



1.0 Introduction

- 1.1 This note has been prepared by DTA Transportation in response to comments by the Local Highway Authority (LHA). An application was submitted (Ref: 24/0278) for the demolition of the existing petrol filling station and car wash, and construction of a replacement petrol filling station, including new kiosk building. A copy of the response is included at **Appendix A**.
- 1.2 A Transport Statement was prepared by Dynamic Transport Planning in February 2024 and submitted with the planning application. The response from the LHA requests further information / assessment and raised concerns in respect of car and cycle parking and servicing provision.
- 1.3 The site layout has been updated following the comments and is included in **Appendix B**.

2.0 Baseline Position

- 2.1 The LHA made the following comments on the previous use of the site:

It is important to note that the original petrol station (PFS) has been closed for a long time. Not only has background traffic increased significantly, but the offer of a PFS is very different and the trip generation is therefore different.

DTA Response:

Although closed, the petrol filling station has not been demolished and could be re-developed and opened without gaining planning consent. It is therefore appropriate to consider the previous use as fall-back position.

A traffic survey with queue data of the Cardiff Road has been commissioned in June 2024. The data is included in **Appendix C**. This includes queue data and a pedestrian count across the junction.

3.0 Road Accident Data

- 3.1 The LHA have made the following comments:

The Supporting documents presented brief detail of collisions occurring during the last 3 years (of available data). This is not informative.

We would expect 5 years' data and it should be complete with plans and descriptions of the



collisions and causal factors. It should however be noted that this must be sourced from the Council's safety team to be up to date. That said, given that the PFS has been closed for around 20 years current collision data would still not be informative.

Current data would not take account of any movements in or out of this site or the adjacent one (which is expected to come into use soon). Old data would be based on massively underestimated traffic flows for the classified road in particular. It is clear that historical data cannot be relied upon to identify the safety issues presented by this proposal.

A cursory review of Crash map (only because it is the only source readily available) makes it clear that collision rates have been significantly higher when (presumably) the PFS was open, but background network flows were probably around half of what they are now.

DTA Response:

The latest 5-year accident data have been obtained from the Local Highway Authority. The study area included the Cardiff Road/ Mendalgief Road/ Belle Vue Lane crossroad junction and Cardiff Road within the vicinity of the site access. The data is included in **Appendix D**.

A total of 7 accidents were recorded, 2 of which were classed as "serious" and the remaining 5 accidents were "slight".

There are no clusters of accidents, and each occurred at a different location within the study area. One of the "serious" accidents involved a pedestrian colliding with a car whilst attempting to cross the road. The other "serious" accident involved a driver losing control due to defective tyres.

Two of the "slight" accidents involved cyclists and one involved a pedestrian. There are no patterns in the causes or nature of the accidents recorded. None of the accidents occurred due to deficiencies relating to the highway layout and there is no evidence to suggest there is an existing road safety concern.



4.0 Site Access

4.1 The LHA have commented as follows:

The level of trip generation/diversion associated with the development has not been scrutinised by Highways, but it is clearly sufficient to require the access to conform with minimum separation distances and right turn lane requirements.

Highways do not consider that the access /junction/ pedestrians would interact safely. However, the applicant is welcome to submit a more considered safety assessment including an independent road safety audit to support the application.

They should note that for all intents and purposes the access is new, and the proposals would represent intensification of use, even if the PFS was still in operation. The application should include visibility splays and (if proposed) markings, signage and one-way operational proposals.

Further detail of the changes to the access should be provided and should detail tactiles, visibility splays etc. whilst making it clear how radii and locations have been changed.

DTA Response:

It is proposed to improve access to the site by providing a right turn harbourage from Cardiff Road. This is an improvement from that included in the planning submission (and previous use) which did not include such provision. The arrangement is shown on **DTA Drawing 26234-03**. This also shows the proposed white lining and signage, visibility splays and dropped kerb crossing points.

5.0 Trip Generation

5.1 The LHA have commented as follows:

The TS suggests that trip generation would be in the order of 128 movements during the peak hour and dismisses this as low/insignificant. We however consider that it would cause significant delays and confusion, with inherent safety implications, due to its proximity to the signal control lines/junction. The majority of customers would need to turn right-out and this would not be possible due to queuing at the control line and conflicting movements from all directions.



The newly consented adjacent car hire is likely to add to the confusion with additional movements in the same area.

It should also be noted that the on-site supermarket is not really comparable to a kiosk that would've been here 20 years ago and just ancillary to the PFS. That too is capable of generating / diverting trips to the development (which is why there is a parking requirement, that does not appear to be met, resulting in potential for longer dwell times at the pumps and queuing back to highway).

DTA Response:

The submitted Transport Statement considered trip generation using the TRICS database. A re-run of the TRICS database using the latest version shows very similar trip results. This is included in **Appendix E**. The site included within the assessment all have retail facilities associated including Tesco Express, Morrisons, Co-Op and M&S Simply Food similar to that proposed. They therefore appropriately to assess the impact of the petrol filling station with a shop.

In any event, the majority if not all of the trips will be "pass-by" or "linked" trips with another purpose, therefore not new to the wider network or traffic through the junction.

The parking requirement has been increased as set out in section 8.

6.0 Traffic Impact

6.1 The LHA have commented as follows:

Even assuming one-way operation highways do not consider that the layout would work in terms of right turn in and out (in from the east bound arm of Cardiff Road). These would be heavily conflicted and result in confusion, collisions and delays. Similar issues would be expected for several other approaches.

In addition, the TS should consider the potential impacts of queuing within the site. In addition to a volume assessment of the through put of vehicles and pump use (taking note of the longer dwell times at the pump due to shopping or queuing at the check-out with shoppers). This should also consider how the PFS would operate with tankers and other delivery /collection vehicles present.



DTA Response:

The access proposals include a dedicated right turn lane from Cardiff Road which would allow a car to wait without impact to vehicles queueing at the stop line at the Cardiff Road eastbound approach.

The queue on the Cardiff Road eastbound arm (ahead and left turn lane) is shown to be up to 16 vehicles during the peak period. The right turn lane experiences a queue of up to 12 vehicles. It is proposed to provide KEEP CLEAR markings across both lanes as shown on **DTA Drawing 26234-03** for exiting vehicles turning right to join the queue and ensure no obstruction of westbound traffic.

The proposed arrangement is no different to many other similar access locations in an urban setting and is wholly appropriate to serve the site.

7.0 Servicing

7.1 The LHA have commented as follows:

Servicing has not been properly addressed and loading areas have not been identified. A swept path has been provided for a tanker, however it does not show where it would have to stop and how much obstruction that would cause. In any event it shows that the manoeuvre is too tight and cannot be accomplished when cars are at the pumps. It also indicates that it would egress at an angle that does not allow proper visibility of vehicles or pedestrians. Based on this we would raise a further objection on highway safety and efficiency grounds. This could easily impact every arm of the junction.

A swept path for a 10m HGV has also been provided. A retail unit of this size would need to support a 12m HGV as a minimum. Again, there is no identified loading area or assessment of its impact on customers/ other highway users. Further assessment/information is needed for all servicing needs, which should consider the location of tank fillers and refuse stores.

Any queues for the car washes/tokens etc. would also obstruct parking/movement accentuating the issues. Swept paths for large panel vans should be provided for this area, to ensure that it would be practical and safe.



DTA Response:

A swept path analysis has been provided for the revised site layout as shown on **DTA Drawing 26234-02**. This shows an oil tanker and 10m rigid vehicle entering and leaving the site. It is proposed they will park up as shown adjacent to the pumps nearest the entrance. A Delivery and Servicing Management Plan can be conditioned if necessary to provide further detail on delivery timing and operations.

If possible, the service vehicles will arrive during the quieter hours of the day, i.e. late evening or early morning. If necessary, the petrol station will be temporarily closed with traffic cones while the vehicle is on site.

The car wash has been removed from the proposals.

8.0 Parking Provision

8.1 The LHA have commented as follows:

With respect to the internal arrangements, it is suggested that there are 5 parking spaces. These are not shown on the plans and not accepted. It appears that there is one standard space and one disability space only. We would not accept the electric vehicle charging (EVC) space as parking.

EVC provision is more akin to an additional pump in this situation. It should be considered as a trip generator/divertor, as should multiple car wash facilities.

The submission makes reference to cycle parking for staff, however what is proposed is considered poor even for visitors. Staff require secure, fully weatherproofed cycle storage with natural surveillance. This must be separate from visitor parking which only needs a shelter and Sheffield style racks.

DTA Response:

Parking provision has been increased to 9 bays including 1 DDA space and 1 EV charging space. These are shown on the site layout plan. EV charging has considerably longer dwell times compared to a car at a petrol pump (20-30 minutes), therefore it is not appropriate to consider it as an additional pump. This would essentially be linked to a retail trip.

A further 2 cycle stands are proposed. If necessary, the cycle parking will be sheltered, and this can be dealt with via planning condition.



9.0 Pedestrians

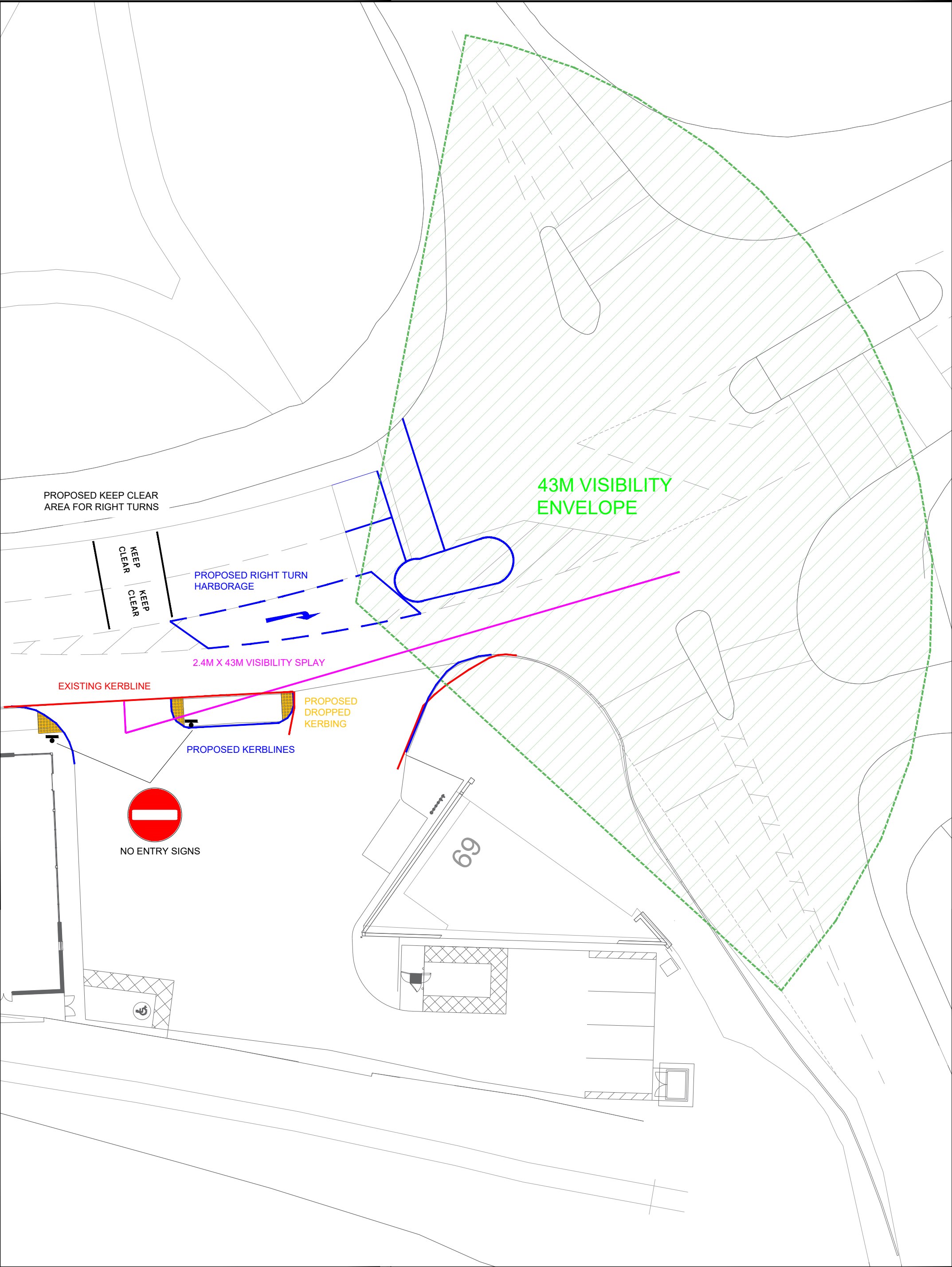
9.1 The LHA have commented as follows:

Details of pedestrian routes within the site should also be provided, to ensure safe operation, as it is likely that some shoppers would visit on foot.

DTA Response:

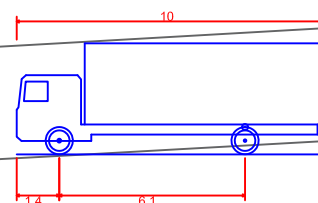
The site layout plan shows a proposed footway link in front of the shop to connect with existing provision on Cardiff Road. Dropped kerb crossings with tactile paving are provided across the access and egress junctions.

Drawings





Planning Application 23/1053 for Car Rental Development



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Planning Application 23/1053
for Car Rental Development

Based upon the ORDINANCE SURVEY MAPS with the permission of
THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
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JOB TITLE		CLIENT	
Cardiff Road, Newport		Rottner & Rudge	
DRAWING TITLE			
Swept Path Analysis			
SCALE	DRAWN BY	DATE	DRAWING No
1:250@A3	JA	Sept 24	26234-02
			REVISION

Appendix A

Highway Response

Ref: 24/0278

Date: 15/04/24

PROPOSAL: DEMOLITION OF EXISTING PETROL FILLING STATION AND CAR WASH, AND CONSTRUCTION OF A REPLACEMENT PETROL FILLING STATION, INCLUDING A NEW KIOSK BUILDING, 4 PUMP ISLANDS, FORECOURT CANOPY, 2 NO. JET WASH BAYS, LANDSCAPING AND CAR PARKING ARRANGEMENTS

SITE: 71 Cardiff Road Newport NP20 2EN

Case Officer: Jacob Cooke

Highway Officer: Kevin Jackson

Highway recommendation:

Objection on grounds of highway safety and efficiency as well as lack of information/assessment and inadequate car and cycle parking or servicing provision.

