

A4119 Ely Valley Road Dualling, Coedely

Transport Assessment Addendum

November 2019







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 Transport Assessment Addendum

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Appendix A – Scheme Drawings

1. Introduction

Redstart has been commissioned by Rhondda Cynon Taf County Borough Council (RCTCBC) to undertake a Transport Assessment Addendum (TAA) to support the proposed development of the A4119 Ely Valley Road Dualling in Coedely. This TAA has been produced to incorporate the revisions to the proposal which have occurred subsequent to the original A4119 Ely Valley Road Dualling Transport Assessment (TA) dated June 2019. The revisions to the proposal include modifications to the Coedely Roundabout layout, and junction layout option analysis for the South Wales Fire & Rescue Centre access junction.

1.1 Report Structure

The remainder of the report has been set out in the following chapters:

- Chapter 2: Proposed Development;
- Chapter 3: Highway Impact Assessment; and
- Chapter 4: Summary and Conclusions.

2. Proposed Development

The development proposal consists of the dualling of the A4119 carriageway to the south of Coedely, between the roundabout adjacent to the South Wales Fire & Rescue Centre and the Coedely Roundabout.

Since the TA (June 2019) the proposal has been amended to include modification of the northern Coedely Roundabout and two potential revised junction layout options at the Fire and Rescue Centre access roundabout.

The general arrangement of the proposal is presented in Figure 2.1, the revised layout for Coedely Roundabout is presented in Figure 2.2, and the layout options for the Fire and Rescue Centre access junction is presented in Figures 2.3 and 2.4. The scheme drawings are provided in Appendix A.

Figure 2.1 *A4119 Dualling Scheme Proposal*



Figure 2.2 Revised Coedely Roundabout Layout

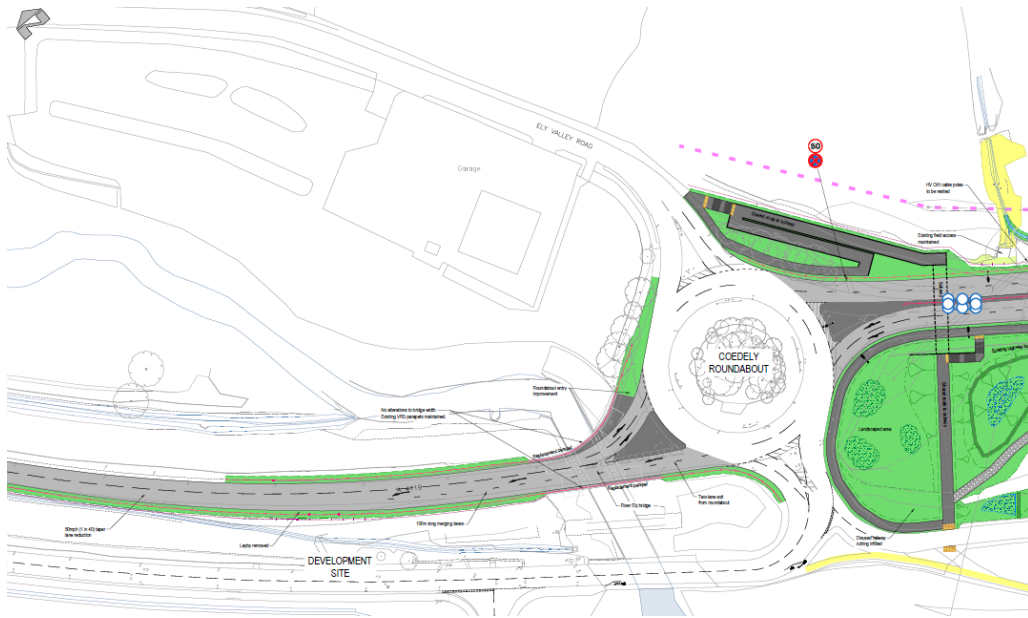
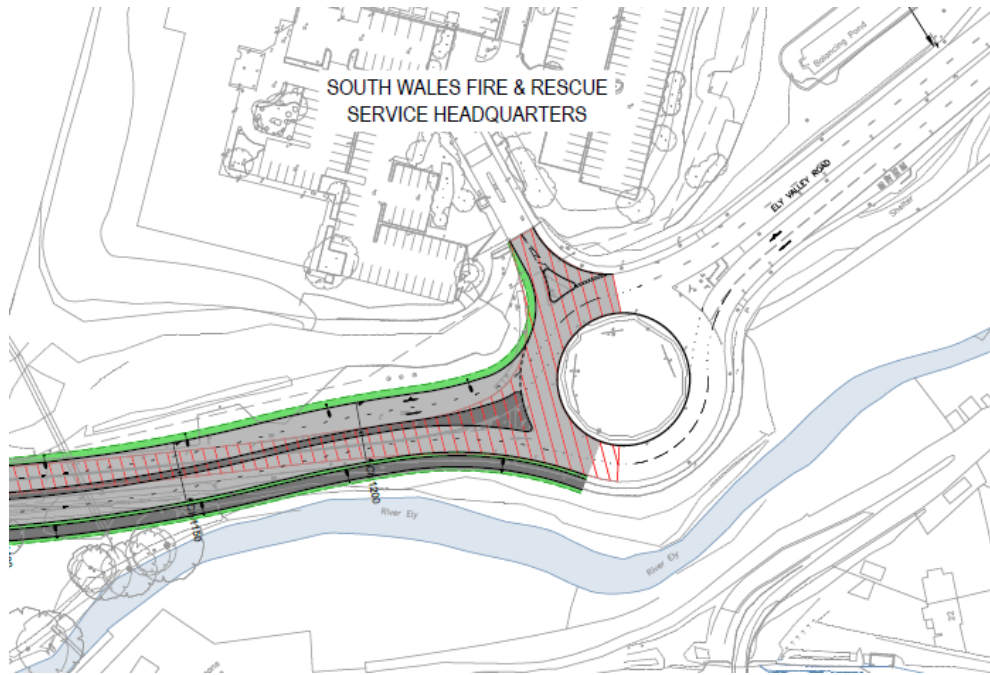


Figure 2.3 South Wales Fire and Rescue Centre Access – Option 1 (Restricted Priority Junction)



Figure 2.4 South Wales Fire and Rescue Centre Access – Option 2 (Modified Roundabout maintained)



3. Highway Impact Assessment

3.1 Introduction

This chapter presents the assessment of the two junction layout options for the Fire and Rescue Centre access and the analysis of the junction capacity assessment of the modified Coedely Roundabout. The Ynys Maerdy Roundabout adjacent to the Royal Glamorgan Hospital has also been assessed as the traffic flows at this location will change as a result of junction layout changes at the Fire and Rescue Centre access.

