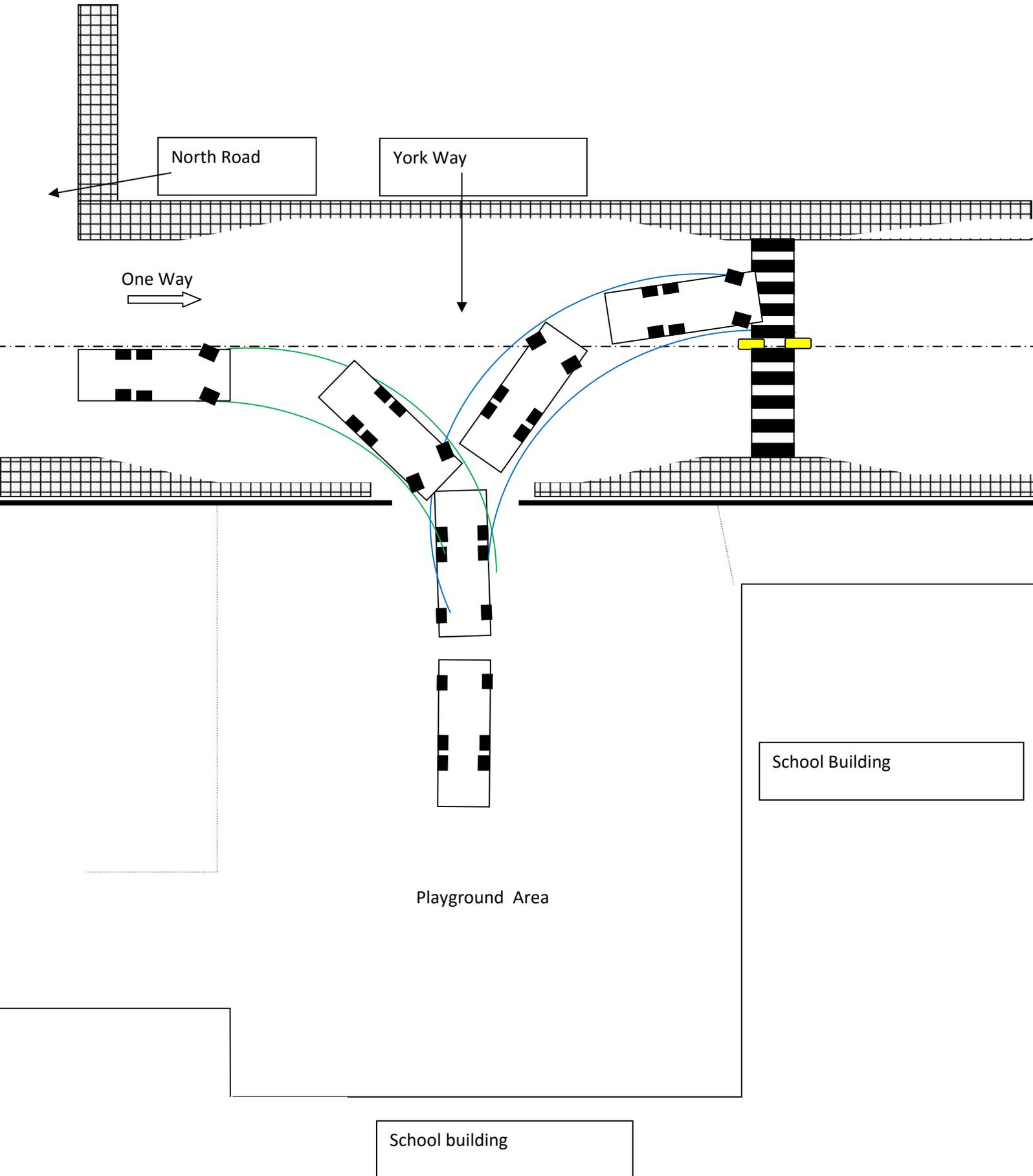


**Brecknock Primary School**

**Swept Analysis**



## **Brecknock Primary School**

The existing vehicular access to the Playground area is off York Way situated at the rear of the School. This access is immediately adjacent to a Zebra Crossing on York Way.

York Way is a One way street so care needs to be taken when leaving the the site as there is not a sign opposite. We will install a temporary sign for the duration of the works

York Way in the vicinity of the site it is a double carriageway one way street and is subject to 30mph speed limit. Annual average daily traffic flow on York Way is approximately 14,000 vehicles with approximately 1,400 vehicles during the peak hours.

Access into and out of the site will be carefully managed by two banksmen in order to ensure the safe operation of the playground and deliveries including for highway safety on York Way. During the construction works the existing vehicular access for the site will be secured by the existing access gates (opening inwards). It is not anticipated that the amount of inbound and outbound operational vehicle trips during the morning and/or evening peak hours would give rise to any significant traffic impacts with respect to the safe ingress and egress of vehicles. The small number of additional vehicular trips generated during the construction phase of the proposed development will be insufficient to have any significant detrimental impact on the local road network, since they represent less than a 1% increase in peak hour traffic flow. Similarly the relatively small number of public transport and non-motorised (walking and cycling) trips generated by the proposed development will also be insufficient to have a significant detrimental impact on local bus services and pedestrian and cyclist facilities in the vicinity.

As mentioned in the previous paragraph, relatively few vehicle movements are anticipated to be generated by the construction works associated with the proposed development and appropriate arrangements for the management and control of construction traffic movements to minimise adverse impacts have been put in place and discussed with all our suppliers, this includes the issuing of time slots for deliveries to ensure lorries are not waiting in the surrounding roads for access to site. Also, sub-contractors are limited to one vehicle to ensure parking for only necessary vehicles in the surrounding roads. Consequently, the construction traffic associated with the proposed development is not anticipated to be sufficient to have a significant adverse impact on the road network.