Highway Comments:

It is understood that the proposals are similar to the previous use, however the assessment lacks sufficient detail to identify or address a number of issues. It should be noted that the location is practically within a major junction on a classified road. Apart from the safety implications the highway authority has obligations to ensure there are no undue delays.

It is important to note that the original petrol station (PFS) has been closed for a long time. Not only has background traffic increased significantly, but the offer of a PFS is very different and the trip generation is therefore different.

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We would expect 5 years' data and it should be complete with plans and descriptions of the collisions and causal factors. It should however be noted that this must be sourced from the Council's safety team to be up to date. That said, given that the PFS has been closed for around 20 years current collision data would still not be informative.

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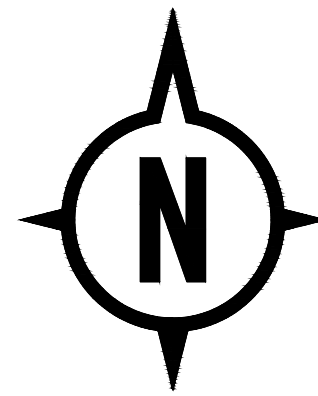
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Details of pedestrian routes within the site should also be provided, to ensure safe operation, as it is likely that some shoppers would visit on foot.

At this stage we would raise a number of objections relating to highway safety and progress, as well as servicing, parking and cycle provision within the site.

Appendix B



Belle View Park

Cardiff Road

LB

Mendelgier Road

Planning Application 23/1053
for Car Rental Development

Key

- Application Site boundary
Site Area 1292.16sqm / 0.32acres
- Black Bitmac finish
- Red Bitmac finish
- Concrete
- Reinforced Concrete
- Double Reinforced Concrete to delivery stand
- Kerb
- Pin Kerb
- DK Drop Kerb
- Tactile paving
- Stainless steel bollard
- Soft Landscaping
- 0.6m high hoop barriers
- 2m high close boarded timber fence
- Existing 2m high palisade fence
- Existing 2m high close boarded timber fence
- Removed / Demolished
- Existing 2m high brick wall

0m 5 10 15 20 25
Scale Bar

Proposed right turn pocket
See details by DTA

Demolish existing shop building, pump
islands, canopy and car wash building

Alterations to
existing crossing

Existing crossing to
be widened slightly

4 No. Sheffield
Cycle Stands

0.6m high hoop
barriers to match
those proposed on
the site next door

New Shop
Building

Gross External Area: 186sqm

Gross Internal Area: 168sqm

Entrance

Plant and Bin Store

New pump islands and canopy

9No Parking Bays
Inc 1No DDA
Inc 1No EVC

Existing 2m high brick wall

1No EVC Bay

Meter (LV Panel)
to feed EVC bay

Meter (LV)

Existing GRP box
use unknown (may
need to be retained)

Existing Palisade Fence

Existing Palisade Fence

New 2m High Timber Close
Boarded Fence to tie into existing

End of
Railway

D	24.09.24	2 CYCLE STANDS ADDED
C	27.08.24	PARKING BAY ADDED
B	23.08.24	JET WASH BAYS REMOVED RIGHT TURN POCKET ADDED
A	13.03.24	REVISED BOUNDARY TO CARDIFF ROAD, REVISED RED LINE

REVISIONS

CLIENT ROTTNER & RUDGE

PROJECT 71 CARDIFF ROAD
NEWPORT
NP20 2EN

TITLE PROPOSED SITE
LAYOUT

DATE 05.03.24

SCALE 1:200 @ A1

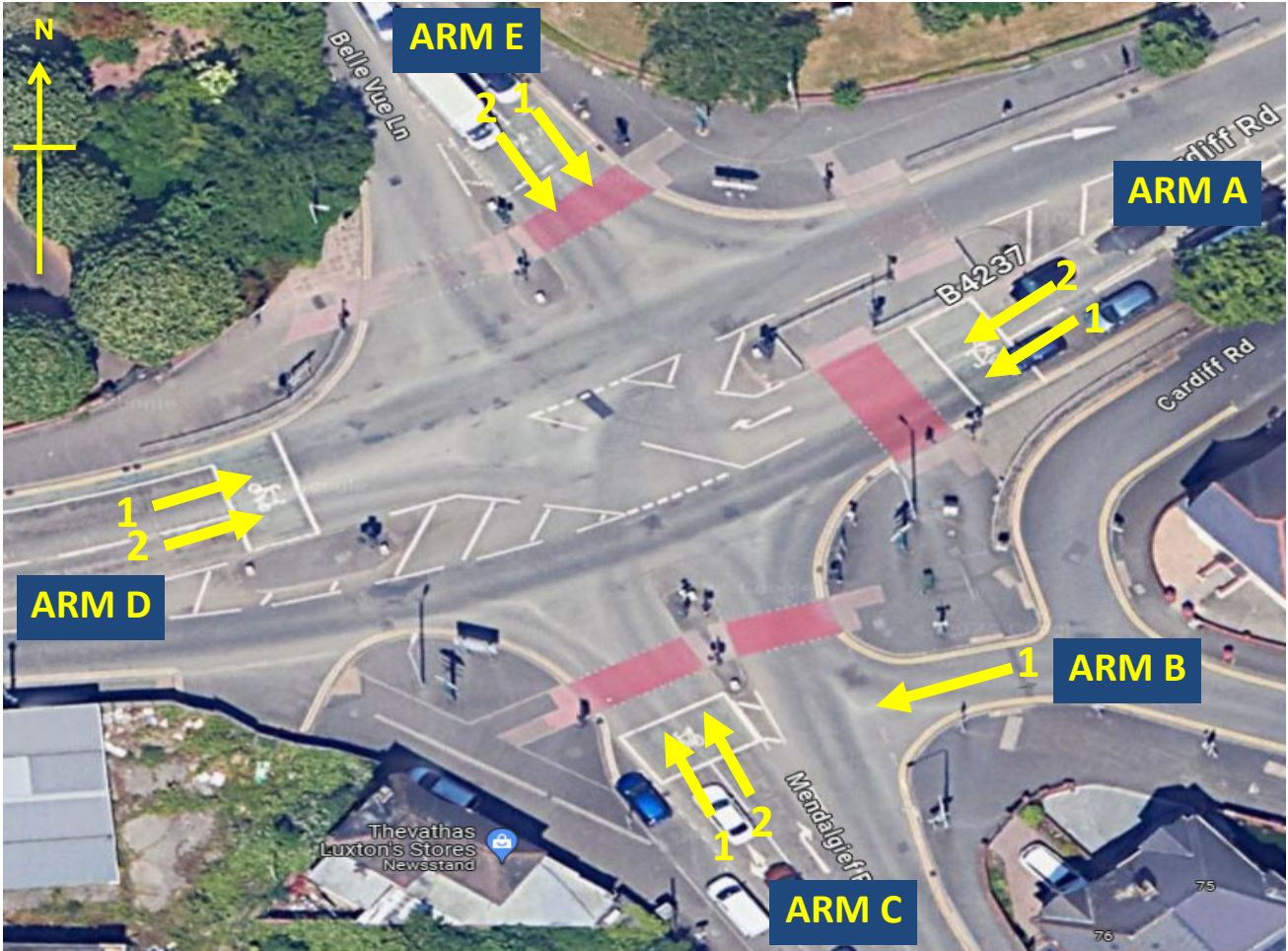
JOB ID 1884

DWG 15d

Appendix C

SITE: 1		DATE: 19/06/2024
LOCATION: B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237		DAY: WEDNESDAY

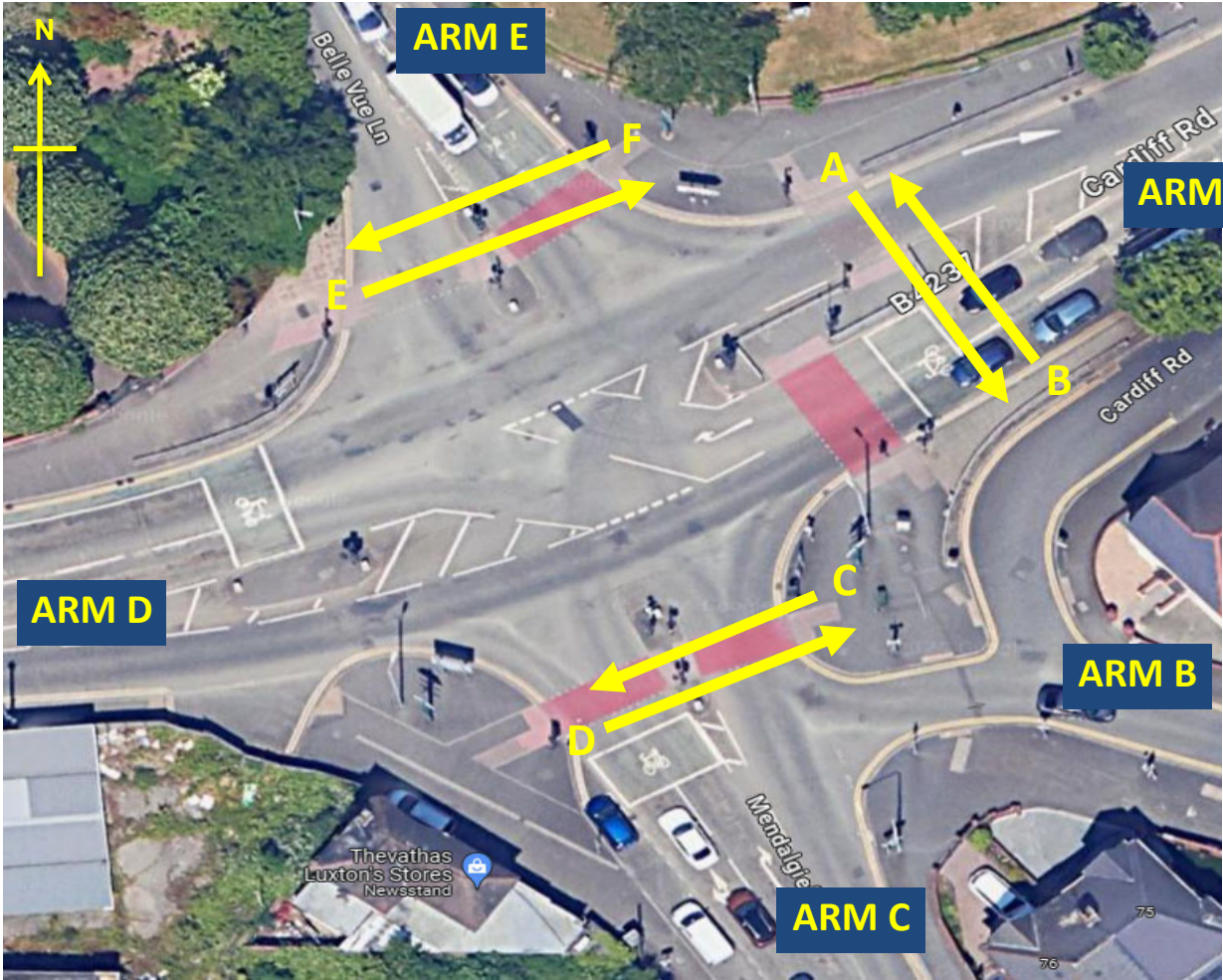
CTC & QUEUE SURVEYS



JOB TITLE: NEWPORT	JOB NUMBER: 13481
----------------------------------	---------------------------------

SITE: 2		DATE: 19/06/2024
LOCATION: B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237		DAY: WEDNESDAY

PEDESTRIAN SURVEYS



JOB TITLE: NEWPORT	JOB NUMBER: 13481
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MANUAL CLASSIFIED COUNTS

JOB REF: 13481

JOB NAME: NEWPORT

SITE: 1

LOCATION: B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237 CARDIFF ROAD (W) / BELLE VUE LANE



