

Gilestone Farm, Talybont-on-Usk Traffic Study

226890/N01

Executive Summary

This Traffic Study has been prepared in response to the proposed intensification of use of Gilestone Farm, Talybont-on-Usk. It is understood that the Gilestone Farm was purchased by the Welsh Government (WG) in March 2022 with the intention that the site is linked with the Green Man Festival, which currently operates from the nearby Glanusk Estate.

A comprehensive audit of the transport network in Talybont-on-Usk has been undertaken illustrating the characteristics of the area and is attached at **Appendix A**. The review demonstrates that there are a range of physical constraints within the village including parked cars, reduced carriageway widths and height restriction bridge structure which reduce the capacity of the local network.

Comparative traffic surveys were undertaken on the B4558 and A40(T) in August, accounting for the existing Green Man Festival, and September 2022. These demonstrated traffic flow percentage increase in excess of 200% on the B4558 during the Festival.

The comparative surveys have been used to provide a traffic forecast for events ranging from 500 to 10,000 people at Gilestone Farm. It is demonstrated that these could generate between 220 to 4420 vehicle movements per day.

A review of the expected capacity of the existing infrastructure in Talybont-on-Usk has illustrated that vehicular and pedestrian activity associated with such events would unlikely be accommodated on the network in its current state. It is therefore evident that the staging of mass events attracting high visitor numbers would require significant highway infrastructure improvements to alleviate the potential queuing, delays and congestion that would have a detrimental impact to those resident living in Talybont-on-Usk and the nearby communities who pass through it to the wider transport network.

Minimum infrastructure improvements necessary to reduce impact on Talybont-on-Usk are listed below with indicative costs:

- Providing a new bridge across the River Use (£2-2.5 million)
- Removing the railway bridge at Talybont-on-Usk (£1 million)
- Extending the Station Road footway to the site (£220,000 – 700,000)

Introduction

1. Vectos, part of SLR, is retained by the The Usk Valley Conservation Group to provide highways and transportation advice in relation to the proposed intensification of use of Gilestone Farm, Talybont-on-Usk within the county of Powys.
2. Gilestone Farm presently comprises circa 240 acres of arable, pasture and woodland, including approximately 126 acres of agricultural uses. The site includes a listed farmhouse, four lodges used for holiday lets and farm buildings occupied by a range of local traders. Gilestone Farm hosts a range of small events each year including weddings.
3. It is understood that the Gilestone Farm was purchased by the Welsh Government (WG) in March 2022 with an outline business plan for the site provided to WG in October 2021 and full business plan in June 2022, however, neither are publicly available at this time. It is known that the site is intended to be linked with the Green Man Festival, which currently operates from the nearby Glanusk Estate.
4. Based on information within the public domain, it is understood that Gilestone Farm is intended to operate as a 'permanent base' for Green Man – to secure its future in Wales, widen the influence of the brand by developing new businesses including new live experiences, including *“more events, separate from and in addition to the main annual festival at Glanusk, and allow the business to diversify with suitable premises to locate the growing number of related businesses associated with the brand.”*
5. Whilst it appears that the Green Man Festival will continue to be hosted at the Glanusk Estate, there are concerns that the intensification of Gilestone Farm could result in a negative impact on the local transport network. This note has therefore been prepared to provide an overview of the current transport network both in the vicinity of Gilestone Farm, Talybont-on-Usk and the Glanusk Estate, as well as outlining the current festival operations and associated traffic levels.

Baseline Conditions

6. This section provides a review of the local transport network informed by a detailed site visit undertaken on 8th August 2022. The review accounts for the network in the vicinity of both the Glanusk Estate and Gilestone Farm/Talybont-on-Usk, the respective locations of which are illustrated in **Figure 1**.

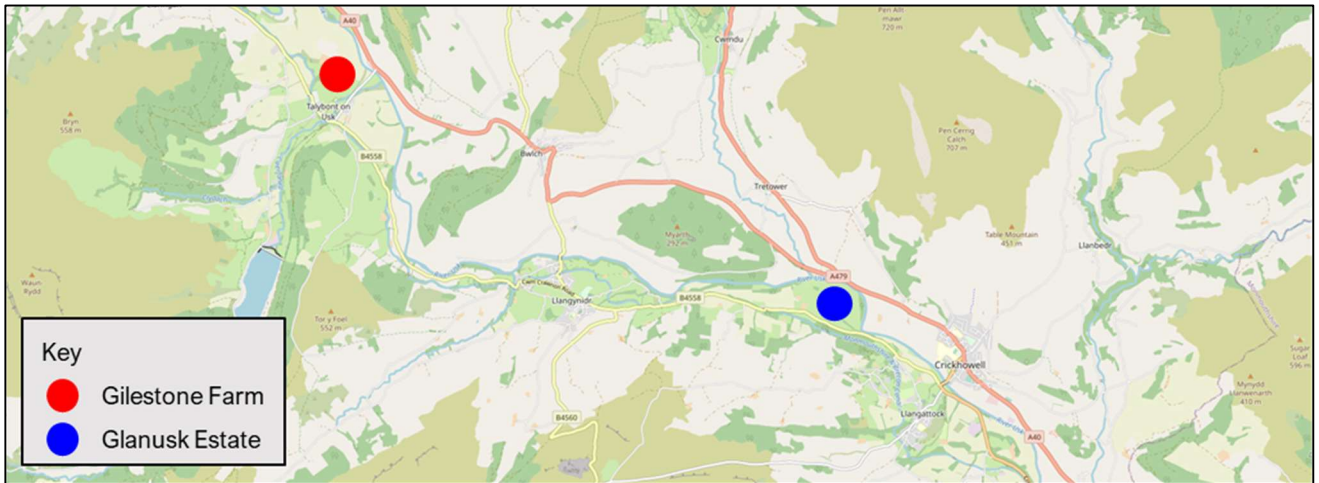


Figure 1 – Location Plan

Local Network

Glanusk

7. The local highway network is largely centred around the A40, a two-way carriageway operating between Haverfordwest to the west and Gloucester to the east. Locally, the route connects Brecon to Crickhowell and Abergavenny whilst also providing a direct access to the Glanusk Estate. The A40 is a trunk road and subsequently is of strategic importance and managed by the Welsh Government.
8. There are no footways provided in the vicinity of the Glanusk Estate, instead, pedestrian infrastructure around is based around the PRow network with a permissive path operating through the site. To the north the path connects to public footpaths on the northern side of the A40 whilst to the south it links to further PRowS such as the towpath of the Monmouthshire & Brecon Canal. To the east a permissive path provides a link along the river Usk to Crickhowell with a route to Llangynidr operating to the west.
9. **Figure 2** illustrates the lack of pedestrian infrastructure on the local carriageways.

A40 (left) and B4558 (centre and right) in the vicinity of the Glanusk Estate illustrating a lack of pedestrian infrastructure



Figure 2 – A40 and B4558 Infrastructure

10. The B4558 operates to the south of the river Usk, running largely parallel to the A40 on the northern side of the river. The B4558 is a two-way carriageway serving both the Glanusk Estate and Talybont-on-Usk. It is noted that a height restriction of 4.3 metres is in place to the east of Talybont-on-Usk village preventing higher vehicles accessing the settlement from the south.

Talybont-on-Usk

11. Gilestone Farm is located circa 800 metres to the north of Talybont-on-Usk and 650 metres to the south of the A40. A full audit of the local highway network has been undertaken informed by a site visit with plans highlighting the local characteristics attached at **Appendix A**. Further commentary on the local network is provided below.
12. Gilestone Farm is accessed via Station Road, a two-way carriageway operating between the B4458 and the A40 to the south and north respectively. As noted previously, the A40 is a strategic trunk road managed by the Welsh Government. Whilst it is considered that the junction of Station Road with the A40 is suitable for increases in traffic flows and access for larger vehicles, it is noted that there are several narrow sections, including at the bridge over the river Usk. The bridge is located between Gilestone Farm and the A40 which has a useable carriageway width of circa 4.2 metres with a weight restriction of 26T, the bridge is shown in **Figure 3**.

