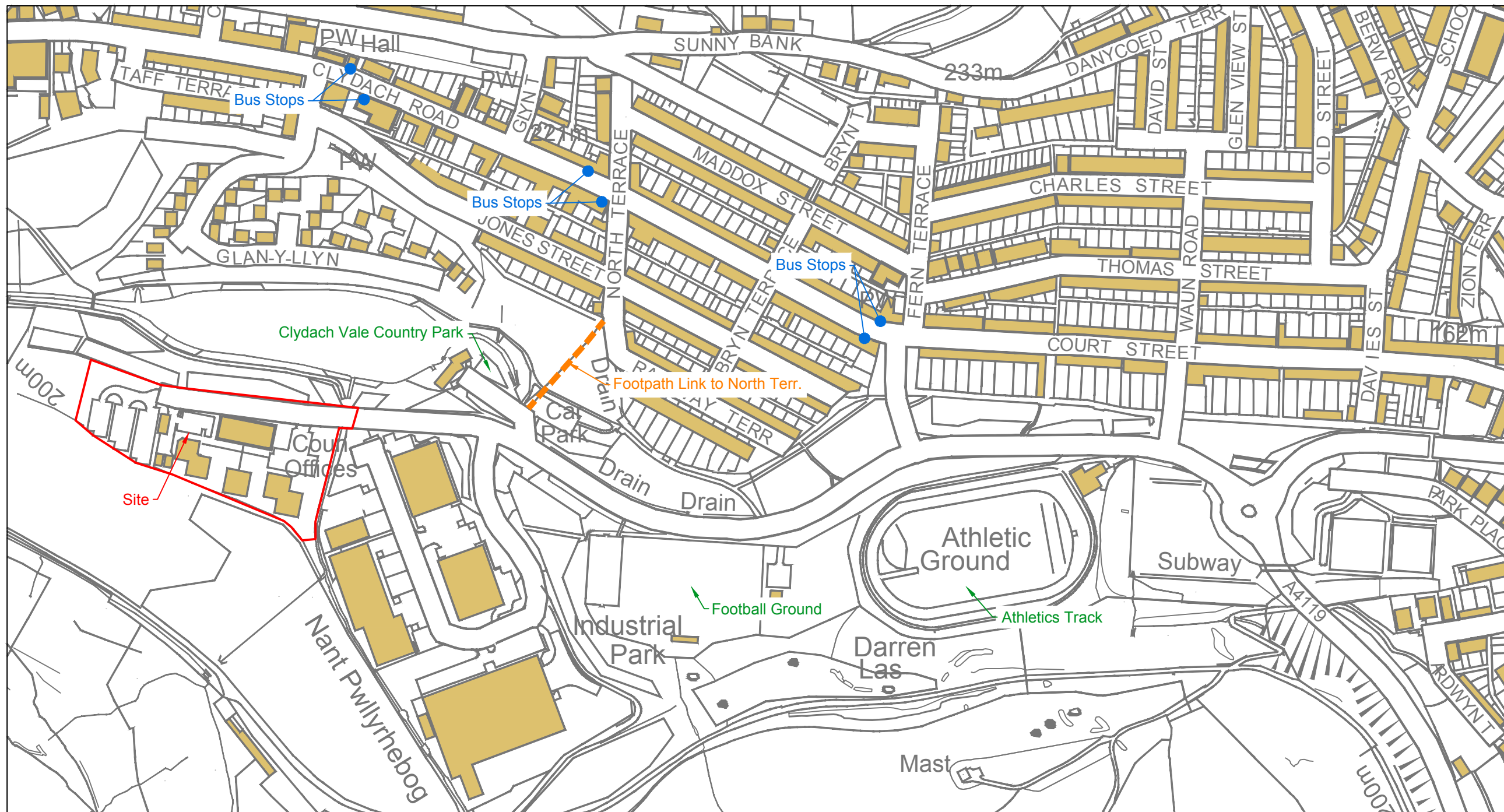
Day of week: Monday

Multi-Modal survey site

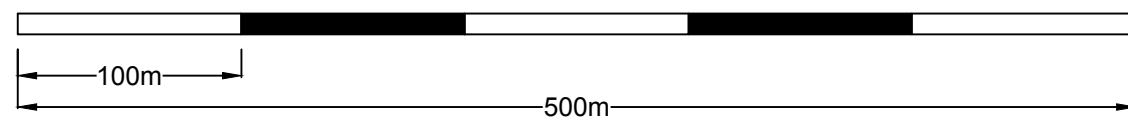
People Surveyed: Total people


Time	Arr 175	Dep 175	Totals 350	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	5	0	5	(5)
07:30-08:00	23	0	23	(28)
08:00-08:30	45	0	45	(73)
08:30-09:00	9	1	10	(81)
09:00-09:30	15	0	15	(96)
09:30-10:00	7	1	8	(102)
10:00-10:30	8	5	13	(105)
10:30-11:00	5	2	7	(108)
11:00-11:30	7	3	10	(112)
11:30-12:00	2	4	6	(110)
12:00-12:30	3	13	16	(100)
12:30-13:00	7	14	21	(93)
13:00-13:30	10	7	17	(96)
13:30-14:00	11	4	15	(103)
14:00-14:30	6	7	13	(102)
14:30-15:00	2	6	8	(98)
15:00-15:30	2	7	9	(93)
15:30-16:00	2	9	11	(86)
16:00-16:30	3	6	9	(83)
16:30-17:00	3	10	13	(76)
17:00-17:30	0	45	45	(31)
17:30-18:00	0	24	24	(7)
18:00-18:30	0	7	7	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Appendix 2 Site Context



SCALE



A	First Issue	24-09-24
 Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandello SA19 6BJ E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
Project	CLYDACH VALE ALN SCHOOL	
Drawing	SITE CONTEXT	
Drawing No.	1778-ACS-XX-ZZ-DR-T-001-A	
Scale	AS SHOWN	

Appendix 3 Bus Timetables

Porth - Clydach Vale

Service 173 (MGAO173)

Monday to Friday (Excluding Bank Holidays) (Inbound)

Timetable valid from 11th August 2024 until further notice

Operator: SSWL SSWL PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH SSWL SSWL SSWL															
Porth Morrison	--	--	--	0825	0925	1025	1125	1225	1325	1425	1525	1625	--	--	--
Pontypridd Road	--	0715	--	0825	0925	1025	1125	1225	1325	1425	1525	1625	1800	2000	2200
Lids	--	0716	--	0827	0927	1027	1127	1227	1327	1427	1527	1627	1801	2001	2201
Dinas Flats	--	0718	--	0829	0929	1029	1129	1229	1329	1429	1529	1629	1803	2003	2203
Penygraig Aubrey Road	--	0721	--	0831	0931	1031	1131	1231	1331	1431	1531	1631	1806	2006	2206
Cornwall Road	--	0724	--	0833	0933	1033	1133	1233	1333	1433	1533	1633	1807	2007	2207
Brook Street	--		--	0835	0935	1035	1135	1235	1335	1435	1535	1635	1810	2010	2210
Penygraig Post Office	--	0726	--	0837	0937	1037	1137	1237	1337	1437	1537	1637	1814	2014	2214
Tonypandy Co-op	--	0727	--	0840	0940	1040	1140	1240	1340	1440	1540	1640	1816	2016	2216
Tonypandy Bus Station Stand A3	0650	0729	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1819	2019	2219
Thomas Street Top			0745	0845	0945	1045	1145	1245	1345	1445	1545	1645			
Central Hotel	0652	0732	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1822	2022	2222
Clydach Vale Terminus	0656	0736	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1826	2026	2226

Notes:

SSWL Stagecoach South Wales

PRTH Thomas of Rhondda

Clydach Vale - Porth

Service 173 (MGAO173)

Monday to Friday (Excluding Bank Holidays) (Outbound)