DATE: 19/06/2024

DAY: WEDNESDAY

TIME	A TO B FROM B4237 CARDIFF ROAD (E) TO CAPEL CRESCENT								A TO C FROM B4237 CARDIFF ROAD (E) TO MENDALGIEF ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	16	1	3	0	0	0	0	20
07:15	0	0	0	0	0	0	0	0	40	0	0	0	1	0	0	41
07:30	1	0	0	0	0	0	0	1	32	3	0	0	1	0	0	36
07:45	2	0	0	0	0	0	0	2	43	4	2	0	2	0	0	51
H/TOT	3	0	0	0	0	0	0	3	131	8	5	0	4	0	0	148
08:00	2	0	0	0	0	0	0	2	25	2	1	1	0	0	0	29
08:15	0	1	1	0	0	0	0	2	29	4	0	0	0	0	0	33
08:30	0	0	0	0	0	0	0	0	25	2	2	0	0	0	0	29
08:45	5	1	0	0	0	0	0	6	35	2	0	0	1	0	0	38
H/TOT	7	2	1	0	0	0	0	10	114	10	3	1	1	0	0	122
09:00	8	0	0	0	0	0	0	8	29	1	1	1	0	0	0	32
09:15	6	1	0	0	0	0	0	7	25	6	1	0	0	0	0	32
09:30	4	0	0	0	0	0	0	4	34	3	1	0	1	0	0	39
09:45	1	0	0	0	0	0	0	1	33	6	0	0	1	0	0	40
H/TOT	19	1	0	0	0	0	0	20	121	16	3	1	2	0	0	143
10:00	1	0	0	0	0	0	0	1	28	4	1	0	0	0	0	33
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10:30	3	0	0	0	0	0	0	3	31	3	0	0	0	0	0	34
10:45	0	0	0	0	0	0	0	0	32	2	1	0	1	0	0	36
H/TOT	7	0	0	0	0	0	0	7	106	11	4	0	1	0	0	122
11:00	0	1	0	0	0	0	0	1	29	1	2	1	0	0	0	33
11:15	1	0	0	0	0	0	0	1	33	1	0	0	0	0	1	35
11:30	1	0	0	0	0	0	0	1	23	5	0	0	0	0	0	28
11:45	1	0	0	0	0	0	0	1	28	3	1	0	1	0	0	33
H/TOT	3	1	0	0	0	0	0	4	112	10	3	1	1	0	1	122
12:00	3	0	0	0	0	0	0	3	31	5	2	1	1	0	0	40
12:15	3	0	0	0	0	0	0	3	37	2	0	0	0	0	0	39
12:30	1	1	0	0	0	0	0	2	25	2	0	0	0	1	0	28
12:45	1	0	0	0	0	0	0	1	25	3	2	0	0	0	0	30
H/TOT	8	1	0	0	0	0	0	9	118	12	4	1	1	1	0	137
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13:15	1	0	0	0	0	0	0	1	37	2	1	0	1	0	0	41
13:30	2	0	0	0	0	0	0	2	31	1	2	0	0	0	0	34
13:45	0	0	0	0	0	0	0	0	39	5	1	1	1	0	1	48
H/TOT	6	0	1	0	0	0	0	7	138	9	4	1	3	0	1	156
14:00	6	0	0	0	0	0	0	6	40	0	2	0	0	0	0	42
14:15	4	0	0	0	0	0	0	4	29	4	0	0	0	1	0	34
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14:45	4	1	0	0	0	0	0	5	37	1	0	0	4	0	0	42
H/TOT	23	2	0	0	0	0	0	25	127	8	2	0	7	3	0	147
15:00	3	0	0	0	0	0	0	3	36	0	1	0	0	0	0	37
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15:45	3	0	0	0	0	0	0	3	28	1	1	0	1	0	0	31
H/TOT	13	0	0	0	0	0	0	13	114	4	2	0	1	0	1	122
16:00	4	0	0	0	0	0	0	4	20	0	0	0	0	0	1	21
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16:45	2	0	0	0	0	0	0	2	22	3	0	0	2	0	0	27
H/TOT	13	1	0	0	0	0	0	14	80	9	0	0	2	2	1	94
17:00	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23
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17:30	2	0	0	0	0	0	0	2	22	1	0	0	0	1	0	24
17:45	5	0	0	0	0	0	0	5	23	1	0	0	0	0	0	24
H/TOT	8	0	0	0	0	0	0	8	96	5	1	0	0	1	0	103
18:00	0	0	0	0	0	0	0	0	33	5	0	0	2	0	1	41
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18:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	1	18
18:45	1	1	0	0	0	0	0	2	12	1	0	0	1	0	0	14
H/TOT	2	1	0	0	0	0	0	3	81	10	0	0	3	0	2	96
P/TOT	112	9	2	0	0	0	0	123	1339	112	31	5	26	7	6	1526

MANUAL CLASSIFIED COUNTS

JOB REF: 13481

JOB NAME: NEWPORT

SITE: 1

LOCATION: B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237 CARDIFF ROAD (W) / BELLE VUE LANE



DATE: 19/06/2024

DAY: WEDNESDAY

TIME	A TO D FROM B4237 CARDIFF ROAD (E) TO B4237 CARDIFF ROAD (W)								A TO E FROM B4237 CARDIFF ROAD (E) TO BELLE VUE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	29	7	2	0	0	1	0	39	11	0	0	0	0	0	0	11
07:15	32	7	2	0	3	0	0	44	16	0	0	0	0	0	0	16
07:30	34	5	2	0	1	0	1	43	13	3	1	0	0	0	0	17
07:45	41	9	7	0	0	0	1	58	29	2	1	0	0	0	0	32
H/TOT	136	28	13	0	4	1	2	184	69	5	2	0	0	0	0	76
08:00	40	11	4	0	5	0	0	60	18	2	0	0	0	0	0	20
08:15	42	5	0	0	3	0	0	50	20	3	0	0	0	0	0	23
08:30	47	10	2	0	2	0	1	62	18	0	0	0	0	0	0	18
08:45	54	11	3	0	1	0	0	69	22	3	0	0	0	0	0	25
H/TOT	183	37	9	0	11	0	1	241	68	8	0	0	0	0	0	76
09:00	56	13	1	0	1	0	1	72	13	1	0	0	0	0	0	14
09:15	51	6	0	0	2	1	0	60	12	3	1	0	0	0	0	16
09:30	44	5	0	3	0	0	1	53	15	0	1	0	0	0	0	16
09:45	59	4	2	0	4	0	0	69	12	3	0	0	0	0	0	15
H/TOT	210	28	3	3	7	1	2	254	52	7	2	0	0	0	0	61
10:00	57	12	0	2	0	1	1	73	22	2	0	0	0	0	0	24
10:15	43	9	2	0	0	0	0	54	19	0	0	0	0	0	0	19
10:30	46	7	0	1	3	0	1	58	17	3	0	0	0	0	0	20
10:45	57	8	1	0	1	1	0	68	16	1	0	0	0	0	0	17
H/TOT	203	36	3	3	6	2	2	255	74	9	0	0	0	0	0	83
11:00	66	4	4	0	0	1	0	75	17	0	0	0	0	0	0	17
11:15	60	6	5	2	1	0	0	74	9	1	0	0	0	0	0	10
11:30	61	10	0	1	4	0	0	76	12	1	0	0	0	0	0	13
11:45	45	8	1	0	1	0	1	60	16	1	0	0	0	0	0	17
H/TOT	236	28	10	3	6	1	1	285	54	3	0	0	0	0	0	57
12:00	85	9	2	0	2	1	1	100	14	4	0	0	0	0	0	18
12:15	56	8	1	1	2	0	1	69	19	1	0	0	0	0	0	20
12:30	51	10	2	0	3	1	0	67	11	0	1	0	0	0	0	12
12:45	60	5	4	0	2	0	0	71	11	0	0	0	0	0	0	11
H/TOT	252	32	9	1	9	2	2	307	55	5	1	0	0	0	0	61
13:00	56	3	2	0	0	0	0	61	13	3	0	0	0	0	0	16
13:15	43	7	1	1	2	0	1	55	10	2	0	0	0	0	0	12
13:30	50	6	0	0	2	1	1	60	21	3	0	0	0	0	0	24
13:45	65	10	4	0	3	2	0	84	15	1	0	0	0	0	0	16
H/TOT	214	26	7	1	7	3	2	260	59	9	0	0	0	0	0	68
14:00	57	10	1	0	0	2	0	70	21	2	0	0	0	0	0	23
14:15	52	3	0	0	2	1	0	58	10	0	0	0	0	0	0	10
14:30	67	8	2	0	4	0	1	82	13	1	1	0	0	0	0	15
14:45	95	18	1	0	3	1	2	120	25	2	0	0	0	0	0	27
H/TOT	271	39	4	0	9	4	3	320	59	5	1	0	0	0	0	65
15:00	81	13	0	0	2	1	0	97	17	2	0	0	0	0	0	19
15:15	73	7	3	1	2	2	0	88	21	3	0	0	0	1	0	25
15:30	98	13	1	0	2	2	0	116	12	1	0	0	0	0	0	13
15:45	66	12	3	0	2	1	0	84	17	3	0	0	0	0	0	20
H/TOT	318	45	7	1	8	6	0	385	67	9	0	0	0	1	0	77
16:00	77	14	1	0	1	0	1	94	20	1	0	0	0	1	0	22
16:15	82	11	0	0	3	1	0	97	25	1	0	0	0	1	0	27
16:30	92	12	0	0	1	1	0	106	17	2	0	0	0	0	0	19
16:45	104	13	3	1	2	3	0	126	15	3	0	0	0	0	0	18
H/TOT	355	50	4	1	7	5	1	423	77	7	0	0	0	2	0	86
17:00	86	11	2	0	1	2	1	103	23	2	0	0	0	0	0	25
17:15	94	7	2	0	1	0	0	104	22	2	0	0	0	0	0	24
17:30	88	13	2	0	4	1	0	108	17	0	0	0	0	0	0	17
17:45	90	4	0	0	0	0	1	95	18	1	0	0	0	0	0	19
H/TOT	358	35	6	0	9	3	2	410	80	5	0	0	0	0	0	85
18:00	89	3	0	0	1	0	0	93	3	0	0	0	0	0	0	3
18:15	75	6	1	0	2	2	3	89	17	1	0	0	0	0	0	18
18:30	69	6	0	0	1	1	0	77	14	1	0	0	0	0	0	15
18:45	59	2	0	0	2	1	1	65	9	2	0	0	0	0	0	11
H/TOT	292	17	1	0	6	4	4	324	43	4	0	0	0	0	0	47
P/TOT	3028	401	76	13	86	32	22	3658	757	76	6	0	0	3	0	842

AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTION

DATE: 19/06/2024

DAY: WEDNESDAY

DATE: 19/06/2024

DAY: WEDNESDAY

[illegible]

AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTION

DATE: 19/06/2024

DAY: WEDNESDAY

DATE: 19/06/2024

DAY: WEDNESDAY

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 13481

JOB NAME: NEWPORT

SITE: 1

LOCATION: B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237 CARDIFF ROAD (W) / BELLE VUE LANE



DATE: 19/06/2024

DAY: WEDNESDAY

TIME	C TO A								C TO B							
	FROM MENDALGIEF ROAD TO B4237 CARDIFF ROAD (E)								FROM MENDALGIEF ROAD TO CAPEL CRESCENT							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	1	0	0	0	0	0	10	3	0	0	0	0	0	0	3
07:15	9	2	1	0	0	0	0	12	1	0	0	0	0	0	0	1
07:30	11	1	1	0	0	0	0	13	0	0	0	0	0	0	0	0
07:45	16	2	2	0	0	0	0	20	2	0	1	0	0	0	0	3
H/TOT	45	6	4	0	0	0	0	55	6	0	1	0	0	0	0	7
08:00	13	2	3	0	1	0	0	19	4	0	0	0	0	0	1	5
08:15	20	8	0	0	1	0	0	29	15	0	0	0	0	0	0	15
08:30	15	8	1	0	0	0	0	24	13	0	0	0	0	0	0	13
08:45	19	4	1	0	1	0	0	25	12	0	0	0	0	0	0	12
H/TOT	67	22	5	0	2	0	0	97	45	0	0	0	0	0	1	46
09:00	16	1	2	0	4	0	0	23	5	0	0	0	0	0	0	5
09:15	12	0	1	1	2	0	0	16	4	0	0	0	0	0	0	4
09:30	15	5	1	0	0	0	0	21	6	0	0	0	0	0	0	6
09:45	21	5	1	1	1	0	0	29	2	4	0	0	0	0	0	6
H/TOT	64	11	5	2	7	0	0	89	17	4	0	0	0	0	0	21
10:00	21	3	0	0	0	0	0	24	4	0	0	0	0	0	0	4
10:15	25	3	1	0	0	0	0	29	1	0	0	0	0	0	0	1
10:30	20	3	1	0	1	0	0	25	1	1	0	0	0	0	0	2
10:45	20	4	1	0	1	0	1	27	4	0	0	0	0	0	0	4
H/TOT	86	13	3	0	2	0	1	105	10	1	0	0	0	0	0	11
11:00	17	3	1	0	0	0	0	21	1	0	0	0	0	0	0	1
11:15	36	2	0	0	0	0	0	38	2	2	0	0	0	0	0	4
11:30	31	6	2	0	0	0	0	39	5	2	0	0	0	0	0	7
11:45	31	1	1	1	1	0	0	35	2	0	0	0	0	0	0	2
H/TOT	115	12	4	1	1	0	0	133	10	4	0	0	0	0	0	14
12:00	26	3	1	0	0	0	0	30	9	1	0	0	0	0	0	10
12:15	27	4	0	0	0	0	0	31	4	1	0	0	0	0	0	5
12:30	18	2	0	0	0	0	0	20	6	0	0	0	0	0	0	6
12:45	36	3	1	1	1	1	0	43	4	0	0	0	0	0	0	4
H/TOT	107	12	2	1	1	1	0	124	23	2	0	0	0	0	0	25
13:00	25	2	1	0	1	0	0	29	3	1	0	0	0	0	0	4
13:15	21	2	2	0	0	0	0	25	3	0	0	0	0	0	0	3
13:30	28	5	0	0	0	1	0	34	4	0	0	0	0	0	0	4
13:45	35	4	0	0	1	1	1	42	3	0	1	0	0	0	0	4
H/TOT	109	13	3	0	2	2	1	130	13	1	1	0	0	0	0	15
14:00	30	1	1	0	0	1	0	33	5	0	0	0	0	0	0	5
14:15	22	6	0	0	1	0	0	29	6	0	0	0	0	0	0	6
14:30	34	6	0	0	0	0	0	40	9	1	0	0	0	0	0	10
14:45	25	1	0	1	1	0	0	28	5	0	0	0	0	0	0	5
H/TOT	111	14	1	1	2	1	0	130	25	2	0	0	0	0	0	26
15:00	22	6	1	0	5	0	0	34	9	3	0	0	0	0	0	12
15:15	32	1	1	0	0	0	0	34	6	0	0	0	0	0	0	6
15:30	27	0	0	0	0	0	0	27	6	1	0	0	0	0	0	7
15:45	28	1	0	0	1	0	0	30	10	1	0	0	0	0	0	11
H/TOT	109	8	2	0	6	0	0	125	31	5	0	0	0	0	0	36
16:00	29	1	0	0	2	0	0	32	11	1	0	0	0	0	0	12
16:15	30	1	0	0	0	0	0	31	6	0	0	0	0	0	0	6
16:30	29	3	1	0	0	0	0	33	8	0	0	0	0	0	0	8
16:45	32	1	0	0	0	0	0	33	6	1	0	0	0	0	0	7
H/TOT	120	6	1	0	2	0	0	129	31	2	0	0	0	0	0	33
17:00	34	2	0	0	1	0	0	37	1	0	0	0	0	0	0	1
17:15	25	2	1	0	0	1	0	29	4	0	0	0	0	0	0	4
17:30	29	3	0	0	0	0	0	32	2	0	0	0	0	0	0	2
17:45	30	1	0	0	1	0	0	32	2	0	0	0	0	0	0	2
H/TOT	118	8	1	0	2	1	0	130	9	0	0	0	0	0	0	9
18:00	28	2	0	0	1	0	0	31	4	1	0	0	0	0	0	5
18:15	18	1	0	0	0	0	0	19	5	0	0	0	0	0	0	5
18:30	20	1	0	0	0	0	0	21	3	0	0	0	0	0	0	3
18:45	14	0	0	0	1	0	0	15	5	0	0	0	0	0	0	5
H/TOT	80	4	0	0	2	0	0	86	17	1	0	0	0	0	0	18
P/TOT	1131	129	31	5	30	5	2	1333	237	21	2	0	0	0	1	261

