

# Talybont on Usk Tourism Transport Management Plan

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For: *Talybont on Usk Community Council*

By: **Transport Initiatives LLP**      **February 2012**

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# Talybont on Usk Tourism Transport Management Plan

## Final Report

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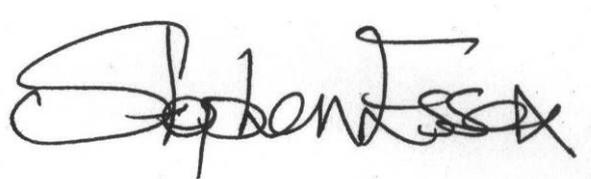
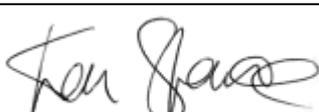
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## Final Report

# Talybont on Usk Tourism Transport Management Plan

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# 1. Introduction.

## 1.1 The Issue

Talybont is a village with a population of around 750 people, located in the valley of the River Usk between Brecon and Abergavenny. It is based around the B4558 and Station Road and has three pubs, a small hotel, a shop / post office / café, a campsite and a residential outdoor centre. The B4558 through the village is narrow, with some buildings built abutting the carriageway. While this contributes to the village's character, it also leads to problems of parking and congestion.

Talybont is on the X43 bus route between Abergavenny and Brecon, with six buses in each direction passing through the village and a further six using the A40 on the other side of the Usk Valley. The Beacons bus runs two routes on Sundays and Bank Holidays between late May and early October, one return trip along the valley of the Usk and four on a one way circular route that runs into Talybont over the drawbridge and then proceeds towards Brecon.

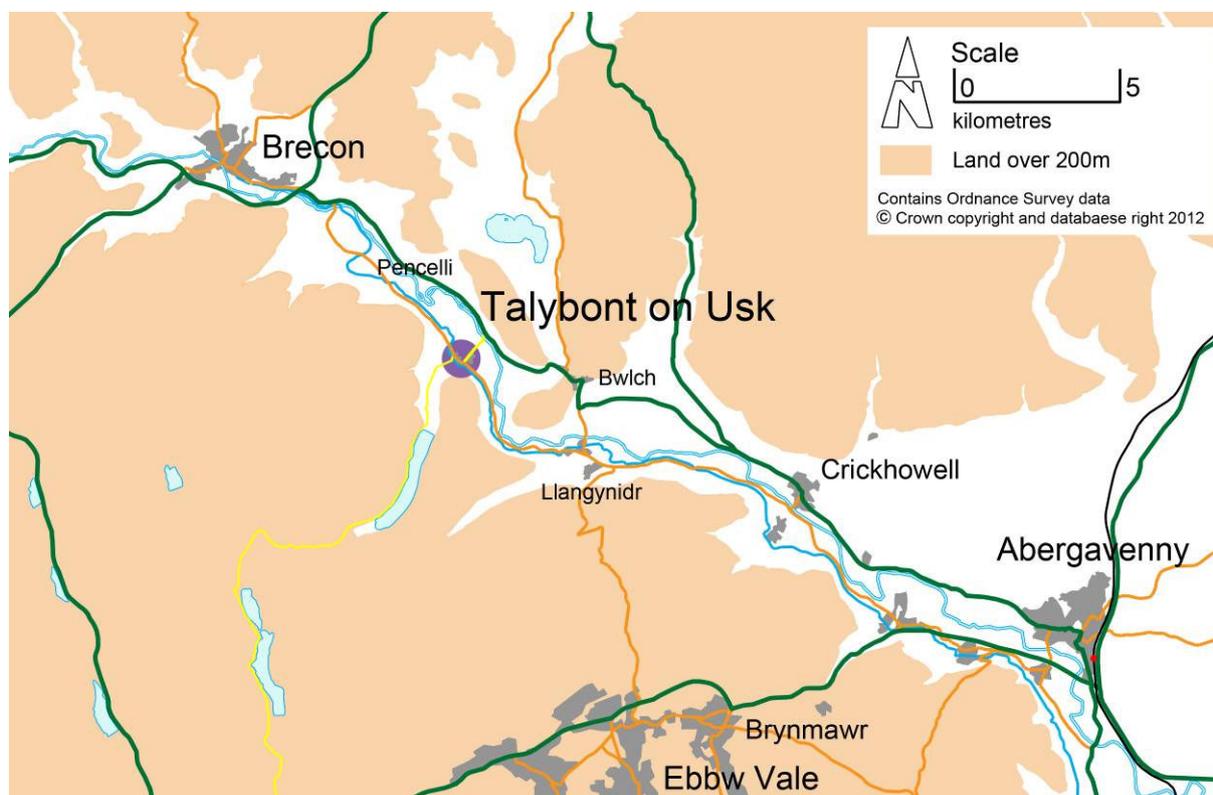


Diagram 1. Talybont location

Talybont village is an extremely popular visitor destination – one of the 'honey-pot' destinations within the Brecon Beacons National Park. People use the village as a base from which to walk along the canal, canoe the River Usk and the Monmouth and Brecon Canal, walk along the Brinore Tramroad or the Henry Vaughan walk, or deeper into the Brecon Beacons. The village has recently become a very popular starting point for mountain bikers, partly due to its designation as a 'cycling hub', and it also attracts game fishermen to the high quality sport on the river Usk.

The village is the location for a caravan site at Talybont farm, a residential outdoor centre and an 'exchange' venue for Royal Navy sailors attending a leadership centre near Talybont

reservoir. The village has 3 inns and a small hotel, and a post office/shop/café all of which derive an important proportion of their income from visitors.

Brecon Beacons Holiday Cottages and Farmhouse Agency is based just outside the village. The village is also the base for the highly successful Talybont Energy project which, among many initiatives, operates a community hydro-electric scheme and funds 2 green cars for community use.

Talybont on Usk Community Council and Brecon Beacons National Park Authority (BBNPA) wanted to work together to address the management of the vehicle parking pressure created by the visitor activity listed above. For many years, there has been a vehicle parking problem, particularly on summer weekends in the village of Talybont-on-Usk. This has become acute in recent years and with the welcome growth of the 'off-season' visitor, the problem is now extending into spring and autumn periods. Bank holiday weekends in April and early May 2011 have been among the worst experienced, with the single through road almost becoming gridlocked as a result of visitor parking.

The issue is also causing some anxiety for local residents. In particular, the passage of emergency vehicles through the village could be hindered and pedestrian safety may also be at risk. The Community Council therefore commissioned Transport Initiatives to investigate the issue and produce a set of recommendations which would provide a range of options that are sustainable and have support from the local community as well as the Highway Authority, Powys County Council.

## 2. Surveys and consultation

### 2.1 Introduction

Transport Initiatives were tasked with assessing the impact of the traffic management problem in Talybont. This was undertaken in two ways; firstly by trying to measure it by observations of traffic and parking, secondly by finding out how it effected residents and road users. We then had to find some possible solutions to the problems identified.

In order to measure the problem on street we made two site visits and also talked to the emergency services and the bus company. To find out residents and visitors' views on the issue we published a questionnaire and distributed it via *Talybont Matters*. We also ran a consultation event in Henderson Hall where residents could give their views in a less structured manner and discuss the issues in more depth. We talked to some businesses in person and talked to residents and councillors on the phone.



*Photograph 1. Consultation event,  
Henderson Hall  
7<sup>th</sup> November 2011*

A survey of visitors in the village was undertaken at the Star Inn, the campsite and by approaching some visitors walking. Being away from the main holiday season the number of visitors was low and most were there for a specific purpose.

We also sought ideas for ways to solve the traffic management problems by means of responses in the questionnaire and at the consultation event. Residents provided us with a number of ideas which we assessed and combined with those developed from our surveys.

## 2.2 Congestion



*Photograph 2.  
Congestion in Talybont,  
summer 2011.*

*(Picture courtesy of Brecon  
Beacons National Park  
Authority)*

In addition to the visits and consultation outlined above Transport Initiatives had visited the area prior to our commission, when we had noted the degree of congestion.

The original brief had sought an assessment of the amount of congestion and demand for parking over the August bank holiday weekend. It was intended to record the numbers of vehicles parked at regular intervals and relate that to the congestion observed. In practice we did not observe any conflicts and except for one occasion the road was never full of parked cars. This means that we do not have a record of a 'worst case' scenario.

Transport Initiatives visited Talybont on the bank holiday weekend before the contract started and noted the distribution of parked vehicles. On Saturday 27<sup>th</sup> August, the day of the Talybont Show, there was still spare space in the section of the village usually regarded as most congested. (see photograph 3.) Due to the Show there was a single line of vehicles parked on the main road alongside Henderson Hall field, but this did not appear to lead to any congestion or obstruction issues.



Photograph 3. The most congested section of Talybont at around 3pm on Saturday 27<sup>th</sup> August.

If the maximum amount of congestion is to be expected during the summer months, particularly at bank holidays, then the timing of the study meant that the key congestion periods were missed. It would be expected that the number of visitors would decline as the weather grew colder. Taking advice, two dates were chosen where a large number of visitors were expected.

The first was 8<sup>th</sup> October, the day of the Talybont Trial. This is a challenge hill walk attracting 150 - 200 people. Participants are attracted from all over the country. (A map showing the home locations of those who booked in advance is shown on page 10).

Most vehicles were stored on the Henderson Hall field and the Livestock Market was open as an overflow, but not required. Throughout the rest of the village there was spare parking capacity. The only problem observed was on Penpentre, where parked cars on one side of the road could have prevented cars entering and leaving the road at the same time.