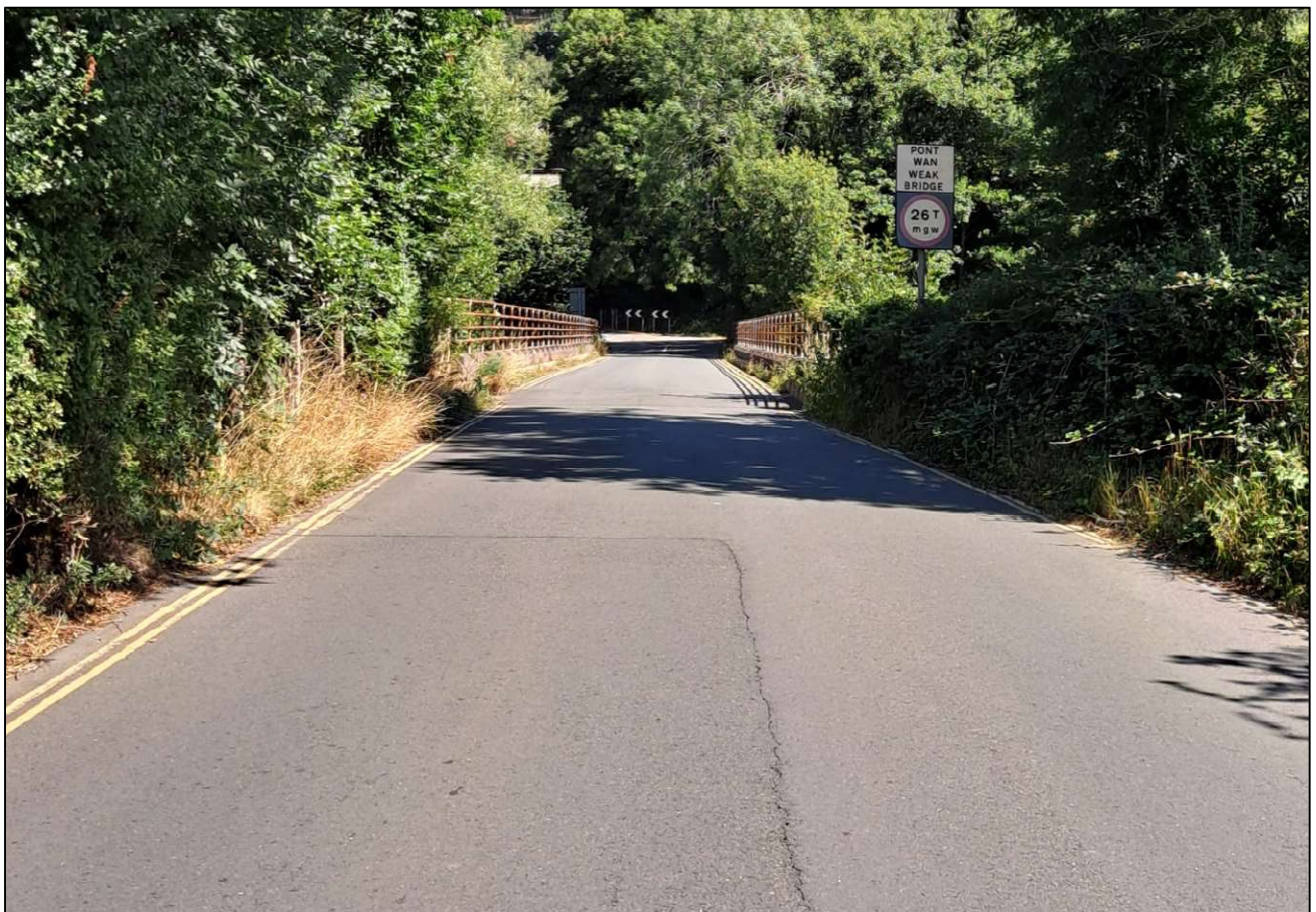


Figure 3 – Local Bridge

13. To the south of Gilestone Farm, it has been observed parked vehicles reduce the effective width of the carriageway such that only one vehicle can pass at a time, an example of this is shown in **Figure 4** below.



Figure 4 – Parked Vehicles, Station Road

14. To the north of the village, within the vicinity of the church, the posted speed limit is 30mph travelling south and the carriageway measures between 4 and 4.5 metres in width with a footway measuring one metre on the eastern side. There is on street parking associated with the dwellings at this location, which encroaches onto the footway. There are also stone walls at the back of the highway on both sides, further reducing the effective width.
15. Travelling south to the village, a footway measuring 1.5 metres is provided on the western side of the carriageway, with an off-road path alongside the river, also being provided for pedestrians.
16. Footways measuring between one and two metres are provided on both sides of the carriageway to the B4458 junction with Canol Pentre; from here the carriageway measures between 5.5 and 7 metres, however there is on street parking on the western side of the carriageway commencing opposite the bus stop, along the frontage of the café / post office and continuing through the village. This reduces the effective width of the carriageway. The eastern side of the carriageway has double yellow line parking and keep clear restrictions until it reaches the residential dwellings. Overall, the carriageway width increases here to around seven metres, however car parking was observed to occur on both sides of the carriageway.
17. There are short sections of double yellow lines restricting car parking, including over the bridge prior to the White Hart Inn, and along its frontage.

- 18. The carriageway width around the bend and under the railway bridge reduces to between 4.8 and 5.5 metres, with both features further reducing the effective width.
- 19. **Figure 5** provides an overview of the existing infrastructure through Talybont-on-Usk.



Figure 5 – Talybont-on-Usk Pedestrian Infrastructure

- 20. A footway commences here under the railway bridge and connects with the footway on the western side of Station Road. Circa 85 metres to the north of its junction with the B4558 the footway switches to the eastern side of the carriageway. The footway extends for a further 450 metres beyond which there is no dedicated pedestrian infrastructure to the north, towards the A40. **Figure 6** illustrates the existing footway provision on Station Road.



Figure 6 – Footway Provision, Station Road

Highway Safety Record

21. A review of personal injury collisions (PIC) data for the latest five-year period, has been undertaken using Crashmap, an online database of PIC records. The records relate to PICs on public roads that are reported to the police and subsequently recorded, using STATS19 collision reporting form.
22. There have been two recorded PIC's on Station Road in the latest five year period. The first occurred on Tuesday 20th June 2017 at 12:45, in dry, light conditions. It occurred around 100 metres to the north of the access and appears that a cyclist collided with a parked car and resulted in one slight injury. The second collision occurred on Thursday 2nd November 2017 at 12:05 in dry, light conditions. This collision occurred within close proximity to the Gilestone Farm access and appears to have occurred when a motorcycle collided with a slow moving agricultural vehicle, resulting in one, slight injury. The location of these respective incidents are illustrated at **Figure 7** below.

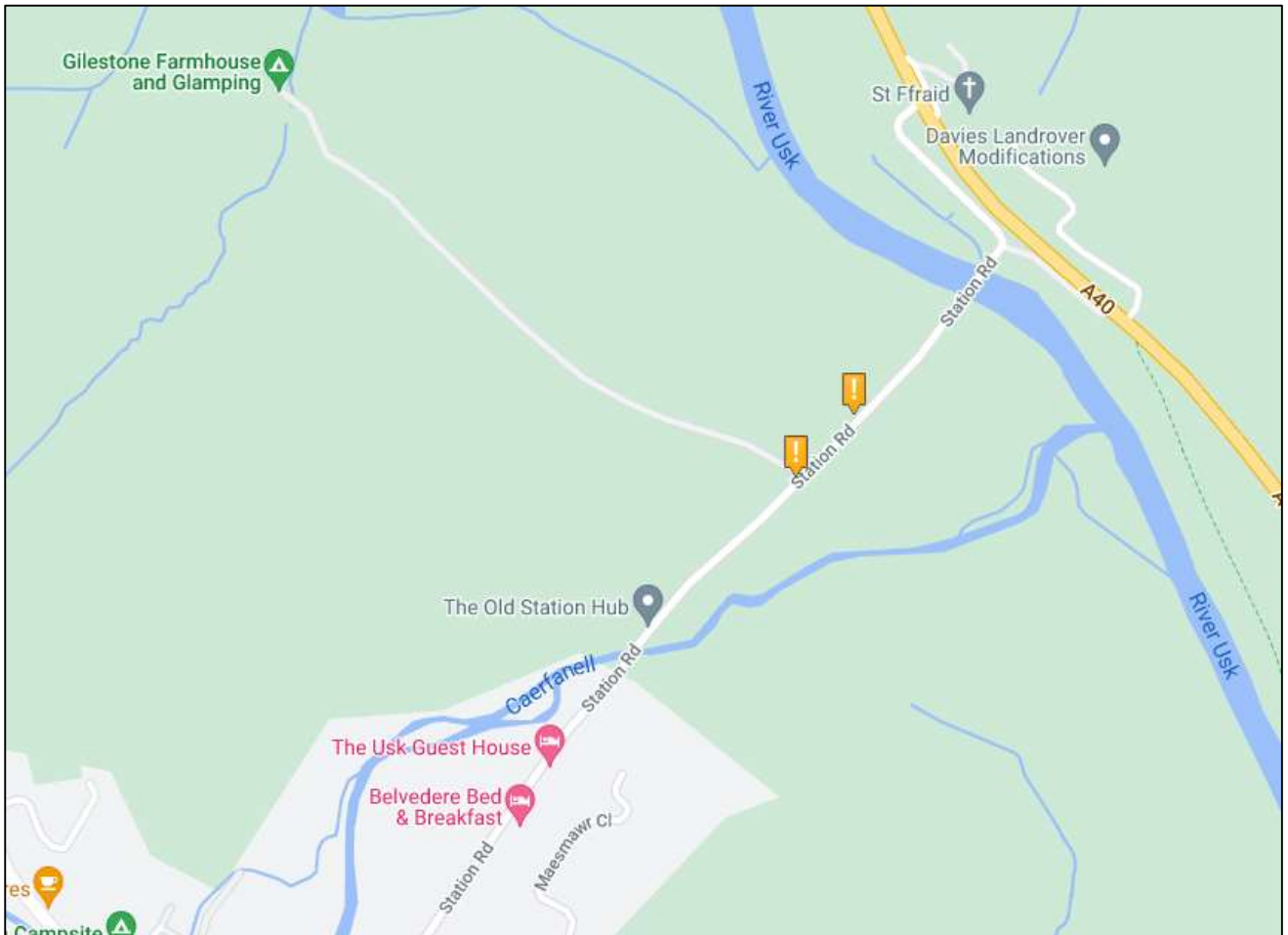


Figure 7 – PIC Data

23. In addition to the incidents illustrated above, one collision is recorded to have occurred within Talybont-on-Usk adjacent to the church and appears that a bus collided with parked vehicles resulting in one slight injury.

Public Transport Network

24. The nearest bus stops to the Glanusk Estate are located approximately 700 metres to the north west of the A40 access to the site. The nearest bus stops to Gilestone Farm are located approximately 900 metres to the south of the site access on the B4558, adjacent to the White Hart public house. Services in both locations operate every 90 minutes between Abergavenny and Brecon with an additional daily service operating between Abergavenny and Builth Wells.
25. The nearest station to both sites is Abergavenny Railway Station, located approximately 15 kilometres to the east of the Glanusk Estate and circa 24 kilometres to the east of the Gilestone Farm access. Services operate every 30 minutes to Manchester Piccadilly with hourly services to locations such as Cardiff Central, Holyhead and Carmarthen.