Timetable valid from 11th August 2024 until further notice

Operator: SSWL PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH PRTH SSWL SSWL SSWL															
Clydach Vale Terminus, at	0656	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1829	2029	2229	
Blaen Clydach Central Hotel, o/s	0659	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1832	2032	2232	
Tonypandy Bus Station A4, at	0702	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702	1834	2034	2234	
Tonypandy Co-op, o/s	0704	0806	0906	1006	1106	1206	1306	1406	1506	1606	--	1836	2036	2236	
Penygraig Mr Creemy, o/s	0706	0809	0909	1009	1109	1209	1309	1409	1509	1609	--	1839	2039	2239	
Williamstown Brook Street, before 13		0811	0911	1011	1111	1211	1311	1411	1511	1611	--	1843	2043	2243	
Penygraig Aubrey Road, in	0709	0813	0913	1013	1113	1213	1313	1413	1513	1613	--	1847	2047	2247	
Dinas Flats, o/s	0710	0814	0914	1014	1114	1214	1314	1414	1514	1614	--	1848	2048	2248	
Dinas Lidl, o/s	0712	0816	0916	1016	1116	1216	1316	1416	1516	1616	--	1849	2049	2249	
Porth Police Station, Stop N8	0713	0818	0918	1018	1118	1218	1318	1418	1518	1618	--	1850	2050	2250	
Porth, Pontypridd Road, Stop N5		0821	0921	1021	1121	1221	1321	1421	1521	1621	--				
Porth Pontypridd Road, Stop N6	0715	--	--	--	--	--	--	--	--	--	--	1852	2052	2252	

Notes:

SSWL Stagecoach South Wales

PRTH Thomas of Rhondda

Porth - Clydach Vale

Saturday (Inbound)

Operator: **PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****SSWL****SSWL****SSWL**

Porth Morrison	--	0825	0925	1025	1125	1225	1325	1425	1525	1625	--	--	--
Pontypridd Road	--	0825	0925	1025	1125	1225	1325	1425	1525	1625	1800	2000	2200
Lidls	--	0827	0927	1027	1127	1227	1327	1427	1527	1627	1801	2001	2201
Dinas Flats	--	0829	0929	1029	1129	1229	1329	1429	1529	1629	1803	2003	2203
Penygraig Aubrey Road	--	0831	0931	1031	1131	1231	1331	1431	1531	1631	1806	2006	2206
Cornwall Road	--	0833	0933	1033	1133	1233	1333	1433	1533	1633	1807	2007	2207
Brook Street	--	0835	0935	1035	1135	1235	1335	1435	1535	1635	1810	2010	2210
Penygraig Post Office	--	0837	0937	1037	1137	1237	1337	1437	1537	1637	1814	2014	2214
Tonypandy Co-op	--	0840	0940	1040	1140	1240	1340	1440	1540	1640	1816	2016	2216
Tonypandy Bus Station Stand A3	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1819	2019	2219
Thomas Street Top	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645			
Central Hotel	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1822	2022	2222
Clydach Vale Terminus	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1826	2026	2226

Notes:

SSWL Stagecoach South Wales

PRTH Thomas of Rhondda

Clydach Vale - Porth

Saturday (Outbound)

Operator: **PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****PRTH****SSWL****SSWL****SSWL**

Clydach Vale Terminus, at	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1829	2029	2229
Blaen Clydach Central Hotel, o/s	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1832	2032	2232
Tonypandy Bus Station A4, at	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702	1834	2034	2234
Tonypandy Co-op, o/s	0806	0906	1006	1106	1206	1306	1406	1506	1606	--	1836	2036	2236
Penygraig Mr Creemy, o/s	0809	0909	1009	1109	1209	1309	1409	1509	1609	--	1839	2039	2239
Williamstown Brook Street, before 13	0811	0911	1011	1111	1211	1311	1411	1511	1611	--	1843	2043	2243
Penygraig Aubrey Road, in	0813	0913	1013	1113	1213	1313	1413	1513	1613	--	1847	2047	2247
Dinas Flats, o/s	0814	0914	1014	1114	1214	1314	1414	1514	1614	--	1848	2048	2248
Dinas Lidl, o/s	0816	0916	1016	1116	1216	1316	1416	1516	1616	--	1849	2049	2249
Porth Police Station, Stop N8	0818	0918	1018	1118	1218	1318	1418	1518	1618	--	1850	2050	2250
Porth, Pontypridd Road, Stop N5	0821	0921	1021	1121	1221	1321	1421	1521	1621	--			
Porth Pontypridd Road, Stop N6	--	--	--	--	--	--	--	--	--	--	1852	2052	2252

Notes:

SSWL Stagecoach South Wales

PRTH Thomas of Rhondda

Service 173 (MGAO173)

Timetable valid from 11th August 2024 until further notice

Service 173 (MGAO173)

Timetable valid from 11th August 2024 until further notice

Porth - Clydach Vale

Monday to Friday (Excluding Bank Holidays) (Inbound)

Operator: PRTHPRTHPRTHPRTHPRTHPRTHPRTH

Porth, Pontypridd Road N5	--	0955	1055	1155	1255	1355	1455	
Police Station	--	0955	1055	1155	1255	1355	1455	
Aberhondda Road	--	0956	1056	1156	1256	1356	1456	
Cemetery Road	--	0957	1057	1157	1257	1357	1457	
Royal Hotel	--	0959	1059	1159	1259	1359	1459	
Miskin Road	--	1000	1100	1200	1300	1400	1500	
Ynyscynon Road	--	1001	1101	1201	1301	1401	1501	
Ynyscynon Park	--	1002	1102	1202	1302	1402	1502	
Llwynypia Hospital	0903	1003	1103	1203	1303	1403	1503	
Ynyscynon Road	0905	1005	1105	1205	1305	1405	1505	
Trealaw, Trealaw Road	0907	1007	1107	1207	1307	1407	1507	
Dunraven Street	0910	1010	1110	1210	1310	1410	1510	
Tonypandy, Bus Station, Stand A3	0912	1012	1112	1212	1312	1412	--	
Tonypandy, Thomas Street	0915	1015	1115	1215	1315	1415	--	
Clydach Vale, Central Hotel	0917	1017	1117	1217	1317	1417	--	
Clydach Vale, Howard Terrace	0921	1021	1121	1221	1321	1421	--	

Service 175 (TPAO175)

Timetable valid from 25th April 2022 until further notice

Clydach Vale - Porth

Monday to Friday (Excluding Bank Holidays) (Outbound)

Operator: PRTHPRTHPRTHPRTHPRTHPRTHPRTHPRTH

Clydach Vale, Howard Terrace	--	0925	1025	1125	1225	1325	1425	--
Clydach Vale, Central Hotel	--	0929	1029	1129	1229	1329	1429	--
Tonypandy, Bus Station, Stand A4	--	0932	1032	1132	1232	1332	1432	1632
Tonypandy, Dunraven Street	0855	0936	1036	1136	1236	1336	1436	1636
Trealaw	0857	0939	1039	1139	1239	1339	1439	1639
Trealaw, Ynyscynon Road	0858	0940	1040	1140	1240	1340	1440	1640
Llwynypia Hospital	0902	0943	1043	1143	1243	1343	1443	1643
Ynyscynon Park	--	0944	1044	1144	1244	1344	1444	1644
Ynyscynon Road	--	0945	1045	1145	1245	1345	1445	1645
Miskin Road	--	0946	1046	1146	1246	1346	1446	1646
Brithweunydd Road	--	0946	1046	1146	1246	1346	1446	1646
Royal Hotel	--	0947	1047	1147	1247	1347	1447	1647
Cemetery Road	--	0948	1048	1148	1248	1348	1448	1648
Aberhondda Road	--	0949	1049	1149	1249	1349	1449	1649
Porth, Pontypridd Road, Stop N5	--	0951	1051	1151	1251	1351	1451	1651

Service 175 (TPAO175)

Timetable valid from 25th April 2022 until further notice

Porth - Clydach Vale
Saturday (Inbound)
Operator: PRTHPRTHPRTHPRTHPRTHPRTHPRTH

Porth, Pontypridd Road N5	--	0955	1055	1155	1255	1355	1455	
Police Station	--	0955	1055	1155	1255	1355	1455	
Aberhondda Road	--	0956	1056	1156	1256	1356	1456	
Cemetery Road	--	0957	1057	1157	1257	1357	1457	
Royal Hotel	--	0959	1059	1159	1259	1359	1459	
Miskin Road	--	1000	1100	1200	1300	1400	1500	
Ynyscynon Road	--	1001	1101	1201	1301	1401	1501	
Ynyscynon Park	--	1002	1102	1202	1302	1402	1502	
Llwynypia Hospital	0903	1003	1103	1203	1303	1403	1503	
Ynyscynon Road	0905	1005	1105	1205	1305	1405	1505	
Trealaw, Trealaw Road	0907	1007	1107	1207	1307	1407	1507	
Dunraven Street	0910	1010	1110	1210	1310	1410	1510	
Tonypandy, Bus Station, Stand A3	0912	1012	1112	1212	1312	1412	--	
Tonypandy, Thomas Street	0915	1015	1115	1215	1315	1415	--	
Clydach Vale, Central Hotel	0917	1017	1117	1217	1317	1417	--	
Clydach Vale, Howard Terrace	0921	1021	1121	1221	1321	1421	--	