3.2 Junction Capacity Analysis

The Transport Research Laboratory (TRL) Junctions 8 capacity assessment program has been used to assess the junctions described above. The Ratio of Flow to Capacity (RFC) is a measure commonly used at priority junctions to represent operational capacity and has been used to evaluate the junctions. An RFC value of 0.85 is considered to be the upper limit of junction capacity. The queue measurement provided is the average maximum queue within the assessment period and the delay measurement is the maximum value of average delay per arriving vehicle. The Entry Lane Simulation (ELS) facility within Junctions 8 has been used to provide a more accurate assessment of junction capacity by taking account of the permitted lane movements within the junctions.

The A4119 Paramics model has also been used to assess the operation of the junction improvements proposed.

South Wales Fire and Rescue Centre Access

Two junction layouts for the Fire and Rescue Centre access have been proposed. These include a restricted priority junction (Option 1) and a retained roundabout layout which is modified to incorporate the Coedely Dual carriageway (Option 2). The option analysis results are presented below.

Restricted Priority Junction - Option 1

The restricted priority junction (Option 1) provides access and egress via a left turn only. This means that vehicles that originate in the south will have to travel to the Coedely Roundabout and back south in order to access the site, and vehicles that egress with a destination in the north will have to travel to the Ynys Maerdy Roundabout and back north in order to reach their destination.

Review of the traffic survey at the Fire & Rescue Centre access junction indicates the following junction turning movements.

Table 3.1 Fire & Rescue Centre Access – Surveyed Movements - AM

	Site Access	A4119 E	A4119 W
Site Access		9	1
A4119 E	74		738
A4119 W	14	1458	

Table 3.2 Fire & Rescue Centre Access – Surveyed Movements - PM

	Site Access	A4119 E	A4119 W
Site Access		44	15
A4119 E	1		1606
A4119 W	5	847	

Table 3.1 shows that with Option 1 in place during the AM peak 74 trips will be routed to the Coedely Roundabout in order to gain access to the site. Only one trip will route to the Ynys Maerdy Roundabout in order to reach a destination in the north. Table 3.2 shows that with Option 1 in place during the PM peak only one trip will be routed to the Coedely Roundabout in order to gain access to the site. During the PM Peak 15 trips will be routed to the Ynys Maerdy Roundabout in order to reach a destination in the north.

Option 1 capacity assessment results are presented in Table 3.3. The full capacity assessment output is available upon request.

Table 3.3 Fire & Rescue Centre Access - Restricted Priority Junction (Option 1)

Arm	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Do Something (Option 1)						
A4119 N	0	0	0	0	0	0
Station Access	0	10	0.03	0	8	0.12
A4119 S	0	0	0	0	0	0
Average Delay	10 seconds			8 seconds		
2037 Do Something (Option 1)						
A4119 N	0	0	0	0	0	0
Station Access	0	11	0.05	0	0.16	0.14
A4119 S	0	0	0	0	0	0
Average Delay	11 seconds			9 seconds		

Table 3.3 shows that the restricted priority junction is forecast to operate well within capacity.

The journey time for vehicles travelling between the Coedely Roundabout and the Ynys Maerdy Roundabout during the 07:00 – 10:00 and 16:00 – 19:00 peak periods with the Option 1 junction layout in place has been recorded in the A4119 Paramics model. The results are presented below in Table 3.4.

Table 3.4 Dual Carriageway Journey Time – Option 1

Arm	AM		PM	
	Northbound	Southbound	Northbound	Southbound
Option 1	72.4	101.7	80.3	75.5

The analysis presented above indicates that the trips accessing and egressing from the Fire & Rescue Centre will experience the following delay as a result of the Option 1 junction layout.

Table 3.5 Extended journey times for Fire & Rescue Centre trips

Extended Journey Times – Entering Fire & Rescue Centre		
A4119 E to FS Access	Trips	Approximate Delay
AM	74	159 seconds (72 + 102 – 30*)
PM	1	140 seconds (80 + 75 – 20*)
		Ave: 2.28 min per veh
Extended Journey Times – Egressing Fire & Rescue Centre		
A4119 E to FS Access	Trips	Approximate Delay
AM	1	45 seconds (30 + 15**)
PM	15	35 seconds (30 + 5**)
		Ave: 0:37 min per veh

*approximate journey time to Ynys Maerdy roundabout - based on 35mph average speed and junction approach queuing delay (15 seconds + 15 seconds approach delay AM / 5 seconds PM).

** approximate journey time to Ynys Maerdy roundabout and back to Access junction - based on 35mph average speed for southbound and northbound movement and junction approach queuing delay (15 seconds x 2 + 15 seconds approach delay AM / 5 seconds PM).

Maintain Existing Roundabout with lane designation modifications - Option 2

The retention of the existing roundabout with modifications (Option 2) involves a small change to the operation of the existing roundabout so that both lanes on the northbound approach to the roundabout may travel straight ahead. There are no changes to the traffic movements as a result of this option proposal.

Option 2 capacity assessment results are presented in Table 3.6.

Table 3.6 Fire & Rescue Centre Access – Existing Roundabout with modifications (Option 2)

Arm	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Do Something (Option 2)						
Station Access	0	2	0.02	0	1	0.07
A4119 E	1	2	0.45	4	7	0.81
A4119 W	4	8	0.80	1	2	0.46
Average Delay	5 seconds			5 seconds		
2037 Do Something (Option 2)						
Station Access	0	4	0.02	0	1	0.08
A4119 E	1	2	0.53	7	12	0.89
A4119 W	8	14	0.89	1	2	0.53
Average Delay	10 seconds			8 seconds		

Table 3.6 shows that the existing roundabout is forecast to operate near capacity in 2022 with a maximum RFC of 0.81 on the A4119 E in the PM peak, and marginally over capacity in 2037 with a maximum RFC of 0.89 in the AM and PM peaks on the A4119 West and East respectively. A maximum queue of 4 PCUs is forecast on the A4119 East and West in the 2022 scenario, and a maximum queue of 8 and 7 PCUs is forecast on the A4119 West and East respectively in the 2037 scenario. It should be noted that the queue represents the total queue for the arm and will therefore be spread over both approach lanes.

The journey time for vehicles travelling between the Coedely Roundabout and the Ynys Maerdy Roundabout during the AM and PM peak periods with Option 2 junction layout in place has been recorded in the A4119 Paramics model. The results are presented in Table 3.7 below.