Festival Operations

26. The Greenman Festival occurs annually in the third week of August and is presently hosted in its entirety at the Glanusk Estate.

Vehicle Access Arrangements

27. Three points of vehicle access are utilised during the Festival with two taken from the B4558 and one from the A40. **Figure 8** provides an overview of the respective locations of each access.



Figure 8 – Green Man Access Arrangement

Orange Gate Access

28. The Orange Gate provides access to the Glanusk campsite as well as the main estates office and comprises a priority junction with a flare.
29. During the Greenman Festival vehicles are directed to approach the access via the B4558 via Llangynidr or Talybont-on-Usk. Traffic is routed such that it doesn't travel through Crickhowell town centre. It is noted that during Greenman access to Llangynidr is limited to residents and festival traffic only.



Settlement Car Park Access

30. The Settlement Car Park access serves several small commercial units alongside two holiday cottages and comprises a simple priority junction.
31. During the Greenman Festival vehicles are directed to approach the access via the B4558 via Llangynidr or Talybont-on-Usk. Traffic is routed such that it doesn't travel through Crickhowell town centre. It is noted that during Greenman access to Llangynidr is limited to residents and festival traffic only.



Live-in Vehicle Access

32. The Live-in Vehicle access makes use of the A40 entrance which serves Penmyarth House as well as several holiday cottages. The access comprises a priority junction with flare.
33. During the Greenman Festival the A40 access is used for live-in vehicles such as campervans and caravans. Vehicles are directed to approach the access via the A40 and subsequently would route through Crickhowell town centre if travelling from the south and east, or the Bwlch if travelling from the north and west.



Traffic Surveys

August 2022

34. To assess the traffic conditions during the Green Man Festival, Automatic Traffic Count (ATC) surveys were undertaken between the 17th and 23rd of August 2022 with the Festival operating between the 18th and 21st of August. Counts were undertaken at two locations on the A40, to the east and west of the Live-in Vehicle access, with a further two surveys undertaken on the B4558 to the west of the Orange Gate access and east of the Settlement Car Park access. The respective locations are shown in **Figure 9**.

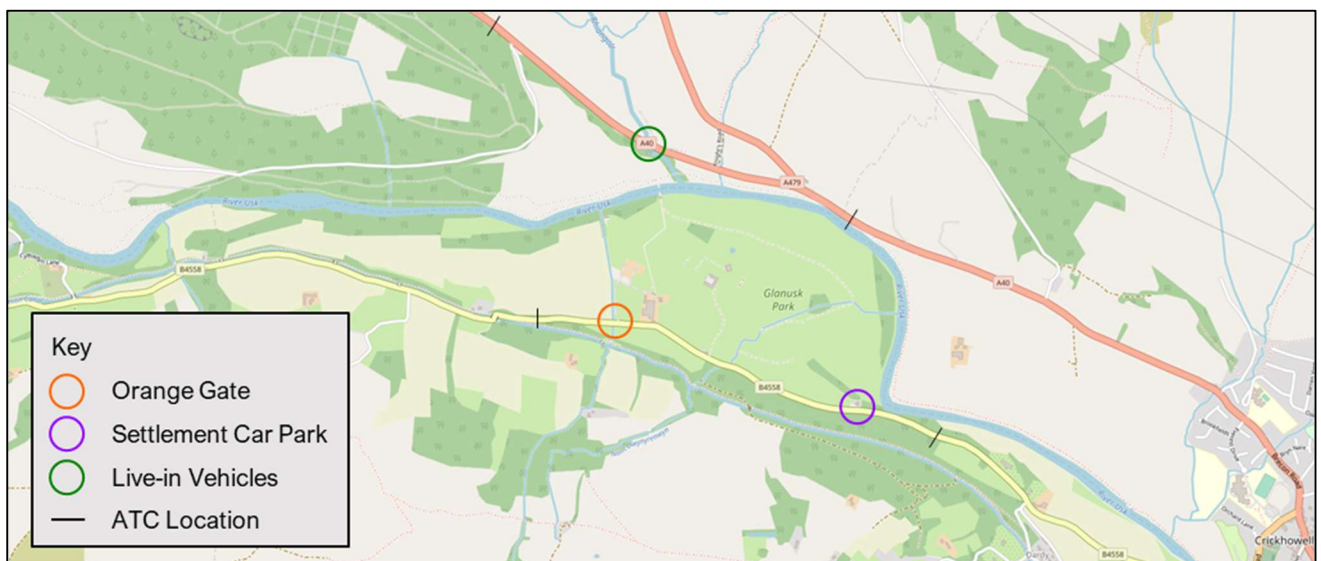


Figure 9 – August 2022 ATC Locations

Vehicles Speeds

35. The ATCs recorded vehicle speeds across the week providing mean average and 85th percentile speeds. A summary of the 7-day average and 85th percentile speeds is provided in **Table 1**.

B4558 East	Mean Average Speed	85 th Percentile Speed
Eastbound	26.2 mph	32.9 mph
Westbound	27.7 mph	34.5 mph
B4558 West	Mean Average Speed	85 th Percentile Speed
Eastbound	28.1 mph	34.5 mph
Westbound	30.4 mph	36.9 mph
A40 East	Mean Average Speed	85 th Percentile Speed
Eastbound	43.9 mph	52.3 mph
Westbound	44.6 mph	53.9 mph

A40 West	Mean Average Speed	85 th Percentile Speed
Eastbound	51.1 mph	59.5 mph
Westbound	48.9 mph	57.1 mph

Table 1 – Speed Survey Results (August 2022)

Vehicle Flow

36. Alongside speeds, the ATCs recorded vehicle flows in each location. A summary of the 5-day average flow, the 7-day average flow and the average flow recorded during the Green Man Festival (18th-21st August) is provided in **Table 2**.

B4558 East	5-Day Average	7-Day Average	Festival Average
Eastbound	1,642	1,705	1,953
Westbound	1,523	1,477	1,545
B4558 West			
Eastbound	916	877	944
Westbound	1,157	1,126	1,367
A40 East			
Eastbound	3,394	3,433	3,683
Westbound	3,537	3,460	3,694
A40 West			
Eastbound	2,960	2,985	3,135
Westbound	3,064	2,992	3,120

Table 2 – Vehicle Flow Summary (August 2022)

37. It is highlighted in **Table 2** that the traffic flows recorded during the Green Man Festival were higher, on average, than those across the week. This is further explored in the next section which provides a comparison between the data recorded during the Festival and data from a neutral survey week in September 2022.

September 2022

38. In addition to the surveys undertaken during the festival, two weeklong surveys were undertaken between the 6th and 12th of September 2022 on the A40 and the B4558. The respective locations of these surveys are shown on **Figure 10**.



Figure 10 – September 2022 ATC Locations

Vehicles Speeds

39. The ATCs recorded vehicle speeds across the week providing mean average and 85th percentile speeds. A summary of the 7-day average and 85th percentile speeds is provided in **Table 3**.

B4558 East	Mean Average Speed	85th Percentile Speed
Eastbound	35.4 mph	42.3 mph
Westbound	33.5 mph	43.2 mph
A40 East	Mean Average Speed	85th Percentile Speed
Eastbound	52.4 mph	61.3 mph
Westbound	50.2 mph	58.7 mph

Table 3 – Speed Survey Results (September 2022)

Vehicle Flow

40. Alongside speeds, the ATCs recorded vehicle flows in each location. A summary of the 5-day average flow and the 7-day average flow is provided in **Table 4**.

B4558 East	5-Day Average	7-Day Average
Eastbound	609	553
Westbound	529	483
A40 East	5-Day Average	7-Day Average
Eastbound	2,319	2,417
Westbound	2,558	2,550

Table 4 – Vehicle Flow Summary (September 2022)

Traffic Comparison – August and September

41. **Table 5** shows the percentage increase in the recorded flows experienced during the Green Man Festival when compared with a neutral survey week in September.

B4558 East	5-Day Average	7-Day Average
Eastbound	170%	208%
Westbound	188%	206%
A40 East	5-Day Average	7-Day Average
Eastbound	46%	42%
Westbound	38%	36%

Table 5 Vehicle Flow Comparison

42. **Chart 1** overleaf provide an illustration of the daily traffic profiles during the festival and a neutral week in September.