MANUAL CLASSIFIED COUNTS

JOB REF: 13481

JOB NAME: NEWPORT

SITE: 1

LOCATION: B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237 CARDIFF ROAD (W) / BELLE VUE LANE



DATE: 19/06/2024

DAY: WEDNESDAY

TIME	C TO D								C TO E							
	FROM MENDALGIEF ROAD TO B4237 CARDIFF ROAD (W)								FROM MENDALGIEF ROAD TO BELLE VUE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:15	6	1	0	0	0	0	0	7	7	2	0	0	0	0	0	9
07:30	6	2	1	0	0	0	0	9	8	1	0	0	0	0	1	10
07:45	1	0	0	0	0	0	0	1	7	4	0	0	0	0	1	12
H/TOT	13	3	1	0	0	0	0	17	25	8	0	0	0	0	2	35
08:00	4	1	0	0	0	0	0	5	7	0	1	0	0	0	0	8
08:15	12	0	2	0	0	0	0	14	11	0	0	0	0	0	0	11
08:30	9	1	0	0	0	0	0	10	15	4	0	0	0	0	0	19
08:45	13	2	0	0	0	0	0	15	14	4	1	0	0	0	0	19
H/TOT	38	4	2	0	0	0	0	44	47	8	2	0	0	0	0	57
09:00	8	1	0	0	0	0	0	9	8	3	0	0	0	0	0	11
09:15	10	1	1	0	0	0	0	12	12	1	0	0	0	0	0	13
09:30	8	0	2	0	0	0	0	10	8	6	0	0	0	0	0	14
09:45	13	2	0	0	0	0	0	15	18	3	1	0	0	0	0	22
H/TOT	39	4	3	0	0	0	0	46	46	13	1	0	0	0	0	60
10:00	9	0	0	0	0	0	0	9	13	4	0	0	0	0	0	17
10:15	12	3	0	0	0	0	0	15	17	2	0	0	0	0	0	19
10:30	16	2	1	0	0	0	0	19	15	1	1	0	0	0	0	17
10:45	17	1	0	0	0	0	0	18	12	0	0	0	0	0	0	12
H/TOT	54	6	1	0	0	0	0	61	57	7	1	0	0	0	0	65
11:00	14	2	0	0	0	0	0	16	5	0	0	0	0	0	0	5
11:15	12	0	2	0	0	0	0	14	8	1	0	0	0	0	0	9
11:30	11	2	0	0	0	0	0	13	14	2	3	0	0	0	0	19
11:45	12	1	0	0	0	0	0	13	20	2	0	0	0	0	0	22
H/TOT	49	5	2	0	0	0	0	56	47	5	3	0	0	0	0	55
12:00	11	2	0	1	0	0	0	14	11	4	0	0	0	0	0	15
12:15	21	3	1	0	0	0	0	25	21	1	0	0	0	0	0	22
12:30	20	2	0	0	0	0	0	22	15	1	0	0	0	0	0	16
12:45	8	3	1	0	0	0	0	12	17	2	0	0	0	1	0	20
H/TOT	60	10	2	1	0	0	0	73	64	8	0	0	0	1	0	73
13:00	14	1	1	0	0	0	0	16	17	2	1	0	0	0	0	20
13:15	10	2	0	0	0	0	0	12	16	1	0	0	0	0	0	17
13:30	11	3	0	0	0	0	0	14	14	2	1	0	0	0	0	17
13:45	8	3	0	0	0	0	0	11	16	1	0	0	0	0	0	17
H/TOT	43	9	1	0	0	0	0	53	63	6	2	0	0	0	0	71
14:00	9	1	0	0	0	0	0	10	23	2	0	0	0	0	0	25
14:15	19	0	0	0	0	0	0	19	12	2	2	0	0	0	0	16
14:30	13	0	0	0	0	0	0	13	15	5	0	0	0	0	0	20
14:45	16	3	0	0	0	0	0	19	24	3	0	0	0	0	0	27
H/TOT	57	4	0	0	0	0	0	61	74	12	2	0	0	0	0	88
15:00	21	2	0	0	0	0	0	23	18	4	0	0	0	0	0	22
15:15	18	2	0	0	0	0	0	20	23	1	1	0	0	0	0	25
15:30	22	1	0	0	0	0	0	23	21	2	0	0	0	1	0	24
15:45	18	2	0	0	0	0	0	20	16	2	0	0	0	1	0	19
H/TOT	79	7	0	0	0	0	0	86	78	9	1	0	0	2	0	90
16:00	23	0	0	0	0	0	0	23	27	2	0	0	0	0	0	29
16:15	25	2	0	0	0	0	0	27	17	6	0	0	0	0	0	23
16:30	25	3	0	0	0	0	0	28	16	3	0	0	0	0	0	19
16:45	20	1	0	0	0	0	0	21	18	2	0	0	0	0	0	20
H/TOT	93	6	0	0	0	0	0	99	78	13	0	0	0	0	0	91
17:00	25	0	1	0	0	0	0	26	15	2	1	0	0	0	0	18
17:15	21	2	0	0	0	0	0	23	15	1	0	0	0	0	0	16
17:30	21	1	0	0	0	0	0	22	20	2	0	0	0	0	0	22
17:45	17	1	0	0	0	0	0	18	18	0	0	0	0	1	0	19
H/TOT	84	4	1	0	0	0	0	89	68	5	1	0	0	1	0	75
18:00	17	3	0	0	0	1	0	21	8	1	0	0	0	1	0	10
18:15	17	0	0	0	0	0	0	17	17	1	0	0	0	0	0	18
18:30	12	3	0	0	0	0	0	15	10	0	0	0	0	0	0	10
18:45	14	0	0	0	0	1	0	15	9	3	0	0	0	0	0	12
H/TOT	60	6	0	0	0	2	0	68	44	5	0	0	0	1	0	50
P/TOT	669	68	13	1	0	2	0	753	691	99	13	0	0	5	2	810

MANUAL CLASSIFIED COUNTS

JOB REF: 13481

JOB NAME: NEWPORT

SITE: 1

LOCATION: B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237 CARDIFF ROAD (W) / BELLE VUE LANE



DATE: 19/06/2024

DAY: WEDNESDAY

TIME	D TO A								D TO B							
	FROM B4237 CARDIFF ROAD (W) TO B4237 CARDIFF ROAD (E)								FROM B4237 CARDIFF ROAD (W) TO CAPEL CRESCENT							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	11	1	0	2	1	1	51	8	2	0	0	0	0	0	10
07:15	48	14	4	0	1	1	0	68	8	2	1	0	0	0	0	11
07:30	39	7	2	0	2	1	3	54	7	2	1	0	0	0	0	10
07:45	63	8	2	0	3	0	0	76	8	1	0	0	0	0	0	9
H/TOT	185	40	9	0	8	3	4	249	31	7	2	0	0	0	0	40
08:00	84	12	1	0	2	1	0	100	7	4	0	0	0	0	0	11
08:15	49	11	2	0	5	3	1	71	17	1	0	0	0	0	0	18
08:30	89	8	1	0	9	1	1	109	19	2	0	0	0	0	0	21
08:45	76	13	1	0	5	1	1	97	22	2	0	0	0	0	0	24
H/TOT	298	44	5	0	21	6	3	377	65	9	0	0	0	0	0	74
09:00	77	13	0	0	4	0	0	94	22	1	1	0	0	0	0	24
09:15	65	16	2	0	4	0	1	88	11	4	1	0	0	0	0	16
09:30	63	12	1	1	0	0	1	78	7	1	0	0	0	0	0	8
09:45	55	7	0	0	2	0	0	64	8	2	0	0	0	0	0	10
H/TOT	260	48	3	1	10	0	2	324	48	8	2	0	0	0	0	58
10:00	54	15	2	0	1	0	1	73	10	1	1	1	0	0	0	13
10:15	66	7	3	0	0	0	4	80	10	2	0	0	0	0	0	12
10:30	59	9	2	1	0	0	1	72	8	0	0	0	0	0	0	8
10:45	61	11	4	0	2	1	0	79	10	5	0	0	0	0	0	15
H/TOT	240	42	10	1	6	1	6	306	38	8	1	1	0	0	0	48
11:00	57	3	1	0	2	0	0	63	9	3	0	0	0	0	0	12
11:15	58	11	0	0	2	0	0	71	12	1	0	0	0	0	0	13
11:30	56	6	3	1	1	0	1	68	7	2	0	0	0	0	0	9
11:45	52	6	0	1	3	0	0	62	9	0	0	0	0	0	0	9
H/TOT	223	26	4	2	8	0	1	264	37	0	0	0	0	0	0	43
12:00	57	11	3	0	2	2	1	76	4	1	0	0	0	0	0	5
12:15	66	11	1	0	1	2	0	81	11	0	0	1	0	0	0	12
12:30	61	11	2	0	1	2	0	77	4	1	0	0	0	0	0	5
12:45	61	7	1	0	2	1	0	72	9	0	1	0	0	0	0	10
H/TOT	245	40	7	0	6	7	1	306	28	2	1	1	0	0	0	32
13:00	60	13	1	0	1	1	2	78	9	0	1	0	0	0	0	10
13:15	72	4	5	0	4	1	0	86	9	0	0	0	0	0	0	9
13:30	75	8	2	0	1	2	0	88	17	1	0	0	0	0	0	18
13:45	76	9	2	0	1	1	1	90	13	0	0	0	0	0	0	13
H/TOT	283	34	10	0	7	5	3	342	48	1	1	0	0	0	0	50
14:00	62	9	2	0	1	0	0	74	7	2	1	0	0	0	0	10
14:15	80	7	1	0	3	0	2	93	7	2	1	0	0	0	0	10
14:30	66	8	1	0	1	0	2	78	12	4	0	0	0	0	0	16
14:45	63	12	1	1	0	0	0	77	13	1	0	0	0	0	0	14
H/TOT	271	36	5	1	5	0	4	322	39	9	2	0	0	0	0	50
15:00	61	11	3	0	3	0	2	80	9	1	0	0	0	0	0	10
15:15	59	15	1	0	3	2	3	83	11	3	0	0	0	0	0	14
15:30	75	14	1	1	2	0	0	93	16	2	0	0	0	0	1	19
15:45	71	8	2	0	1	0	0	82	15	2	0	0	0	0	1	18
H/TOT	266	48	7	1	9	2	5	338	51	8	0	0	0	0	2	61
16:00	91	4	0	0	4	0	1	100	16	1	0	0	0	0	0	17
16:15	72	12	0	0	0	1	0	85	4	0	0	0	0	0	1	5
16:30	64	9	0	0	2	0	0	75	12	0	0	0	0	0	0	12
16:45	80	4	0	0	1	0	2	87	18	0	0	0	0	0	0	18
H/TOT	307	29	0	0	7	1	3	347	50	1	0	0	0	0	1	52
17:00	70	8	1	1	2	0	2	84	17	0	1	0	0	0	0	18
17:15	85	6	1	0	2	0	1	95	14	1	1	0	0	0	0	16
17:30	73	7	0	0	0	1	3	84	11	0	0	0	0	0	0	11
17:45	71	9	1	0	4	2	1	88	11	2	0	0	0	0	0	13
H/TOT	299	30	3	1	8	3	7	351	53	3	2	0	0	0	0	58
18:00	80	9	0	0	1	0	0	90	8	1	0	0	0	0	0	9
18:15	75	3	1	0	4	0	1	84	20	0	1	0	0	0	1	22
18:30	80	6	0	0	1	0	0	87	10	0	0	0	0	0	0	10
18:45	71	4	0	0	2	0	1	78	13	2	0	0	0	0	0	15
H/TOT	306	22	1	0	8	0	2	339	51	3	1	0	0	0	1	56
P/TOT	3183	439	64	7	103	28	41	3865	539	65	12	2	0	0	4	622

MANUAL CLASSIFIED COUNTS

JOB REF: 13481

JOB NAME: NEWPORT

SITE: 1

LOCATION: B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237 CARDIFF ROAD (W) / BELLE VUE LANE