Table 3.7 Dual Carriageway Journey Time – Option 2

Arm	AM		PM	
	Northbound	Southbound	Northbound	Southbound
Option 2	79.0	104.2	85.1	80.0

Option Assessment Summary

Assessment of the junction layout options at the Fire & Rescue Centre access junction indicated that Option 1, the restricted priority junction, operates best in terms of capacity. It also results in the lowest journey time and highest average speeds on the dual carriageway. This is primarily due to the fact that the main traffic flow on the A4119 is not impacted upon. However, it should be noted that a total of 91 trips will be re-routed to the Coedely and Ynys Maerdy Roundabouts in the AM and PM peak as a result of Option 1. The majority (74 trips) would be re-routes via the Coedely roundabout in the AM peak, with extended journey times of approximately two and a half minutes.

A4119/Ely Valley Road/Unspecified Road (Coedely Roundabout)

As part of the revised A4119 Dualling scheme proposal a number of additional modifications are proposed for the Coedely Roundabout layout. These include a revision to the lane designation at the A4119 northbound approach so that two lanes may travel northbound, and a 100-metre long two-lane exit on the A4119 at the north of the roundabout. Improved entry at the A4119 southbound approach to the roundabout is also provided.

The forecast operation of the roundabout with the proposed junction layout has been compared to the forecast operation of the roundabout without the dual carriageway scheme in place. A 20% secondary lane usage has been applied to the second lane at the northbound approach to the roundabout to account for the lower utilisation of secondary lanes prior to a merge. A scenario with the rerouted traffic from the Fire & Rescue Station access, which would occur as a result of Option 1, has also been produced.

A summary of the capacity assessment of the existing operation of the roundabout is presented in Table 3.8.

Table 3.8 A4119/Ely Valley Road/Unspecified Road - Existing Operation

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
A4119 N	4	11	0.84	1	3	0.56
Ely Valley Rd	2	15	0.59	0	3	0.21
A4119 S	0	2	0.44	13	26	0.80
Site Access	0	0	0.02	0	6	0.25
Average Delay	9 seconds			17 seconds		

Table 3.8 indicates that the junction is near capacity during the AM peak and PM peak hours. Queue length results are similar to observed queue lengths with the exception of the A4119 north in the AM peak hour. On-site observations indicated that extended queues are generated on the A4119 northern arm (southbound approach) during the AM peak, however this queue is generated as a result of junction exit blocking rather than due to limited junction capacity.

The forecast operation of the existing roundabout (Do Minimum) and the currently proposed roundabout improvement (Do Something) are presented in Tables 3.9 and 3.10.

Table 3.9 A4119/Ely Valley Road/Unspecified Road – Forecast Operation 2022

Arm	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Do Minimum						
A4119 N	7	17	0.89	1	3	0.60
Ely Valley Rd	2	19	0.64	0	3	0.20
A4119 S	1	4	0.58	32	55	0.91
Site Access	0	1	0.08	1	9	0.32
Average Delay	13 seconds			35 seconds		
2022 Do Something						
A4119 N	2	4	0.82	1	4	0.68
Ely Valley Rd	2	20	0.64	0	3	0.20
A4119 S	0	1	0.43	2	4	0.69
Site Access	0	1	0.08	1	9	0.33
Average Delay	5 seconds			4 seconds		
2022 Do Something (With Option 1)						
A4119 N	2	5	0.83	1	4	0.68
Ely Valley Rd	3	26	0.68	0	3	0.20
A4119 S	0	1	0.44	2	4	0.70
Site Access	0	1	0.08	1	9	0.33
Average Delay	6 seconds			4 seconds		

Table 3.10 A4119/Ely Valley Road/Unspecified Road – Forecast Operation 2037

Arm	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2037 Do Minimum						
A4119 N	29	55	0.98	1	5	0.66
Ely Valley Rd	5	41	0.79	0	4	0.25
A4119 S	2	6	0.70	105	155	0.93
Site Access	0	1	0.09	1	13	0.42
Average Delay	35 seconds			95 seconds		
2037 Do Something						
A4119 N	3	6	0.86	1	5	0.77
Ely Valley Rd	5	49	0.81	0	4	0.25
A4119 S	1	2	0.53	3	6	0.77
Site Access	0	1	0.09	2	24	0.54
Average Delay	9 seconds			7 seconds		
2037 Do Something (With Option 1)						
A4119 N	3	6	0.89	1	5	0.76
Ely Valley Rd	8	76	0.86	0	4	0.24
A4119 S	1	2	0.53	4	6	0.77
Site Access	0	1	0.09	2	24	0.55
Average Delay	13 seconds			7 seconds		

Tables 3.9 and 3.10 show that without intervention the junction is forecast to operate over capacity with a maximum RFC of 0.98 in the AM and 0.93 during the PM. This is forecast to occur on the A4119 North in the AM peak and the A4119 South in the PM peak. The revised proposed layout (Do Something) is forecast to operate within capacity in 2022 and marginally over capacity in 2037 with a maximum RFC of 0.86 which occurs on the A4119 North in the AM peak. The modified roundabout with two lanes northbound has improved the forecast capacity to the A4119 South so that it no longer operates over capacity. With Option 1 in place Coedely Roundabout is forecast to operate within capacity in 2022 and marginally over capacity in 2037 with the A4119 North operating further over capacity, and additionally, Ely Valley Road operating marginally over capacity.

Review of the improved roundabout in the A4119 Paramics model indicates that the junction is forecast to operate with minimal queues and delay.

The scheme is considered to improve the operational performance of the roundabout with opening year and design year delay and queues forecast to be similar or less than existing. However, it should be noted that the results presented above are based upon 20% utilisation of the secondary lane at the northbound approach to the roundabout. Should the utilisation be significantly less the roundabout will not perform as well, and conversely it should perform better if traffic is more evenly balanced between both northbound lanes.

A4119/Sterling Drive/Heol-y-Sarn/Hospital Access Roundabout (Ynys Maerdy Roundabout)

The Ynys Maerdy Roundabout has been re-examined to incorporate the revised access arrangements for the Fire & Rescue Centre. The roundabout has been assessed without the dual carriageway scheme in place and existing access arrangements at the Fire & Rescue Centre retained (Do Minimum), and with the dual carriageway and Option 1 access arrangements in place at the Fire & Rescue Centre (Do Something). This is considered to provide the worst-case scenario as it includes the traffic rerouted from the Fire & Rescue Centre access as a result of Option 1.

The capacity assessment summary of the existing operation of the roundabout is presented in Table 3.11. A secondary lane movement factor has been applied to lane 2 of the A4119 south to capture the effect of the lane merging after the following junction and motorists' reluctance to use this lane for the ahead movement (to the A4119 N). Lane queuing and overall junction delay has been used to evaluate junction capacity as the RFC can be misleading within ELS models with secondary lane movements permitted such as this.