Service 175 (TPAO175)

Timetable valid from 25th April 2022 until further notice

Clydach Vale - Porth
Saturday (Outbound)
Operator: PRTHPRTHPRTHPRTHPRTHPRTHPRTHPRTH

Clydach Vale, Howard Terrace	--	0925	1025	1125	1225	1325	1425	--
Clydach Vale, Central Hotel	--	0929	1029	1129	1229	1329	1429	--
Tonypandy, Bus Station, Stand A4	--	0932	1032	1132	1232	1332	1432	1632
Tonypandy, Dunraven Street	0855	0936	1036	1136	1236	1336	1436	1636
Trealaw	0857	0939	1039	1139	1239	1339	1439	1639
Trealaw, Ynyscynon Road	0858	0940	1040	1140	1240	1340	1440	1640
Llwynypia Hospital	0902	0943	1043	1143	1243	1343	1443	1643
Ynyscynon Park	--	0944	1044	1144	1244	1344	1444	1644
Ynyscynon Road	--	0945	1045	1145	1245	1345	1445	1645
Miskin Road	--	0946	1046	1146	1246	1346	1446	1646
Brithweunydd Road	--	0946	1046	1146	1246	1346	1446	1646
Royal Hotel	--	0947	1047	1147	1247	1347	1447	1647
Cemetery Road	--	0948	1048	1148	1248	1348	1448	1648
Aberhondda Road	--	0949	1049	1149	1249	1349	1449	1649
Porth, Pontypridd Road, Stop N5	--	0951	1051	1151	1251	1351	1451	1651

Service 175 (TPAO175)

Timetable valid from 25th April 2022 until further notice

Appendix 4 Traffic Surveys



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	SS1480 Tonypanydy
Date	18th June 2024
Time	0700 - 1900
Survey Type	Classified turning counts
Weather Conditions	

Overview Map



Comments



SS1480 Tonypandy
18th June 2024
0700 - 1900
Site 1



SS1480 Tonypandy
18th June 2024
0700 - 1900
Site 2



SS1480 Tonypandy
18th June 2024
0700 - 1900
Site 3

Site 1-1
Overview



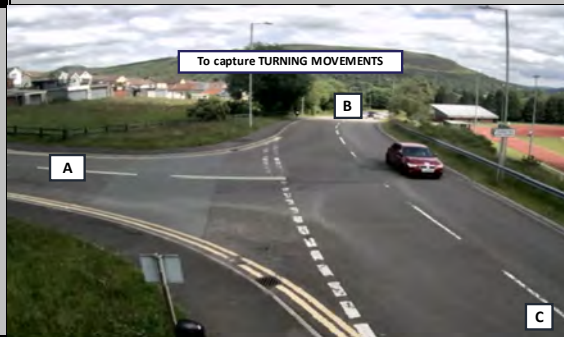
Streetview



Site 2-1
Overview



Streetview



Site 3-1
Overview



Streetview





551480 Tomypandy
18th June 2024
0700 - 1900
Site 1

335	50	11	4	8	1	0	409
88	18	4	0	4	0	0	114
89	12	2	0	1	2	0	106
114	14	1	1	1	0	0	131
102	17	0	5	3	0	0	127
393	61	7	6	9	2	0	478
122	18	1	1	2	1	0	145
95	15	0	1	2	2	0	115
119	8	1	1	1	1	0	131
115	12	0	3	1	3	0	134
451	53	2	6	6	7	0	525
113	10	2	3	2	0	0	130
124	13	2	0	0	0	0	139
107	11	0	2	0	0	0	120
109	8	0	0	0	3	0	120
453	42	4	5	2	3	0	509
78	7	1	0	0	0	0	86
71	7	1	0	0	0	0	79
82	7	0	0	0	1	0	90
70	7	0	0	0	0	0	77
301	28	2	0	0	1	0	332

443	56	14	5	4	4	0	526
132	14	1	0	3	0	0	150
132	17	0	0	1	1	0	151
110	17	1	0	0	0	0	128
95	24	1	0	2	1	0	123
469	72	3	0	6	2	0	552
148	26	1	2	1	0	1	179
116	28	1	1	3	2	0	151
130	40	1	0	3	1	0	175
128	19	1	0	0	0	0	148
522	113	4	3	7	3	1	653
175	20	0	0	0	3	1	199
148	25	2	1	0	0	0	176
127	13	1	1	0	0	0	142
111	18	0	0	0	0	0	129
561	76	3	2	0	3	1	646
136	10	1	0	1	1	0	149
115	11	0	1	0	0	0	127
98	7	0	0	1	1	0	107
93	7	0	3	0	0	0	103
442	35	1	4	2	1	1	486

207	33	4	2	10	2	0	258
65	6	0	0	1	0	0	72
74	5	3	1	5	1	0	89
47	10	0	0	0	1	0	58
55	10	0	0	2	0	0	57
241	31	3	1	8	2	0	286
51	11	1	0	1	0	0	64
58	6	0	0	1	0	0	65
55	9	1	0	0	0	0	65
60	8	0	0	1	0	0	69
224	34	2	0	3	0	0	263
50	7	0	0	1	0	0	58
49	6	0	0	0	0	0	55
66	3	0	0	0	5	0	74
68	7	1	0	0	1	0	77
233	23	1	0	1	6	0	264
63	3	0	0	0	0	0	66
51	4	0	0	0	0	0	55
48	4	0	0	0	1	0	53
46	4	0	0	0	0	0	50
208	15	0	0	0	1	0	224

1193	1193
336	336
346	346
331	331
317	317
1316	1316
388	388
331	331
371	371
351	351
1441	1441
387	387
370	370
326	326
325	325
1419	1419
301	301
251	251
250	250
230	230
1042	1042

4441	622	105	47	59	24	0	5298
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4445	653	85	39	44	26	6	5298
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2633	356	28	8	41	12	1	3079
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13675	13675
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Destination - Arm A							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
57	14	3	1	4	0	0	79
43	15	1	1	1	0	0	61
79	10	1	2	1	0	0	93
93	12	3	1	0	0	1	110
272	51	8	5	6	0	1	343
99	20	2	0	1	0	0	122
94	11	1	0	0	0	0	106
88	12	6	1	3	1	0	111
109	11	1	0	2	0	1	124
390	54	10	1	6	1	1	463
89	14	2	1	2	1	0	109
67	9	3	1	3	1	0	84
66	10	1	1	1	0	0	79
66	13	2	2	1	1	0	85
288	46	8	5	7	3	0	357
50	16	0	1	0	0	0	67
51	12	4	1	0	0	0	69
67	8	2	0	1	1	0	79
61	13	3	1	0	0	0	78
229	49	9	3	1	2	0	293
62	6	4	0	0	0	0	72
58	10	1	1	0	0	0	70
72	19	5	0	0	0	0	96
58	16	2	1	0	1	0	78
250	51	12	2	0	1	0	316
76	14	1	0	0	0	0	91
73	12	1	2	0	0	0	88
79	8	3	0	0	0	0	90
75	11	1	0	0	1	0	88
303	45	6	2	0	1	0	357
66	7	1	2	0	0	0	76
89	6	2	0	0	1	0	98
97	13	0	1	0	0	0	111
72	9	2	2	0	0	1	86
324	35	5	5	0	1	1	371
102	14	3	3	2	0	0	124
112	20	2	1	5	1	0	141
80	11	5	0	3	1	0	100
108	17	1	1	0	1	0	128
402	62	11	5	10	3	0	493
115	9	1	0	2	0	0	127
111	11	2	1	2	2	0	129
91	13	1	0	0	0	0	105
88	21	0	0	3	0	0	112
405	54	4	1	7	2	0	473
118	30	1	2	2	0	1	154
100	18	0	1	2	2	0	123
105	30	1	0	1	0	0	137
110	15	1	0	1	0	0	127
433	93	3	3	6	2	1	541
140	17	0	0	1	0	1	159
120	22	1	1	0	0	0	144
125	13	1	0	0	0	0	140
111	15	0	0	0	1	0	127
496	67	2	2	1	1	1	570
122	8	1	0	1	1	0	133
116	11	0	1	0	0	0	128
83	9	0	0	1	1	1	95
84	6	0	2	0	0	0	92
405	34	1	3	2	2	1	448

Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
117	41	2	0	1	2	0	163
107	26	3	1	1	0	0	138
120	32	1	0	7	0	0	160
150	10	2	1	0	0	0	163
494	109	8	2	9	2	0	624
163	25	5	2	4	0	0	199
157	14	4	1	2	0	0	178
148	11	2	1	1	0	0	163
113	11	1	1	3	0	0	129
581	61	12	5	10	0	0	669
98	12	1	3	1	0	0	115
78	9	3	0	1	0	0	91
85	14	2	0	2	0	0	103
76	8	10	0	0	0	0	94
337	43	16	3	4	0	0	403
74	15	5	3	0	0	0	97
86	15	5	0	0	0	0	106
73	17	2	3	1	0	0	96
77	7	0	1	0	0	0	85
310	54	12	7	1	0	0	384
82	7	2	1	1	1	0	94
80	12	6	0	0	0	0	98
95	12	1	1	1	0	0	110
82	7	0	1	0	0	0	90
339	38	9	3	2	1	0	392
95	14	3	0	0	0	0	112
81	12	1	1	0	0	0	95
109	11	2	2	0	0	0	124
101	9	3	1	0	1	0	115
386	46	9	4	0	1	0	446
92	6	4	1	0	0	0	103
102	14	1	0	0	1	0	118
92	11	2	0	0	2	0	107
102	11	2	0	0	1	0	116
388	42	9	1	0	4	0	444
84	15	2	1	3	2	0	107
88	8	2	1	2	0	0	101
117	11	5	2	2	0	0	137
76	13	2	0	1	0	0	94
367	47	11	4	8	2	0	439
101	13	4	0	4	0	0	122
104	9	3	0	4	2	0	122
100	15	1	1	1	1	0	119
103	15	0	5	1	0	0	124
408	52	8	6	10	3	0	487
104	18	2	1	1	1	0	127
107	13	0	1	1	2	0	124
111	12	2	1	1	0	0	127
113	10	0	3	1	2	0	129
435	53	4	6	4	5	0	507
102	11	2	3	2	0	0	120
102	7	0	0	0	0	0	109
106	9	0	2	0	5	0	122
99	9	1	0	0	2	0	111
409	36	3	5	2	7	0	462
80	2	1	0	0	0	0	83
70	6	0	0	0	0	0	76
86	6	0	0	0	1	0	93
69	4	0	0	0	0	0	73
305	18	1	0	0	1	0	325

Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
11	4	0	1	0	0	0	16
21	2	0	0	3	0	0	26
30	9	0	0	1	0	0	40
36	13	2	0	3	0	0	54
98	28	2	1	7	0	0	136
35	7	2	0	2	0	0	46
43	8	0	0	5	0	0	56
62	5	1	0	2	0	0	70
63							



551480 Tomypandy
18th June 2024
0700 - 1900
Site 2

108	14	4	0	7	0	0	133
35	3	0	0	1	0	0	39
44	6	3	0	3	1	0	57
30	5	0	0	0	1	0	36
37	6	0	0	1	0	0	44
146	20	3	0	5	2	0	176
28	9	0	0	1	0	0	38
37	2	0	0	1	0	0	40
27	4	1	0	0	0	0	32
32	4	0	0	1	0	0	37
124	19	1	0	3	0	0	147
31	2	0	0	1	0	0	34
29	7	0	0	0	0	2	38
34	1	0	0	0	4	0	39
36	2	0	0	0	3	0	41
130	12	0	0	1	7	2	152
48	0	0	0	0	0	0	48
27	3	0	0	0	0	2	32
32	2	0	0	0	0	0	34
28	1	0	0	0	0	0	29
135	6	0	0	0	0	2	143

213	34	7	2	4	2	0	262
65	14	0	0	3	0	0	82
77	12	1	0	0	0	0	90
79	10	0	0	1	0	0	90
57	18	1	0	3	0	0	79
278	54	2	0	7	0	0	341
90	6	1	0	1	0	0	98
63	17	1	0	3	0	0	84
84	13	0	0	2	2	0	101
75	14	0	0	0	1	0	90
312	50	2	0	6	3	0	373
100	8	0	0	0	4	0	112
101	15	3	0	0	0	0	119
63	6	0	0	0	0	0	69
71	7	1	0	0	1	0	80
335	36	4	0	0	5	0	380
75	9	0	0	0	0	0	84
51	5	1	0	0	0	0	57
53	7	0	0	0	0	0	58
57	5	0	0	0	0	0	62
234	26	1	0	0	0	0	261

69	16	2	2	2	1	0	92
17	3	0	0	0	0	0	20
11	0	0	1	0	0	0	12
6	2	0	0	0	0	0	8
13	4	0	0	1	0	0	18
47	9	0	1	1	0	0	58
15	3	1	0	0	0	1	20
13	3	0	0	0	0	0	16
19	3	0	0	0	0	0	22
14	3	0	0	0	0	2	19
61	12	1	0	0	0	3	77
23	3	0	0	0	0	1	27
18	0	0	0	0	0	0	18
13	2	0	0	0	0	0	15
12	3	1	0	0	0	0	16
66	8	1	0	0	0	1	76
12	0	0	0	0	0	0	12
12	0	0	0	0	0	0	12
9	1	0	0	0	0	0	10
12	1	0	0	0	0	0	13
45	2	0	0	0	0	0	47

487
141
159
134
141
575
156
140
175
155
146
597
173
175
123
137
608
144
101
102
104
451

1542	204	18	1	29	9	5	1808
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2502	387	37	11	49	18	1	3005
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514	109	13	6	6	1	4	653
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5466

Destination - Arm A							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
8	3	0	0	0	0	0	11
13	1	1	0	1	0	0	16
17	1	0	0	2	0	0	20
30	7	2	0	3	0	0	42
68	12	3	0	6	0	0	89
35	3	1	0	2	0	0	41
41	8	1	0	5	0	0	55
56	2	0	0	2	0	0	60
59	6	0	0	3	0	0	68
191	19	2	0	12	0	0	224
25	5	0	1	3	0	0	34
30	5	1	0	3	0	0	39
19	7	2	1	2	0	0	31
44	6	0	0	0	0	0	50
118	23	3	2	8	0	0	154
23	6	1	0	0	0	0	30
23	7	0	0	0	1	1	32
28	10	1	0	0	1	0	40
26	3	0	0	0	0	0	29
100	26	2	0	0	2	1	131
36	6	0	0	0	0	0	42
46	8	0	0	1	1	0	56
26	6	1	0	0	0	0	33
43	6	0	0	0	0	0	49
151	26	1	0	1	1	0	180
41	5	0	0	0	0	0	46
39	7	0	0	0	1	0	47
45	5	1	0	0	0	0	51
34	5	0	0	1	0	0	40
159	22	1	0	1	1	0	184
31	9	0	0	0	1	0	41
32	4	1	0	0	0	0	37
36	6	0	0	0	0	0	42
41	5	0	0	1	2	0	49
140	24	1	0	1	3	0	169
43	7	1	0	1	1	0	53
50	6	5	0	0	0	0	61
45	2	1	0	0	0	0	46
50	7	1	0	1	0	0	59
188	22	8	0	2	1	0	221
56	12	0	0	3	0	0	71
74	9	1	0	0	0	0	84
67	8	0	0	1	0	0	76
52	15	0	0	2	0	0	69
249	44	1	0	6	0	0	300
76	6	1	0	1	0	0	84
58	16	1	0	3	0	0	78
77	14	0	0	2	2	0	95
63	13	0	0	0	1	2	79
274	49	2	0	6	3	2	336
90	10	0	0	0	4	1	105
100	12	2	0	0	0	0	114
57	6	0	0	0	0	0	63
63	6	1	0	0	1	0	71
310	34	3	0	0	5	1	353
62	8	0	0	0	0	0	70
50	5	0	0	0	0	0	55
48	7	0	0	0	0	0	55
55	3	0	0	0	0	0	58
215	23	0	0	0	0	0	238

Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
46	13	0	0	1	0	0	60
37	7	1	0	0	0	0	45
44	7	0	0	4	0	0	55
50	9	0	0	0	0	0	59
177	36	1	0	5	0	0	219
64	13	1	0	1	0	0	79
52	3	0	0	1	0	0	56
42	4	3	0	1	0	0	50
41	4	0	1	1	0	1	48
199	24	4	1	4	0	1	233
43	6	0	1	1	0	0	51
25	4	0	0	2	0	0	31
23	3	2	0	2	0	0	30
28	8	2	0	1	0	0	39
119	21	4	1	6	0	0	151
32	11	1	0	0	0	0	44
36	9	1	0	0	0	0	46
25	5	0	0	0	0	0	30
21	1	0	0	0	0	0	22
114	26	2	0	0	0	0	142
32	6	0	1	0	0	0	39
30	3	3	0	0	0	0	36
48	11	0	0	1	0	0	60
31	4	1	0	0	0	0	36
141	24	4	1	1	0	0	171
29	8	0	0	0	0	0	37
31	6	0	0	0	0	0	37
34	4	1	0	0	0	0	39
33	5	0	0	0	0	0	38
127	23	1	0	0	0	0	151
28	2	0	0	0	0	0	30
47	6	0	0	0	0	0	53
37	6	1	1	0	0	0	45
37	4	1	1	0	0	0	43
149	18	2	2	0	0	0	171
32	5	0	1	3	1	0	42
43	9	0	1	3	0	0	56
38	5	2	0	3	0	0	48
33	7	2	0	0	0	0	66
150	26	4	2	9	1	0	192
45	5	0	0	1	0	0	51
45	6	3	1	3	1	0	59
33	7	0	0	0	1	0	41
48	9	0	0	2	0	0	55
167	27	3	1	6	2	0	206
37	12	1	0	1	0	1	52
46	4	0	0	1	0	0	51
42	5	1	0	0	0	0	48
41	7	0	0	1	0	0	49
166	28	2	0	3	0	1	200
46	3	0	0	1	0	0	50
38	6	0	0	0	0	0	44
44	1	0	0	0	4	0	49
46	5	1	0	0	1	0	53
174	15	1	0	1	5	0	196
57	0	0	0	0	0	0	57
37	3	0	0	0	0	0	40
36	3	0	0	0	0	0	39
36	2	0	0	0	0	0	38
166	8	0	0	0	0	0	174

Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
7	2	0	1	0	0	0	10
8	1	0	0	1	0	0	10
11	9	0	0	0	0	0	20
10	6	0	0	0	0	0	16
36	18	0	1	1	0	0	56
6	3	0	1	0	0	0	10
5	1	0	0	0	0	0	6
11	4	1	0	0	0	0	16
11	1	0	1	1	0	0	14
33	9	1	2	1	0	0	46
13	3	1	0	0	0	0	17
6	3	2	0	0	0	0	11
15	0	3	0	0	0	0	18
10	1	0	0	0	0	0	11
44	7	6	0	0	0	0	57
14	2	0	0	1	0	0	17
16							



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5	1	0	0	1	0	0	7
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27	4	0	0	2	0	0	33
8	0	1	0	1	0	0	10
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9	0	0	0	1	0	0	10
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35	0	1	0	4	0	0	40
7	1	0	0	1	1	0	10
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2	1	0	0	1	0	0	4
7	0	0	0	1	0	0	8
20	3	0	0	4	1	0	28
3	1	0	0	1	0	0	5
6	1	0	0	1	0	0	8
7	2	0	0	1	0	0	10
4	0	0	0	1	0	0	5
20	4	0	0	4	0	0	28
0	4	0	0	0	0	0	4
9	0	0	0	2	0	0	11
3	1	0	0	1	1	0	6
3	1	0	0	1	0	0	5
15	6	0	0	4	1	0	26
3	1	0	0	1	0	0	5
5	4	0	0	1	0	0	10
5	1	2	0	0	0	0	8
7	0	0	0	2	0	0	9
20	6	2	0	4	0	0	32
2	2	0	0	0	0	0	4
4	3	0	0	2	0	0	9
2	1	0	0	1	0	0	4
7	0	0	0	1	0	0	8
15	6	0	0	4	0	0	25
3	0	0	0	1	0	0	4
2	1	0	0	1	0	0	4
6	0	0	0	0	0	0	6
6	0	1	0	2	0	0	9
17	1	1	0	4	0	0	23
9	1	0	0	0	0	0	10
8	1	0	0	1	0	0	10
5	0	0	0	1	0	0	6
10	0	0	0	1	0	0	11
32	2	0	0	3	0	0	37
7	3	0	0	1	0	0	11
7	0	0	0	0	0	0	7
5	2	0	0	1	0	0	8
6	1	0	0	1	0	0	8
25	6	0	0	3	0	0	34
4	0	0	0	1	0	0	5
11	1	0	0	0	0	0	12
4	1	0	0	1	0	0	6
9	1	0	0	0	0	0	10
28	3	0	0	2	0	0	33
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8	1	0	0	1	0	0	10
8	0	0	0	1	0	0	9
2	1	0	0	0	0	0	3
26	2	0	0	3	0	0	31

11	2	1	0	0	0	0	14
3	0	0	0	0	0	0	3
24	4	1	0	0	0	0	29
4	1	0	0	0	0	0	5
6	4	0	0	0	0	0	10
12	2	0	0	0	0	0	14
25	0	0	0	0	0	0	25
47	7	0	0	0	0	0	54
14	3	0	0	1	0	0	18
16	3	1	0	0	0	0	20
14	3	0	0	0	0	0	17
18	2	1	0	0	0	0	21
62	11	2	0	1	0	0	76
10	2	0	0	0	0	0	12
8	4	0	0	0	0	0	12
12	1	0	0	0	0	0	13
23	2	1	0	0	0	0	26
53	9	1	0	0	0	0	63
11	1	0	0	0	0	0	12
12	2	0	0	0	0	0	14
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16	2	0	0	0	0	0	18
53	5	0	0	0	0	0	58
10	2	0	0	0	0	0	12
17	2	0	0	0	0	0	19
13	4	0	0	0	0	0	17
14	1	0	0	0	0	0	15
54	9	0	0	0	0	0	63
18	3	0	0	0	0	0	21
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19	3	1	0	0	0	0	23
10	3	0	0	0	0	0	13
62	13	3	0	0	0	0	78
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16	3	0	0	0	0	0	19
14	1	0	0	0	0	0	15
16	3	1	0	0	0	0	20
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17	3	0	0	1	0	0	21
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21	2	0	0	0	0	0	23
31	4	0	0	0	0	1	36
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15	5	0	0	0	0	0	20
97	12	0	0	0	0	1	110
23	2	0	0	0	1	0	26
16	2	0	0	0	0	0	18
18	0	0	0	0	0	0	18
19	2	0	0	0	0	0	21
76	6	0	0	0	1	0	83

17	1	0	0	2	0	0	20
27	7	2	0	3	0	0	39
65	12	3	0	6	0	0	86
37	3	1	0	2	0	0	43
41	8	1	0	5	0	0	55
56	1	0	0	2	0	0	59
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193	18	2	0	12	0	0	225
25	5	0	1	3	0	0	34
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43	6	0	0	0	0	0	49
117	23	3	2	8	0	0	153
26	6	1	0	0	0	0	33
23	7	0	0	0	1	0	31
28	10	1	0	0	1	0	40
27	2	0	0	0	0	0	29
104	25	2	0	0	2	0	133
36	5	0	0	0	0	0	41
46	9	0	0	1	0	0	56
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39	5	0	0	0	0	0	44
38	7	0	0	0	1	0	46
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31	9	0	0	0	1	0	41
33	4	1	0	0	0	0	38
36	6	0	0	0	0	0	42
43	5	0	0	1	2	0	51
143	24	1	0	1	3	0	172
42	7	1	0	1	1	0	52
48	6	5	0	0	0	0	59
48	2	1	0	0	0	0	51
50	7	1	0	1	0	0	59
188	22	8	0	2	1	0	221
55	12	0	0	3	0	0	70
73	9	1	0	0	0	0	83
68	8	0	0	1	0	0	77
53	15	0	0	2	0	0	70
249	44	1	0	6	0	0	300
71	5	1	0	1	0	0	78
59	16	1	0	3	0	0	79
76	14	0	0	2	2	0	94
61	12	0	0	0	1	0	74
267	47	2	0	6	3	0	325
91	11	0	0	0	4	1	107
98	12	2	0	0	0	0	112
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63	8	0	0	0	0	0	71
49	5	0	0	0	0	0	54
48	7	0	0	0	0	0	55
53	2	0	0	0	0	0	55
213	22	0	0	0	0	0	235

