

## NOTE ON HIGHWAY POINTS RAISED AT CRAIG -YR-HESG INQUIRY

Cllr Dawn Wood

CD 2.9 page 67 confirms the proportion of HGV traffic associated with CYH to fall between 13.7% and 24.5% of the overall flow during the 2013 and 2020 surveys respectively, during the operational days of the Site. As confirmed in CD 2.9, the 2020 overall traffic flows were found to be lower, which explains why the proportion of HGV traffic associated with CYH is higher.

In terms of traffic noise impact, a 1dBA change is considered to be the level of human perception and is the threshold at which short-term changes are assessed under the DMRB guidance in LA 111. This is equivalent to a 25% change in traffic volume of comparable composition. As a result, it is doubtful whether the removal of the CYH traffic would have any noticeable or significant impact on the ambient noise environment.

The 7.00 a.m. – 7.00 p.m. operating hours for HGVs other than those associated with transportation of asphalt are as per the extant conditions at the Site.

Cyclist and pedestrian activity is common on the local roads, which currently also accommodate the CYH traffic without resulting in personal injury accidents involving HGVs and such users. There are some people who would not consider cycling on a route shared with traffic, and others who do.

Cllr Mike Powell

It is understood that due to technical constraints there is no scope to create rail sidings at CYH Quarry to facilitate the export of CYH material by rail. As a result, the HGVs travelling to / from CYH would still need to travel along the same road networks to access the rail network for onward distribution at other locations.

In the absence of rail sidings at the point of use, it is ultimately necessary to transport materials in HGV by road. Whilst rail transport could potentially be viable for longer distances, particularly to fixed outlets, due to the flexibility required in terms of delivery times and destinations, road transport remains the most common solution for many Quarries. I understand there is only one rail linked quarry in South Wales, which is Hanson's Machen limestone quarry in Caerphilly.

Whilst not aware of the parking arrangements for haulier's vehicles, parking at B & Q would not affect the cumulative HGV movements along Berw Road in the vicinity of CYH. If based at CYH, each load would still require 2 movements to deliver the material then return back to the Quarry. This is the same as parking remotely off-site. The journey into CYH would involve an empty vehicle whilst the outbound trip would be laden. The same number of loads / movements would be required to transport the same quantum of material assuming the equivalent vehicle size between the two scenarios.

Paragraphs 3.3 to 3.6 of my Proof respond to CD 10.11.

White Bridge has been closed to vehicles since February 2020 following damage arising from Storm Dennis. An article on the In Your Area Community News website <https://www.inyourarea.co.uk/news/refurbishment-of-white-bridge-in-pontypridd-starts-soon/> from 21 May 2022 states:

*"The council has made it clear throughout that the main work to future-proof the structure represents a major scheme, requiring White Bridge to close for a considerable period of time. It has today announced that the work will begin from Monday, May 23 – and is scheduled for completion in early 2023.*

*The scheme will completely refurbish White Bridge, including significant concrete repairs that will restore and maintain the structure's heritage. The scheme will also install a scour apron to the north pier, complete soil nailing to the south-east embankment, deliver masonry repairs to the wingwalls and repair the wrought iron railings at the southern approaches to the structure."*

As a result, the potential diversion and rat-running concerns will be relatively short-lived in the context of the proposed operations at CYH. Notwithstanding this, due to the period of restrictions arising from the closure of White Bridge, and the continuation of activities at CYH whilst it has been closed, given there is no proposal to

significantly vary output from the site, there is no reason to believe that the proposed extension would have any impact on rat-running through Trallwng Ward based on current and established traffic patterns. CYH operated at similar production levels historically when White Bridge was open and there is no reason to conclude traffic patterns would not revert to previous levels once the structure is re-opened.

The article contains a link to a plan confirming the diversion route, which is attached with the article. As can be seen, the diversion route is very localised and unlikely to be significantly affected or influenced by the CYH traffic. CYH HGVs do not cross White Bridge and would be unaffected by its closure and re-opening.

I am not aware that the bridges on the route used by CYH traffic have a weight restriction preventing their use by road-legal HGVs up to the permitted 44 tonne weight limit. However, the maximum axle limit for vehicles is set in the Construction and Use regulations based on acceptable levels for infrastructure loadings. If not all of the vehicle's axles are on the bridge of concern at any one time, a proportion of the load must fall beyond the structure itself, which would overcome the concerns raised by Cllr Powell about the load limits.

The proposed development is not predicted to increase the number of HGVs travelling to / from CYH in any given hour / day / week of the year compared with what is currently occurring. The proposals represent only a continuation of current activity, not an increase above it, as explained at paragraph 3.3 of my Proof.