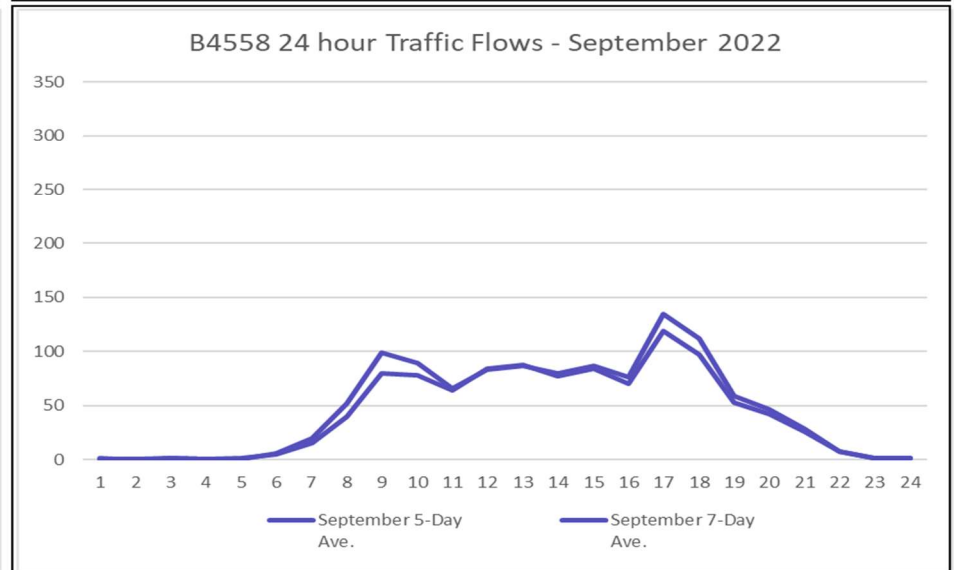
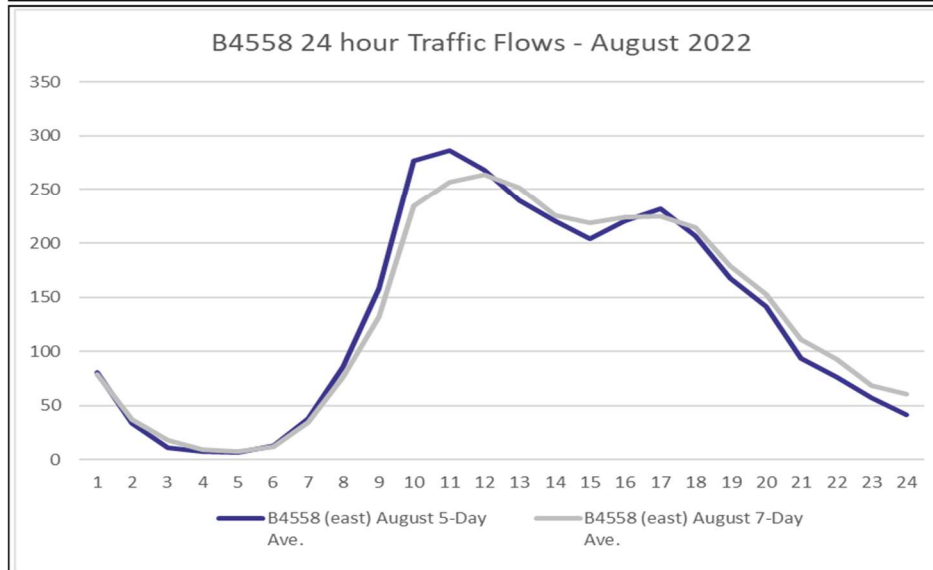
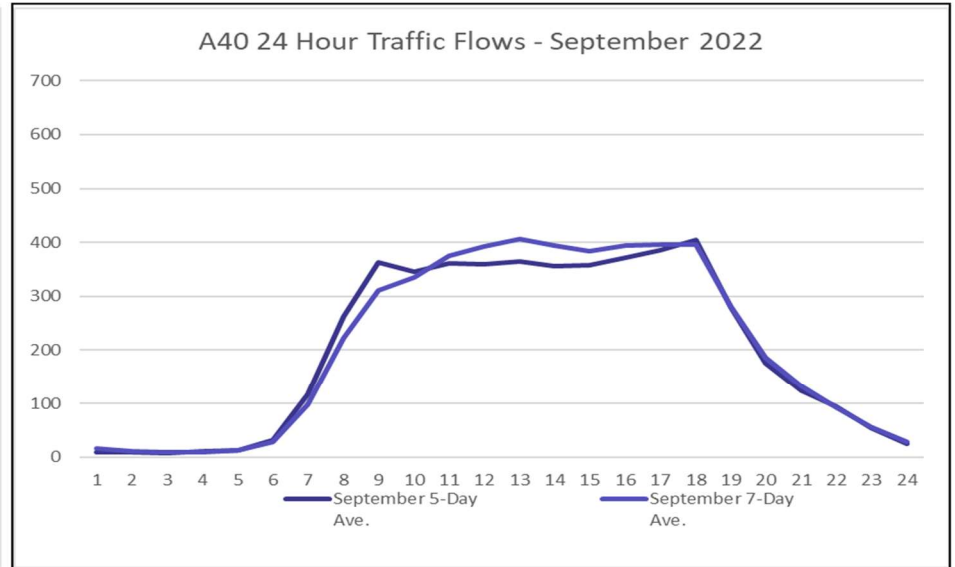
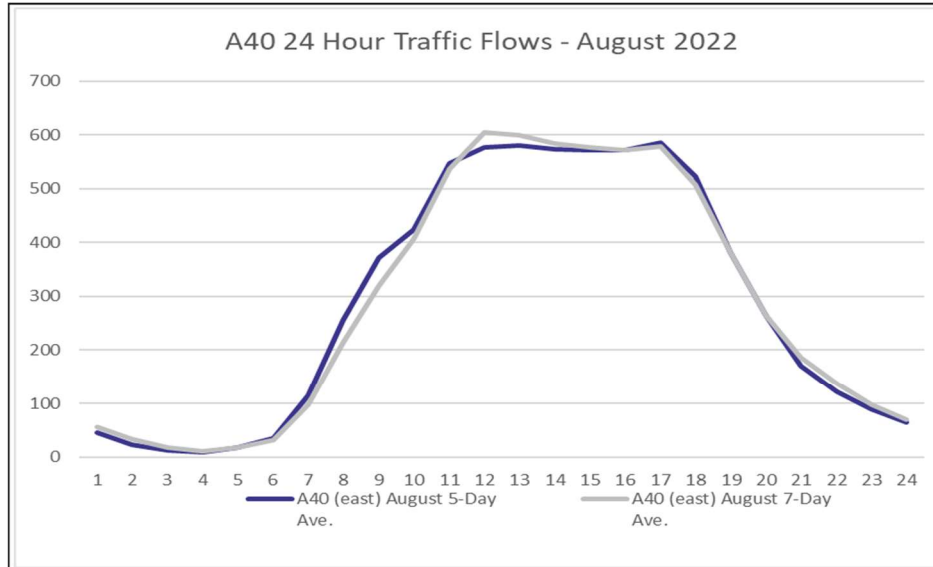


Chart 1 – Traffic Flow Profiles

Vehicle Class Comparison

43. A comparison of the vehicle classes recorded at the A40 and B4558 during August and September has been undertaken with the 7-day recorded classes summarised in **Table 6** and **Table 7**.

B4558 East	Light Veh.	OGV 1	OGV 2	Bus	Total
Eastbound	87.1%	12.5%	0.3%	0.2%	100.0%
Westbound	79.7%	19.2%	0.4%	0.6%	100.0%
A40 East	Light Veh.	OGV 1	OGV 2	Bus	Total
Eastbound	84.5%	13.6%	1.2%	0.7%	100.0%
Westbound	82.2%	16.1%	1.0%	0.7%	100.0%

Table 6 – Recorded Classes (August 2022)

B4558 East	Light Veh.	OGV 1	OGV 2	Bus	Total
Eastbound	77.9%	20.0%	0.5%	1.6%	100.0%
Westbound	78.2%	18.7%	0.6%	2.5%	100.0%
A40 East	Light Veh.	OGV 1	OGV 2	Bus	Total
Eastbound	76.2%	21.2%	1.4%	1.3%	100.0%
Westbound	82.9%	15.0%	1.2%	0.9%	100.0%

Table 7 – Recorded Classes (September 2022)

44. It is evident from the above that whilst the vehicle classes utilising the A40 remain relatively constant in both August and September, proportions of each utilising the B4558 do fluctuate. In particular, the proportion of light vehicles travelling eastbound has been demonstrated to be circa 10% higher in August than September. **Chart 2** below illustrates the daily traffic profiles as provided in the tables above.