Table 3.11 A4119/Sterling Drive/Heol-y-Sarn/Hospital Access Roundabout - Existing Operation

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Sterling Drive	0	2	N/A	0	1	N/A
Heol-y-Sarn	1	7	N/A	1	6	N/A
A4119 S	3	9	N/A	75	128	N/A
Hospital Access	0	2	N/A	1	9	N/A
A4119 W	7	14	N/A	1	3	N/A
Overall Delay	11 seconds			63 seconds		

Table 3.11 shows that the roundabout is currently operating marginally within capacity during the AM peak hour with a maximum queue and delay of 3 vehicles and 9 seconds respectively. During the PM peak the junction is operating over capacity with a maximum queue and delay of 75 vehicles and 128 seconds respectively. Overall junction delay is 11 seconds during the AM peak and 63 seconds during the PM peak.

A summary of the forecast operation of the Ynys Maerdy Roundabout with and without the scheme in place is presented in Table 3.12 and 3.13.

Table 3.12 A4119/Sterling Drive/Heol-y-Sarn/Hospital Access Roundabout - 2022 Operation

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Do Minimum						
Sterling Drive	0	2	N/A	0	1	N/A
Heol-y-Sarn	1	7	N/A	0	6	N/A
A4119 S	5	13	N/A	75	127	N/A
Hospital Access	0	2	N/A	1	11	N/A
A4119 W	5	12	N/A	1	4	N/A
Overall Delay	11 seconds			63 seconds		
2022 Do Something (with Option 1)						
Sterling Drive	0	2	N/A	0	1	N/A
Heol-y-Sarn	1	6	N/A	1	6	N/A
A4119 S	4	10	N/A	32	57	N/A
Hospital Access	0	2	N/A	1	13	N/A
A4119 W	5	12	N/A	1	4	N/A
Overall Delay	10 seconds			31 seconds		

Table 3.13 A4119/Sterling Drive/Heol-y-Sarn/Hospital Access Roundabout - 2037 Operation

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2037 Do Minimum						
Sterling Drive	0	2	N/A	0	1	N/A
Heol-y-Sarn	1	8	N/A	2	9	N/A
A4119 S	8	21	N/A	207	442	N/A
Hospital Access	0	3	N/A	1	9	N/A
A4119 W	7	14	N/A	1	4	N/A
Overall Delay	15 seconds			215 seconds		
2037 Do Something (with Option 1)						
Sterling Drive	0	2	N/A	0	1	N/A
Heol-y-Sarn	1	8	N/A	2	8	N/A
A4119 S	6	14	N/A	111	172	N/A
Hospital Access	0	3	N/A	1	12	N/A
A4119 W	7	15	N/A	2	5	N/A
Overall Delay	13 seconds			86 seconds		

Tables 3.12 and 3.13 indicate that the proposed dualling of the A4119 is forecast to have very little impact upon the operational performance of the roundabout during the AM peak, and significantly improve the performance of the roundabout during the PM peak. There is only a very marginal difference in performance of the roundabout compared to the original option results in the Transport Assessment.

It should be noted that the capacity assessment results above are based on total traffic demand that desires to travel through the roundabout. This is effectively the total demand between the origins to the south of the roundabout and the destinations to the north, and vice versa. In reality there are congested junctions downstream of this junction that will limit the number of vehicles that arrive at the roundabout.

In order to more accurately assess the roundabout, incorporating the capacity limiting effect described above, the junction has been examined in the A4119 Paramics model. Review of the operation of the model indicates that the 2022 queues at this junction in the PM are forecast to be similar to those forecast in the ARCADY model described above. However, the 2037 PM are forecast to be significantly smaller, as illustrated in Figure 3.1 below.

Figure 3.1 Ynys Maerdy Forecast Maximum Queue (metres) – PM 2037

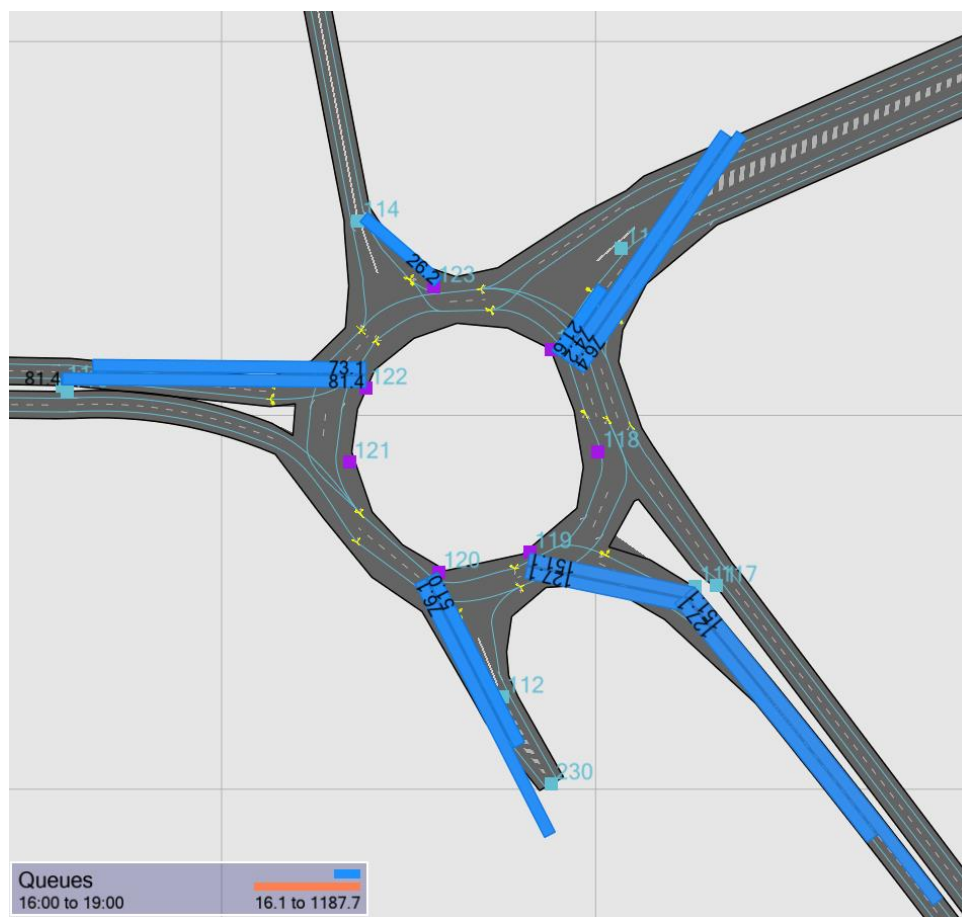


Figure 3.1 shows that in 2037 the maximum queue forecast at the Ynys Maerdy Roundabout is on the A4119 northbound approach and is predicted to be approximately 150 metres (25 vehicles) in each lane.

