

Transport Statement

**Land off Corporation Road,
Newport**

Prepared for

Hedyn

by

**Stuart Michael Associates
Limited**

August 2025



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1.0 INTRODUCTION

- 1.1 Stuart Michael Associates Limited (SMA) has been appointed by Hedyn (the 'Applicant') to produce a Transport Statement (TS) to support a Full Planning Application for a proposed block of residential apartments at land at Corporation Road, Newport, South Wales.
- 1.2 The site was once the location of a Transport Yard. Located to the north of the site is the Sinclair Volkswagen car dealership, to the east Corporation Road, and to the south a shared cycle footway and west by Spyty Pill. The A48 is situated south of the site.
- 1.3 The site is accessed via a private road from Corporation Road to which the Volkswagen garage also has access rights. **Figure 1.1** provides a plan showing the sites location and a copy of the proposed site layout is attached as **Appendix A**.

Planning History

- 1.4 Outline planning permission was granted in December 2019 for "mixed use development comprising C2 residential institutions and C3 residential and drive through coffee shop (A1/A3) along with associated infrastructure and facilities" (Planning Ref. outline 18/0973 and reserved matters 19/1301).
- 1.5 The permitted development proposed a range of mixed land uses including a drive through facility, 50 apartments (21 no. 1 bed and 29 no. 2 bed), 12 assisted living units and 6 "Care in the Community" units for residents with severe disabilities. Blocks B to E of the consented application (18/0973) were implemented in 2024 with construction underway albeit currently on hold.
- 1.6 As such the Applicant is submitting a new planning application for residential use rather than the previously approved A3 drive through. As part of the consented residential scheme, improvements will be made to the access road from which the proposed development will take access from.
- 1.7 This TS reviews the traffic implications of the proposed residential scheme, with the proposed development instead of the drive through element of the consented development.
- 1.8 The development will provide appropriate and sufficient cycle and car parking facilities and turning areas. Ramps will ensure access is possible to all apartments for all residents.



2.0 EXISTING CONDITIONS

Site Location

- 2.1 The site is located on the west of Corporation Road, on a former Transport Yard. The site is located to the east of the city centre and the River Usk. The A48 is located to the south of the site.
- 2.2 Construction has commenced on the consented scheme (blocks B to E) (planning ref: outline: 18/0973 and reserved matters: 19/1301). As such, security fencing is situated around the site preventing unauthorised access.
- 2.3 The site is accessed via a private road from Corporation Road to which the Volkswagen garage also has access rights. As part of the consented residential scheme, improvements will be made to the access road from which the proposed development will take access from.
- 2.4 The site bounded by the Sinclair Volkswagen (Newport) Garage and the Corporation Road to the east. Blocks B to E of the consented scheme (planning ref: outline: 18/0973 and reserved matters: 19/1301) will be situated to the west of this development. The site's location is shown in **Figure 1.1**.
- 2.5 Corporation Road is subject to a 30mph speed limit, existing pedestrian and cycle crossing facilities are located approximately 50m south of the site access. A shared cycle/footway bounds the sites southern boundaries.

Accessibility

Walking and Cycling

- 2.6 The site is well located by foot and cycle to local facilities, including recreation, education, retail, and public transport provisions. These facilities are all located within 1.5km of the site as demonstrated on **Figure 2.1**. The pedestrian routes and public rights of way near to the site are illustrated on **Figure 2.2**.
- 2.7 The Department for Transport (DMRB, Volume 5 – Provision for Non-Motorised Users – February 2005) recognises that:

2.2 ... Nearly half of all journeys are less than 2 miles, a distance that could be walked by the majority of people.

2.3 Walking is used to access a wide variety of destinations including educational facilities, shops and places of work, normally within a range



of 2 miles, walking and rambling can also be undertaken as a leisure activity, often over longer distances.

2.9 ... Nearly three quarters of all journeys are less than 5 miles in length, distances that could easily be cycled by the majority of people.