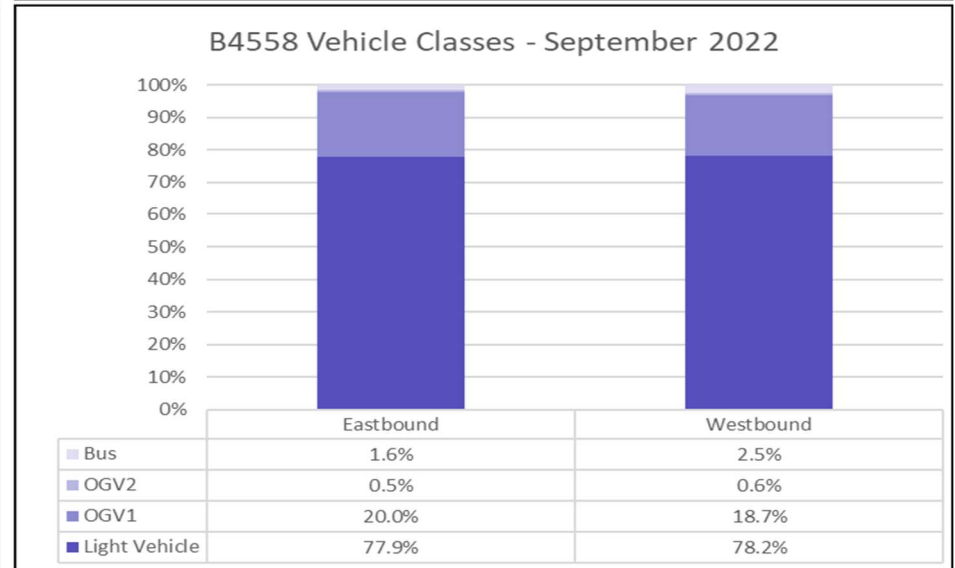
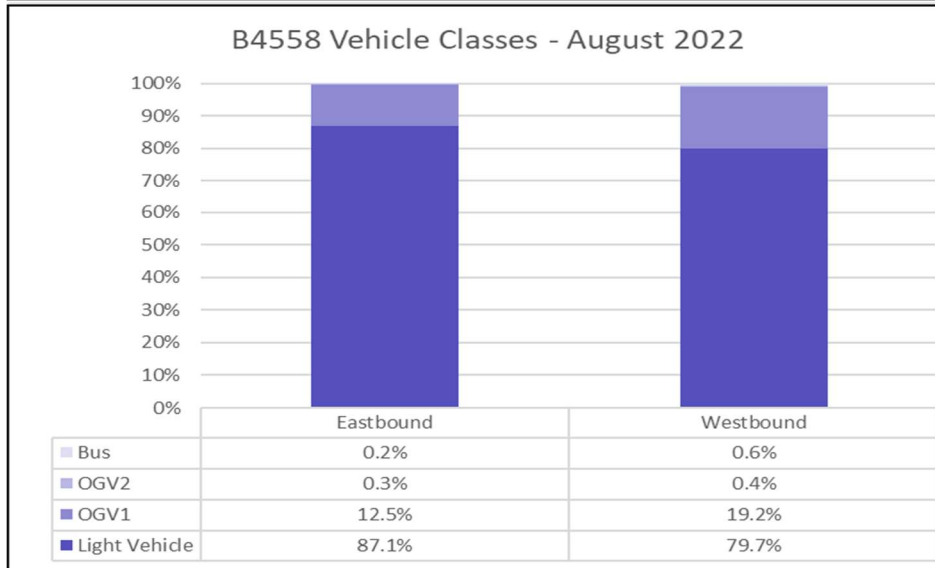
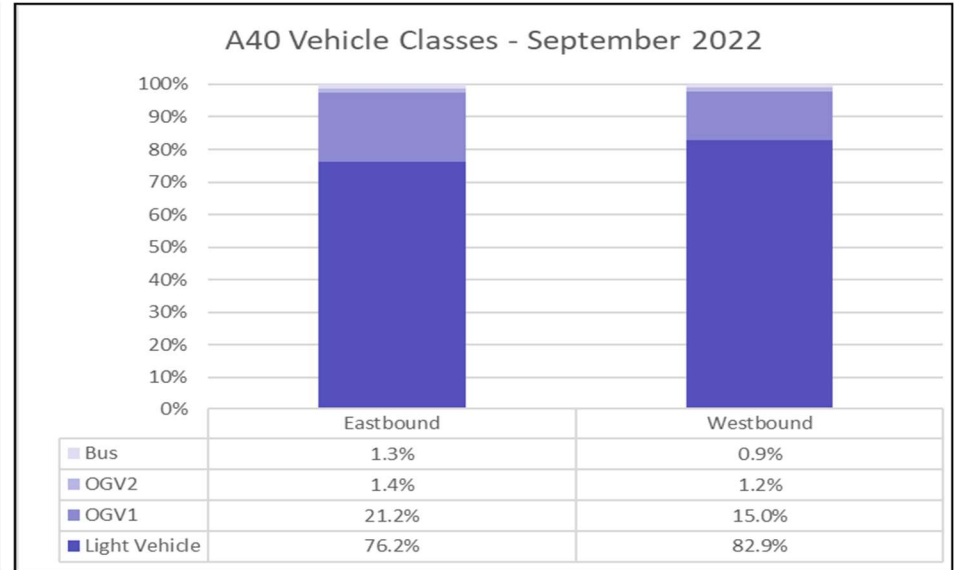
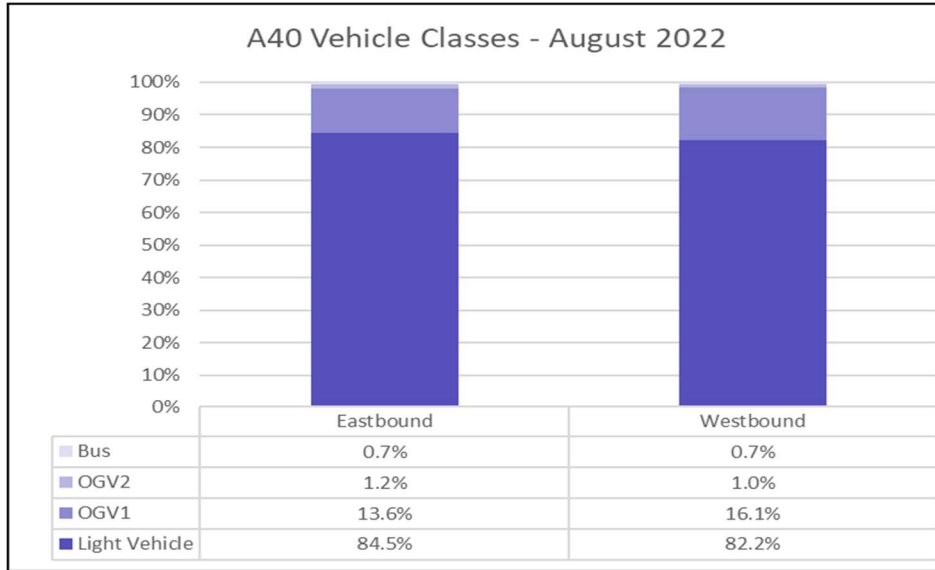


Chart 2 – Vehicle Class Comparison

Implications for Talybont-on-Usk

45. Consideration has been made as to the potential implications should events, particularly mass events of more than 1,000 people, be hosted at Gilestone Farm. This has been considered in relation to vehicle trip forecasts, access from the A40(T), the B4558, general access in the immediate surrounding area, parking/park and ride and potential improvements to infrastructure.

Vehicle Trip Forecast

46. In order to determine the potential number of vehicles associated with festival operations of a range of sizes, reference has been made to the traffic survey data with a value of number of vehicles per head calculated. The full calculations are included at **Appendix B** whilst the methodology can be summarised as follows:
- The recorded August and September two-way traffic flows have been compared for the B4558 and A40.
 - It has been assumed that the difference in recorded vehicles between August and September is entirely festival traffic.
 - A total figure of assumed festival traffic has been determined by combining the assumed traffic at the B4558 and A40: **22,098 vehicles**.
 - It has been assumed that the total level of festival traffic includes arrivals and departures, as such it has been halved to remove double counting resulting in an expected number of vehicles: **11,049 vehicles**.
 - The number of vehicles has been divided by the capacity of the Green Man festival (25,000) to provide a vehicle per head value: **0.44 vehicles per head**.
47. The vehicle per head value has been applied to a range of event sizes to predict the expected levels of traffic. **Table 8** summarises the forecast vehicle numbers.

Event Size (number of people)	Forecast Vehicle Trips
500	221
1,000	442
2,500	1,105
5,000	2,210
10,000	4,420

Table 8 – Forecast Vehicle Trips

Vehicle Routeing

48. The site is presently served by a single priority junction access taken from Station Lane. To the north, access is provided to the A40 whilst to the south Station Lane connects to the B4558 serving Talybont-on-Usk. Consideration has been made as to the suitability of these routes should the forecast vehicle trips be realised, this is outlined below.
49. To the south, the carriageway width of Station Road is reduced through on-street parking. Further limitations to the south of the site include a height restriction of 4.3 metres on the B4558, when entering Talybont-on-Usk village and further on-street parking throughout the village, reducing the effective width of the carriageway. Most notably causing pinch points to the north of the village and within the vicinity of the village shop and White Hart Pub.
50. Based on the forecast vehicle trips presented in **Table 8** it could be expected that a mass event would result in substantial queuing throughout the village as a result of the carriageway narrowing through Talybont-on-Usk. It should be noted that whilst traffic management measures could be introduced to alleviate the issue of on-street parking, there is little that can be done to improve the restricted width at the railway bridge and adjacent bend.
51. The primary conflict for trips from the north comes at the bridge across the river Usk which narrows to circa 4 metres in useable carriageway width. This would particularly be a concern should larger vehicles, including buses, be routed this way to access the site, as there are limited opportunities to enhance the width.
52. It is noteworthy that the 26T restriction in place on the bridge would limit vehicle access from the A40 to a maximum of 3 axle HGVs which could impact on delivery of infrastructure for mass events..
53. Furthermore, there are presently limited turning opportunities for vehicles such as buses which would likely result in larger vehicles being required to serve the site via a one-way loop via the A40. This could be signposted as a designated route.

Vehicle Impact by Route

54. Consideration has been made as to the likely vehicle numbers by route that could occur should mass events be held at Gilestone Farm with reference made to the total vehicle trips outlined in **Table 8**. For the purposes of the assessment, it has been assumed that all vehicle trips would arrive within a two-hour window.
55. Three test scenarios have been considered as follows:
 - Test 1: 50% of vehicles route to the north to the A40, 50% to the south via Talybont-on-Usk
 - Test 2: 25% of vehicles route to the north to the A40, 75% to the south via Talybont-on-Usk
 - Test 3: 10% of vehicles route to the north to the A40, 90% to the south via Talybont-on-Usk

56. A summary of the expected vehicle trips, per hour, by route as per the tests outlined above is provided in **Table 9**.

Event Size	Test 1		Test 2		Test 3	
	North	South	North	South	North	South
500	55	55	28	83	11	99
1000	110	110	55	166	22	199
2500	276	276	138	414	55	497
5000	552	552	276	829	110	994
10000	1,105	1,105	552	1,657	221	1,989

Table 9 – Vehicle Trips by Routes

57. The ‘effective’ capacity of a section of highway is influenced by a number of factors such as carriageway width, driver behaviour, forward visibility, changing road conditions and vehicle speed. The latest WeITAG guidance suggests that typical theoretical lane capacity for a rural road between 6m – 11m width is 900 vehicles per hour (vph). Given the location and layout of Station Road and the B4558, it would not be unreasonable to expect the effective capacity to be significantly lower that this taking into account narrower sections of carriageway, parked cars and in some places no pedestrian footway. Thus, for the purpose of this high level assessment, an effective capacity of 750 vph has been used.
58. **Table 9** demonstrates that mass events at Gilestone Farm would greatly impact the level of spare capacity within Talybont-on-Usk with event traffic accounting for 74% to 133% of the effective capacity when an event for 5,000 people is held. Should an event for 10,000 people be held, it could be expected that event traffic would account for 147% to 265%% of the effective capacity.
59. As illustrated at **Appendix A**, there are features such as parked vehicles as well as carriageway narrowing under the railway bridge, lack of pedestrian footways and direct frontage of properties at Talybont-on-Usk which would significantly impact capacity of the network. Whilst there is no definite value of the impact of these features on capacity, it is clear that even at a lower event level such as 5,000 people the traffic associated with the event could not be accommodated on the existing network without significant queues forming on key routes such as the A40 and the B4558. It is therefore evident that mass events would require significant infrastructure improvements in order to accommodate the forecast traffic and to ensure the safe and efficient operation of the local road network.