Photographs 4 & 5 Traffic conditions on 8<sup>th</sup> October 2011



Photos 4-7 Traffic conditions on 8<sup>th</sup> October 2011

The second date was the weekend of 14<sup>th</sup> -16<sup>th</sup> October when the Star Inn had a beer festival. Participants came from places nearer than for the Talybont Trial and fewer travelled by car. Many stayed at the Talybont Farm campsite and so their cars were parked away from the village street.

From Friday night through Saturday there was little problem, but mid afternoon on the Sunday there were 47 cars parked on the road between the White Hart car park and just north of Penpentre, with four parked on the double yellow lines over the Caerfanell bridge and six parked wholly or partially on the pavement. No problems of obstruction were observed, but that was due to there being very light traffic.



Photos 8-9 Traffic conditions at around 3pm on 16<sup>th</sup> October 2011

The Emergency services and Brecon Mountain Rescue were all contacted. Officially the fire and ambulance service don't have problems with congestion and obstruction in Talybont. However, there are ambulance drivers who volunteer for the mountain rescue. They have fed information back via the mountain rescue that they have found problems here. The mountain rescue service is also a time critical service, but they report that their main issue is travel time between volunteers' houses or workplaces and where they store their vehicles rather than conditions in Talybont village. The local traffic police in Brecon report that they have only had to deal with minor problems most relating to a certain car being parked in the 'wrong place'.

The Beacons Bus (Sundays and bank holidays late May to early October) runs two routes through Talybont. The B4 runs one return trip along the B4558 and the B16 a four times daily one way circular route which enters Talybont over the drawbridge before proceeding towards Brecon. Almost by definition the buses run when there is most likely to be congestion. It is reported that while obstruction has never prevented the bus from running, late running buses

can upset the timetable. What appears to happen is that small obstructions rapidly escalate. The reason appears to be a lack of passing places and other drivers being unwilling to reverse. (The supervisor for Stagecoach Wales should get back to me in time to report on Monday)

## 2.2 Residents' views and experiences.

Residents' views were sought via a questionnaire. This is shown in Appendix 1.

Residents were asked various details about the parking problems, how these affected them, the village and whether they had any ideas on how to solve the problems they had identified. There was space for expanded comments. Questionnaires were distributed via the Talybont Matters newsletter and collected via the Post Office or the Star Inn. 14 were returned. (We understand there are still some to collect and the answers on these may alter the views described below)

All but one of the respondents could park their car off the road.

When asked whether parking and congestion caused them a problem, over half of the respondents said that it did sometimes. The full figures are:

- Caused problems frequently 4 respondents
- Caused problems sometimes 8 respondents
- Never caused a problem 2 respondents

However, most people felt that parking and congestion problems adversely affected the village.

- Cause problems for the village 10 respondents
- Don't know 1 respondent
- Don't cause problems 2 respondent

Individual comments are shown in Appendix 2

A consultation event was held in Henderson Hall during the afternoon and early evening of 7<sup>th</sup> November. The basic format was that two members of Transport Initiatives were available to listen to comments and attendees were asked to put "post-it" notes with their comments on onto two large plans. No record was kept of the numbers attending, but there was always at least one visitor and both TI members were kept busy most of the time. The comments made on the post-it notes are recorded in appendix 3. It was interesting that there were a large number of comments relating to making better use of the Henderson Hall land at the consultation event.

The key issues identified by the residents in their questionnaire answers and comments made at the consultation event are shown below. They are ranked by frequency of comment.

Basic subject area	Number of Comments
Congestion in the village	8
Parking problems (mostly obstruction)	8
Safety	5
That visitors have nowhere to park	4

Business access	2
Obstruction by mountain bikes	2

Informally, people often mentioned the issue of cars being stored on roads while their owners walked or cycled in the area surrounding the village, but this does not show up in the written comments.

In the questionnaire, people were specifically asked for their ideas while at the consultation event comments could be both about the overall traffic issue or ideas on how to solve it. Clearly some people at the consultation event didn't bother to describe a problem, they just suggested a solution.

<b>Ideas</b>	<b>Number of suggestions</b>
Making better use of Henderson Hall car park	8
Use of signs to direct people to more appropriate parking places	7
Parking restrictions to prevent people parking on both sides of the road	6
Methods of reducing traffic speeds	6
Provide dedicated parking away from the road and direct visitors to it.	5
Make use of the verge near to Henderson Hall.	4
Make use of the old school field	3
Better enforcement of the waiting restrictions	3
Speed limit	3

On some issues there was a unanimous view, or the views complemented each other. On others, views were opposed. For instance, encouraging people to park on Station Road and Residents' Parking Permits.

Transport Initiatives were told a number of anecdotes. These concerned vehicles being unable to turn into or out of Mill Lane and a variety of cases where vehicles meeting each other in a narrow section could not, or would not, reverse to make way for each other.

## 2.3 Visitors' views and experiences

Visitor's views were addressed by an alternative questionnaire. The process for this was that a member of TI approached visitors and asked them the questions. No visitor filled in a questionnaire from the Talybont Matters distribution.

Visitors were approached on the 8<sup>th</sup> October (day of the Talybont Trial) and 15<sup>th</sup>/16<sup>th</sup> October (Star Inn Beer Festival). As well as participants in both events, other visitors were approached, but there were comparatively few of them to balance the survey. Thus it is recommended that the survey be repeated on a popular weekend next spring or summer.

The first question asked where visitors had come from. The diagram below shows that the answers to this question and information on the home locations of Talybont Trial participants, supplied by the organizers. With one exception (a Talybont Trial participant who travelled from Worcester by train and bus) every person arrived in the area by car. People who were staying overnight in the area might then travel to Talybont by another means.

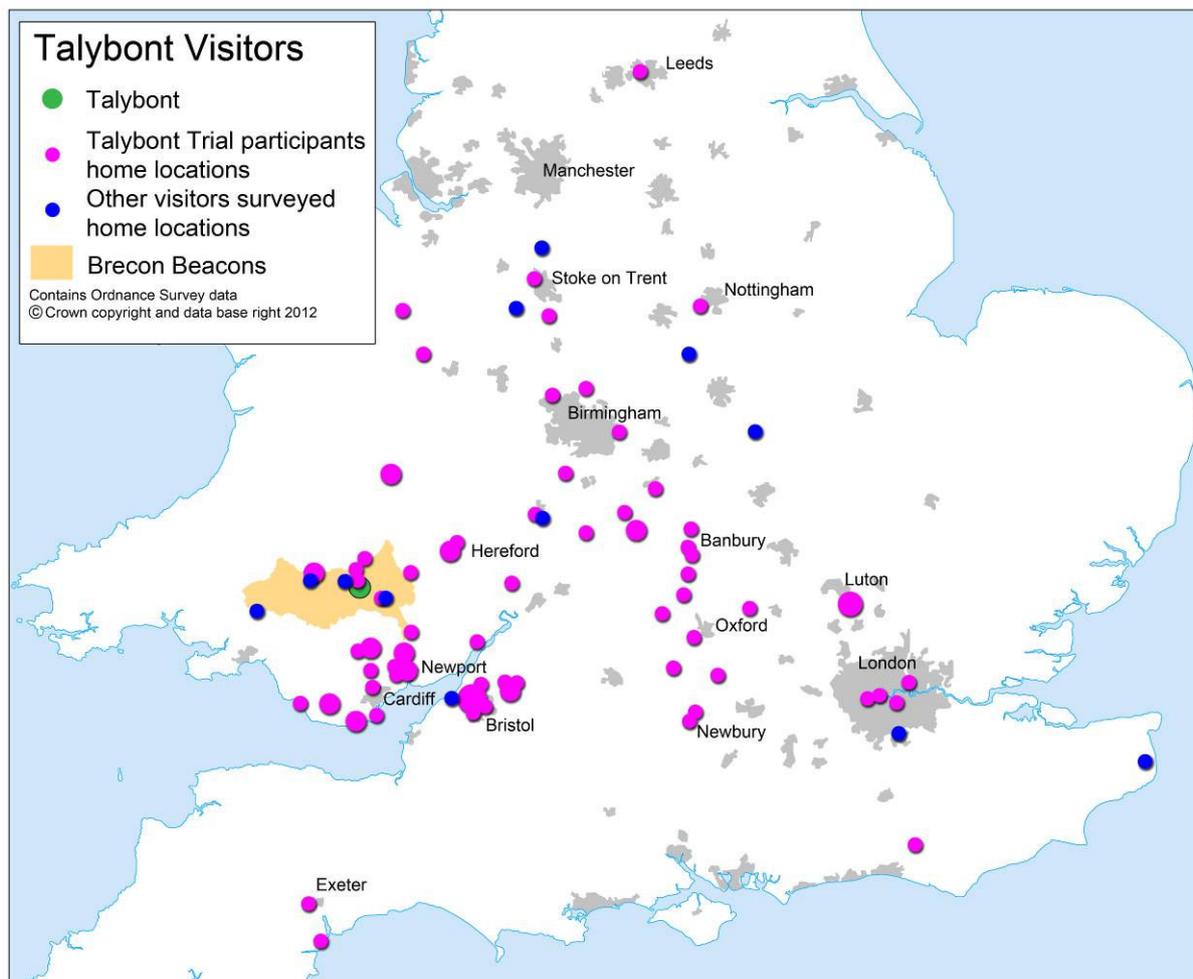


Diagram 2. The home locations of people who visited Talybont. In addition to those shown on the map a party of 12 came in an organized group from Newcastle upon Tyne

People arrived in Talybont itself by the following means

Method of travel	Number of interviewees	Comments
Car	14	
Bus	0	
Minibus	1	This driver brought a party of 12 cyclists (not interviewed)
Bike	2	One local, one staying nearby
Walk	2	
Boat	3	Hired canal boat in Brecon – met by chance in pub not surveyed on canal.
<b>Total</b>	<b>22</b>	

People who walked from a B&B or campsite in Talybont are counted as arriving by car.