In light of the above the proposed A4119 dualling scheme is considered to significantly improve the operation of the roundabout with opening year and future year delay and queues forecast to be less than existing.

4. Summary and Conclusions

RCTCBC propose to upgrade the existing A4119 single carriageway in Coedely to dual carriageway standard. This TAA presents the analysis of the revisions to the proposal since the TA (June 2019) including option analysis of the Fire & Rescue Centre access junction, and changes to the Coedely Roundabout layout. The Fire and Rescue Centre access alternative options are:

- Option 1 – Restricted Priority Junction;
- Option 2 – Modified Roundabout maintained.

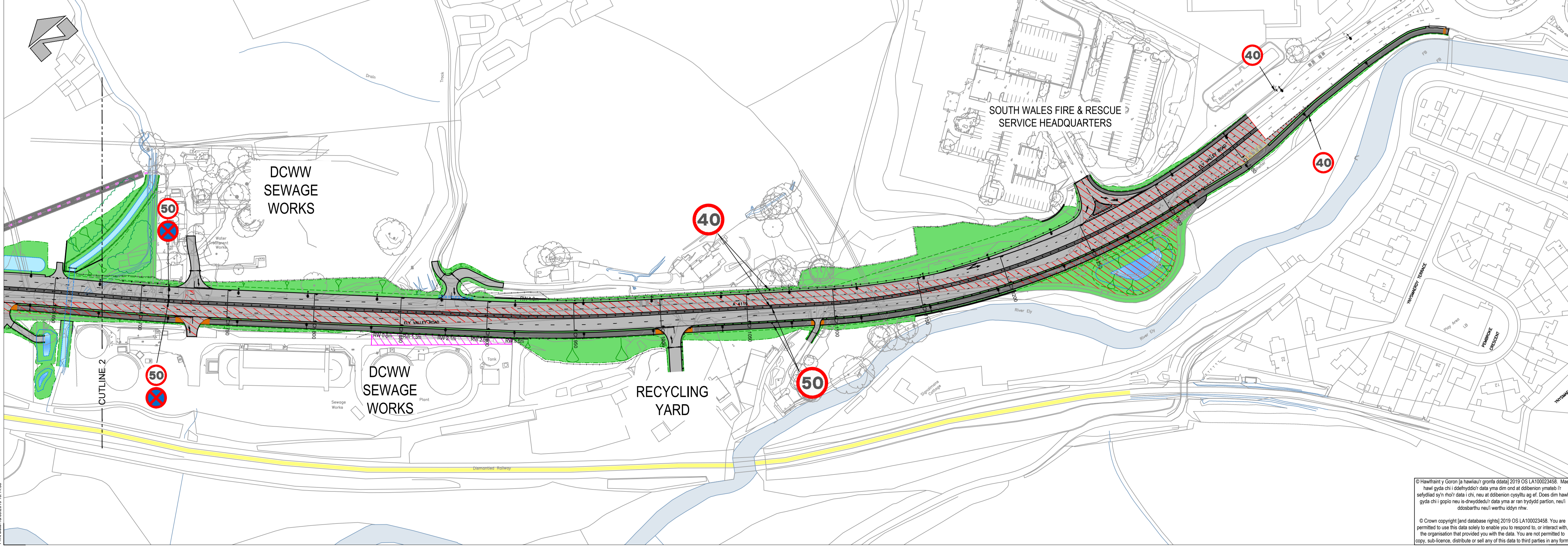
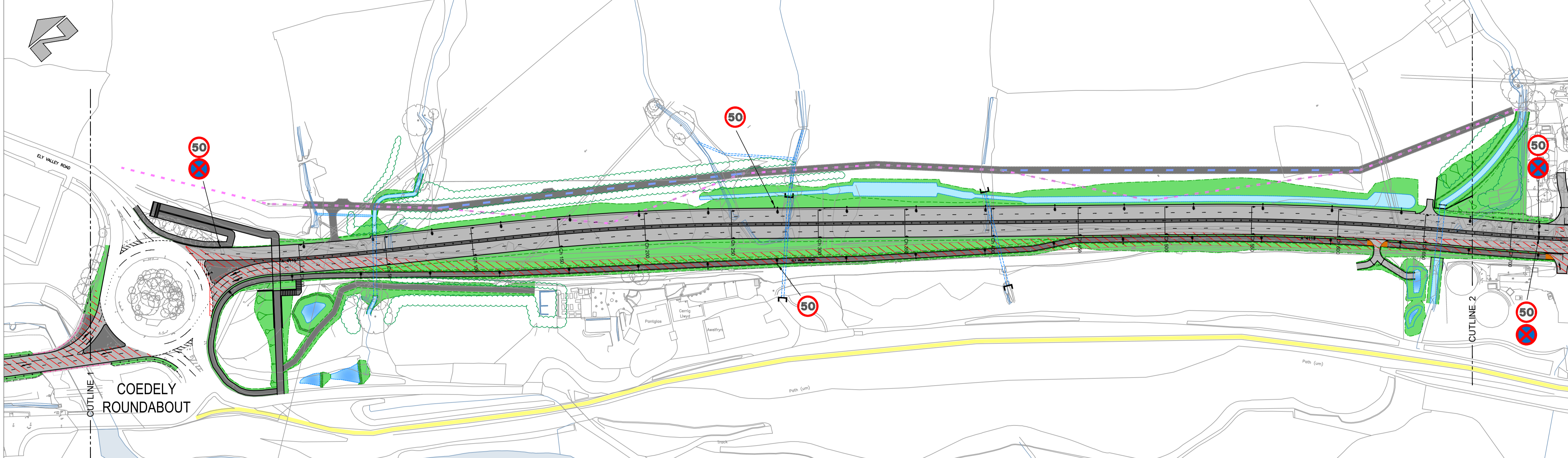
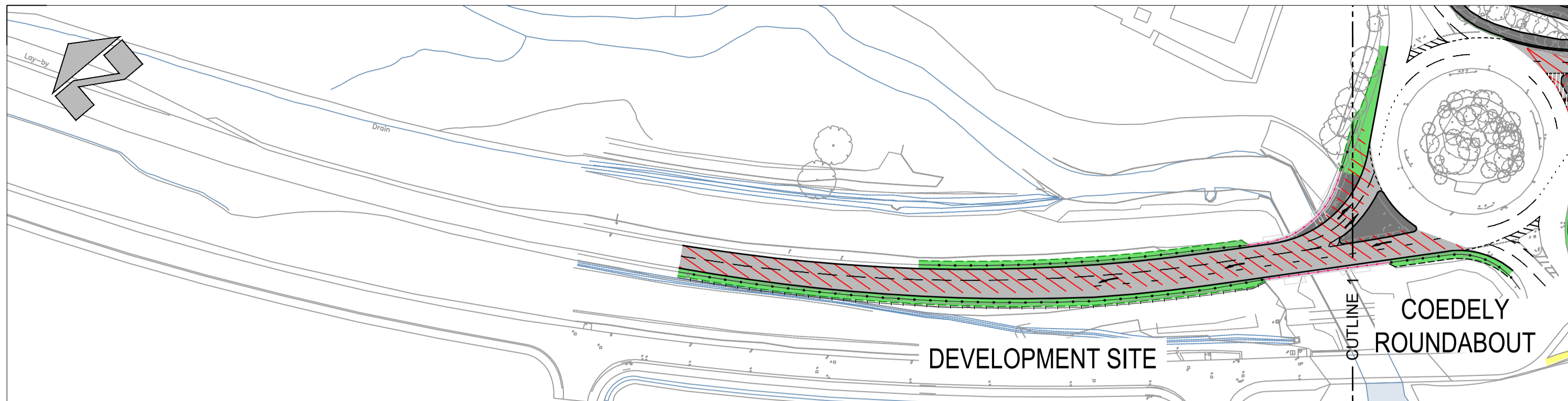
Analysis of the proposed junction layout options at the Fire & Rescue Centre access indicate Option 1 operates within capacity at both opening (2022) and design (2037) years. Option 2 operates within capacity for the opening year, and marginally over capacity for the design year. As expected, Option 1 results in the least amount of delay but does result in a small number of vehicles having to re-route to adjacent roundabouts in order to access and egress the site, which consequently would have an impact upon those roundabouts.