49	9	0	0	5	0	0	63
51	7	0	0	0	0	0	58
184	39	1	0	8	0	0	232
60	10	0	0	4	0	0	74
70	4	1	0	1	0	0	76
61	3	3	0	4	0	0	71
47	3	0	0	2	0	1	53
238	20	4	0	11	0	1	274
66	5	0	0	3	0	0	74
34	4	0	0	4	0	0	42
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37	7	1	0	1	0	0	46
166	18	1	0	11	0	0	196
41	4	0	0	2	0	0	47
42	7	0	0	0	0	0	49
27	6	0	0	1	0	0	34
33	4	0	0	1	0	0	38
143	21	0	0	4	0	0	168
39	2	1	0	1	0	0	43
26	6	3	0	1	0	0	36
54	8	0	0	1	3	0	66
42	4	0	0	0	0	0	46
161	20	4	1	5	0	0	191
38	9	0	0	2	0	0	49
31	7	0	0	0	0	0	38
34	2	0	0	1	0	0	37
38	7	0	0	0	0	0	45
141	25	0	0	3	0	0	169
34	6	0	0	2	0	0	42
36	5	0	0	0	0	0	41
41	1	1	1	3	0	0	47
43	7	1	0	0	0	0	51
154	19	2	1	5	0	0	181
36	4	0	0	4	0	0	44
35	1	0	0	3	0	0	39
42	3	2	0	4	2	0	53
37	12	1	0	0	0	0	50
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49	4	0	0	3	1	0	57
56	8	3	0	3	1	0	71
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183	28	3	0	8	3	0	225
38	10	1	0	2	0	0	51
43	2	0	0	2	0	0	47
44	3	1	0	0	0	0	48
45							



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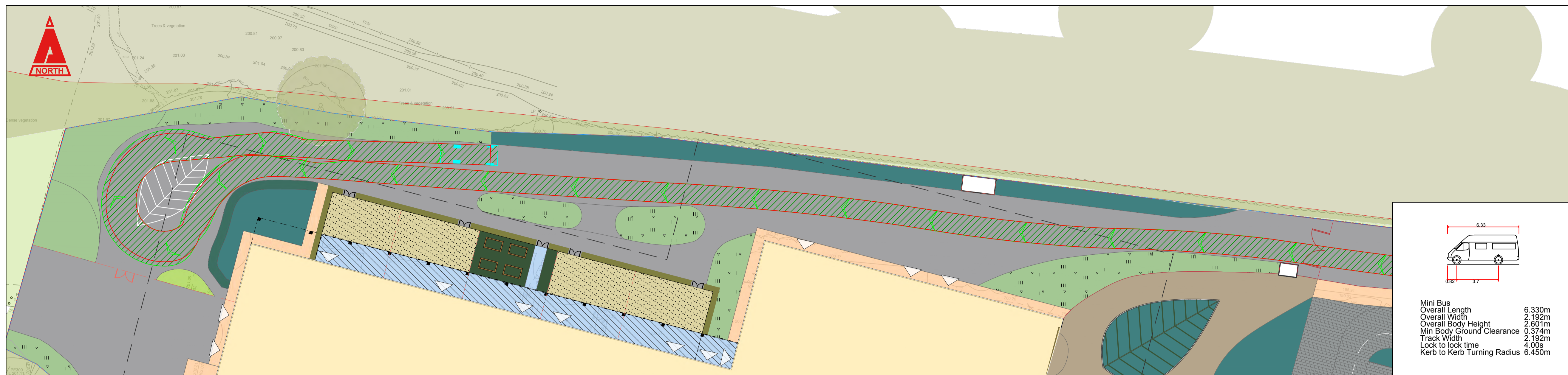
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6	1	0	0	0	0	0	7
7	4	0	0	0	0	0	11
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13	0	0	0	0	0	0	13
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38	5	0	0	0	0	0	43
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48	6	1	0	0	0	0	55
17	1	0	0	2	0	0	20
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14	4	0	0	0	0	0	18
18	2	0	0	0	0	0	20
67	8	0	0	2	0	0	77
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21	3	0	0	0	1	0	25
14	0	0	0	0	0	0	14
78	10	1	0	0	1	0	90
16	4	0	0	0	0	1	21
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19	4	0	0	0	0	0	23
83	13	1	0	0	0	1	98
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18	1	0	0	0	0	0	19
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13	1	0	0	0	0	0	14
62	5	0	0	0	0	0	67

14	2	0	0	2	0	0	18
38	7	0	0	6	0	0	51
11	1	0	0	3	0	0	15
26	4	1	0	1	0	0	32
32	0	1	0	2	0	0	35
23	2	0	0	3	0	0	28
92	7	2	0	9	0	0	110
31	2	0	1	2	1	0	37
17	2	0	0	2	0	0	21
14	1	1	0	1	0	0	17
20	4	1	0	1	0	0	26
82	9	2	1	6	1	0	101
22	5	1	0	2	0	0	30
18	5	0	0	0	0	0	23
17	6	1	0	1	1	0	26
23	1	0	0	1	0	0	25
80	17	2	0	4	1	0	104
12	2	1	0	1	0	0	16
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72	7	2	1	4	1	0	87
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18	6	0	0	0	0	0	24
17	1	1	0	1	0	0	20
21	3	0	0	0	0	0	24
76	12	1	0	3	0	0	92
13	2	0	0	2	1	0	18
17	3	0	0	0	0	0	20
14	0	0	0	3	0	0	17
25	6	0	0	0	0	0	31
69	11	0	0	5	1	0	86
19	2	0	0	1	0	0	22
19	2	0	0	1	0	0	22
21	1	0	0	2	2	0	26
18	5	1	0	0	0	0	24
77	10	1	0	4	2	0	94
28	4	0	0	2	1	0	35
30	2	0	0	2	0	0	34
15	2	0	0	0	0	0	17
16	4	0	0	1	0	0	21
89	12	0	0	5	1	0	107
28	3	1	0	1	0	0	33
17	0	0	0	3	0	0	20
30	4	0	0	0	0	0	34
25	2	0	0	1	0	0	28
100	9	1	0	5	0	0	115
30	4	0	0	0	0	0	34
29	1	1	0	1	0	0	32
21	5	0	0	0	0	0	26
26	3	0	0	1	0	0	30
106	13	1	0	2	0	0	122
31	1	0	0	1	0	0	33
26	0	0	0	0	0	0	26
29	2	0	0	1	0	0	32
17	3	0	0	1	0	0	21
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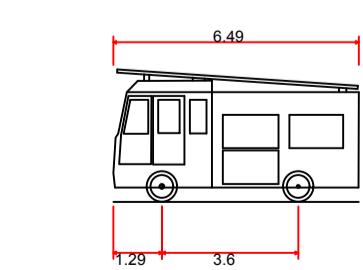
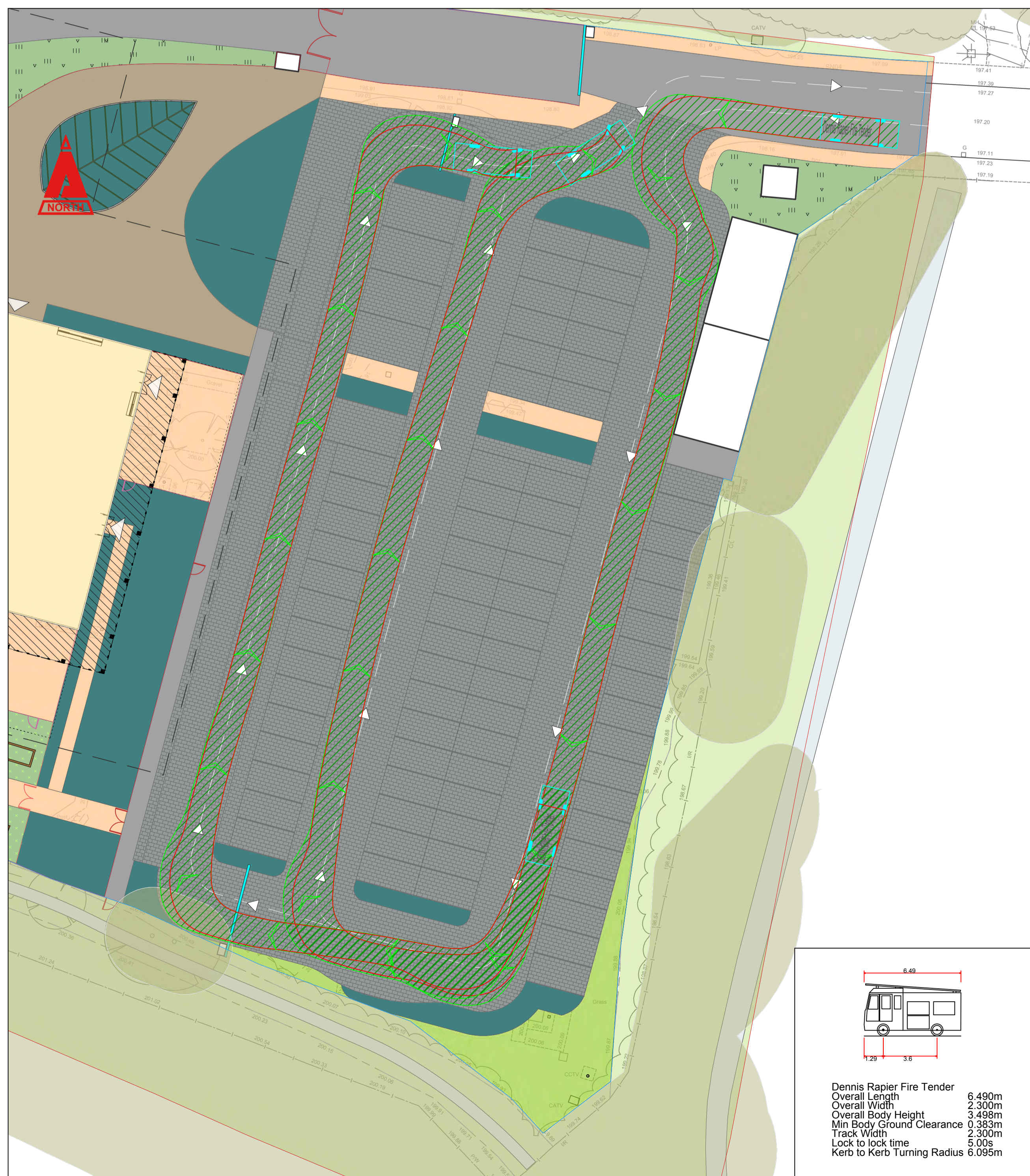
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174	35	1	0	4	0	0	214
60	10	1	0	1	0	0	72
53	3	0	0	1	0	0	57
43	2	1	0	1	0	0	47
39	3	0	0	0	0	1	43
195	18	2	0	3	0	1	219
44	6	0	0	1	0	0	51
24	3	0	0	2	0	0	29
20	2	0	0	2	0	0	24
27	5	1	0	0	0	0	33
115	16	1	0	5	0	0	137
24	3	0	0	0	0	0	27
33	4	0	0	0	0	0	37
20	5	0	0	0	0	0	25
18	1	0	0	0	0	0	19
95	13	0	0	0	0	0	108
27	4	0	0	0	0	0	31
26	4	3	0	0	0	0	33
38	7	0	0	1	0	0	46
25	3	0	0	0	0	0	28
116	18	3	0	1	0	0	138
24	8	0	0	0	0	0	32
26	5	0	0	0	0	0	31
26	3	1	0	0	0	0	30
22	4	0	0	0	0	0	26
98	20	1	0	0	0	0	119
25	3	0	0	0	0	0	28
28	5	0	0	0	0	0	33
29	2	1	0	1	0	0	33
27	2	1	0	0	0	0	30
109	12	2	1	0	0	0	124
25	5	1	0	3	0	0	34
24	2	0	0	2	0	0	28
34	2	2	0	2	0	0	40
24	5	1	0	0	0	0	30
107	14	4	0	7	0	0	132
35	3	0	0	1	0	0	39
44	6	3	0	3	1	0	57
31	5	0	0	0	1	0	37
37	6	0	0	1	0	0	44
147	20	3	0	5	2	0	177
28	9	0	0	1	0	0	38
38	2	0	0	1	0	0	41
27	4	1	0	0	0	0	32
33	4	0	0	1	0	0	38
126	19	1	0	3	0	0	149
30	2	0	0	1	0	0	33
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35	1	0	0	0	4	0	40
35	2	0	0	0	3	0	40
130	11	0	0	1	7	1	150
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28	3	0	0	0	0	0	31
32	2	0	0	0	0	0	34
28	1	0	0	0	0	0	29
136	6	0	0	0	0	0	142