While in Talybont, 17 of the respondents visited a pub and 8 visited the café/shop. Three respondents visited neither. These were all Talybont Trial participants who seemed to view their day solely as a hill walk where they drove to the start and drove home immediately after completion. Clearly the number of pub users was inflated by there being a beer festival, but a number of respondents were combining the festival with other activities.

People were asked where they had parked. All the Talybont Trial participants parked in Henderson Hall and the majority of other visitors surveyed parked by their accommodation.

Some had parked outside the village and walked in and the people using the canal had parked in Brecon. Only one person surveyed had parked on the road.

It was considered that the parking issues could be solved by providing dedicated car parking. But providing parking costs money. In many other national parks, parking is charged, even if well away from habitation, with plenty of opportunity for informal parking and yet people seem happy to pay. Visitors were asked whether they would continue to visit Talybont if they had to pay. Thirteen people who responded to this question said they would and only two said they wouldn't. Whether payment is acceptable clearly depends on the price charged. Thirteen people gave a price they thought reasonable. The average of their views was a price of 80p for an hour's parking and £2.68 for a day. This view conflicts with the opinion of residents, who made a number of comments to the effect that visitors were put off parking in Henderson Hall car park because of the need to pay.

## 2.4 Talybont Sustainable Tourism Plan

At the same time as this study was being undertaken another was in progress to produce the Talybont Sustainable Tourism Plan. Clearly the spheres of interest of this study and the tourism study overlap as both have an interest in signing, parking safety and the way the village is promoted. The Tourism Study included a SWOT analysis which identified various transport related weaknesses and opportunities.

### Weaknesses

- Sign posting
- Parking
- Unsafe pavements
- Limited public transport

### Opportunities

- Additional car parking
- Improved signage
- Green transport options (e.g. electric buggies)
- Explore options for locally based taxis and a pub shuttle

These are very similar to the views expressed in the consultation process for this study.

The Tourism Study developed a set of action plans of which the following would support this study and vice versa

### Very High Priority

- Produce a map of the village and local area
- Improve signage to and around Talybont. Produce a mini strategy to ensure coordination.

### High Priority

- Additional car parking in or on the edge of the village
- Explore improved green and public transport options

And as a **medium priority** it suggests upgrading or relocating the existing toilets by the White Hart

## **2.5 Conclusions**

It is unfortunate that the contract for the study started after the main period of congestion and obstruction. We were unable to measure how bad the congestion was at peak times and, although at one particular point heavy parking was observed, we did not see any problems resulting from it. We therefore have to rely on report and anecdote.

What may be surprising is the distance people travel to visit Talybont and the area. We suspect that many of the trips have been planned some time in advance and on a sunny bank holiday the majority of visitors would come from places that were much nearer. Nearly all the visitors surveyed arrived in the area by a private motor vehicle of some sort, although they may well then have walked, cycled or boated to the village itself. It is not surprising that cars are used by nearly all visitors. Superficially, the X43 has a reasonable service, but some trips miss Talybont and the service finishes early in the evening. There are poor connections to other bus services and also to trains at Abergavenny. The Beacons Bus services add additional seats at peak tourist times, but the X43 provides a poorer service. There are also problems in that activities such as mountain biking require equipment not usually carried on buses and many people do not find the information on public transport easy to find or use.

The proportion of people using public transport is so low that their numbers would have to increase by an unrealistically large amount to make any dent in the numbers travelling by car.

There are several ways to reduce the amount of congestion in the village without damaging its vitality, but the greatest effect will be achieved by controlling parking. Other methods of reducing visitor impact would be to encourage people to park elsewhere and then arrive in the village by other means, or to encourage people to stay for longer periods and park by their accommodation. There is actually a significant amount of accommodation in the area. The Talybont Sustainable Tourism Plan explores how this can be done in more detail.

The Sustainable Tourism Plan and this plan reach similar conclusions on many of the issues.

## 3.0 Options for addressing the issues

### 3.1 Waiting restrictions

Parking obstruction can be controlled by waiting restrictions, provided they are enforced. The current restrictions consist of double yellow, no parking at any time, restrictions as shown on the diagram below.

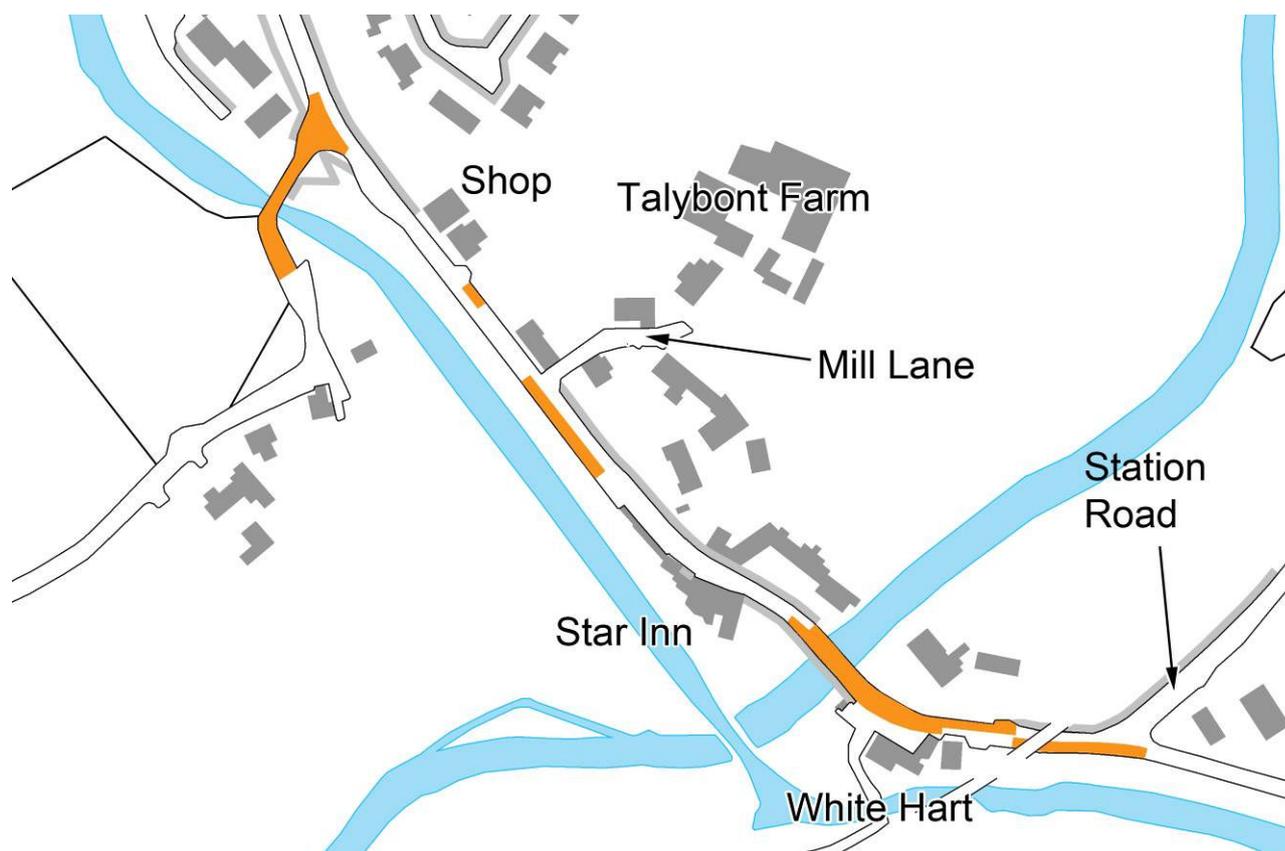


Diagram 3. Existing No waiting at any time restriction in Talybont

New waiting restrictions could be used to help achieve the following outcomes

- Keep parking away from summit -
- Provide places to pass – it is currently possible to park on at least one side of the road for the whole length of the village. If all the potential parking places are used, then there is only space for a single line of traffic from the bridge over the river to the drawbridge.
- Keep junctions clear – even with the current restrictions near the mouth of Mill Lane, there still appear to be problems with getting large vehicles in and out of the lane. Residents report that there are problems emerging from Penpentre.
- Describe current waiting restrictions
- Provide space for footway. It would be possible to use waiting restrictions to provide space for a “footway”. This would conflict with parking for those cottages between Mill Lane and the Shop, which do not appear to have off-street parking. On the other hand

there is much less demand for parking on the section of road with no footway between the White Hart and the railway bridge at Station Road.

Suggestions for additional waiting restrictions made by a resident are shown in Appendix 4. Potential places for additional waiting restrictions are shown below in diagram 4. It is recommended that restrictions to keep junctions clear are double yellow, 'no waiting at any time' and that those used for creating passing places are single yellow, 8am – 6pm restrictions.