DATE: 19/06/2024

DAY: WEDNESDAY

TIME	D TO C								D TO E							
	FROM B4237 CARDIFF ROAD (W) TO MENDALGIEF ROAD								FROM B4237 CARDIFF ROAD (W) TO BELLE VUE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
07:15	17	1	1	0	0	0	0	19	3	0	0	0	0	0	0	3
07:30	27	1	3	0	0	0	0	31	2	0	0	0	0	0	0	2
07:45	27	2	1	0	0	0	0	30	2	0	0	0	0	0	0	2
H/TOT	83	5	5	0	0	0	0	93	7	0	0	0	0	0	0	7
08:00	25	1	0	0	0	0	0	26	2	0	0	0	0	0	0	2
08:15	24	0	0	0	0	0	0	24	1	0	0	0	0	0	0	1
08:30	15	0	0	0	0	0	0	15	2	0	0	0	0	0	1	3
08:45	21	1	0	0	0	0	0	22	1	0	0	0	0	0	0	1
H/TOT	85	2	0	0	0	0	0	87	6	0	0	0	0	0	1	7
09:00	15	2	0	0	0	0	0	17	3	0	0	0	0	0	0	3
09:15	22	0	0	0	0	0	0	22	0	1	0	0	0	0	0	1
09:30	24	1	0	0	0	0	0	25	5	0	0	0	0	0	0	5
09:45	13	0	2	0	0	1	0	16	2	0	0	0	0	0	0	2
H/TOT	74	3	2	0	0	1	0	80	10	1	0	0	0	0	0	11
10:00	27	1	0	0	0	0	0	28	1	0	0	0	0	0	0	1
10:15	11	2	1	0	0	0	0	14	0	0	0	0	0	0	0	0
10:30	11	0	1	0	0	0	1	13	3	0	0	0	0	0	0	3
10:45	14	2	3	0	0	0	1	20	0	0	0	0	0	0	0	0
H/TOT	65	5	5	0	0	0	2	77	4	0	0	0	0	0	0	4
11:00	17	1	0	0	0	1	0	19	13	0	0	0	0	0	0	13
11:15	14	1	0	0	0	0	0	15	3	0	0	0	0	0	0	3
11:30	16	2	0	0	0	0	0	18	3	0	0	0	0	0	0	3
11:45	15	1	0	0	0	0	0	16	3	0	0	0	0	0	0	3
H/TOT	62	5	0	0	0	1	0	68	22	0	0	0	0	0	0	22
12:00	11	0	0	0	0	0	1	12	2	1	0	0	0	0	0	3
12:15	9	1	0	0	0	0	0	10	1	0	1	0	0	0	0	2
12:30	8	2	1	0	0	0	0	11	3	0	0	0	0	0	0	3
12:45	8	6	0	0	0	0	0	14	2	0	0	0	0	0	0	2
H/TOT	36	9	1	0	0	0	1	47	8	1	1	0	0	0	0	10
13:00	17	5	0	0	0	0	0	22	2	1	0	0	0	0	0	3
13:15	11	1	1	0	0	0	0	13	2	0	0	0	0	0	0	2
13:30	14	5	0	0	0	0	0	19	2	0	0	0	0	0	0	2
13:45	19	1	0	0	0	1	1	22	1	0	0	0	0	0	0	1
H/TOT	63	12	1	0	0	1	1	78	7	1	0	0	0	0	0	8
14:00	7	2	0	0	0	0	0	9	2	0	0	0	0	1	0	3
14:15	12	1	0	0	0	0	0	13	3	0	0	0	0	0	0	3
14:30	17	0	0	0	0	0	0	17	1	0	0	0	0	0	0	1
14:45	11	1	0	0	0	0	0	12	1	0	0	0	0	0	0	1
H/TOT	47	4	0	0	0	0	0	51	7	0	0	0	0	1	0	8
15:00	20	0	0	0	0	1	0	21	0	0	0	0	0	0	0	0
15:15	21	0	0	0	0	0	0	21	3	0	0	0	0	0	0	3
15:30	13	1	1	0	0	0	0	15	2	0	0	0	0	0	0	2
15:45	16	0	1	0	0	0	0	17	1	0	0	0	0	0	0	1
H/TOT	70	1	2	0	0	1	0	74	6	0	0	0	0	0	0	6
16:00	12	1	0	0	0	0	0	13	1	0	0	0	0	0	0	1
16:15	15	1	0	0	0	0	0	16	1	1	0	0	0	0	0	2
16:30	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
16:45	9	0	0	0	0	1	0	10	0	1	0	0	0	0	0	1
H/TOT	48	3	0	0	0	1	0	52	2	2	0	0	0	0	0	4
17:00	12	1	1	0	0	0	0	14	0	0	0	0	0	0	0	0
17:15	15	1	0	0	0	0	0	16	1	0	0	0	0	0	0	1
17:30	13	1	0	0	0	0	0	14	2	0	0	0	0	0	0	2
17:45	8	2	0	0	0	0	0	10	1	0	0	0	0	0	0	1
H/TOT	48	5	1	0	0	0	0	54	4	0	0	0	0	0	0	4
18:00	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
18:15	20	0	0	0	0	0	0	20	2	0	0	0	0	0	0	2
18:30	11	0	0	0	0	0	0	11	5	0	0	0	0	0	0	5
18:45	9	1	0	0	0	0	0	10	2	0	0	0	0	0	0	2
H/TOT	56	1	0	0	0	0	0	57	9	0	0	0	0	0	0	9
P/TOT	737	55	17	0	0	5	4	818	92	5	1	0	0	1	1	100

MANUAL CLASSIFIED COUNTS

JOB REF: 13481

JOB NAME: NEWPORT

SITE: 1

LOCATION: B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237 CARDIFF ROAD (W) / BELLE VUE LANE



DATE: 19/06/2024

DAY: WEDNESDAY

TIME	E TO A								E TO B							
	FROM BELLE VUE LANE TO B4237 CARDIFF ROAD (E)								FROM BELLE VUE LANE TO CAPEL CRESCENT							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	3	1	0	0	1	0	13	1	1	0	0	0	0	0	2
07:15	12	1	4	0	0	0	0	17	7	1	0	0	0	0	0	8
07:30	13	1	1	0	0	0	0	15	7	2	0	0	0	0	0	9
07:45	21	0	1	0	0	0	0	22	7	2	0	0	0	0	0	9
H/TOT	54	5	7	0	0	1	0	67	22	6	0	0	0	0	0	28
08:00	18	1	3	0	0	0	0	22	9	1	0	0	0	0	0	10
08:15	17	3	2	0	0	0	0	22	9	1	0	0	0	0	0	10
08:30	19	3	2	0	1	0	0	25	7	2	0	0	0	0	0	9
08:45	21	3	1	0	0	0	0	25	14	1	0	0	0	0	0	15
H/TOT	75	10	8	0	1	0	0	94	39	5	0	0	0	0	0	44
09:00	12	2	0	0	0	0	0	14	5	1	0	0	0	0	0	6
09:15	21	2	1	0	0	0	0	24	3	1	0	0	0	0	0	4
09:30	25	6	0	0	0	1	0	32	5	2	0	0	0	0	0	7
09:45	19	3	1	0	0	0	0	23	8	2	0	0	0	0	0	10
H/TOT	77	13	2	0	0	1	0	93	21	6	0	0	0	0	0	27
10:00	18	5	3	0	0	0	0	26	3	0	0	0	0	0	0	3
10:15	18	3	4	0	0	0	0	25	6	0	0	0	0	0	0	6
10:30	30	1	1	0	0	0	0	32	6	2	0	0	0	0	0	8
10:45	21	3	1	0	0	0	0	25	7	1	0	0	0	0	0	8
H/TOT	87	12	9	0	0	0	0	108	22	3	0	0	0	0	0	25
11:00	26	3	1	0	0	0	0	30	8	1	0	0	0	0	0	9
11:15	22	6	4	0	0	0	0	32	3	0	0	0	0	0	0	3
11:30	16	1	0	0	0	1	0	18	3	1	0	0	0	0	0	4
11:45	15	2	1	0	0	0	0	21	3	2	0	0	0	0	0	5
H/TOT	82	12	6	0	0	1	0	101	17	4	0	0	0	0	0	21
12:00	16	2	2	0	0	0	0	20	2	0	0	0	0	0	0	2
12:15	17	1	0	0	0	0	0	18	5	1	0	0	0	0	1	7
12:30	19	6	0	0	0	0	0	25	2	1	0	0	0	0	0	3
12:45	23	1	1	0	0	0	0	25	2	0	0	0	0	0	0	2
H/TOT	75	10	3	0	0	0	0	88	11	2	0	0	0	0	1	14
13:00	22	4	2	0	0	0	1	29	4	0	0	0	0	0	0	4
13:15	21	1	1	0	0	0	0	23	9	0	0	0	0	0	0	9
13:30	21	0	2	0	0	0	0	23	9	0	0	0	0	0	0	9
13:45	13	5	2	0	0	1	0	21	7	0	0	0	0	0	0	7
H/TOT	77	10	7	0	0	1	1	96	29	0	0	0	0	0	0	29
14:00	26	1	1	0	0	0	0	28	10	0	0	0	0	0	0	10
14:15	30	2	0	0	1	0	0	33	5	0	0	0	0	0	0	5
14:30	18	0	0	0	0	0	0	18	7	1	0	0	0	0	0	8
14:45	25	2	0	0	0	0	0	27	2	1	0	0	0	0	0	3
H/TOT	99	5	1	0	1	0	0	106	24	2	0	0	0	0	0	26
15:00	27	3	0	0	0	0	0	30	7	0	0	0	0	0	0	7
15:15	20	3	0	0	0	0	0	23	6	1	0	0	0	0	0	7
15:30	10	0	1	0	0	0	0	11	6	0	0	0	0	0	0	6
15:45	24	2	0	0	0	0	0	26	9	2	0	0	0	0	0	11
H/TOT	81	8	1	0	0	0	0	90	28	3	0	0	0	0	0	31
16:00	27	1	0	0	0	0	0	28	5	1	0	0	0	0	0	6
16:15	19	1	1	0	0	0	0	21	3	1	0	0	0	0	0	4
16:30	20	2	0	0	0	0	0	22	7	0	0	0	0	0	0	7
16:45	18	0	0	0	0	0	0	18	4	0	0	0	0	0	0	4
H/TOT	84	4	1	0	0	0	0	89	19	2	0	0	0	0	0	21
17:00	18	0	0	0	0	0	0	18	3	0	0	0	0	0	0	3
17:15	11	0	1	0	0	1	0	13	5	0	0	0	0	0	0	5
17:30	19	0	0	0	0	0	0	19	6	0	0	0	0	0	0	6
17:45	17	0	0	0	0	0	0	17	7	0	0	0	0	0	0	7
H/TOT	65	0	1	0	0	1	0	67	21	0	0	0	0	0	0	21
18:00	13	0	0	0	0	0	0	13	2	2	0	0	0	0	0	4
18:15	15	0	0	0	0	1	0	16	3	1	0	0	0	0	0	4
18:30	8	0	0	0	0	0	0	8	5	1	0	0	0	0	0	6
18:45	12	2	0	0	0	0	0	14	4	0	0	0	0	0	0	4
H/TOT	48	2	0	0	0	1	0	51	14	4	0	0	0	0	0	18
P/TOT	904	91	46	0	2	6	1	1050	267	37	0	0	0	0	1	305

MANUAL CLASSIFIED COUNTS

JOB REF: 13481

JOB NAME: NEWPORT

SITE: 1

LOCATION: B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237 CARDIFF ROAD (W) / BELLE VUE LANE



DATE: 19/06/2024

DAY: WEDNESDAY

TIME	E TO C								E TO D							
	FROM BELLE VUE LANE TO MENDALGIEF ROAD								FROM BELLE VUE LANE TO B4237 CARDIFF ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	2	0	0	0	0	0	15	1	0	1	0	0	0	0	2
07:15	17	2	1	0	0	0	0	20	5	0	0	0	0	0	0	5
07:30	28	4	0	0	0	0	0	32	8	1	0	0	0	0	0	9
07:45	33	6	0	0	0	0	0	39	5	0	3	0	0	0	0	8
H/TOT	91	14	1	0	0	0	0	106	19	1	4	0	0	0	0	24
08:00	29	5	0	0	0	0	0	34	9	1	2	0	0	0	0	12
08:15	30	2	0	0	0	1	0	33	4	0	0	0	0	0	0	4
08:30	21	6	1	0	0	0	0	28	3	1	1	0	0	0	0	5
08:45	38	1	0	0	0	0	0	39	2	1	0	0	0	0	0	3
H/TOT	118	14	1	0	0	1	0	134	18	3	3	0	0	0	0	24
09:00	28	4	1	0	0	0	0	33	5	0	0	0	0	0	0	5
09:15	22	6	2	0	0	0	0	30	7	1	2	0	0	0	0	10
09:30	21	5	0	0	0	0	0	26	2	0	0	0	0	0	0	2
09:45	24	4	0	0	0	0	0	28	7	1	0	0	0	0	0	8
H/TOT	95	19	3	0	0	0	0	117	21	2	2	0	0	0	0	25
10:00	17	2	0	0	0	0	0	19	8	1	0	0	0	0	0	9
10:15	21	2	2	0	0	0	0	25	5	0	1	0	0	0	0	6
10:30	20	5	3	0	0	1	0	29	3	1	2	0	0	0	0	6
10:45	35	1	0	0	0	0	0	36	5	0	0	0	0	0	0	5
H/TOT	93	10	5	0	0	1	0	109	21	2	3	0	0	0	0	26
11:00	20	3	0	0	0	0	0	23	7	1	1	0	0	0	0	9
11:15	30	1	0	0	0	0	0	31	11	0	1	0	0	0	0	12
11:30	23	4	0	0	0	0	0	27	5	1	0	0	0	0	0	6
11:45	22	3	0	0	0	0	0	25	10	0	1	0	0	0	0	11
H/TOT	95	11	0	0	0	0	0	106	33	2	3	0	0	0	0	38
12:00	19	5	2	0	0	0	0	26	7	0	0	0	0	0	0	7
12:15	20	1	0	0	0	0	1	22	8	1	0	0	0	0	0	9
12:30	14	3	0	0	0	1	0	18	2	0	0	0	0	0	0	2
12:45	18	2	0	0	0	0	0	20	5	1	1	0	0	0	0	7
H/TOT	71	11	2	0	0	1	1	86	22	2	1	0	0	0	0	25
13:00	31	0	1	0	0	1	0	33	4	0	0	0	0	0	0	4
13:15	22	1	3	0	0	0	0	26	5	1	1	0	0	0	0	7
13:30	32	1	0	0	0	0	0	33	8	1	0	0	0	0	0	9
13:45	31	0	1	0	0	0	0	32	6	1	0	0	0	0	0	7
H/TOT	116	2	5	0	0	1	0	124	23	3	1	0	0	0	0	27
14:00	34	1	0	0	0	0	0	35	7	1	2	0	0	0	0	10
14:15	19	0	0	0	0	0	0	19	10	1	0	0	0	0	0	11
14:30	27	2	0	0	0	0	0	29	8	0	0	0	0	0	0	8
14:45	30	2	0	0	0	1	0	33	2	0	0	0	0	0	0	2
H/TOT	110	5	0	0	0	1	0	116	27	2	2	0	0	0	0	31
15:00	19	2	1	0	0	0	0	22	7	2	0	0	0	0	0	9
15:15	24	5	0	0	0	0	2	31	5	1	0	0	0	0	0	6
15:30	31	0	0	0	0	0	0	31	12	2	1	0	0	0	0	15
15:45	37	3	0	0	0	0	0	40	7	0	1	0	0	0	0	8
H/TOT	111	10	1	0	0	0	2	124	31	5	2	0	0	0	0	38
16:00	16	4	0	0	0	0	0	20	9	1	0	0	0	0	0	10
16:15	23	1	0	0	0	1	0	25	3	0	0	0	0	0	0	3
16:30	26	1	0	0	0	1	0	28	4	2	0	0	0	0	0	6
16:45	17	1	0	0	0	0	0	18	7	0	0	0	0	1	0	8
H/TOT	82	7	0	0	0	2	0	91	23	3	0	0	0	1	0	27
17:00	30	2	0	0	0	0	0	32	6	0	0	0	0	0	0	6
17:15	35	1	0	0	0	0	0	36	15	1	0	0	0	0	0	16
17:30	17	0	0	0	0	0	1	18	10	0	0	0	0	0	0	10
17:45	31	1	0	0	0	1	0	33	7	0	0	0	0	1	0	8
H/TOT	113	4	0	0	0	1	1	119	38	1	0	0	0	1	0	40
18:00	16	2	0	0	0	0	0	18	11	1	0	0	0	0	0	12
18:15	15	1	0	0	0	0	0	16	5	0	0	0	0	0	0	5
18:30	17	2	0	0	0	1	0	20	10	1	0	0	0	0	0	11
18:45	13	1	0	0	0	0	0	14	4	0	0	0	0	0	0	4
H/TOT	61	6	0	0	0	1	0	68	30	2	0	0	0	0	0	32
P/TOT	1156	113	18	0	0	9	4	1300	306	28	21	0	0	2	0	357