28	5	2	0	2	0	0	37
70	13	3	0	6	0	0	92
31	3	1	0	2	0	0	37
35	8	1	0	3	0	0	47
44	1	0	0	3	0	0	48
60	4	0	0	4	0	0	68
170	16	2	0	12	0	0	200
30	6	0	0	5	0	0	41
33	6	2	0	4	0	0	45
24	9	1	1	3	0	0	38
47	3	0	0	1	0	0	51
134	24	3	1	13	0	0	175
26	2	0	0	1	0	0	29
20	7	0	0	1	1	0	29
31	7	0	0	1	0	0	39
39	2	1	0	1	0	0	43
116	18	1	0	4	1	0	140
34	6	0	0	0	0	0	40
44	11	0	0	3	0	0	58
30	4	0	0	1	1	0	36
46	7	0	0	1	0	0	54
154	28	0	0	5	1	0	188
36	6	0	0	1	0	0	43
39	6	0	0	1	1	0	47
44	7	1	0	0	0	0	52
38	3	0	0	3	0	0	44
157	22	1	0	5	1	0	186
41	14	0	0	0	0	0	55
34	6	3	0	2	0	0	45
42	9	1	0	1	0	0	53
41	5	0	0	2	2	0	50
158	34	4	0	5	2	0	203
44	3	1	0	2	1	0	51
44	7	4	0	1	0	0	56
43	2	1	0	0	0	0	46
58	9	2	0	3	0	0	72
189	21	8	0	6	1	0	225
57	12	0	0	1	0	0	70
75	12	1	0	3	0	0	91
67	6	1	0	3	0	0	77
52	12	0	0	3	0	0	67
251	42	2	0	10	0	0	305
62	4	1	0	3	0	0	70
58	15	0	0	1	0	0	74
74	12	0	0	3	2	0	91
57	15	0	0	2	1	0	75
251	46	1	0	9	3	0	310
78	7	0	0	1	4	0	90
95	10	0	0	0	0	0	105
68	4	0	0	1	0	0	73
57	8	1	0	0	1	0	67
298	29	1	0	2	5	0	335
62</							

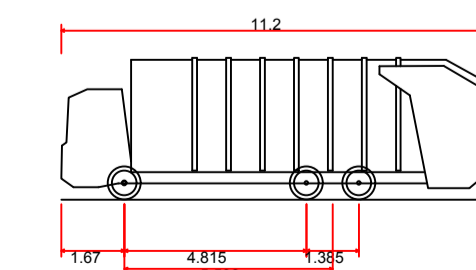
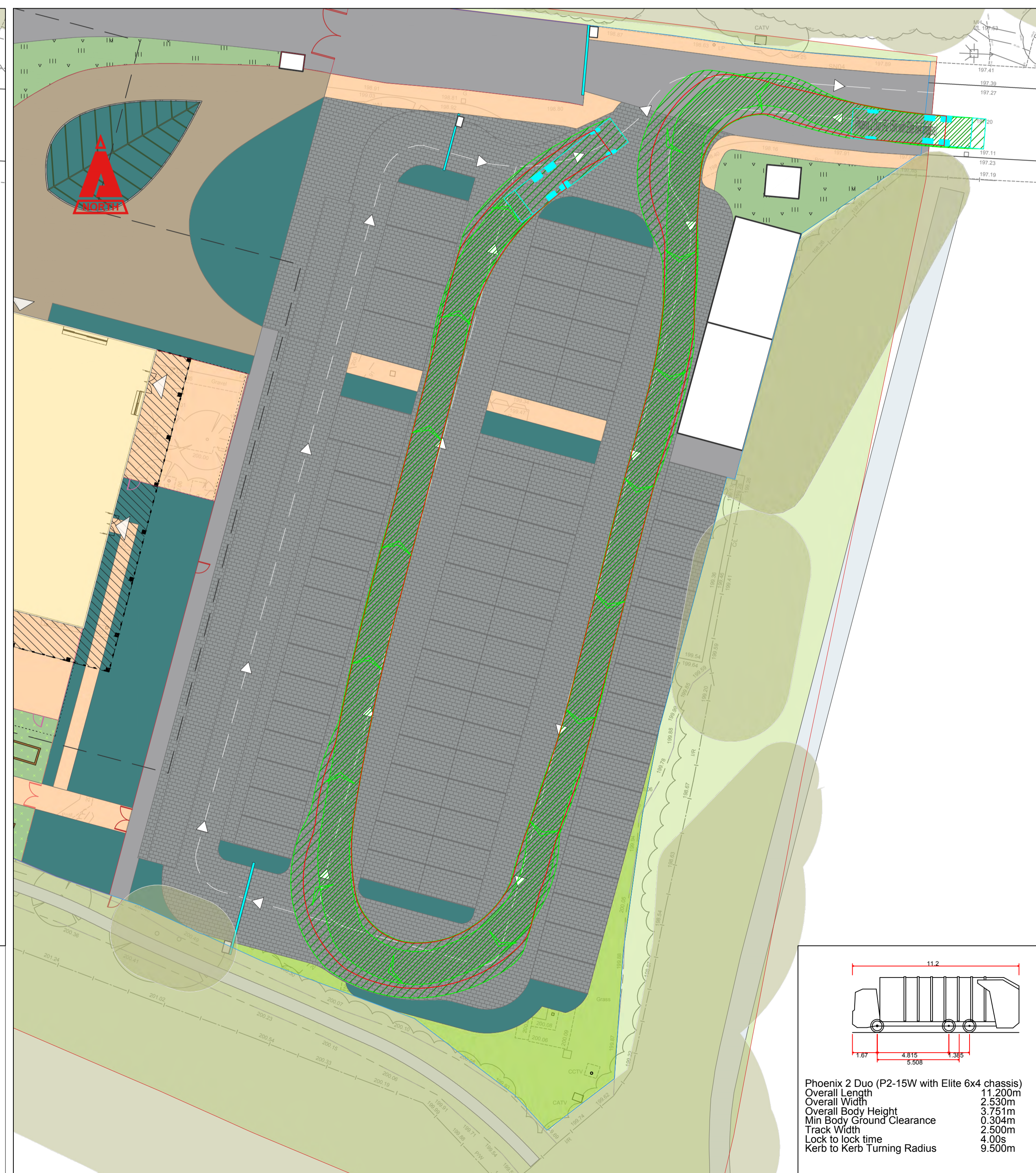
Appendix 5 Swept Path Analysis