Capacity assessment of the proposed layout for the Coedely Roundabout was undertaken. The two lane northbound modifications to the proposals are forecast to improve the operational performance of the roundabout. This is for both opening year and design year with delay and queues forecast to be similar or less than existing, particularly the A4119S (northbound), preventing it becoming over capacity in the design year. However, if Option 1 is used, it is forecasts that the A4119 N (southbound) would be further over capacity, and Ely Valley Road would be marginally over capacity in the design year. Furthermore, with Option 1, vehicles travelling to the Fire and Rescue Centre from the south would experience extended journey times of approximately two and a half minutes.

Capacity assessment of the Ynys Maerdy Roundabout was also undertaken. The assessment indicated that the scheme is forecast to significantly improve the operation of the roundabout, regardless of Fire and Rescue Centre access junction option choice, with opening year and future year delay and queues forecast to be less than existing.

In light of the above, the proposed dualling scheme is considered to provide a benefit to the local highway network both in terms of road capacity and delay.

Appendix A – Scheme Drawings

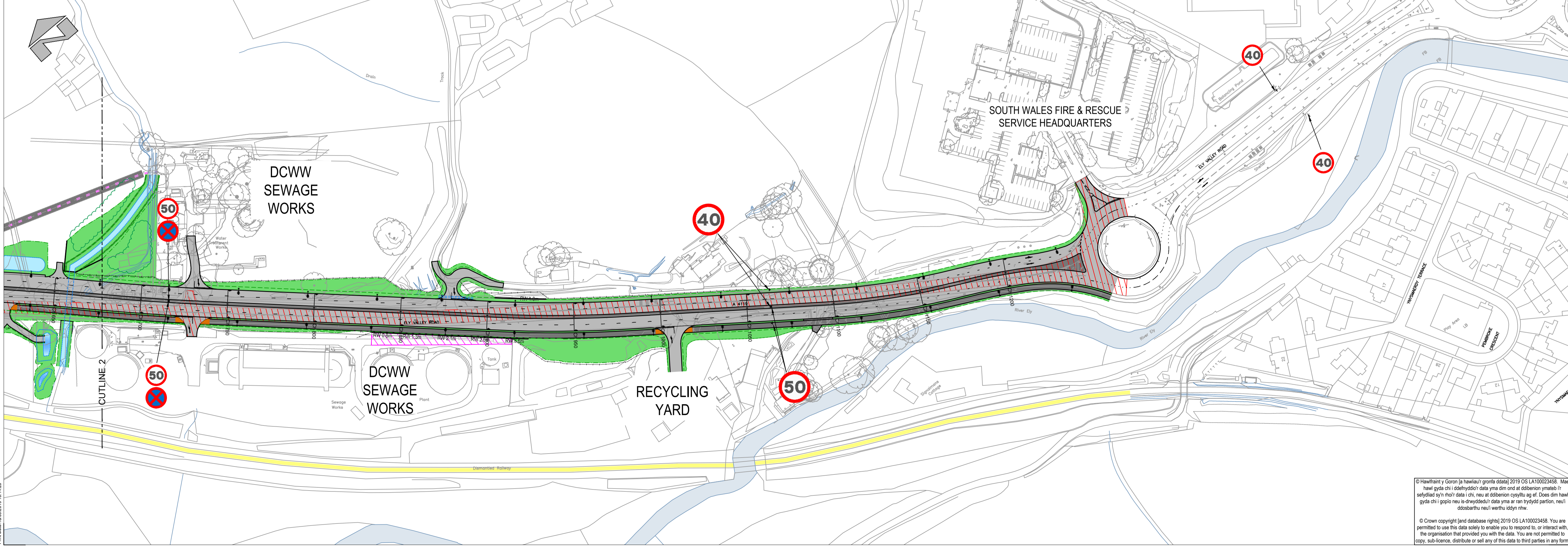
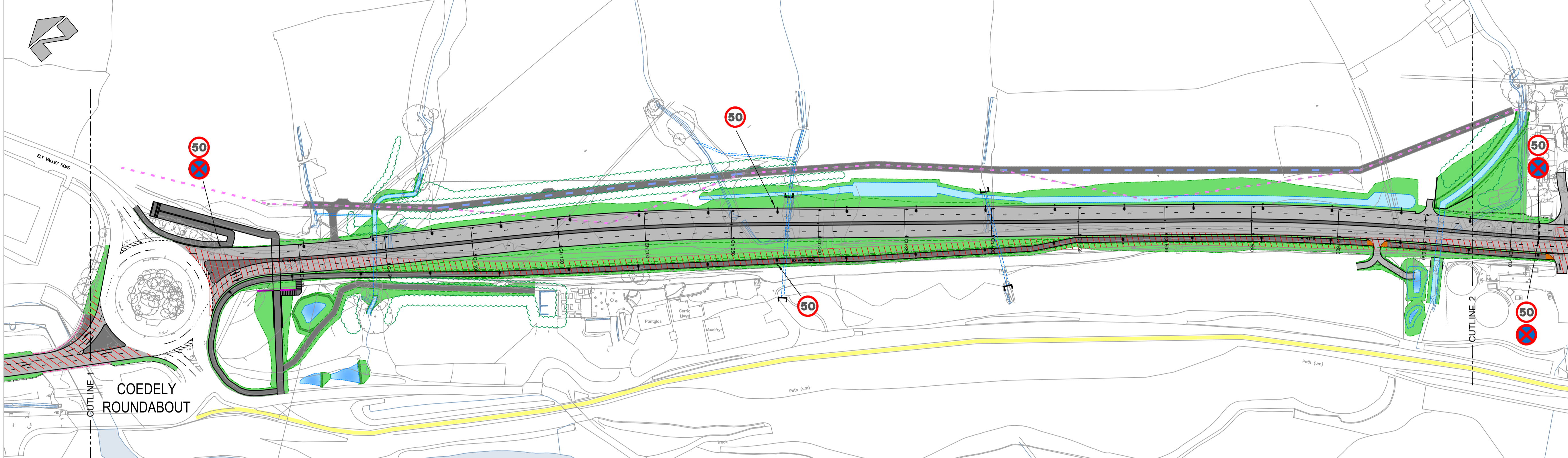
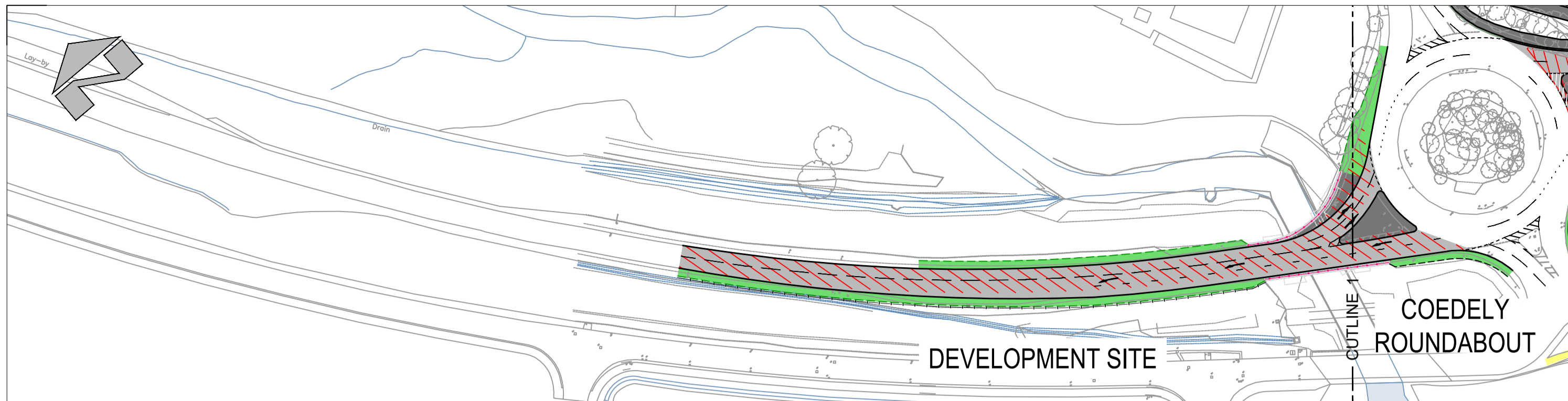