Infrastructure Improvements

60. It is evident that based upon the existing road network in Talybont-on-Usk and the various constraint such as the width and weight restriction on the River Usk bridge and the vehicle height limit at the old railway bridge that a range of infrastructure improvements would be required to facilitate any mass events at the site.

61. As noted previously, access to the site is taken from Station Road via a priority junction which is suitable for the current uses at the site. It is, however, expected that upgrades would be required to facilitate an increase in traffic flows particularly should this include larger vehicles such as coaches.
62. In addition to upgrading the existing site access, the following infrastructure alterations would be required at minimum:
- Bridge widening across the Usk which would be a time consuming and costly approach with extensive testing required before a definitive price could be determined.
 - Providing a new bridge across the Usk to provide for vehicles, whilst using the current bridge for active travel users which could cost in the region of £2 – £2.5 million.
 - Increasing the height of the railway bridge to the south of Talybont-on-Usk so reach the standard required headroom of 5.11 metres which would be time consuming and costly, requiring major works at the bridge.
 - Removing the railway bridge at Talybont-on-Usk to alleviate the issue and provide a new bridge for active travel users which could cost in the region of £1 million.
 - Pedestrian connections in the form of extending the Station Road footway to the site to connect to Talybont-on-Usk and the Monmouthshire and Brecon Canal with an expected cost of £1000 per metre of additional footway. Based on the existing situation circa 220 metres of additional footway would be required to extend the eastern footway to the site with a pedestrian crossing needed to reach the access. Some 700 metres of additional footway would be required to extend the existing western footway to the site.
 - Cycle connections which could build on the existing cycle to Green Man element with a possible link to NCN route 8 which operates to the west of Talybont-on-Usk.
63. In addition to the above, it should be noted that presently during Greenman access to Llangynidr is limited to residents and festival traffic only. It is expected that this would be required as a minimum to support any mass event at the site with the potential for a need to impose significant additional constraints for Llanganydir residents alongside the expected traffic implications for residents of Talybont-on-Usk.

Conclusion

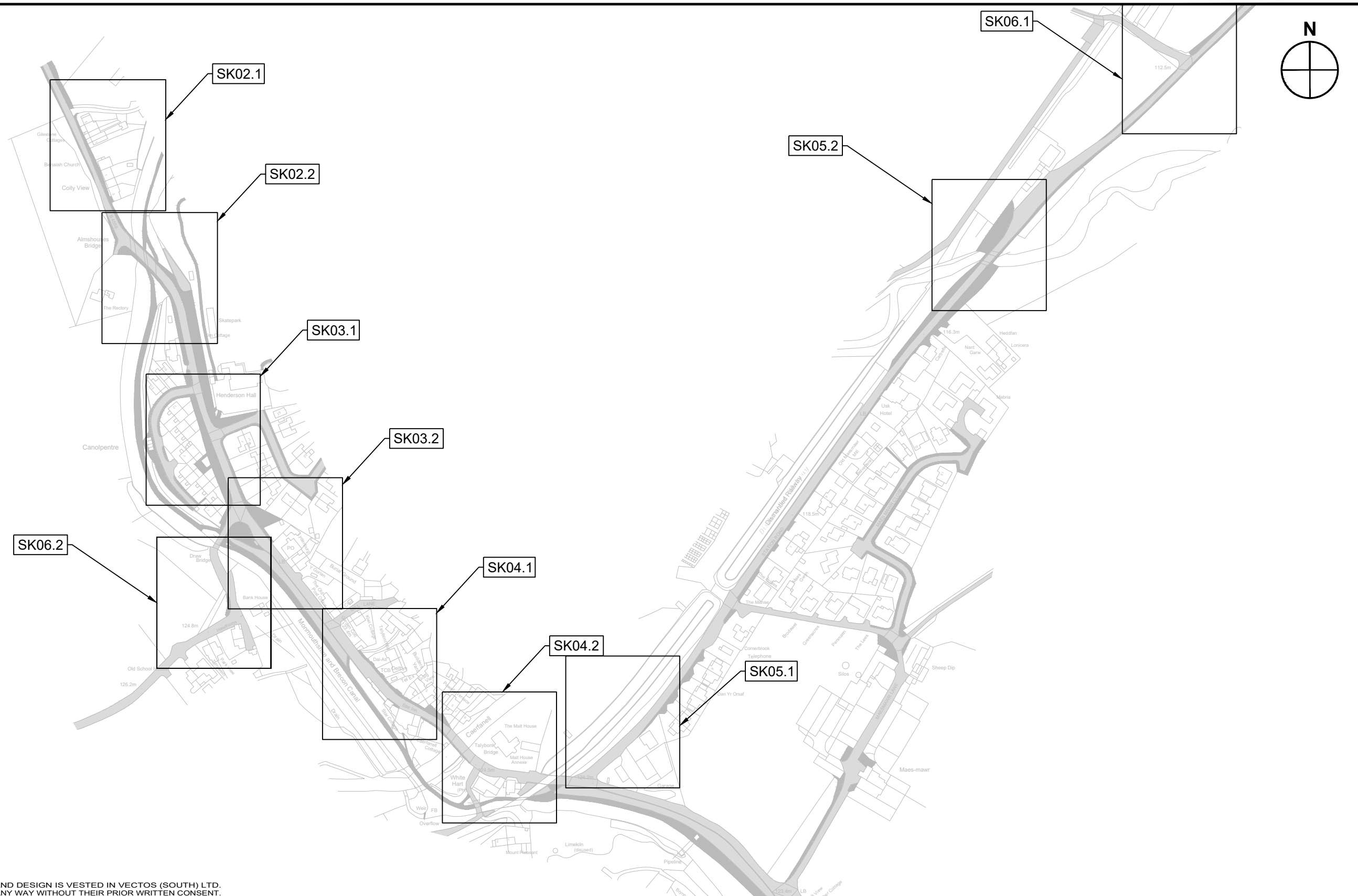
64. A review of the local highway network in the vicinity of Gilestone Farm has highlighted several capacity limitations in the form of narrow carriageways, extensive parked vehicles, height restrictions and weight restrictions. It is noted that these issues are not present in the vicinity of the Glanusk Estate site.
65. There is limited pedestrian infrastructure in the vicinity of both sites. However, it is acknowledged that the proximity of Gilestone Farm to the amenities of Talybont-on-Usk may encourage future visitors to

walk to the village in the carriageway. Conversely, the Glanusk Estate is more isolated and subsequently it could be expected that fewer users would walk to the surrounding area.

66. The Green Man Festival is served by three accesses with two taken from the B4558 and one from the A40, these are all suitable for the types of vehicles requiring access. A single access is provided to Gilestone Farm and is taken from Station Road via a priority junction which is suitable for the current uses at the site but not for commercial activities such as mass events that will attract increased volumes of traffic resulting in a severe impact on the local highway network. Major infrastructure interventions would be necessary to facilitate an increase in traffic flows particularly should this include accommodating larger vehicles such as coaches.
67. An assessment of trip generation and capacity demonstrates that mass events would require significant event management to alleviate the potential queuing and delays through Talybont-on-Usk. Such management would likely need to include:
- TTROs restricting on-street parking during a mass event
 - Provision of designated vehicle routeing plans, particularly for larger vehicles
 - Temporary parking permits for local residents / businesses to allow for parking during events
68. A series of options for improving access to the site have been considered albeit these are likely to be costly and time consuming.
69. On the basis of the above, it is concluded that the local highway infrastructure serving Talybont-on-Usk is not suitable and capable of accommodating the additional traffic associated with mass events without significant queues, delay and congestion arising. Similarly, there is a noticeable lack of pedestrian infrastructure in Talybont on Usk and in many locations no pedestrian facilities at all that make Gilestone Farm a totally unsustainable location for commercial use such as mass events.

Appendix A

Local Highway Network Audit



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Notes:

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2. White lining is indicative only.