Mini Bus
 Overall Length 6.330m
 Overall Width 2.192m
 Overall Body Height 2.601m
 Min Body Ground Clearance 0.374m
 Track Width 2.192m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.450m



Dennis Rapier Fire Tender
 Overall Length 6.490m
 Overall Width 2.300m
 Overall Body Height 3.498m
 Min Body Ground Clearance 0.363m
 Track Width 2.300m
 Lock to lock time 5.00s
 Kerb to Kerb Turning Radius 6.095m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

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KEY
 CHASSIS OUTLINE
 OVERHANG OUTLINE

P05	UPDATED SITE PLAN	JD	LM	LM
				13.09.2024
P04	UPDATED MINIBUS TRACKING	JD	LM	LM
				11.09.2024
P03	UPDATED SITE PLAN	JD	LM	LM
				03.09.2024
P02	UPDATED SITE PLAN	GJ	LM	LM
				29.08.2024
P01	FOR INFORMATION	GJ	LM	LM
				19.07.2024
Rev.	Description	By	Chk	App

Client:
MORGAN SINDALL

Project:
 CLYDACH & VALE
 ALN SCHOOL
 CC2671

Drawing Title:
 VEHICLE TRACKING
 REFUSE, FIRE VEHICLES &
 MINIBUS

Drawing No.
 26CC05 CAM XX XX SK C 0003

Status:	SS PRELIMINARY	Scale @A1:	AS SHOWN	Rev.	P05
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Appendix 6 A4119 Junction Capacity Assessment

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.1.1.1905 © Copyright TRL Software Limited, 2023
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Filename: A4119.j10

Path: C:\Users\AlunRees\OneDrive - Acstro Limited\Shared with Everyone\ACSTRO Jobs\1778 Clydach Vale

Report generation date: 24/09/2024 17:18:47

«Existing Layout - Observed, AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM									PM								
	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap
Existing Layout - Observed																		
1 - A4119 East	D1	0.5	2.2	3.13	0.33	A	5.96	A	61 %	D2	0.4	1.5	2.84	0.29	A	6.39	A	41 %
2 - A4119 South		1.2	1.6	7.70	0.54	A					1.6	1.9	9.43	0.61	A			
3 - Unnamed Road		0.8	2.8	7.61	0.46	A					0.6	2.6	6.44	0.36	A			
Existing Layout - Observed + Development																		
1 - A4119 East	D3	0.6	2.7	3.39	0.37	A	7.17	A	38 %	D4	0.5	1.9	3.03	0.32	A	7.52	A	32 %
2 - A4119 South		1.7	2.7	9.88	0.63	A					1.9	4.5	10.76	0.66	B			
3 - Unnamed Road		1.1	2.4	8.74	0.53	A					1.0	2.5	8.47	0.51	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	A4119 Roundabout Clydach Vale
Location	
Site number	
Date	24/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\AlunRees
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Observed	AM	ONE HOUR	07:45	09:15	15	✓

Existing Layout - Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.96	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	61	2 - A4119 South	5.96	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A4119 East	A4119 East	
2	A4119 South		
3	Unnamed Road		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - A4119 East	7.00	7.00	0.0	20.0	35.0	30.0		
2 - A4119 South	4.00	4.00	0.0	15.0	35.0	30.0		
3 - Unnamed Road	4.00	4.00	0.0	10.0	35.0	20.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A4119 East	0.737	2121
2 - A4119 South	0.544	1192
3 - Unnamed Road	0.545	1195

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A4119 East		ONE HOUR	✓	516	100.000
2 - A4119 South		ONE HOUR	✓	502	100.000
3 - Unnamed Road		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A4119 East	2 - A4119 South	3 - Unnamed Road
From	1 - A4119 East	0	410	106
	2 - A4119 South	361	0	141
	3 - Unnamed Road	102	258	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		1 - A4119 East	2 - A4119 South	3 - Unnamed Road
From	1 - A4119 East	10	10	10
	2 - A4119 South	10	10	10
	3 - Unnamed Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4119 East	0.33	3.13	0.5	2.2	A	473	710
2 - A4119 South	0.54	7.70	1.2	1.6	A	461	691
3 - Unnamed Road	0.46	7.61	0.8	2.8	A	330	496

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4119 East	388	97	193	1786	0.218	387	346	0.0	0.3	2.570	A
2 - A4119 South	378	94	80	1041	0.363	376	501	0.0	0.6	5.395	A
3 - Unnamed Road	271	68	270	939	0.289	269	185	0.0	0.4	5.363	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4119 East	464	116	232	1758	0.264	464	415	0.3	0.4	2.782	A
2 - A4119 South	451	113	95	1032	0.437	450	600	0.6	0.8	6.180	A
3 - Unnamed Road	324	81	324	910	0.356	323	222	0.4	0.5	6.130	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4119 East	568	142	283	1719	0.330	568	508	0.4	0.5	3.123	A
2 - A4119 South	553	138	117	1020	0.542	551	734	0.8	1.2	7.644	A
3 - Unnamed Road	396	99	396	870	0.455	395	271	0.5	0.8	7.560	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4119 East	568	142	284	1719	0.331	568	510	0.5	0.5	3.127	A
2 - A4119 South	553	138	117	1020	0.542	553	735	1.2	1.2	7.695	A
3 - Unnamed Road	396	99	397	870	0.456	396	272	0.8	0.8	7.605	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4119 East	464	116	233	1757	0.264	464	418	0.5	0.4	2.788	A
2 - A4119 South	451	113	95	1032	0.437	453	602	1.2	0.8	6.234	A
3 - Unnamed Road	324	81	326	909	0.356	325	223	0.8	0.6	6.177	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4119 East	388	97	195	1785	0.218	389	349	0.4	0.3	2.581	A
2 - A4119 South	378	94	80	1040	0.363	379	504	0.8	0.6	5.449	A
3 - Unnamed Road	271	68	272	938	0.289	272	186	0.6	0.4	5.408	A

Q Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A4119 East	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2 - A4119 South	0.56	0.55	1.00	1.40	1.45			N/A	N/A
3 - Unnamed Road	0.40	0.00	0.00	0.40	0.40			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A4119 East	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2 - A4119 South	0.77	0.13	0.89	1.40	1.47			N/A	N/A
3 - Unnamed Road	0.55	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A4119 East	0.49	0.03	0.25	0.49	0.49			N/A	N/A
2 - A4119 South	1.16	0.03	0.26	1.16	1.16			N/A	N/A
3 - Unnamed Road	0.82	0.03	0.26	0.82	0.82			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A4119 East	0.49	0.03	0.31	1.41	2.18			N/A	N/A
2 - A4119 South	1.17	0.03	0.27	1.17	1.62			N/A	N/A
3 - Unnamed Road	0.83	0.03	0.28	0.83	2.77			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A4119 East	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2 - A4119 South	0.79	0.14	0.91	1.41	1.47			N/A	N/A
3 - Unnamed Road	0.56	0.08	0.78	1.36	1.43			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A4119 East	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2 - A4119 South	0.58	0.06	0.59	1.33	1.42			N/A	N/A
3 - Unnamed Road	0.41	0.03	0.30	0.92	1.21			N/A	N/A

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