Key

- New road
- Existing road alignment
- New footway / track / field access
- Central reservation
- New/revised verge and embankment

Manylion Adolygiad/Revision Details		GenBy	Dyddiad/Date	Adolygiad/Revision
Client/ Client				
Rhondda Cynon Taf County Borough Council				
Project/ Project				
A4119 Coedely Dualling				
Title y Llyn/ Dwg Title				
Alternative Concept Layout Option 1 - Fire Service Restricted Priority Junction				
Rif y Proiect/ Project No.	Graddfa/ Scale @ A1	Dyddiad/ Date		
P048	1:1,250	Sep '19		
Titl y Llyn/ Dwg No.	Adolygiad/ Revision			
P048-SH-85-08	P00			
Paratowyd gan/ Prepared by:	Gwiriwyd gan/ Checked by:	Gymeradwywyd gan/ Approved by:		
JS	NM	NM		
RHONDDA CYNON TAF FFYNNANT, DATBLYGU A GWASANAETHAU RHENG-FLAEN RHONDDA CYNON TAF PROSPERITY, DEVELOPMENT AND FRONTLINE SERVICES PROSIECTAU STRATEGOL/ STRATEGIC PROJECTS Ty Sardinia/Sardinia House, Heol Sardinia/Sardinia Road, Pontypriod, CF37 1DU Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 430414				