INFORMATION ONLY

Gilestone Farm

Site location
 Overall plan

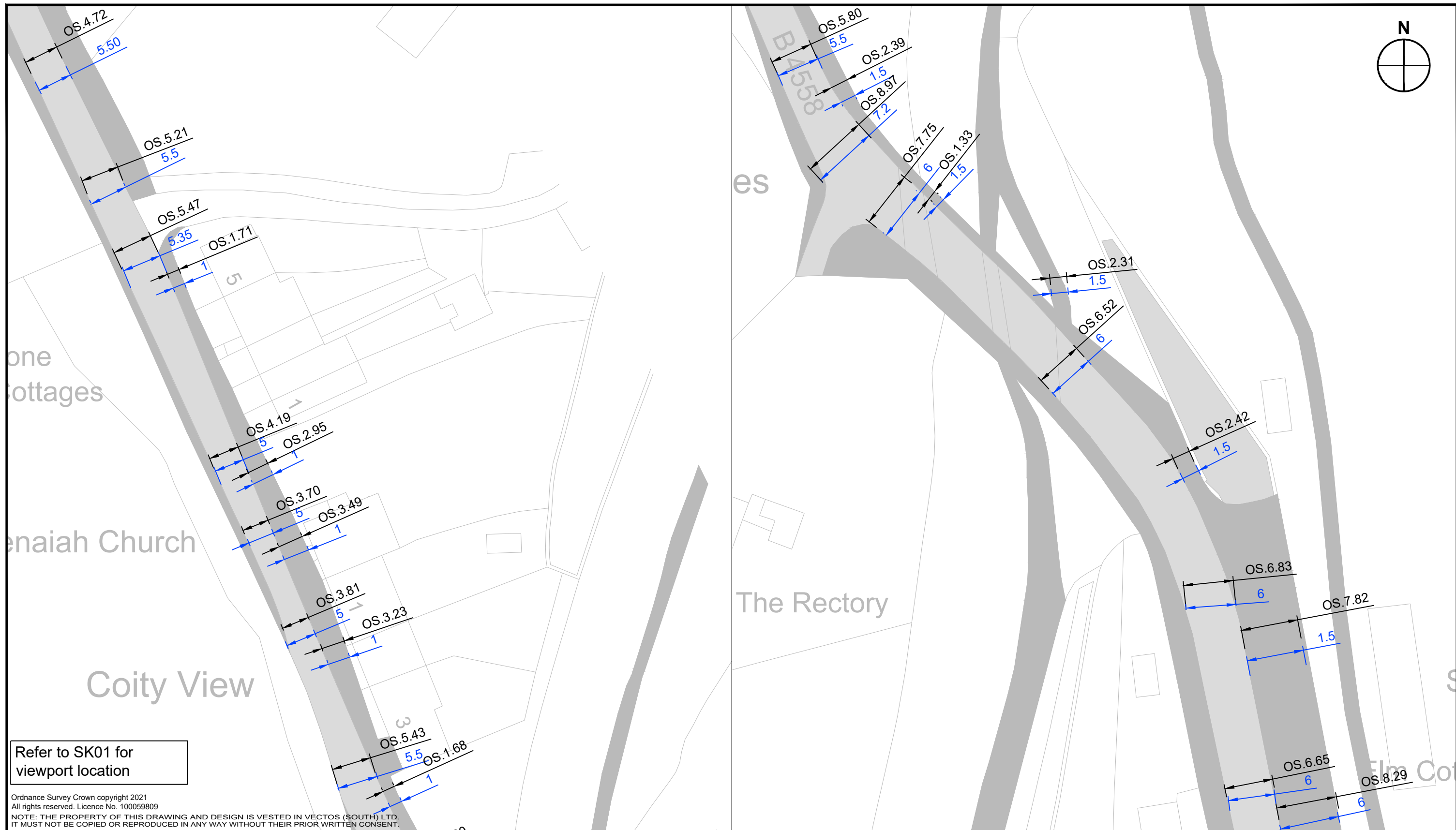
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INFORMATION ONLY

Gilestone Farm

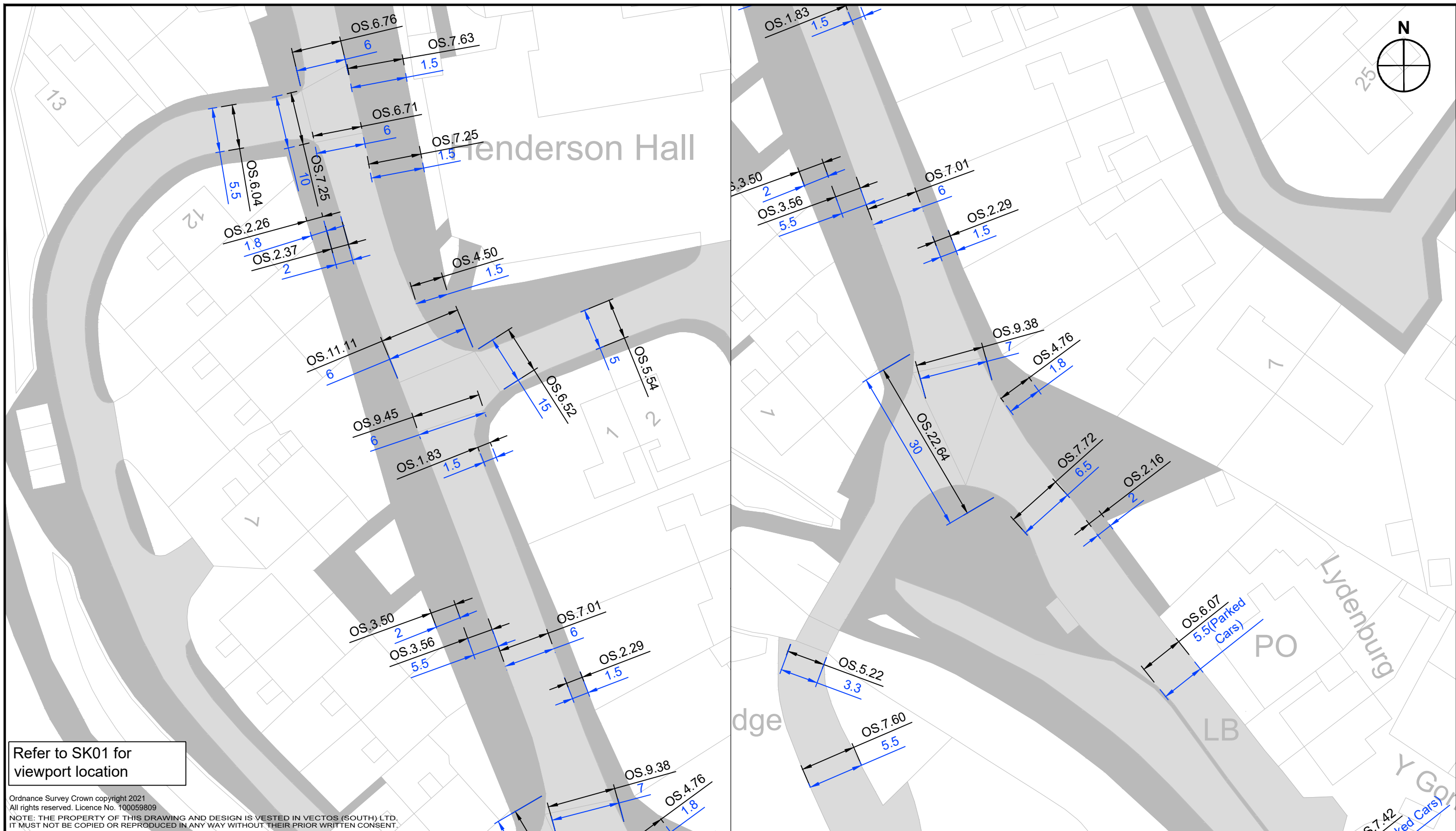
On site Spot widths
Plan 1 of 5

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



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Gilstone Farm

**On site Spot widths
Plan 2 of 5**

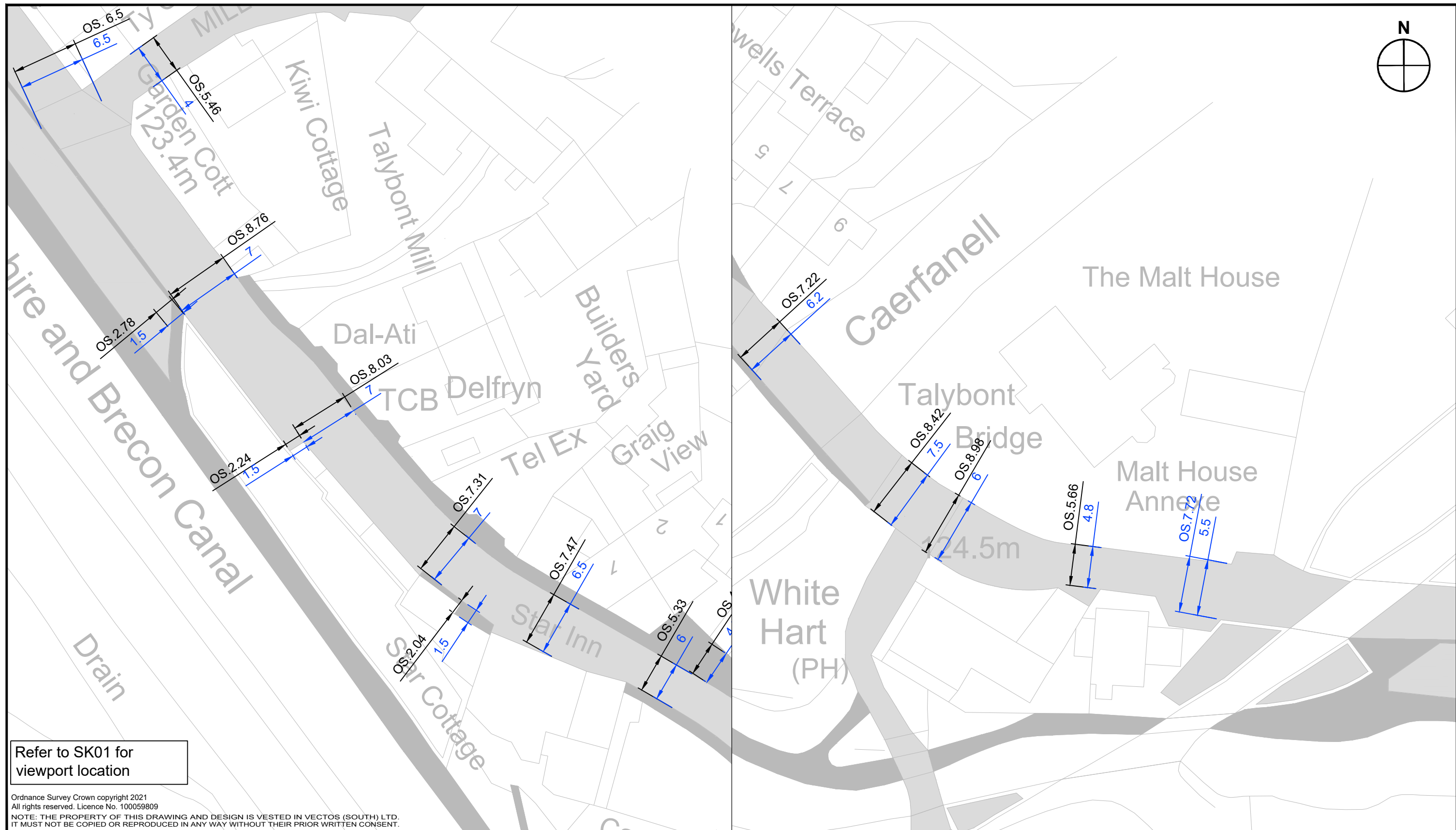
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