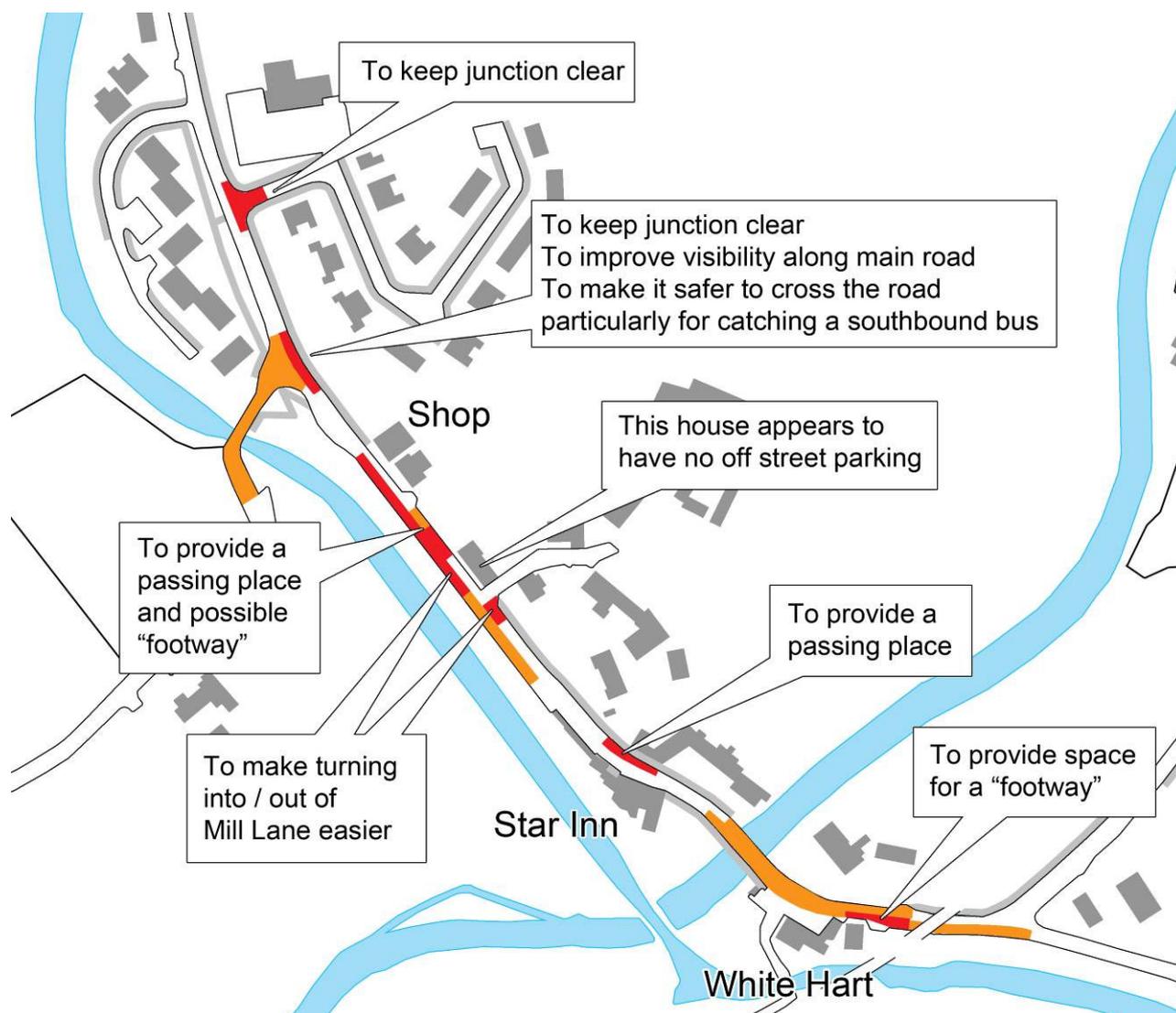


Diagram 4. Potential additional waiting restrictions

### 3.2 Controlling speeds

The village has a 30mph limit for its whole length, but speeding was an issue that regularly appeared during consultation. It is apparent that this issue has been raised before, as the Highways Authority has laid 30mph roundels in the carriageway on the Station Road and Pencelli approaches to the village, as well as on the section of the A4558 past Penpentre. No speed measurements were taken, but it did not appear that vehicles were exceeding the speed limit. This is not to say that vehicles don't speed, nor to belittle the concern, as there are places and occasions when 30mph, although legal, is inappropriate. Where visibility is

obscured and where pedestrians are likely to be on the carriageway, a lower speed should be encouraged.

Suggestions were made for a 20mph zone and for illuminated signs indicating that drivers were speeding. Given that 30mph is probably too high, signs indicating that drivers were exceeding 30 might be counter productive for the central part of the village, although they may have a value on Station Road.

Transport Initiatives considers that a 20mph zone would be appropriate. The obvious length would be between Station Road and the Drawbridge. Generally 20mph zones are more effective if they have entry features to mark the speed limit change. The railway bridge provides a clear feature at the south end, but there is no obvious feature to the north. A 20mph zone can also be reinforced by traffic calming. In discussion we had mentioned the possibility of using chicanes to both slow traffic and to define parking areas. In practice it is difficult to see where they could be used without losing a significant amount of parking or adding to the congestion at peak times. Transport Initiatives therefore recommends that initially, a 20mph zone would be defined by an entry feature at each end, but no features within it. If it appears that most drivers are ignoring the 20mph limit then the Highway Authority could consider features such as raised tables at junctions.

There are two lengths of the main road through Talybont without footway. These are between the railway bridge and the White Hart and between Mill Lane and the Shop. On the latter section there are frequently parked cars, meaning that pedestrians have to walk outside these. It would be possible to provide a footway between Mill Lane and the Shop, but all parking would have to be banned, or a strip taken from the bottom of the canal embankment in order to widen the road by the width of the potential footway. An alternative would be to provide a 'virtual footway', as shown in the photographs below. This would require the introduction of parking restrictions on the east side of the road.

At the southern end of Talybont the virtual footway could form part of a chicane or entry feature to denote the start of a 20mph zone.

The virtual footway example below comes from South Perrot in Dorset. In the picture on the left the footway consists of a kerb with a small upstand and a slightly raised area surfaced in a different colour. Normally vehicles keep clear of the footway but are able to mount it if they need to pass. At another place in the same village, a white line does the same job. We would recommend that a virtual footway in Talybont is similar to the one in photograph 10.



Photograph 10 virtual footway in South Perrot, Dorset.



Photograph 11. South Perrot. Virtual footway indicated by white painted line only

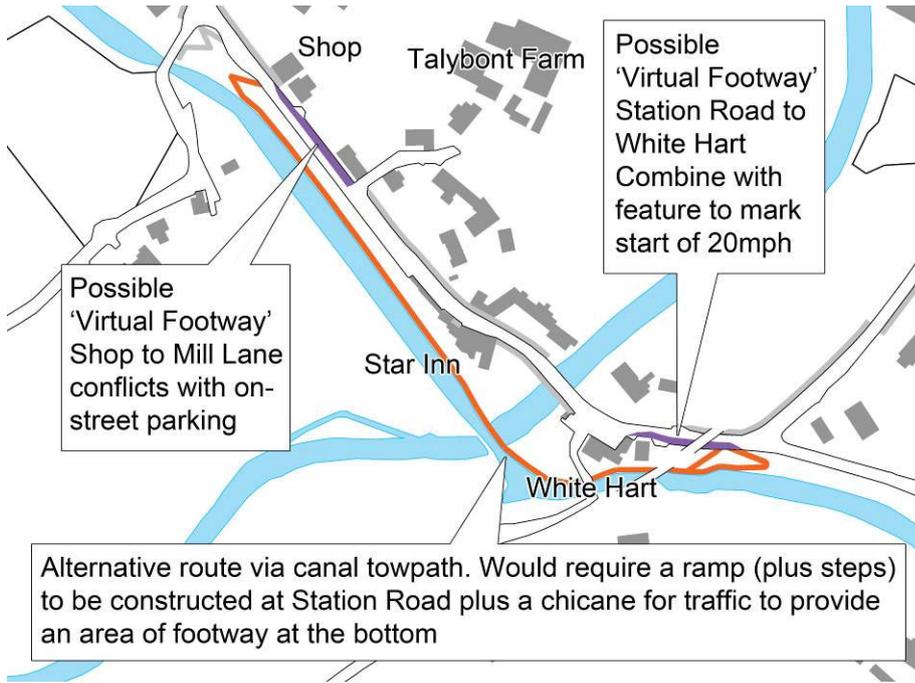


Diagram VV  
Locations for a virtual footway

An alternative to the virtual footway at the south eastern end of the village is to use the canal towpath. There would be a definite need for a narrowed section of road immediately east of the railway bridge. This alternative option would be essential if the Livestock Market was to be developed as a car park.

Diagram 5. Locations for virtual footways in Talybont, plus alternative using the canal towpath

### 3.3 Additional parking places

The diagram below shows the areas of land with potential for car parking.