QUEUE LENGTHS

JOB REF: 13481

JOB NAME: NEWPORT

SITE: 1

LOCATION: B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237 CARDIFF ROAD (W) / BELLE VUE LANE

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A B4237 CARDIFF ROAD (E)		ARM B CAPEL CRESCENT	ARM C MENDALGIEF ROAD		ARM D B4237 CARDIFF ROAD (W)		ARM E BELLE VUE LANE		TIME	ARM A B4237 CARDIFF ROAD (E)		ARM B CAPEL CRESCENT	ARM C MENDALGIEF ROAD	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
07:00	6	4	0	1	3	7	4	1	3	16:00	17	4	0	8	6
07:05	9	2	0	1	1	5	4	4	1	16:05	19	3	0	8	7
07:10	4	3	0	0	2	4	4	2	4	16:10	20	4	0	7	6
07:15	12	3	0	1	1	10	7	5	1	16:15	20	8	0	8	4
07:20	12	3	0	2	3	5	7	2	2	16:20	18	3	0	10	6
07:25	8	2	0	2	0	8	5	1	9	16:25	20	6	0	6	3
07:30	11	3	0	3	2	8	7	2	4	16:30	13	6	0	6	10
07:35	9	3	0	2	2	4	5	2	8	16:35	23	1	0	12	7
07:40	16	5	0	4	6	4	5	2	6	16:40	25	4	0	11	4
07:45	16	6	0	2	4	4	9	1	6	16:45	26	3	0	9	8
07:50	13	3	0	2	2	8	10	8	13	16:50	24	2	0	8	6
07:55	13	6	0	2	3	10	4	5	9	16:55	11	3	0	5	7
08:00	12	4	0	2	5	10	6	1	10	17:00	17	7	0	11	5
08:05	4	4	0	2	4	11	7	5	9	17:05	19	2	0	3	6
08:10	11	3	0	2	1	8	10	5	6	17:10	12	4	0	8	9
08:15	12	4	0	4	5	7	5	5	4	17:15	17	8	0	13	7
08:20	7	8	0	1	4	10	10	1	7	17:20	17	2	0	6	6
08:25	7	1	0	5	4	10	7	8	8	17:25	22	3	0	6	4
08:30	10	1	0	3	6	9	5	2	6	17:30	14	4	0	10	5
08:35	4	2	0	5	5	13	9	8	5	17:35	13	4	0	7	4
08:40	5	5	0	5	5	13	10	5	2	17:40	24	3	0	8	7
08:45	15	3	0	8	3	14	12	4	8	17:45	17	5	0	5	6
08:50	15	4	0	6	6	9	8	4	11	17:50	16	4	0	7	4
08:55	12	1	0	6	6	14	7	2	12	17:55	20	1	0	6	6
09:00	15	3	0	2	7	7	5	2	7	18:00	12	3	0	6	6
09:05	11	3	0	3	5	9	12	2	6	18:05	17	2	0	8	8
09:10	10	3	0	3	4	12	11	2	6	18:10	17	0	0	3	2
09:15	4	4	0	3	5	9	12	3	4	18:15	11	1	0	3	3
09:20	9	1	0	7	2	6	7	5	9	18:20	13	2	0	4	2
09:25	12	5	0	4	2	8	5	1	11	18:25	17	4	0	8	4
09:30	14	1	0	4	2	10	6	6	7	18:30	9	3	0	5	6
09:35	13	1	0	4	4	7	6	6	7	18:35	11	3	0	3	2
09:40	11	4	0	4	7	8	3	12	4	18:40	12	2	0	2	3
09:45	13	3	0	3	3	6	5	5	9	18:45	8	2	0	3	1
09:50	13	2	0	5	4	6	3	2	4	18:50	8	3	0	5	2
09:55	14	3	0	4	9	7	6	7	12	18:55	10	2	0	4	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13481

JOB NAME: NEWPORT

SITE: 1

LOCATION: B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237 CARDIFF ROAD (W) / BELLE VUE LANE



MANUAL CLASSIFIED COUNTS

JOB REF: 13481

JOB NAME: NEWPORT

SITE: 1

LOCATION: B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237 CARDIFF ROAD (W) / BELLE VUE LANE

TIME	MOVE A					TOT	MOVE B					TOT	MOVE C					TOT	MOVE D					TIME	MOVE E					TOT	MOVE F					TOT
	PEDESTRIANS		CYCLISTS				PEDESTRIANS		CYCLISTS				PEDESTRIANS		CYCLISTS				PEDESTRIANS		CYCLISTS				PEDESTRIANS		CYCLISTS				PEDESTRIANS		CYCLISTS			
	ADULT	CHILD	ADULT	CHILD	TOT		ADULT	CHILD	ADULT	CHILD	TOT		ADULT	CHILD	ADULT	CHILD	TOT		ADULT	CHILD	ADULT	CHILD	TOT		ADULT	CHILD	ADULT	CHILD	TOT		ADULT	CHILD	ADULT	CHILD	TOT	
07:00	3	0	2	0	5	11	0	0	0	11	1	0	1	0	2	0	0	1	0	1	07:00	2	0	1	0	3	2	0	0	0	2					
07:15	2	0	0	0	2	26	0	1	0	27	4	0	0	0	4	1	0	0	0	1	07:15	6	0	1	0	7	4	0	0	0	4					
07:30	6	0	0	0	6	48	0	0	0	48	1	0	0	0	1	0	0	0	0	0	07:30	5	0	1	0	6	2	0	0	0	2					
07:45	4	0	0	0	4	87	0	0	0	87	0	0	1	0	1	1	0	0	0	1	07:45	3	2	0	0	5	0	0	0	0	0					
H/TOT	15	0	2	0	17	172	0	1	0	173	6	0	2	0	8	2	0	1	0	3	H/TOT	16	2	3	0	21	8	0	0	0	8					
08:00	6	0	0	0	6	40	0	0	0	40	3	0	1	0	4	1	0	0	0	1	08:00	5	0	0	0	5	2	0	2	0	4					
08:15	3	0	0	0	3	41	0	1	0	42	1	0	1	0	2	0	0	0	0	0	08:15	9	1	0	0	10	3	0	0	0	3					
08:30	7	2	0	0	9	26	0	2	0	26	2	0	1	0	3	1	0	0	0	1	08:30	12	0	0	0	12	3	0	1	0	4					
08:45	8	3	0	0	11	30	0	0	0	30	3	0	0	0	3	1	0	1	0	2	08:45	12	0	1	1	14	3	0	0	0	3					
H/TOT	24	5	0	0	29	137	0	1	0	138	9	0	3	0	12	3	0	1	0	4	H/TOT	38	1	1	1	41	11	0	3	0	14					
09:00	7	0	0	0	7	16	0	0	0	16	1	0	1	0	2	2	0	0	0	2	09:00	8	0	0	0	8	3	0	0	0	3					
09:15	9	0	0	0	9	16	0	0	0	16	2	0	0	0	2	2	0	0	0	2	09:15	10	0	1	0	11	1	0	1	0	2					
09:30	10	0	0	0	10	15	0	0	0	15	1	0	0	0	1	2	0	0	0	2	09:30	6	0	1	0	7	4	0	0	0	4					
09:45	11	0	0	0	11	17	2	0	0	19	0	0	0	0	0	0	0	1	0	1	09:45	5	0	0	0	5	1	1	0	0	2					
H/TOT	37	0	0	0	37	64	2	0	0	66	4	0	1	0	5	6	0	1	0	7	H/TOT	29	0	2	0	31	9	1	1	0	11					
10:00	10	1	0	0	11	9	0	0	0	9	1	0	0	0	1	4	0	0	0	4	10:00	4	0	0	0	4	6	0	0	0	6					
10:15	12	0	0	0	12	14	2	1	0	17	2	0	1	0	3	6	0	0	0	6	10:15	3	0	0	0	3	4	0	1	0	5					
10:30	12	1	0	0	13	20	1	2	0	23	1	0	0	0	1	1	0	2	0	3	10:30	0	0	0	0	0	6	0	2	0	8					
10:45	10	1	0	0	11	12	1	0	0	13	1	0	0	0	1	3	0	0	0	3	10:45	7	0	1	0	8	1	0	1	0	2					
H/TOT	44	3	0	0	47	55	4	3	0	62	5	0	1	0	6	14	0	2	0	16	H/TOT	14	0	1	0	15	17	0	4	0	21					
11:00	17	2	0	0	19	5	0	0	0	5	4	0	0	0	4	3	0	0	0	3	11:00	8	1	0	0	9	3	0	0	0	3					
11:15	10	0	0	0	10	10	1	0	0	11	1	0	0	0	1	0	0	0	0	0	11:15	2	0	1	0	3	4	1	1	0	6					
11:30	14	1	0	0	15	12	0	0	0	12	2	0	0	0	2	1	0	0	0	1	11:30	7	0	2	0	9	4	0	2	0	6					
11:45	15	0	0	0	15	6	0	0	0	6	6	2	0	0	8	5	2	0	0	7	11:45	4	0	0	0	4	3	0	1	0	4					
H/TOT	56	3	0	0	59	33	1	0	0	34	13	2	0	0	15	9	2	0	0	11	H/TOT	21	1	3	0	25	14	1	4	0	19					
12:00	9	1	0	0	10	8	0	0	0	8	1	0	0	0	1	1	0	0	0	1	12:00	6	0	2	0	8	5	0	1	0	6					
12:15	11	0	1	0	12	10	0	0	0	10	6	0	0	0	6	5	0	0	0	5	12:15	6	0	2	0	8	10	0	0	0	10					
12:30	11	0	0	0	11	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	12:30	5	0	1	0	6	1	0	0	0	1					
12:45	11	0	0	0	11	12	0	0	0	12	1	0	1	0	2	0	0	0	0	0	12:45	7	0	2	0	9	7	0	1	0	8					
H/TOT	42	1	1	0	44	34	0	0	0	34	8	0	1	0	9	8	0	0	0	8	H/TOT	24	0	7	0	31	23	0	2	0	25					
13:00	13	0	0	0	13	12	0	0	0	12	0	0	0	0	0	2	0	0	0	2	13:00	3	0	2	0	5	9	0	1	0	10					
13:15	11	0	0	0	11	10	1	0	0	11	4	1	1	0	6	8	2	0	0	10	13:15	9	0	0	0	9	5	0	0	0	5					
13:30	13	0	1	0	14	29	0	1	0	30	1	0	2	0	3	1	0	0	0	1	13:30	1	0	3	0	4	6	0	1	0	7					
13:45	12	2	1	0	15	17	0	0	0	17	0	0	0	0	0	3	0	0	0	3	13:45	7	0	0	0	7	0	0	0	0	0					
H/TOT	49	2	2	0	53	68	1	1	0	70	5	1	3	0	9	14	2	0	0	16	H/TOT	20	0	5	0	25	20	0	2	0	22					
14:00	11	0	1	0	12	31	0	2	0	33	2	0	0	0	2	1	0	0	0	1	14:00	12	0	1	0	13	6	0	1	0	7					
14:15	17	1	0	0	18	11	0	0	0	11	0	0	0	0	0	3	0	0	0	3	14:15	6	1	0	0	7	10	0	0	0	10					
14:30	20	0	1	0	21	12	1	0	0	13	3	0	1	0	4	2	0	2	0	4	14:30	6	0	1	1	7	9	0	0	0	9					
14:45	22	2	0	0	24	15	0	0	0	15	0	0	1	0	1	4	0	0	0	4	14:45	9	0	1	0	10	3	0	1	0	4					
H/TOT	70	3	2	0	75	69	1	2	0	72	5	0	2	0	7	10	0	2	0	12	H/TOT	33	1	3	0	37	28	0	2	0	30					
15:00	39	0	0	0	39	8	0	0	0	8	5	2	0	0	7	0	0	0	0	0	15:00	7	0	0	0	7	7	0	2	0	9					
15:15	22	0	0	0	22	8	0	1	1	10	1	0	1	0	2	5	0	0	0	5	15:15	6	0	1	0	7	18	0	1	1	20					
15:30	27	0	0	0	27	5	4	0	0	9	1	1	0	0	2	1	0	2	0	3	15:30	6	0	0	0	6	8	0	0	0	8					
15:45	29	0	1	0	30	8	0	0	0	8	3	0	0	0	3	7	0	1	0	8	15:45	9	0	3	0	12	6	0	1	0	7					
H/TOT	117	0	1	0	118	29	4	1	1	35	10	3	1	0	14	13	0	3	0	16	H/TOT	28	0	4	0	32	39	0	4	1	44					
16:00	56	0	0	0	56	7	1	0	0	8	0	0	0	0	0	2	3	1	2	8	16:00	10	0	1	0	11	8	1	0	0	9					
16:15	30	1	0	0	31	7	0	3	0	10	1	0	0	1	2	0	0	1	0	1	16:15	4	0	1	0	5	7	0	1	1	9					
16:30	44	1	0	0	45	4	1	0	0	5	1	0	2	0	3	1	0	0	0	1	16:30	12	2	0	0	14	4	0	0	0	4					
16:45	26	0	2	1	29	6	0	0	0	6	1	0	0	1	2	0	0	1	2	3	16:45	7	0	2	1	10	4	0	2	0	6					
H/TOT	156	2	2	1	161	24	2	3	0	29	3	0	2	2	7	3	3	3	4	13	H/TOT	33	2	4	1	40	23	1	3	1	28					
17:00	34	0	0	0	34	4	4	1	0	9	1	0	2	0	3	3	0	1	0	4	17:00	2	0	0	0	2	3	1	0	0	4					
17:15	29	0	0	0	29	4	0	1	0	5	2	0	0	0	2	3	1	1	0	5	17:15	7	1	1	0	9	7	0	4	0	11					
17:30	38	1	0																																	