Similar points were raised by Cllr Powell at the 09 July 2020 Committee Meeting, which concluded refusal of planning permission on highways grounds was not justified or recommended.

#### Simon Pritchard

Whilst the use of lower friction stone may be acceptable in some situations, its use will inevitably result in earlier maintenance requirements in order to achieve the level of friction the CYH material can inherently provide due to its characteristics. The CYH stone not only therefore provides the higher level of performance at the outset, but over time would retain a comparably higher friction performance than an alternative with a lower performance baseline. Theoretically, the useful life of the CYH stone until its friction properties fall to an unacceptable level should be longer, thereby extending its service life before replacement is necessary, which should, over time, reduce the need to quarry more replacement material.

Jeremy Hurlstone

25th June 2022

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# Refurbishment of White Bridge in Pontypridd starts soon

The scheme will completely refurbish White Bridge, including significant concrete repairs that will restore and maintain the structure's heritage.



21 May 2022

By **InYourArea Community**

Berw Road Bridge, known as White Bridge. Image: Rhondda Cynon Taf County Borough Council.

## Submitted by Rhondda Cynon Taf County Borough Council

Rhondda Cynon Taf County Borough Council has confirmed that the planned repair and refurbishment scheme to White Bridge in Pontypridd will begin from May 23.

The listed structure Berw Road Bridge, known as White Bridge, was closed with immediate effect in February 2020 to ensure safety after it was damaged by Storm Dennis.

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Rhondda Cynon Taf Council has agreed to gain consent for the installation of a gas main through a

closely with Cadw which also supports

A series of initial repair work from June 2021 successfully delivering scour repairs, and repairs to the pier and embankment. This enabled the bridge to temporarily reopen to the public. Trial repairs ahead of the main work was then completed in November 2021.

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The council has made it clear throughout that the main work to future-proof the structure represents a major scheme, requiring White Bridge to close for a considerable period of time. It has today announced that the work will begin from Monday, May 23 – and is scheduled for completion in early 2023.

The scheme will completely refurbish White Bridge, including significant concrete repairs that will restore and maintain the structure’s heritage. The scheme will also install a scour apron to the north pier, complete soil nailing to the south-east embankment, deliver masonry repairs to the wingwalls and repair the wrought iron railings at the southern approaches to the structure.

From May 23 (8am) for the entire scheme, White Bridge (between Berw Road and The Parade) will close to motorists. An alternative route from south of the closure is via The Parade, West Street, Bridge Street Roundabout, Bridge Street and Berw Road. In the opposite direction, proceed via Berw Road, Bridge Street, West Street, Middle Street, Bonvilston Road and The Parade.

Pedestrians and cyclists will be permitted to use the bridge for the majority of the scheme – with the exception of the first and last six weeks of work while scaffolding is erected and dismantled. Therefore, from May 23, the bridge will be closed to pedestrians and cyclists up until early July 2022. Access will not be maintained for emergency service vehicles throughout the entire scheme.



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Roger Waters, Rhondda Cynon Taf Council director, frontline services, said: “The upcoming work at White Bridge in Pontypridd is the scheduled main repair scheme to rectify damage caused by Storm Dennis. We have been able to reopen the bridge since September 2021 thanks to a successful first phase of repairs last summer, but the council made it clear that the bridge would need to close for a further period to deliver the main concrete repairs in 2022.