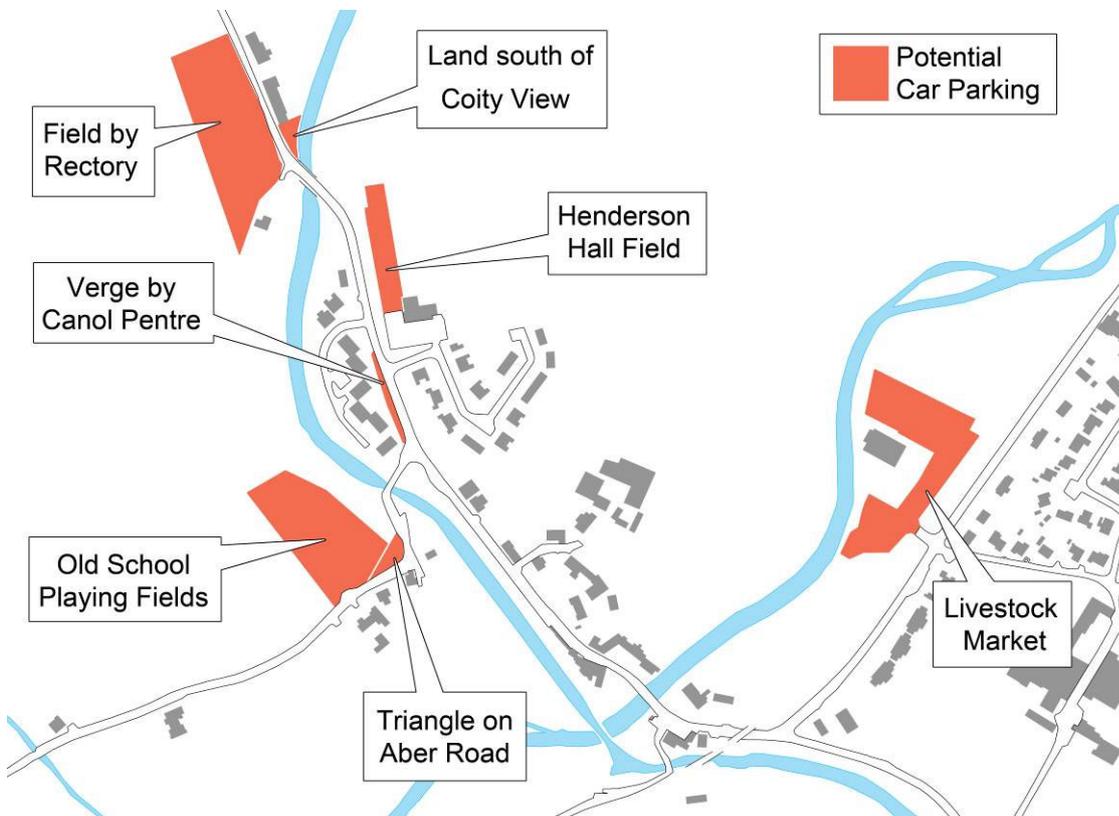


Diagram 6. Location of potential car park land in Talybont

The following section describes the potential car parks and their capacity and distance from the centre of the village. The centre has been taken as the junction of Mill Lane, which is mid way between Henderson Hall and the White Hart.



Photograph 12



Photograph 13

### Henderson Hall Field



Photograph 14. The Henderson Hall field being used for the Talybont Trial (8<sup>th</sup> October 2011)

with adequate sightlines to avoid people having to use Penpentre. The centre of the suggested extra area is 330m from the centre of the village, assuming a new access is made. The area is used occasionally for parking.

### Field by Rectory

This field would have a capacity of around 200 cars. The entrance has adequate sight lines. The surface will need improvement, particularly around the entrance. The centre of the field is approximately 430m from the centre of the village. It is away from the most used entry point and is out of sight of the main village. It would require good signing.

### Land south of Coity View

This land was suggested by a Councillor and would be aimed at people using canoes on the canal. The sightlines would be substandard for a conventional entrance, but it may be suitable for a layby. It is approximately 400m from the centre of the village.

The Henderson Hall field was suggested by many people. The existing car park has a capacity of around 25 cars, although more could be fitted in if the recycling area was moved or reduced in size. The area of field marked on the diagram above and shown in the photograph could accommodate about 80 cars. The surface would need improving if the field was to be used regularly. A product similar to Grasscell would retain the grassed appearance. It would be possible to make a new access



Photograph 15.



Picture to be replaced in final report (Photograph 16)



Photograph 17.

### **Verge by Canol Pentre**

A parking layby on this verge could accommodate about 10 cars, with spaces for sightlines and pedestrian crossing points. It is very visible and is around 200m from the village centre.

### **Old School Playing Field**

This site was suggested by a number of residents. There was a feeling that the land had in the past been dedicated for the benefit of the village. Currently it is leased by a local farmer. The lease has four years to run. The site could accommodate around 150 cars and may need surface improvements. The middle of the field is 330m from the village and the majority of vehicles using it would have to cross the drawbridge. It is not immediately obvious and would require good signing. Due to the lease, it would be a medium term option at best.

### **Triangle on Aber Road**

This site was suggested by residents. It could hold about 10 cars in its present form. It is 220m from the centre of the village. Altering it to make a proper car park would reduce its capacity. It is probably best left as it is.

## Livestock Market



Photograph 18.

The Livestock Market was suggested by a number of residents. It is occasionally used for events, by special arrangement. It can hold around 170 cars, has a good surface, is on the approach that most visitors use and is 550m from the centre of the village. This is a long way from the village centre compared to the other options and there is no footway for part of the distance. Use of the site might encourage people not to visit facilities in the village centre. Security could be poor as most of the area has no passive surveillance. It could only be used when there was no market.

The site is controlled by a consortium. There is concern for security of the fittings, safety of animals left in an adjacent holding pen and the need to clean the site before use. A formal opinion has not yet been received from the consortium.

In addition it was suggested, during consultation, that it would be possible to cut into the canal embankment to provide parking spaces. The reason given was that the embankment had been strengthened and the grassy bank that can be seen is not structural. This has not been investigated further. It may be possible to undertake a smaller version of the idea by extending the bus layby in a south easterly direction, where the canal is further away from the road. Additional parking spaces could be provided, particularly if it was also altered so that the bus stopped on the road rather than in the layby.

In prioritizing the various proposals we have used the following considerations.

- **Location.** A well located car park should encourage people to park before they enter the main part of the village and therefore avoid them becoming part of the traffic problem. It is thought that most visitors arrive from the A40 along Station Road, although there is a view that many use the minor road from Merthyr. This implies that the Livestock Market would be a good site. There is, however, a trade off between catching motorists before they cause a problem and bringing them closer to the facilities in the village. In general terms tourists not wanting a serious walk of cycle ride tend to remain within about 400m of their cars, which is less than the distance to the Livestock Market and the Rectory field. The layby by Canol Pentre, Henderson Hall and the triangle on the Aber Road are not only closer, but are also all within sight of the village.

- **Local control.** The village should be able to have control over the parking. The livestock market is run by another organisation with its own agenda and priorities. Henderson Hall, on the other hand, is controlled by the village.
- **The ability to add facilities to improve the product.** A car park could be seen as merely a place to store vehicles. But as people congregate there it can be chance to offer them something to encourage them to use the village or to stay in Talybont. It is easier to do this in a car park that is locally controlled and one that is in use more than just occasionally.
- **Security.** This concern was expressed by many people during the consultation, but also at the Tourism Workshop on 12<sup>th</sup> October. The Livestock Market, the old school field and the field near the Rectory are all more secluded than Henderson Hall or the sites close to roads.

The suggested prioritisation is:

- High**
- Develop Henderson Hall
  - Provide layby by Canol Pentre
  - Use triangle of land on Aber road in current condition
- Medium**
- Assess need for additional parking in four years time and develop part of the old school playing field.
  - Consider use of Livestock Market as overspill only
  - Liaise with British Waterways about using the triangle of land south of Coity View for launching canoes, with a view to constructing a layby.
- Low**
- Field near Rectory

### 3.4 Developing Henderson Hall

Transport Initiatives investigated developing Henderson Hall in more detail. We looked at methods of improving access to the field and developing the facilities.

The access to the Hall is via Penpentre. This road is relatively narrow and can suffer from congestion. Transport Initiatives propose that a new entrance is made directly from the main road, opposite Elm Cottage. Details are shown in Appendix 5. We propose that the entrance is made using low tech methods, to enable it to be constructed using the skills the village probably has. It is proposed that the entrance is one way so that it can be narrow. This would be more in keeping with the image of the village and would keep the loading on the new entrance to a minimum as only one vehicle could be on it at any one time. There is sufficient visibility for the entrance to be used safely in either direction.

It is recommended that the field is not used all the time but is opened at times when parking is likely to be a problem. There would need to be good signing and it is suggested that “fold over” signs are used that can be revealed when the car park is in use and closed when it is not.

The proposals would require Highway Authority approval and a health and safety assessment of the ramp which would need to be undertaken by the Community Council or Henderson Hall committee.

### **3.5 Public Toilets**

There are public toilets next to the White Hart. Transport Initiatives understands that these were provided because at one time the White Hart pub had inadequate toilets. In the consultation these toilets were identified as causing a problem. They exacerbate parking problems in the road or put pressure on the White Hart's car park. The landlord of the White Hart has offered to move them at his expense. The consultation exercise suggested two possible locations for the toilets; near the drawbridge and in the Henderson Hall car park. Relocating them to the drawbridge would clearly reduce the pressure on the White Hart's car park, but would merely move the on-road parking issues to another area with identified problems. If they could be relocated to the Henderson Hall car park it would provide another attraction to encourage its use, with the toilets being signed as an extra attractor. An alternative would be to renovate the outside toilet at Henderson Hall. Relocating the toilets would also allow the creation of two more parking spaces at the White Hart.

### **3.6 Mountain Bike Hub**

Two of the identified problems concern mountain biking. People bring their bikes to Talybont on their cars, leave the cars on street all day and on their return sort out their bikes on the pavement and obstruct pedestrians. There are two facilities that could be provided for mountain bikers at Henderson Hall, particularly if the toilets are moved there. The first is a power wash for cleaning bikes, similar to that provided at Afan Argoed, and the second would be provision of information. At its simplest, the interpretation sign opposite the drawbridge could be relocated, but it would be better if a more comprehensive interpretation sign could be provided to do two things. Firstly to provide general walking and mountain biking information and secondly to provide detailed information about the village to encourage people whose initial thoughts might have been just to use Henderson Hall as a car park, into the village. It may be necessary to provide CCTV or a security presence if cyclists are to leave their bikes on their cars unattended. It may be possible to provide a shower (for a fee).

### **3.7 Signing**

If the idea of developing Henderson Hall is to work it needs to be well signed. This has been recognised already by the erection of two signs, both shown on the photographs below. They are small and, as they are not standard highway signs, are likely to be missed by the very people they are intended to attract. There are no signs at the junction between the main road and the Aber Road and neither is there a sign facing the Pencelli direction.



Photograph 19. The current direction signs at the village end of Station Road. The small green sign is for the Henderson Hall car park.



Photograph 20. Car park sign at the Penpentre / B4558 junction. It can only be seen from the village direction.