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Gilestone Farm

**On site Spot widths
Plan 3 of 5**

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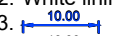
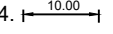


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Gilestone Farm

**On site Spot widths
Plan 4 of 5**

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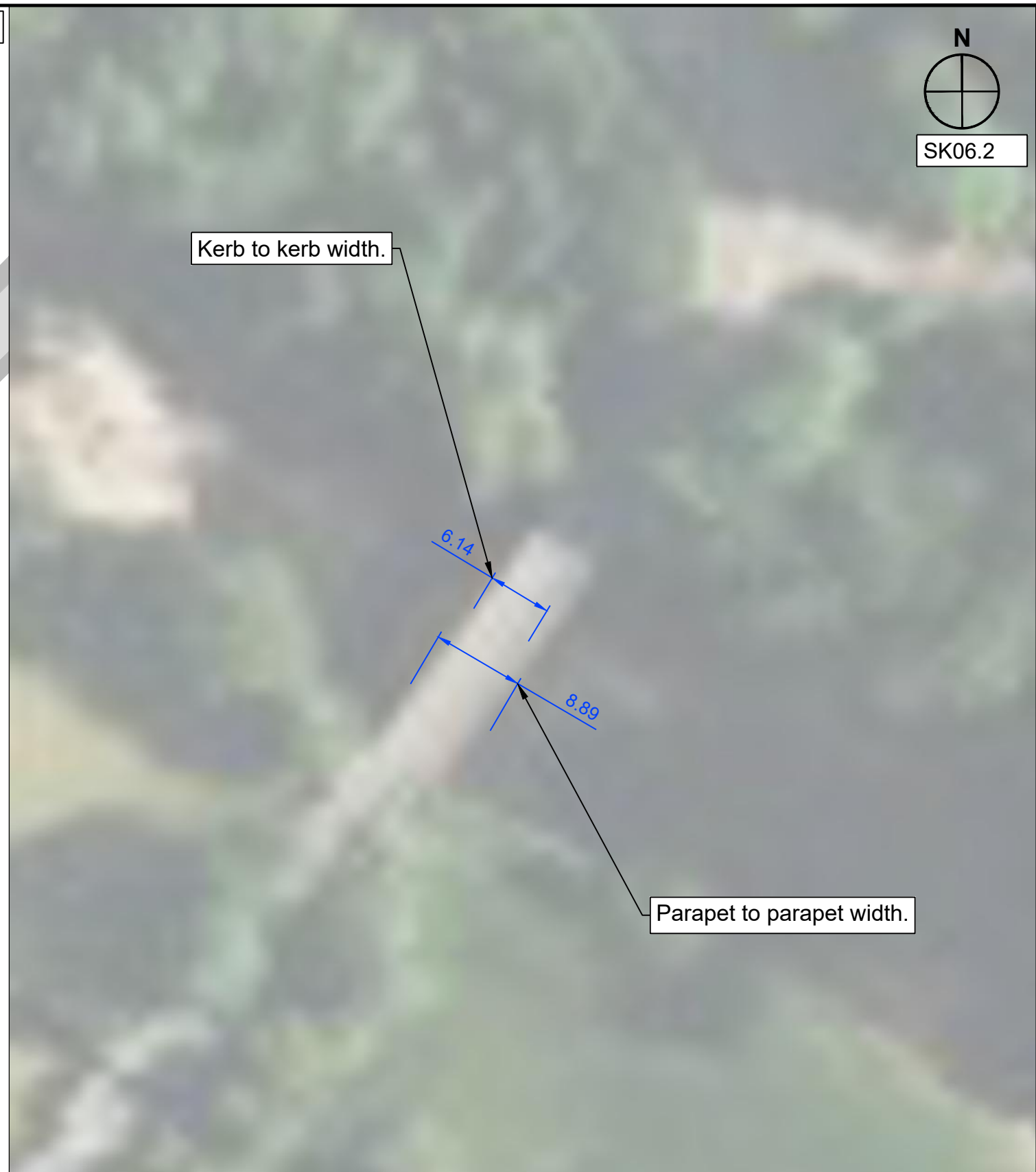
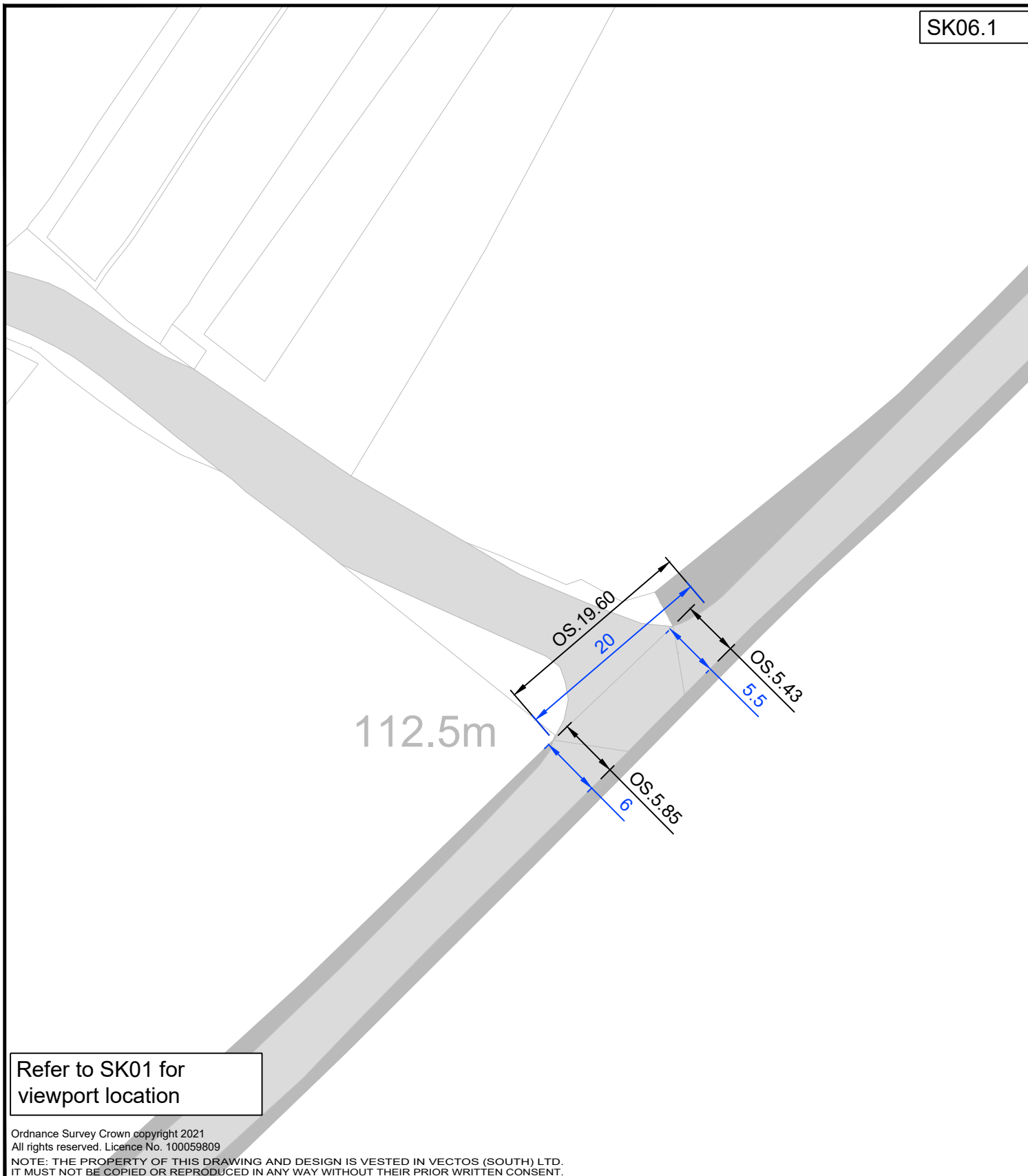
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SK06.1



SK06.2



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Gilestone Farm

On Site Spot Widths
Plan 1 of 5

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Appendix B

Vehicle Trip Generation

B4558 (eastern)	August	September	Assumed Festival
Wednesday	3328	1076	2252
Thursday	3563	1134	2429
Friday	3163	1178	1985
Saturday	2885	871	2014
Sunday	3569	691	2878
Monday	4311	1122	3189
Tuesday	1458	1181	277

*24hr two-way flows

A40 (western)	August	September	Assumed Festival
Wednesday	5291	4542	749
Thursday	6078	4608	1470
Friday	7399	5695	1704
Saturday	5954	5283	671
Sunday	5764	5095	669
Monday	6078	4947	1131
Tuesday	5275	4595	680

*24hr two-way flows

Total Assumed Festival Traffic	
Wednesday	3001
Thursday	3899
Friday	3689
Saturday	2685
Sunday	3547
Monday	4320
Tuesday	957
TOTAL	22098

Festival Capacity	25000
Recorded 2-way	22098
Assumed vehicles	11049
Vehicle per head	0.442

Event Size	Forecast Vehicles
500	221
1000	442
2500	1105
5000	2210
10000	4420