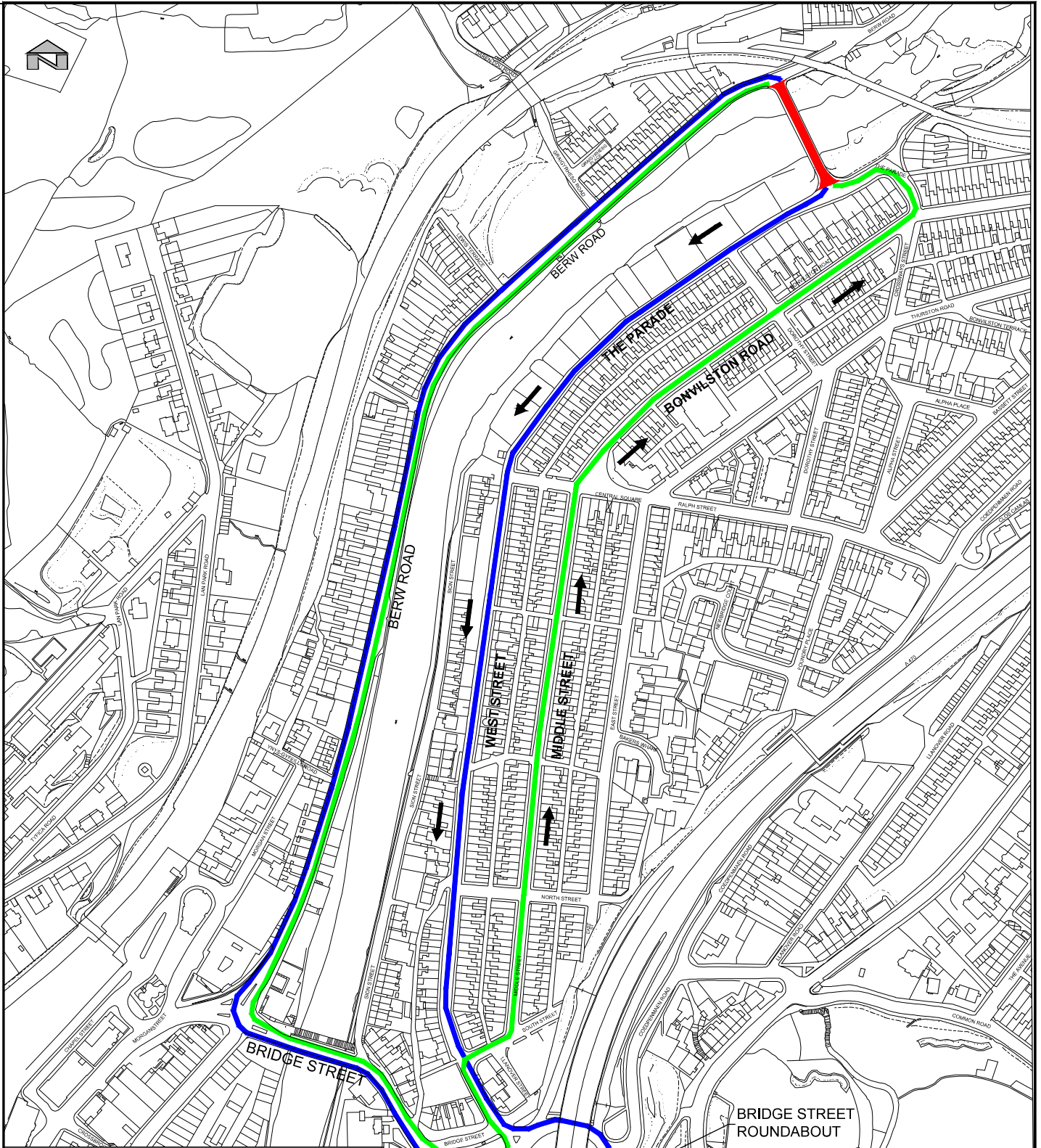
“White Bridge represents a priority scheme for the council, as part of a £6.4m investment earmarked for Storm Dennis works within the council’s 2022/23 Highways Capital Programme. This funding has been secured from Welsh Government, and will progress a number of key schemes which also include Castle Inn Footbridge, Feeder Pipe Footbridge and Tynybryn Footbridge.

“Separately, £5.65m has been earmarked within the capital programme for Highways Structures this year – including for key schemes such as the Brook Street Footbridge replacement in Ystrad, repairs to Imperial Bridge in Porth, replacement of the Llanharan Railway Footbridge and the Nant Cwm Parc Cantilever repairs in Treorchy, which are all now underway on site.

“The council recognises that the upcoming White Bridge closure will again be disruptive to residents and local commuters, and I’d like to thank the whole community for their patience and cooperation. This scheme is vital to not only ensure this local transport link remains available for the community for years to come, but also to sympathetically restore an important listed structure.”

A map outlining the closure and alternative routes is available [here](#):

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**Allwedd/Key**

- █ Rhan o'r ffordd sy'n cau  
Section of Road to be Closed
- █ Llywybr Amgen o ochr ddeheuol y cau  
Alternative Route from South side of closure
- █ Llywybr Amgen o ochr ogleddol y cau  
Alternative Route from North side of closure

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PROSPERITY, DEVELOPMENT AND  
FRONTLINE SERVICES

Teitl y Llun/ Dwg Title

**Gorchymyn Traffig (Dros Dro)  
/ Temporary Traffic Order  
Y Bont Wen, Pontypridd  
The White Bridge, Pontypridd**

Manylion Addysiad/Revision Details		Gan/By	Dyddiad/Date	Addysiad/ Revision	
Rhif y Proiect/ Project No.	T106	Graddfa/ Scale @ A3	NTS	Dyddiad/ Date	09/2021
Rhif y Llun/ Dwg No.	T106-859-1	Addysiad/ Revision	-		
Paratowyd gan/ Prepared by	RM	Gwiriwyd gan/ Checked by	DK	Cymeradwywyd gan/ Approved by	AP

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