There is a need for larger highway signs located so that motorists approaching Talybont from all four directions are directed to Henderson Hall. Five signs would be needed. In addition, when leaving the car park, signs would be needed directing people away from the village.

If the new entrance to the Hall field is to be the way in, the signs directing people to it would need to be hidden when the field was not in use. Signs can be made that fold over when not required. This does present an opportunity for the village to manage its parking a little more. Space on the roads can be kept clear using police style no-waiting cones, particularly on bank holidays when congestion is expected. Fold over signs could be erected on the Station Road approach to the village, with wording such as 'Parking restrictions in village – use identified car parks', which could be revealed when Henderson Hall field was open and no-waiting cones deployed.

### 3.8 Provision of Information

The report thus far has looked at ways of dealing with vehicles once they get to the village. There may be scope for altering the way people arrive in the village and what they do when they get there by using information. People find information about a location / attraction by various means and we suspect that the Tourism Strategy Report will should cover this aspect in more depth. The following sources of information could affect travel to Talybont.

- Websites
- Leaflets and maps
- Mountain biking information and walking guides
- Public Transport Information
- Signing for pedestrians and cyclists
- Internal village signing
- Information and interpretation boards.

### 3.8.1 Websites

An early point of call for Transport Initiatives, before visiting Talybont for the first time, was information available on the internet. Sites visited gave generalised transport information but refer the user elsewhere for more detailed information. One problem with referring people elsewhere, when they are already looking at Talybont, is that they may spot something that looks interesting and not visit Talybont at all. It is recommended that additional Talybont on Usk specific travel information pages are added to the Talybont website and that the National Park website does something similar for key places.

### 3.8.2 Leaflets

Most tourist leaflets are produced by the attractions themselves. Their aim is to maximize visits rather than sell green travel. There is usually little space for complex travel information and so little chance to change habits. The National Park Authority produces the Beacons Bus leaflet, but a potential visitor needs to want to travel by bus before they use the information in it. There is probably little scope for effecting travel choice using leaflets.

### 3.8.3 Mountain biking information

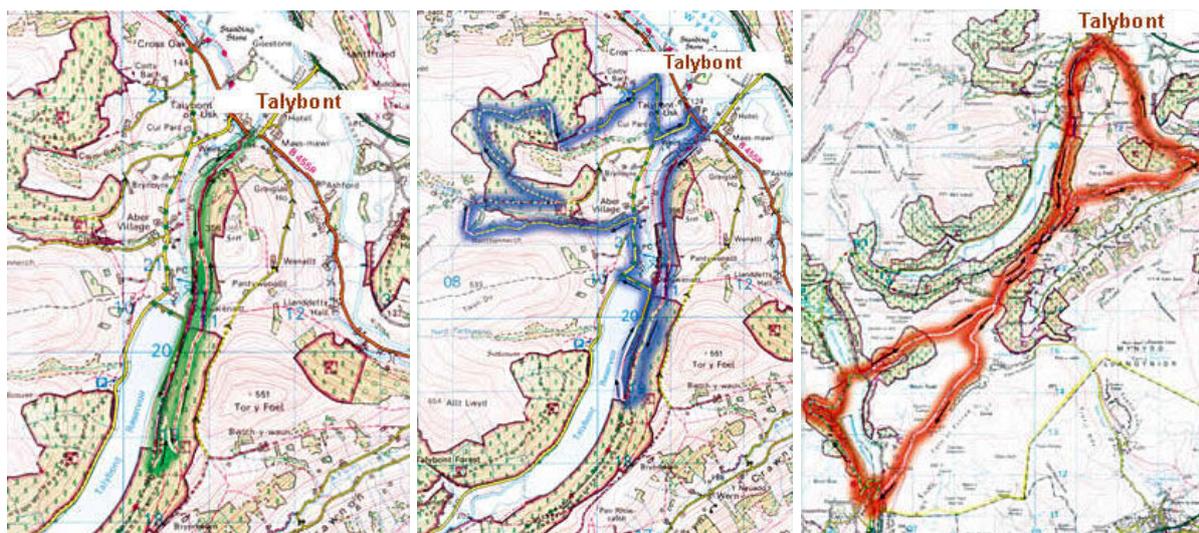


Diagram 7. Mountain bike routes based on Talybont from the BBNP website

It is difficult to have an influence on mountain biking information gained from mountain bike magazines or websites. However, the National Park Authority publishes its own guide to routes, as shown above. Mountain bikers who park in Talybont use these guides as they have shown them to us. The National Park Authority should provide additional information on where to park and what facilities cyclists can expect to find. For a route similar to the 'Pontsticill Crossover' (red on the picture above), it would be possible to suggest parking at the Merthyr end and having refreshments at Talybont. For the other two routes, information could be provided about Henderson Hall, advertising the bike washing facilities, if that recommendation is taken up. The same information should appear on any leaflets or ride packs the National Park produces.

### 3.8.4 Public Transport

Confirmed public transport users usually know where to find information. A habitual car user may not know that Talybont is served by public transport, let alone where to look for the information about it. Theoretically the Traveline Cymru website has all the information you should require, but you still need to know details about bus stops and names of destinations to use it correctly. It also doesn't contain details of the Beacons Bus.

- There should be a summary of combined bus and train information on the Talybont and Brecon Beacons websites
- Information on the bus stops should include a map
- Bus route information and bus stops should be shown on any interpretation boards.

### 3.8.5 Signing for pedestrians and cyclists



Photograph 21.  
Some pedestrian signs include Talybont as a destination



Photograph 22. The sign for the National Cycle Route 8 (Taff Trail) at the reservoir does not include Talybont as a destination

Transport Initiatives took advantage of the scenery around Talybont and noticed that there were some deficiencies in the signed footpath, bridleway and cycle route network signing. In particular some of the signs did not include Talybont as a destination. Of particular interest was the cycle route sign at Talybont Reservoir, which only considered places along the route not places close to it.

It is of benefit to the village if every footpath, bridleway or cycle route sign within a reasonable distance includes the village name. For cyclists, a reasonable distance could include places as far away as Pontsticill, as that is the limit of the red graded mountain bike route shown in diagram 7. Many European countries sign comprehensive recreation networks rather than signing individual paths or circular routes in individual initiatives. It is recommended that the National Park Authority review their recreation network signing.

### **3.8.6 Internal village signing**

Signing places within the village may sound like overkill as it is something more associated with large cities, but if people are to be attracted to use village facilities then there should be something directing them from whatever car park is chosen to the shop, pubs, and attractions like the Brinore Tramroad. Similarly directions back to the car park from the Tramroad and other attractions are needed.

### **3.8.7 Information / interpretation boards**

There is an overlap between signs directing visitors to village facilities and the maps often placed on interpretation boards. The important thing is that information on boards, their maps and any signs should be the same and reinforce each other.

## **3.9 Monitoring**

The effect of any changes should be monitored. Ideally a survey of parked vehicles and congestion should be undertaken on at least one bank holiday, before any changes are implemented to establish a 'worst case' baseline. As Transport Initiatives visited the village at times when there were no observed problems, our surveys cannot give a good picture of the nature of the problem. The Residents' questionnaire includes two questions asking people's opinions of how bad the parking and congestion problems are. They ask whether the respondent experiences problems and whether they think there are problems for the village. If the questionnaire is repeated the answers should reflect any changes.

The severity of the problem varies with factors such as the weather and so is highly variable. This would need to be monitored over a long period for the information gained to be statistically reliable. Similarly, the small number of returned questionnaires means that the views expressed in them may not be representative of the population as a whole. A second questionnaire in the future might be completed by an entirely different set of people with different views. Again monitoring would have to happen over a long period of time to even out this variability.

## **3.10 Conclusions on the Issues and Prioritisation**

There is no single solution to solve the parking and congestion problems. It appears that the best way forward is to make provision for parking at Henderson Hall and on the main road nearby. A locally managed method of encouraging people to park at the Hall could be put in place. Having done that, waiting restrictions could be implemented to create space on the road for vehicles to pass and space for a footway. A 20mph zone would slow traffic and improve safety. In addition, the information sources people use to find out about Talybont and what to do there should include other travel and parking options.

## 4.0 Recommendations

### 4.1 Waiting restrictions

It is recommended that waiting restrictions are implemented at the following locations.

At the junction of the B4558 and Penpentre	No waiting at any time	Junction protection
Along the B4558 opposite the road to the draw bridge	No waiting at any time	With the existing restrictions in this area these would provide junction protection, improve the visibility along the B4558 Make it safer to cross the road.
B4558 south west side between the Shop and the existing waiting restrictions at Mill Lane	No waiting at any time	To keep the road clear. These restriction may have to be changed with the concept of the virtual footway
B4558 north east side extending existing restrictions	8am -6pm	To provide a passing place
B4558 north east side immediately south east of Mill Lane	No waiting at any time	Junction protection
B4558 opposite the Star Inn	8am – 6pm	To provide a passing place
B4558 south side between the White Hart and the railway bridge	No waiting at any time	To provide space for a footway. Would not include small layby used for residential parking.

### 4.2 Traffic Speeds

It is recommended that there should be a 20mph zone on the B4558 through Talybont between Station Road and a point somewhere in the vicinity of the proposed access to the Henderson Hall field. The exact position will depend on the design of the access, the length of the proposed layby alongside Canol Pentre and whether the highway authority would prefer an entry feature.

### 4.3 Traffic calming and footways

It is recommended that a virtual footway be investigated between, **a.** the Shop and Mill Lane and **b.** between the railway bridge and the White Hart. There are implications of implementing the footway beyond the scope of this study, particularly for the Shop to Mill Lane section, whether any space can be obtained from the base of the canal bank. The railway bridge to White Hart section requires protection by an entry feature, with a section of footway on the south side of the road.