DTA OUTPUT

AM PEAK 08:15 - 09:15
PM PEAK 14:45 - 15:45

SITE: 1
LOCATION: Existing AM ALL VEHICLES
B4237 CARDIFF ROAD (E) / CAPEL CRESCENT / MENDALGIEF ROAD / B4237 CARDIFF ROAD (W) / BELLE VUE LANE

A	B4237 CARDIFF ROAD (E)		A	B	C	D	E	Total
B	CAPEL CRESCENT	A	0	16	132	251	70	469
C	MENDALGIEF ROAD	B	0	0	0	0	0	0
D	B4237 CARDIFF ROAD (W)	C	101	46	0	48	60	255
E	BELLE VUE LANE	D	363	87	78	0	7	535
		E	86	40	132	17	0	275
		Total	550	189	342	316	137	1534

	A	B	C	D	E	Total		
A	0	1	5	13	0	19		
B	0	0	0	0	0	0		
C	10	0	0	2	1	13		
D	27	1	0	0	0	28		
E	6	0	2	1	0	9		
Total	43	2	7	16	1	69		

PM ALL VEHICLES

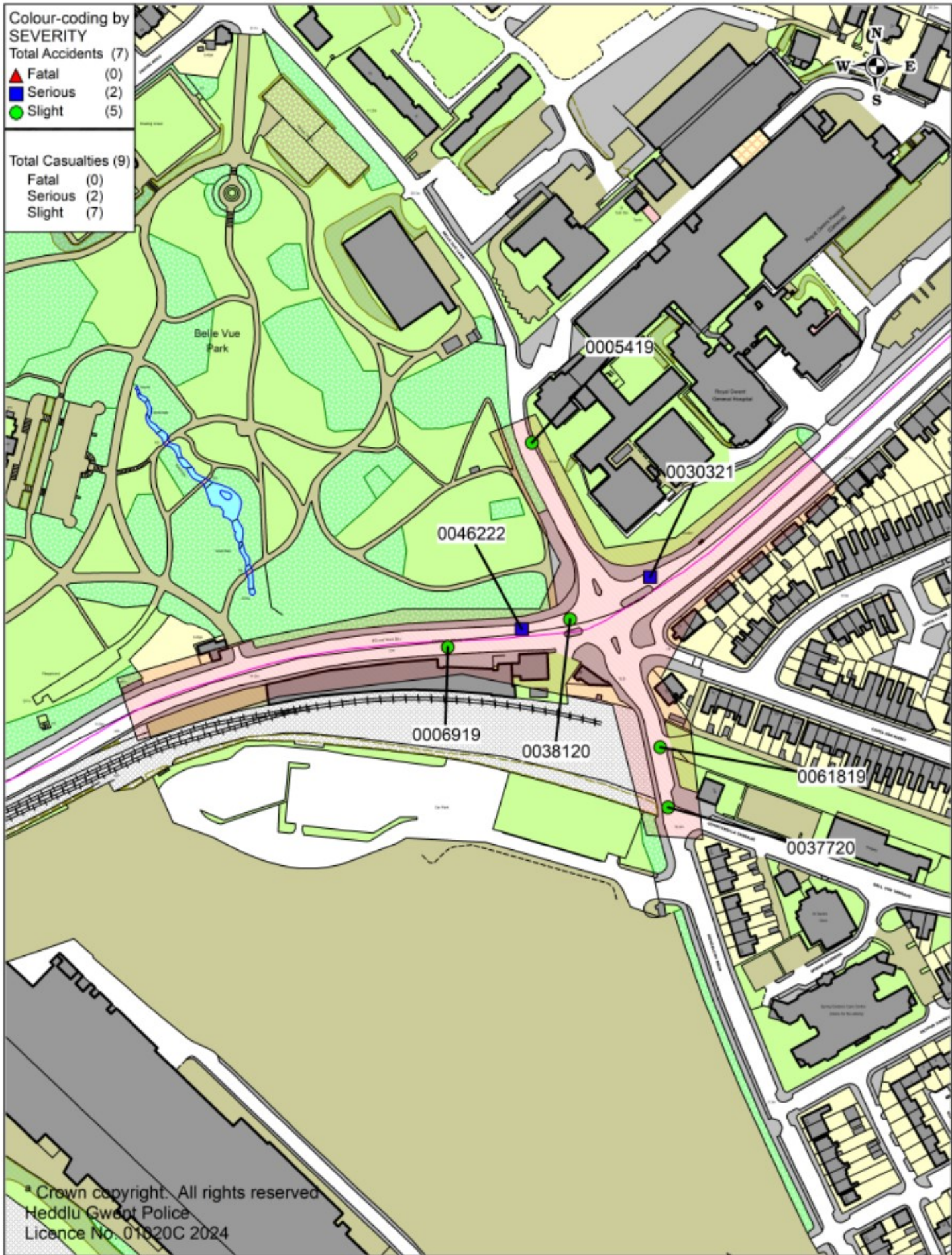
	A	B	C	D	E	Total		
A	0	15	132	413	73	633		
B	0	0	0	0	0	0		
C	123	30	0	85	97	335		
D	326	56	68	0	6	456		
E	91	23	114	32	0	260		
Total	540	124	314	530	176	1684		

ACTUAL PEAK HOUR

AM PEAK 08:15 - 09:15
PM PEAK 14:45 - 15:45

	A	B	C	D	E	Total		
A	0	0	5	15	0	20		
B	0	0	0	0	0	0		
C	9	0	0	0	1	10		
D	16	0	1	0	0	17		
E	1	0	1	1	0	3		
Total	26	0	7	16	1	50		

Appendix D



WSP

CARDIFF ROAD - NEWPORT
01/01/2019 - 31/12/2023

SCALE	1 : 2500
DATE	20/09/2024
DRAWING No.	
DRAWN BY	B. Harvey

Accidents between dates01/01/2019 and 31/12/2023 (60) months

Selection:Notes:
Selected using Manual SelectionCARDIFF ROAD - NEWPORT

000541911/02/2019Time1440Vehicles2Casualties1Slight
E:330873N:187170First Road: URoad Type:Single carriagewaySpeed limit: 30
Junction Detail:Not within 20m of junction
Crossing Control FacilitiesNone within 50mDaylightRoad surface Dry
Fine without high windsSpecial Conditions at Site:None
Carriageway Hazards:NonePlace accident reported:At scene

	Causation Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

DRIVER OF V1 LOST CONTROL OF HIS CAR WHEN HIS SHOE CAME LOOSE AND BECAME STUCK UNDER THE PEDALS. HE WAS UNABLE TO BRAKE EFFECTIVELY AND MOUNTED THE KERB IN AN ATTEMPT TO AVOID OTHER VEHICLES. DAMAGE COMPOUNDED BY THE FACT THE INCIDENT TOOK PLACE ON A STEEP ROAD

Occurred on ON BELLE VUE LANE, NEAR ROYAL GWENT HOSPITAL REAR ENTRANCE, NEWPORT.

Vehicle Reference1CarGoing ahead other
Vehicle movement fromN to SNo tow / articulation
On main carriagewayNo skidding, jack-knifing or overturningFirst impactFront
Hit vehicle:Location at impactNot at, or within 20M of Jct
Hit object in roadKerbHit off road:None
Off road:Did not leave carrAge of Driver86Male
Not hit and runBreath testNot requestedLeft hand driveNo
Driver Postcode:

Vehicle Reference2CarGoing ahead other
Vehicle movement fromN to SNo tow / articulation
On main carriagewayNo skidding, jack-knifing or overturningFirst impactBack
Hit vehicle:Location at impactNot at, or within 20M of Jct
Hit object in roadNoneHit off road:None
Off road:Did not leave carrAge of Driver62Male
Not hit and runBreath testNot requestedLeft hand driveNo
Driver Postcode:

Casualty Reference:1Vehicle:2Age:62MaleDriver/riderSeverity:Slight
Seatbelt:Worn but not independentlyNot car passengerCycle helmet:Not a cyclist

Accidents between dates01/01/2019 and 31/12/2023 (60) months

Selection:Notes:
Selected using Manual SelectionCARDIFF ROAD - NEWPORT

000691926/02/2019Time1110Vehicles1Casualties1Slight

E:330831N:187068First Road: B4237Road Type: Single carriagewaySpeed limit: 30

Junction Detail: Not within 20m of junction

Crossing Control FacilitiesNone within 50mDaylightRoad surface Dry

Fine without high windsSpecial Conditions at Site:None

Carriageway Hazards:NonePlace accident reported:Elsewhere

	Causation Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

A PEDESTRIAN HAS GONE TO CROSS CARDIFF ROAD WHEN A VEHICLE HAS SPED PASSED AND RUN OVER CAS RIGHT FOOT, THE CAR HAS THEN DRIVEN OFF.
Occurred on ON CARDIFF ROAD, NEWPORT

Vehicle Reference1CarGoing ahead other

Vehicle movement fromW to ENo tow / articulation

On main carriagewayNo skidding, jack-knifing or overturningFirst impactFront

Hit vehicle:Location at impactNot at, or within 20M of Jct

Hit object in roadNoneHit off road:None

Off road:Did not leave carrAge of DriverMale

Hit and runBreath testNot requestedLeft hand driveNo

Driver Postcode:

Casualty Reference:1Vehicle:1Age:31FemalePedestrianSeverity:Slight

Seatbelt: Not ApplicableNot car passengerCycle helmet: Not a cyclist

In carr elsewhereS bound

Driver's nearside

Accidents between dates01/01/2019 and 31/12/2023 (60) months

Selection:Notes:
Selected using Manual SelectionCARDIFF ROAD - NEWPORT

006181901/12/2019Time0804Vehicles2Casualties1Slight
E:330937N:187018First Road: USpeed limit: 30
Junction Detail: Pri DriveUnclassified
Crossing Control Facilities Pelican, puffin, toucan etc. Road surface Dry
Fine without high winds
Carriageway Hazards: NoneSpecial Conditions at Site: None
Place accident reported: At scene

	Causation Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Vehicle blind spot	Vehicle 1	Possible
4th:	Visor or windscreen dirty or scratched	Vehicle 1	Possible
5th:			
6th:			

VEH 1 HAS REVERSED OUT OF ROYAL GWENT HOSPITAL CAR PARK ON MENDALGIEF ROAD. HE HAS THEN NOT SPOTTED IN HIS REAR WINDSCREEN THAT THE MALE HAS REVERSED INTO A VAN THAT WAS PARKED ON DOUBLE YELLOWS. THE WORKER WAS TRAPPED BETWEEN THE OFFENDING VEHICLE AND THE WORKERS VAN. .

Occurred on OUTSIDE LLOYDS PHARMACY, MENDALGIEF ROAD, NEWPORT

Vehicle Reference1CarReversing
Vehicle movement fromEto NNo tow / articulation
On main carriagewayNo skidding, jack-knifing or overturningFirst impactBack
Hit vehicle:Location at impactEntering main road
Hit object in road NoneHit off road:None
Off road: Did not leave carrAge of Driver62Male
Not hit and runBreath testDriver not contactedLeft hand driveNo
Driver Postcode:

Casualty Reference:1Vehicle:1Age:62MalePedestrianSeverity:Slight
Seatbelt: UnknownNot car passengerCycle helmet:Not a cyclist
In carr not crossingStanding still
In carr not crossing

Vehicle Reference2Van or Goods 3.5 tonnes mgw and underParked
Vehicle movement fromParketo ParkedNo tow / articulation
On main carriagewayNo skidding, jack-knifing or overturningFirst impactOffside
Hit vehicle:Location at impactCleared junction or waiting/parked at jun
Hit object in road NoneHit off road:None
Off road: Did not leave carrAge of Driver62Male
Not hit and runBreath testNot requestedLeft hand driveNo
Driver Postcode:

Accidents between dates01/01/2019 and 31/12/2023 (60) months

Selection:Notes:

Selected using Manual SelectionCARDIFF ROAD - NEWPORT

003772002/10/2020Time1907Vehicles2Casualties1Slight

E:330941N:186988First Road: USpeed limit: 30

Junction Detail:T & Stag JctUnclassified

Crossing Control FacilitiesNone within 50mDarkness: street lights present and litRoad surfaceWet/Damp

Raining without high windsSpecial Conditions at Site:None

Carriageway Hazards:NonePlace accident reported:At scene

	Causation Factor:	Participant:	Confidence:
1st:	Cyclist wearing dark clothing at night	Vehicle 2	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Possible
5th:			
6th:			

V1 WAS DRIVING ALONG BELLE VUE TERRACE, AT THE JUNCTION WITH MENDALGIEF ROAD AND HAS STOPPED IN PREPARATION TO MAKE A RIGHT HAND TURN. IT WAS DARK AND THERE WAS HEAVY RAIN SO V1 HAD HEADLIGH

Occurred on AT THE JUNCTION WITH MENDALGIEF ROAD AND BELLE VIEW TERRACE, NEWPORT

Vehicle Reference1CarTurning right

Vehicle movement fromSE to NNo tow / articulation

On main carriagewayNo skidding, jack-knifing or overturningFirst impactFront

Hit vehicle:Location at impactEntering main road

Hit object in roadNoneHit off road:None

Off road:Did not leave carrAge of Driver64Female

Not hit and runBreath testNegativeLeft hand driveNo

Driver Postcode:

Vehicle Reference2Pedal CycleGoing ahead other

Vehicle movement fromN to SNo tow / articulation

On main carriagewayNo skidding, jack-knifing or overturningFirst impactNearside

Hit vehicle:Location at impactMid Junction - on roundabout or main r

Hit object in roadNoneHit off road:None

Off road:Did not leave carrAge of Driver27Male

Not hit and runBreath testNot requestedLeft hand driveNo

Driver Postcode:

Casualty Reference:1Vehicle:2Age:27MaleDriver/riderSeverity:Slight

Seatbelt: Not ApplicableNot car passengerCycle helmet: No

Accidents between dates01/01/2019 and 31/12/2023 (60) months

Selection:Notes:

Selected using Manual SelectionCARDIFF ROAD - NEWPORT

003812002/10/2020Time2140Vehicles2Casualties1Slight

E:330892N:187082First Road: B4237Road Type:Single carriagewaySpeed limit: 30

Junction Detail:CrossroadsAutomatic traffic signalUnclassified

Crossing Control FacilitiesPed. phase at traffic signal junctionDarkness: street lighting unknownRoad surfaceWet/Damp

Raining without high windsSpecial Conditions at Site:None

Carriageway Hazards:NonePlace accident reported:At scene

	Causation Factor:	Participant:	Confidence:
1st:	Defective brakes	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 2	Very Likely
3rd:	Loss of control	Vehicle 2	Very Likely
4th:	Sudden braking	Vehicle 2	Possible
5th:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
6th:			

VEH 1 WAS STATIONARY AT TRAFFIC LIGHTS HEADING EASTBOUND ALONG CARDIFF ROAD VEH 2, A PEDAL CYCLE, WAS CYCLING ALONG THE MARKED CYCLE LANE IN THE SAME DIRECTION. THE CYCLIST HAD AN ISSUE W
Occurred on AT THE JUNCTION WITH B4237 CARDIFF ROAD AND BELLE VUE LANE, NEWPORT

Vehicle Reference1CarGoing ahead but held up

Vehicle movement fromW to NENo tow / articulation

On main carriagewayNo skidding, jack-knifing or overturning

Hit vehicle:Location at impactJct Approach

Hit object in roadNoneHit off road:None

Off road:Did not leave carrAge of Driver61Male

Not hit and runBreath testNot requestedLeft hand driveNo

Driver Postcode:

Vehicle Reference2Pedal CycleOvertaking nearside

Vehicle movement fromW to ENo tow / articulation

On main carriagewaySkidded

Hit vehicle:Location at impactJct Approach

Hit object in roadNoneHit off road:None

Off road:Did not leave carrAge of Driver17Male

Not hit and runBreath testNot requestedLeft hand driveNo

Driver Postcode:

Casualty Reference:1Vehicle:2Age:17MaleDriver/riderSeverity:Slight

Seatbelt: Not ApplicableNot car passengerCycle helmet: No

Accidents between dates01/01/2019 and 31/12/2023 (60) months

Selection:Notes:
Selected using Manual SelectionCARDIFF ROAD - NEWPORT

003032102/08/2021Time1610Vehicles1Casualties1Serious
E:330932N:187103First Road: B4237Road Type:Single carriagewaySpeed limit: 30
Junction Detail:CrossroadsAutomatic traffic signalUnclassified
Crossing Control FacilitiesPelican, puffin, toucan etc.DaylightRoad surface Dry
Fine without high windsSpecial Conditions at Site:None
Carriageway Hazards:NonePlace accident reported:Elsewhere

	Causation Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS HAS MADE ATTEMPTS TO CROSS CARDIFF ROAD, NEWPORT FROM THE ROYAL GWENT HOSPITAL SIDE OF THE ROAD, IN THE DIRECTION OF MENDALGEIF ROAD. IN ORDER TO DO SO, SHE HAS ACTIVATED THE CROSSING. WHEN THE TRAFFIC LIGHTS HAVE TURNED GREEN, AND THE GREEN

Occurred on AT THE MULTI-JUNCTION WITH THE B4237 CARDIFF ROAD AND MENDALGIEF ROAD, NEWPOR

Vehicle Reference1Taxi/Private hire carStarting
Vehicle movement fromSW to NENo tow / articulation
On main carriagewayNo skidding, jack-knifing or overturningFirst impactFront
Hit vehicle:Location at impactCleared junction or waiting/parked at jun
Hit object in roadNoneHit off road:None
Off road:Did not leave carrAge of DriverNot traced
Hit and runBreath testNot requestedLeft hand driveNo
Driver Postcode:

Casualty Reference:1Vehicle:1Age:52FemalePedestrianSeverity:Serious
Seatbelt:Not ApplicableNot car passengerCycle helmet:Not a cyclist
On Ped CrossingS bound
Driver's nearside

Accidents between dates01/01/2019 and 31/12/2023 (60) months

Selection:Notes:
Selected using Manual SelectionCARDIFF ROAD - NEWPORT

004622228/11/2022Time0033Vehicles1Casualties3Serious

E:330868N:187077First Road: B4237Road Type:Single carriagewaySpeed limit: 30

Junction Detail:Not within 20m of junction

Crossing Control FacilitiesNone within 50mDarkness: street lights present and litRoad surface Dry

Fine without high windsSpecial Conditions at Site:None

Carriageway Hazards:NonePlace accident reported:At scene

	Causation Factor:	Participant:	Confidence:
1st:	Tyres illegal, defective or under inflated	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

DRIVER OF VEH 1 FELT TYRE GO FLAT AND LOST CONTROL OF THE VEHICLE AND COLLIDED WITH A LAMP POST

Occurred on CARDIFF ROAD NEWPORT, OUTSIDE BELL VUE PARK

Vehicle Reference1CarGoing ahead other

Vehicle movement fromW to ENo tow / articulation

9No skidding, jack-knifing or overturningFirst impactFront

Hit vehicle:Location at impactNot at, or within 20M of Jct

Hit object in roadKerbHit off road:Lamp post

Off road:NearsideAge of Driver22Male

Not hit and runBreath testNot requestedLeft hand driveNo

Driver Postcode:

Casualty Reference:1Vehicle:1Age:22MaleDriver/riderSeverity:Slight

Seatbelt:Worn and independently confirmedNot car passengerCycle helmet:Not a cyclist

Casualty Reference:2Vehicle:1Age:23MalePassengerSeverity:Slight

Seatbelt:Worn and independently confirmedFront seatCycle helmet:Not a cyclist

Postcode

Casualty Reference:3Vehicle:1Age:22MalePassengerSeverity:Serious

Seatbelt:Worn and independently confirmedBack seatCycle helmet:Not a cyclist

Postcode

Selection:

Notes:

CARDIFF ROAD - NEWPORT

Casualties:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding	0	2	3	5
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	2	2
Horses & other	0	0	0	0
Total	0	2	5	7

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	1	1	2
Motorcycle rider	0	0	0	0
Cyclist	0	0	2	2
Pedestrian	0	1	2	3
Other	0	0	0	0
Total	0	2	7	9

Accidents between dates01/01/2019 and 31/12/2023 (60) months

Selection:Notes:
Selected using Manual SelectionCARDIFF ROAD - NEWPORT

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties			Causation Factors/ Prob	Ped			Light	Weather	Road Surface	Vehicle Types
						Ftl	Ser	Slr		L	M	D				
0005419	Slight	11/02/2019	Mon	1440	330873 187170	0	0	1	410V1A	0	0	0	Light	Fine without high winds	Dry	9 9
0006919	Slight	26/02/2019	Tue	1110	330831 187068	0	0	1	0	5	1	5	Light	Fine without high winds	Dry	9
0061819	Slight	01/12/2019	Sun	0804	330937 187018	0	0	1	405V1B 602V1B 710V1B 709V1B	9	5	0	Light	Fine without high winds	Dry	9 19
0037720	Slight	02/10/2020	Fri	1907	330941 186988	0	0	1	507V2A 707V1B 405V1B 406V1B	0	0	0	Dark	Raining without high winds	Wet/Damp	9 1
0038120	Slight	02/10/2020	Fri	2140	330892 187082	0	0	1	203V1A 103V2A 410V2A 408V2B 602V2A	0	0	0	Dark	Raining without high winds	Wet/Damp	9 1
0030321	Serious	02/08/2021	Mon	1610	330932 187103	0	1	0	0	1	1	5	Light	Fine without high winds	Dry	8
0046222	Serious	28/11/2022	Mon	0033	330868 187077	0	1	2	201V1A	0	0	0	Dark	Fine without high winds	Dry	9
Column Totals		Slight :	5			0	2	0					Light :	4		Dry : 5
		Serious :	2										Dark :	3		Wet : 2
		Fatal :	0													

Total number of accidents listed: 7

Appendix E

Calculation Reference: AUDIT-623801-240925-0911

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
Category : B - PFS - WITH RETAIL
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	TB TORBAY	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days
10	WALES	
	NP NEATH & PORT TALBOT	1 days
	NW NEWPORT	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Filling bays
Actual Range: 6 to 16 (units:)
Range Selected by User: 4 to 16 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 25/06/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	6 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	7
Retail Zone	1
Built-Up Zone	1
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 14 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	14 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	14 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-13-B-02 EASTGATE ROAD BRISTOL	TESCO EXTRA PFS	BRISTOL CITY
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Filling bays: 12 Survey date: TUESDAY 09/11/21		Survey Type: MANUAL
2	LC-13-B-03 GARSTANG ROAD PRESTON FULWOOD	TEXACO & MORRISONS DAILY	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: TUESDAY 06/11/18		Survey Type: MANUAL
3	LE-13-B-03 COVENTRY ROAD MARKET HARBOROUGH	CO-OP PFS	LEICESTERSHIRE
	Edge of Town Centre No Sub Category Total Filling bays: 6 Survey date: WEDNESDAY 20/10/21		Survey Type: MANUAL
4	LN-13-B-01 CARHOLME ROAD LINCOLN	GULF & CO-OP	LINCOLNSHIRE
	Edge of Town Residential Zone Total Filling bays: 8 Survey date: WEDNESDAY 04/10/17		Survey Type: MANUAL
5	NG-13-B-02 CASTLE BRIDGE ROAD NOTTINGHAM	SAINSBURY'S PFS	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) Development Zone Total Filling bays: 16 Survey date: FRIDAY 25/11/16		Survey Type: MANUAL
6	NP-13-B-01 NEATH ROAD GLYNNEATH	ESSO & TESCO EXPRESS	NEATH & PORT TALBOT
	Edge of Town Residential Zone Total Filling bays: 6 Survey date: WEDNESDAY 19/10/22		Survey Type: MANUAL
7	NW-13-B-02 CHEPSTOW ROAD NEWPORT	ESSO & TESCO EXPRESS	NEWPORT
	Edge of Town Residential Zone Total Filling bays: 8 Survey date: WEDNESDAY 12/10/22		Survey Type: MANUAL
8	NY-13-B-03 WETHERBY ROAD NORTH KNARESBOROUGH	ESSO & CO-OP	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Filling bays: 8 Survey date: FRIDAY 30/09/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-13-B-04 VICTORIA ROAD RICHMOND	HARVEST ENERGY & NISA	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Filling bays: 8 Survey date: WEDNESDAY 13/03/19		Survey Type: MANUAL
10	ST-13-B-01 FOREGATE STREET STAFFORD	BP & HURSTS	STAFFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Filling bays: 10 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL
11	TB-13-B-01 TORBAY ROAD PAIGNTON	BP & COSTCUTTER	TORBAY
	Edge of Town Residential Zone Total Filling bays: 8 Survey date: TUESDAY 18/07/17		Survey Type: MANUAL
12	TW-13-B-05 THE BROADWAY SUNDERLAND	SHELL & SPAR	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 Survey date: FRIDAY 24/05/19		Survey Type: MANUAL
13	TW-13-B-06 BEACH ROAD NORTH SHIELDS	ESSO & TESCO EXPRESS	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: MONDAY 16/05/22		Survey Type: MANUAL
14	WO-13-B-03 WORCESTER ROAD MALVERN	TEXACO & LONDIS	WORCESTERSHIRE
	Edge of Town Centre No Sub Category Total Filling bays: 8 Survey date: FRIDAY 12/11/21		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-13-B-02	Covid
NN-13-B-01	Covid
WO-13-B-02	Covid

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	6	0.333	1	6	0.000	1	6	0.333
06:00 - 07:00	14	9	4.392	14	9	4.083	14	9	8.475
07:00 - 08:00	14	9	6.775	14	9	6.625	14	9	13.400
08:00 - 09:00	14	9	6.875	14	9	6.492	14	9	13.367
09:00 - 10:00	14	9	6.633	14	9	6.575	14	9	13.208
10:00 - 11:00	14	9	6.200	14	9	6.350	14	9	12.550
11:00 - 12:00	14	9	6.283	14	9	6.317	14	9	12.600
12:00 - 13:00	14	9	7.325	14	9	7.358	14	9	14.683
13:00 - 14:00	14	9	7.392	14	9	7.308	14	9	14.700
14:00 - 15:00	14	9	7.300	14	9	7.217	14	9	14.517
15:00 - 16:00	14	9	7.492	14	9	7.583	14	9	15.075
16:00 - 17:00	14	9	7.567	14	9	7.742	14	9	15.309
17:00 - 18:00	14	9	7.425	14	9	7.458	14	9	14.883
18:00 - 19:00	14	9	7.108	14	9	7.292	14	9	14.400
19:00 - 20:00	14	9	5.858	14	9	5.850	14	9	11.708
20:00 - 21:00	14	9	4.125	14	9	4.208	14	9	8.333
21:00 - 22:00	14	9	2.767	14	9	2.883	14	9	5.650
22:00 - 23:00	4	9	1.029	4	9	1.265	4	9	2.294
23:00 - 24:00	2	10	0.450	2	10	0.650	2	10	1.100
Total Rates:			103.329			103.256			206.585

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	6 - 16 (units:)
Survey date range:	01/01/16 - 25/06/23
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.