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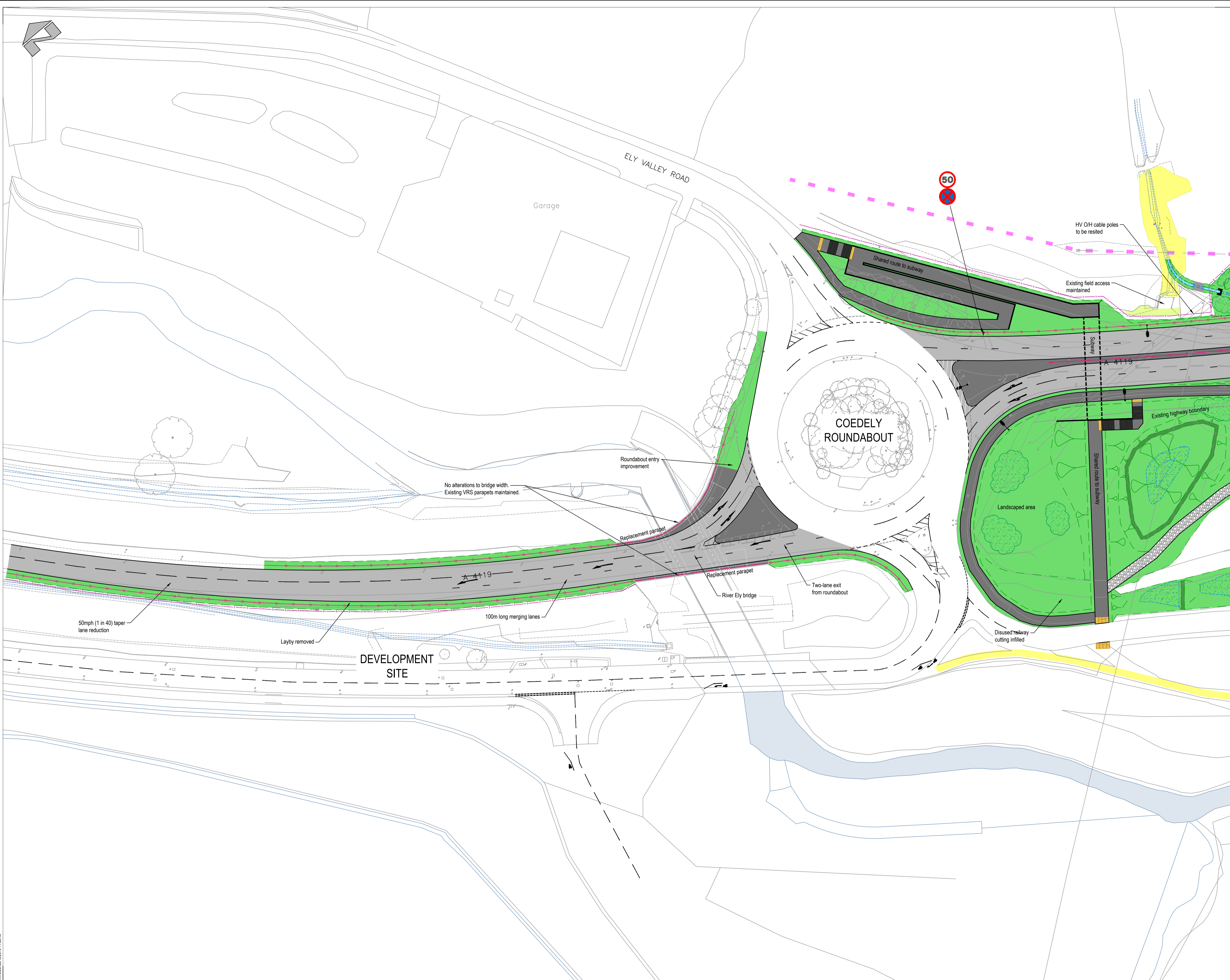


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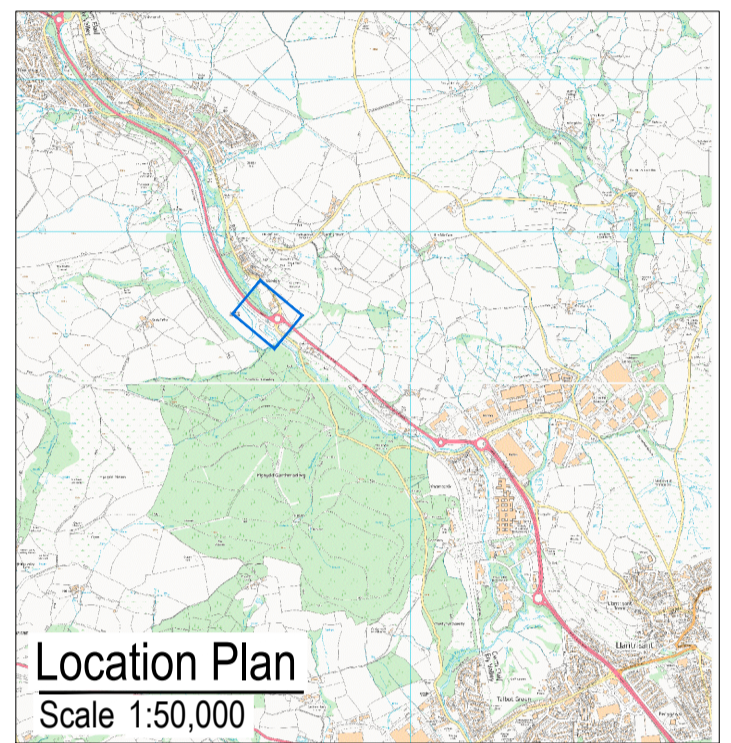
- New road
- Existing road alignment
- New footway / track / field access
- Central reservation
- New/revised verge and embankment

Manylion Adolygiad/Revision Details		GenBy	Dyddiad	Adolygiad/Revision
Client/ Client				
Rhondda Cynon Taf County Borough Council				
Project/ Project				
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Title y Llyn/ Dwg Title				
Alternative Concept Layout Option 2 - Fire Service Roundabout Maintained				
Rif y Proiect/ Project No.	Graddfa/ Scale @ A1	Dyddiad/ Date		
P048	1:1,250	Sep '19		
Talfwr Llyn/ Dwg No.	Adolygiad/ Revision		P00	
P048-SH-85-09	P00		P00	
Paratowyd gan/ Prepared by:	Gwinydd gan/ Checked by:	Gymeradwydd gan/ Approved by:		
JS	NM	NM		
RHONDDA CYNON TAF FFYNNANT, DATBLYGU A GWASANAETHAU RHENG-FLAEN RHONDDA CYNON TAF PROSPERITY, DEVELOPMENT AND FRONTLINE SERVICES PROSIECTAU STRATEGOL/ STRATEGIC PROJECTS Ty Sarda/Sarda House, Heol Sarda/Sarda Road, Pontypriod, CF37 1DU Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 430414				

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- Key**
- Existing road alignment
 - New road
 - New footway / track / field access
 - Unbound gravel access routes
 - New/revised verge and embankment
 - Ecological mitigation planting
 - Existing vegetation to remain
 - Highway VRS
 - Highway boundary fence
 - Ecological mitigation fencing



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Manylion Adolygiad/Revision Details		GenBy	Dyddiad/Date	Adolygiad/Revision
Client/ Client		DRAFT 23/10/2019		
Rhondda Cynon Taf County Borough Council				
Project/ Project		A4119 Coedely Dualling		
Title y Llawr Dwg Title				
Preliminary Proposals A4119 Dualling Coedely Roundabout				
Rif y Proiect/ Project No.	Graddfa/ Scale @ A1	Dyddiad/ Date		
P048	1:500	Aug '19		
Rif y Llawr Dwg No.	Adolygiad/ Revision			
P048-SH-85-11	P00			
Paratowyd gan/ Prepared by:		Gwirwyd gan/ Checked by:		Gymeradwyd gan/ Approved by:
JS				
		RHONDDA CYNON TAF FFYNNANT, DATBLYGU, A GWASANAETHAU RHENG-FLAEN RHONDDA CYNON TAF PROSPERITY, DEVELOPMENT AND FRONTLINE SERVICES		
PROSIECTAU STRATEGOL/ STRATEGIC PROJECTS Ty Sardinia/Sardinia House, Heol Sardinia/Sardinia Road, Pontypridd, CF37 1DU Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414				

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