### 4.4 Henderson Hall

It is recommended that Henderson Hall be developed as the peak time parking place in Talybont. A new entrance should be constructed to serve the field. The field may require surface improvements. The village toilets should be relocated to the car park or the outside toilets renovated. Additional facilities should be implemented to make a mountain bike hub, including a power wash, information and possibly showers.

It is recommended that Powys County Council be requested to provide standard highway style direction signs to Henderson Hall car park and provide direction signs so people leave in the correct direction.

It is recommended that additional 'fold over' signs are provided along with no waiting cones to enable local control of parking at peak times.

### 4.5 Additional car parking spaces

It is recommended that

- Henderson Hall be developed first as a place for visitor car parking
- The verge by Canol Pentre should be converted to a layby and used for parking.
- The triangle of land just west of the drawbridge should be used for informal parking

The following are recommended as lesser priorities

- The need for additional parking should be assessed in four years time and if necessary part of the old school playing field should be developed.
- The Livestock Market should be used as overspill only and arranged individually for each event needing it.
- British Waterways should be contacted about use of the triangle of land south of Coity, View for launching canoes with a view to constructing a layby.

### 4.6 Monitoring

The effect of any changes should be monitored. A baseline survey of parked vehicles and congestion should be undertaken on one bank holiday in 2012 and repeated in following years. Residents should be resurveyed following any changes.

## 4.7 Local pedestrian and cycle signing

It is recommended that the Brecon Beacons National Park Authority should review the network of footpath, bridleway and cycle route signs to ensure that destinations include villages such as Talybont. The network should be signed as one whole rather than being a collection of separate initiatives.

Pedestrian signing is required between Henderson Hall and local attractions.

It is recommended that the interpretation board on the main through road opposite the drawbridge is moved to the mountain bike hub at Henderson Hall. It should preferably be altered to reflect the reviewed footpath, bridleway and cycle route network.

## 4.8 Information

It is recommended that travel information specific to Talybont be put on the village website and that the Brecon Beacons National Park Authority provide similar information for Talybont (and other key places) on their website.



*Photograph 23. We leave Talybont*

# Appendices

- Appendix 1. Questionnaires
- Appendix 2. Complete set of comments from the residents' questionnaires
- Appendix 3. Henderson Hall consultation.  
Contents of the 'post it' notes
- Appendix 4. Resident's proposal for waiting restrictions
- Appendix 5. Henderson Hall Access

# Appendix 1 Questionnaires

## Talybont Tourism Transport Management Plan

Parked vehicles are increasingly causing congestion in Talybont. This is causing problems for emergency services at the busiest times. The Community Council and the Brecon Beacons National Park Authority would like to know your views on the subject.

### Residents Questionnaire

This side is for residents – if you are a visitor please use the other side.

Where do you live? (please just give the road name if you don't want to give your address)

Can you park your car away from the road, for example in your drive? Yes  No

Do the parking problems and congestion personally cause you a problem?

Yes frequently  Sometimes  No not at all

If yes, how do they cause problems and what are the problems?

Do you think the parking problems and congestion cause problems for the village and its businesses? Yes  No

If yes, how do they cause problems and what are the problems?

What things do you think would help?

Thank you for completing the questionnaire.

Please could you leave it at the Star Inn or the Post Office.

Further information – Steve Essex, Transport Initiatives, 0161 449 9001 / 07725 466 836



## Talybont Tourism Transport Management Plan

Parked vehicles are increasingly causing congestion in Talybont. This is causing problems for emergency services at the busiest times. The Community Council and the Brecon Beacons National Park Authority would like to know your views on the subject.

### Visitor Questionnaire

This side is for visitors – if you are a resident please use the other side.

Would you please tell us where you live? (town/village & postcode)

Date

How long are you staying? Passing through  Day trip  Overnight or longer stay

What did you do or what are you going to do today?

When in Talybont did you visit a pub , the post office/café

How did you travel here? Car  Bus  Bike  Walk  Boat

If by car where did you park?

Did you have difficulty parking your car? Yes  No

If you had to pay to park your car would you still come to Talybont? Yes  Less often  No

How much would you be willing to pay for a day?

Do you have any other comments?

Thank you for completing the questionnaire.

Please could you leave it at the Star Inn or the Post Office.

Further information – Steve Essex, Transport Initiatives, 0161 449 9001 / 07725 466 836



## Appendix 2

### Complete set of comments from the Residents' Questionnaires

#### How do the parking problems and congestion personally cause you a problem?

**R1.** Although we live outside the village to travel to work, school, post office we have to go through the village. Congestion is a problem as we take a vehicle towing a horse box – reversing / passing etc. can be difficult. Anti-social behaviour of motorists is frequent during bank holidays as we are on a scenic route to reservoir / waterfalls route to Merthyr Tydfil. Single track lane no passing places. Village popular for biking / walkers, nowhere to park road blocked.

**R2.** Parking on both sides of the road from the road bridge to top of hill past Star Buildings.

**R3.** Double parking on junctions causing vehicles to meet and not being able to pass.

**R4.** Sometimes Penpentre gets very full!

**R5.** Unable to walk safely to shop and hall during busy periods as pavement clogged with bikes etc. Parking through village and top end of station road causes traffic congestion.

**R6.** The main road through the village is frequently congested and passage through is difficult.

**R7.** During bank holidays & the summer weekends the centre of the village becomes blocked with traffic parked on both sides of the road leaving only a single line to drive through. Causes extreme difficulty for emergency vehicles and through traffic.

**R9.** Driving through the village difficult on Bank Holiday weekends and some weekends in summer holidays.

**R11.** At busy weekends and when the Star have an event on, I cannot park outside my house. However, this means that I have to park further along which I am happy to do if there is space. I feel people get a bit obsessive about parking right outside their house.

**R12.** Bank holidays, school holidays and many weekends the main street is obstructed on both sides by parked vehicles – especially from the White Hart to the canal drawbridge.

## How do the parking problems and congestion cause problems for the village and its businesses?

**R1.** Yes – because car parks near tourist sites are a regular target for thefts. People like to park near houses in the village to keep their belongings safe. We suffer from the popularity of the National Park and lack of parking facilities.

**R2.** Deliveries outside Star very often block the road because of parked cars.

**R3.** If people come to the shop from farms and properties outside Talybont they have nowhere to park when visitors park to go walking or boating, cycling in the area. In the summer on weekends the village is over congested with parked vehicles.

**R4.** Perceptions that cars parked within village may mean that pubs will be full may prevent visitors from stopping. The cars parked may well belong to visitors who are cycling / walking and not using local businesses.

**R5.** Unable to walk safely to shop and hall during busy periods as pavement clogged with bikes etc. Parking through village and top end of station road causes traffic congestion.

**R7.** During bank holidays & the summer weekends the centre of the village becomes blocked with traffic parked on both sides of the road leaving only a single line to drive through. Causes extreme difficulty for emergency vehicles and through traffic.

**R9.** Occasional delays at peak visitor times. Mountain bikers spreading equipment across pavement.

**R10.** It has become increasingly dangerous when exiting Penpentre because of the cars parked close to the junction.

**R11.** It is particularly difficult for Talybont Farm and for the bus to get through. On the other side forcing people to park too far away from the Star might cause them to lose business as they have no option of a car park. We need tourists to keep the village vibrant.

**R12.** Obstruction of residents parking in front of their homes. Through traffic – buses especially and farmers' wagons – is subject to delay until oncoming vehicles have backed up or found space to move into.

**R13.** Access through village can be difficult due to parking – often on both sides from Caerfanell Bridge to the canal drawbridge. Narrow entry / exit under old railway bridge & narrow between Malt House and White Hart. Some visitors may just drive on through as nowhere central to stop.

**R14.** Parking pressures near to the shop can result in hazardous traffic passing at speed and close to the school bus stop opposite, causing danger to the local school children.

## What things do you think would help?

**R1.** No idea! But signs do not work – more designated areas for parking. Also it might sound unlikely but a speed limit should be introduced through the village, especially near the bus stop. School children cross over to the pavement without looking. In other villages are installing solar panel speed limit signs giving your speed while travelling – may be a good idea as then motorists can see problems ahead!

**R2.**

- Why not some parking spaces along the side of the playing field?
- Yellow lines on road from Malt House, Powell's Terr along to the top of the hill so there is only parking on one side of the road
- Yellow lines along the road on the canal side up to draw bridge.

**R3.** As an ex police traffic warden and now a civil enforcement officer parking with Powys Council the main area where serious congestion occurs is outside the Star Inn where they double park. If we extend a single yellow line (8am-6pm) from where double finishes right across up road to Mill Lane junction this will then stop double parking at peak periods opposite star. And look at double lines from draw bridge on bungalow side or single yellow up to the bridge allowing parking on opposite side. Double yellow on junction. (Diagram supplied)

**R4.** It is increasingly important that visitors are directed to dedicated car-parking (wherever that may be)

**R5.** Improved signing to Hall car park.

**R6.** A parking area away from the main road through the village.

**R7.**

- Yellow lines through centre on one side
- Parking diagonally on wide verge opposite Canol Pentre below bridge
- Encourage visitors to park in Hall car park by erecting more signage

**R8.** I think it would help the community if these organisations listed below stopped wasting money on trivial matter which only seem to be relevant on several weekends a year.

**R9.**

- Clearly signing possible off road parking areas,
- Paving "triangle" rough parking area over swing bridge.

**R10.** Double yellow lines on one side of the village, also a designated parking area for visitors i.e. "The Mart".

**R11.** Better signage and facilities at the village hall or market to encourage cyclists and walkers to park there. The solution needs to be flexible as 90% of the time there is no problem with parking. I would definitely oppose residents' parking permits.

**R12.** Off street visitor parking. Yellow lines ENFORCED in the narrowest parts of the main street.

**R13.** Enforcement of yellow lines. Parking on one side of the road only. Somehow encourage visitors to park along Station Road and from the drawbridge to Benaiah Bridge. Part of the wide grassed area in Canol Pentre could be surfaced to enable more parking places. Signs to indicate where there is parking.

**R14.** Increased signage with warning lights at the school bus stop, resulting in awareness and warning for traffic to slow down.  
Despite approaching my local county councillor, no action has been taken.

## Appendix 3 Consultation Event

### Contents of the “Post It” notes

Enforcement problem lines need repainting  
Use parking single to manage parking  
Free parking first year then increase  
Use signs to manage parking  
Parking in housing estates  
20mph zone  
Stories of people not knowing the parking areas / security  
Traffic comes from Merthyr direction – *On Merthyr road*  
Move recycling  
Most parking here – *north Canol pentre*  
Use verge for parking – *opposite Henderson Hall*  
Move toilets to space by bridge  
School field privately leased (for five years) but owned by church – *old school field*  
Old school playing field used for parking (bridge raising) – *old school field*  
Use old school playing field as a base for walks – *old school playing field*  
Public use space here to park – *Star buildings*  
Chicanes and parking bays – *star buildings*  
Loosing parking creates problems for businesses  
Bridge behind White Hart very steep 1:3 1:4  
Public toilet use creates problems with parking and pub access  
Speed problem here – *White Hart*  
Taff Trail starts behind White Hart  
Oblique parking here – *alongside Henderson Hall (not clear what side of the road)*  
Use Henderson Hall field (New entrance)  
Enhance signs for parking in Henderson Hall  
Henderson Hall car park not used to capacity  
Parking here problem – problems for emerging traffic – *Pen Pentre*  
Wanted disabled parking outside shop  
Lorry use requires space to turn – *Mill Lane*  
Congestion here – *Star Inn*  
Traffic ignores parking restrictions – *Caerfanell bridge*  
Pinch point proble(?) slow traffic – *at railway bridge*  
Ask land owners for permission to use railway line  
Use railway for access to canal and centre  
Use Market for car park  
Market does allow occasional parking  
Footway needed from Market to road by Star  
Visibility problems for emerging traffic – *next to the Manse*  
Bollards use at peak times - *near the Manse*  
Station Road not used enough  
Residents don't want parking in Station Road  
Funerals cause problems at Usk Hotel  
Monmouth County Council owns Outdoor Centre  
Main route in is from the A40  
Peak canoe season local congestion near Usk

Use 'Canoe Wales' & 'British Canoe Union'  
Sign (needed) to prevent buses using drawbridge  
Access trails from other car parks, e.g. the reservoir  
Congestion on this section as bad as outside the Star – *road to Aber*  
More signage to Henderson Hall, amend wording so that payment isn't so heavy  
Paying at Henderson Hall makes parking worse in Penpentre, moving it further down the road  
People park here and block entrances and dropped kerbs, need resident parking only – *in first section of Penpentre*  
Availability of parking vehicles around Henderson Hall  
Naval buses drop cadets off here on Fridays – *section of main road near Canol Pentre*  
Have drop off zones (for bikes) car stored at Henderson Hall or similar  
Ok here if park on only one side – *main road near Canol Pentre*  
Control the ethos  
Issue is double parking on brow of hill – *just south Mill Lane*  
Scope for chicanes or similar to control speed and parking – *Star buildings*  
Main problem review lining – *White Hart to north of Star*  
Parking on pavement opposite Star  
Enforcement: social consciousness, example of Grassmere "polite" notices  
Some walkers are there for two to three days

(63 post-it notes in total)

On the next page is a diagram relating the 'post it' notes to their locations.





# Appendix 5. Henderson Hall Access

## Notes

These are based on a suitable DIY approach that could be delivered by the village rather than the kind of technical effort that they would have to design. I have chosen a deliberately narrow (ish) gate so that it keeps loading down to one vehicle at a time and to keep the thrust line within the limit of the structure. Clearly the weight of a vehicle would be in from the face of the gate posts so this should be more than acceptable. The idea of the sand bags is to keep construction simple. They are generally 750mm long, 375mm wide and 100mm when filled (according to my internet research) and this is what I've based my suggestion on. They would be laid end-on up to the top of the pie with one course the same over the pipe and then side on for the remaining 8 courses (800mm).

The pipe size is simply based on the fact that the ditch has never seen water and if it did it's no more than 200mm deep. In other words, the playing field will long flood before the pipe becomes the limiting factor for drainage.

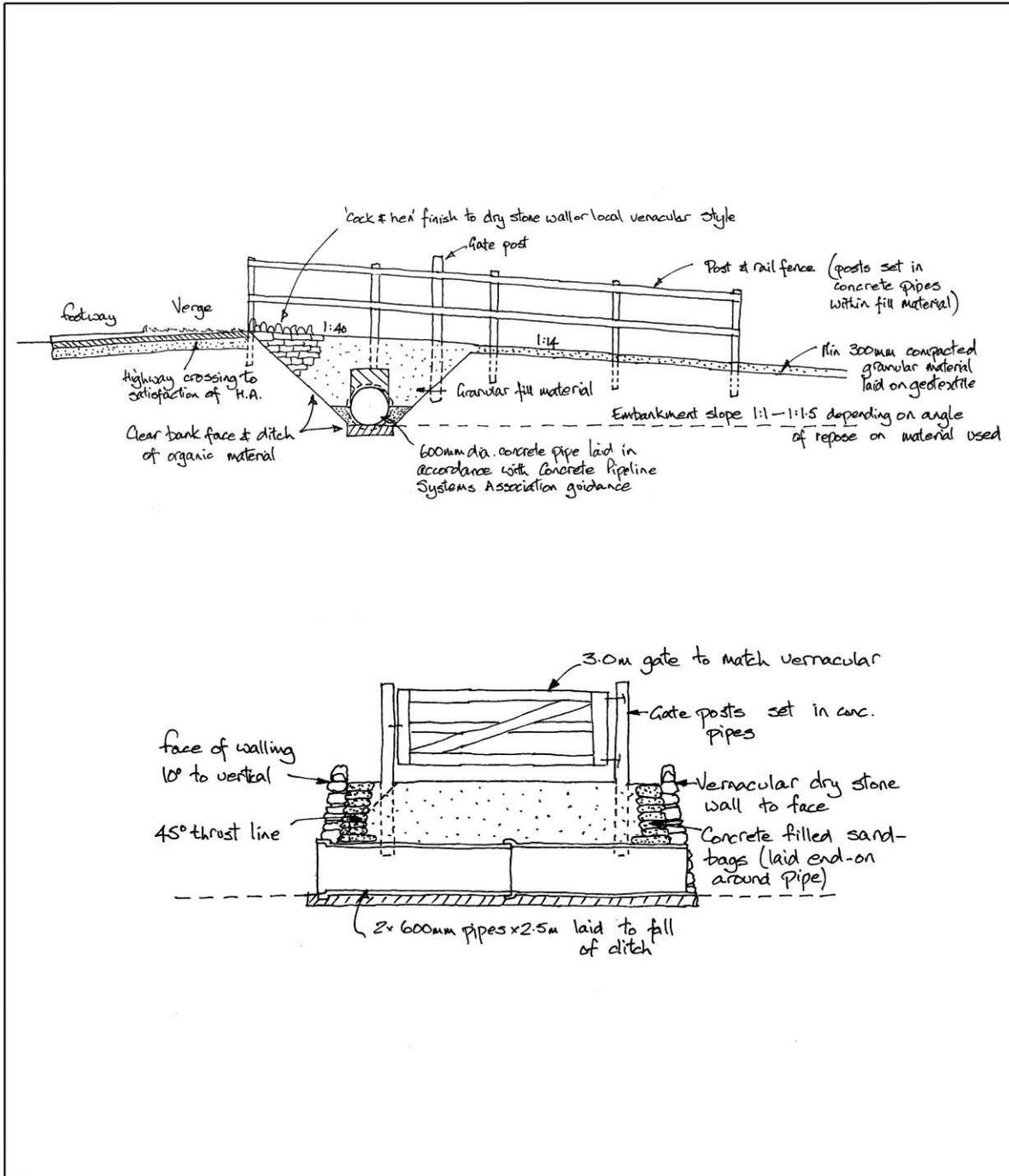
I have aimed for a minimum cover of 900mm as that is the minimum recommended by the pipe manufacturers association and allows for a factor of safety of 1.25.

The visibility drawing is again, indicative but illustrates the fact that there's 80m to the beginning of the bridge parapet (more to the middle of the on-coming lane). In the opposite direction visibility is more than adequate. I would also be worth mentioning that the X distance is 3.75m back from the kerb as that's the top of the bank.

The highway authority's permission is needed in principle as some of the works will take place on highway land (i.e. to the boundary). I am assuming that the HA would do the entrance works and surfacing up to the top of the existing bank.

Finally, it can be said that all of the DIY works can be done from off of the highway as the site can be safely accessed from the playing field.

The Community Council will have to do a risk assessment and H&S plan.



Title **Sketch diagrams of proposed Henderson Hall access**

Job Name **Talybont on Usk Tourism Transport Management Plan**

Drawing No. **CSWA01/01**

North

Date **7 Dec 2011**

Scale **NTS**

Drawn **Alex Sully**

Checked **Steve Essex**

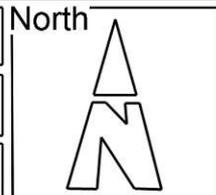




Title  
**Visibility splays for proposed Henderson Hall access**

Job Name Talybont on Usk Tourism Transport Management Plan

Drawing No. CSWA01/02



Date 7 Dec 2011

Scale NTS

Drawn Alex Sully

Checked Steve Essex