- 2.8 Manual for Streets (paragraph 4.4.1) equally acknowledges that “*walking offers the greatest potential to replace short car trips, particularly those under 2km*”. 2km comfortably includes all of the facilities available on Corporation Road and Cromwell Road and areas further afield such as Somerton and Lliswerry.
- 2.9 Within 50m of the site access are existing bus stops. The southbound stop has a bus shelter and the northbound is a request stop. From these stops the number 42/43 and the SJ3, SJ4, SJ5 and YG13 school bus services can be caught. Bus service provision is set out in Paragraph 3.25 and **Table 3.2**.
- 2.10 To the south of the site approximately 50m from the site access is a shared cycle/footway. This cycle/footway continues north to residential properties located on Argosy Way. From here it is possible to access a shared cycle/footway which continues along the water front to the B4596, Clarence Place Bridge.
- 2.11 Approximately 110m north of the site is a SPAR convenience store. The store is part of an Esso petrol station. Facilities available here include an ATM, fresh produce, and essential groceries.
- 2.12 Continuing north along Corporation Road, approximately 500m from the site access, is a parade of shops. Facilities include a number of convenience stores, barbers, ATMs, a café, and takeaway restaurants. LT Chemists is located in this parade of stores, approximately 600m from the site access.
- 2.13 Located approximately 350m walk south east of the site access on Orb Drive is a Morrisons supermarket. Other facilities available here include an ATM, a café, dry cleaning facilities and an Amazon Parcel collection service.
- 2.14 A Co-operative food store and convenience stores are located north east of the site on Cromwell Road. Lliswerry Post Office is located approximately 800m north east of the site on Somerton Road.



- 2.15 In terms of primary education facilities, St Andrews Primary School is located approximately 290m from the site access on Corporation Road. St Patrick's Roman Catholic Primary School is located 700m walk north east of the site.
- 2.16 Secondary education and college facilities are located 1.7km south east of the site on Nash Road at Lliswerry High School and Coleg Gwent City of Newport Campus. Both the High School and College are accessible by bus services summarised later. Rainbows Private Nursery is located on Somerton Lane approximately 850m walk north east of the site access.
- 2.17 Health facilities including a chemist – Well Newport and doctor's surgery – Rugby Surgery are located within 1km of the site access at the Corporation Road/Willenhall Street/Telford Street signalised junction.
- 2.18 Located south of the A48 are the Reevesland and Felnex Industrial Estates. Both these estates are considered to be within acceptable walking/cycling distance at 1km and 1.2km from the site access, respectively.
- 2.19 **Table 2.1**, as follows, lists some of the key facilities together with their approximate distance from the centre of the site. Walking and cycling journey times are shown to each destination. All measurements are based upon distances taken from the proposed site entrance and then along adjoining roads and footways.



Table 2.1 Accessibility to Local Facilities

Facility	Distance (metres)	Walk Time	Cycle Time
Corporation Road Bus Stop Southbound	20	00m18s	-
Corporation Road Bus Stop Northbound	45	00m36s	-
Shared Cycle/Footway	50	00m36s	00m12s
Esso Garage/ Spar Convenience Store	110	01m24s	00m18s
St. Andrews Primary School	290	03m42s	00m54s
Morrisons Supermarket	350	04m30s	01m06s
Corporation Road Shopping Parade*	500	06m24s	01m30s
LT Chemist	600	07m42s	01m48s
Co-op Food Somerton	650	08m18s	02m00s
Lysaghts Park	750	09m36s	02m18s
Lliswerry Post Office	800	10m18s	02m24s
Rainbows Private Nursery	850	10m54s	02m36s
Well Newport + Rugby Surgery	1000	12m48s	03m00s
Langland Way Reevesland Industrial Estate	1000	12m48s	03m00s
Felnex Industrial Estate	1200	15m24s	03m36s
Lliswerry High School (11–18-year-olds)	1700	21m48s	05m12s
Coleg Gwent City of Newport Campus	1700	21m48s	05m12s

Note: Walking distances are measured from the site access following footways and/or public footpaths. Walking time is based on the average speed of (1.3m/s) taken from IHT Guidelines for providing for journeys on foot, and average cycling time of 5.5m/s taken from DMRB, Vol 11-Section 3.

- 2.20 In view of the information presented within **Table 2.1** it is considered that the site's location can be regarded as being highly accessible and favourable for encouraging travel by sustainable modes (walking/cycling) to local facilities.
- 2.21 In terms of pedestrian access to and from the site, there is continuous shared cycle/footway on both sides of Corporation Road. These are typically 3m in width. Street lighting is also provided. Local public rights of way (PROW) are highlighted in **Figure 2.2**.
- 2.22 Located to the south of the site, on the A48, is the National Route 4 of the National Cycle Network. The route is a long-distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids. On the western banks of the River Usk is the National Route 47, the mainly inland route starting at Newport and finishing at Fishguard passing through Neath and Carmarthen. Both of these cycle routes are within easily accessible distance of the site for cyclists of all abilities.



2.23 Existing shared footway/cycleways in proximity to the site are of a good standard and are typically 3m wide. Therefore, it is considered that cycling and walking will have the potential to act as a substitute for short trips by car.

2.24 It can be concluded that there is currently a good standard of infrastructure that provides suitable and convenient routes to local facilities by foot and cycle.

Accessibility - Public Transport

Bus Services

2.25 Bus stops are located on Corporation Road. A shelter is present at the southbound bus stop; no shelter is provided on the nearest north bound bus shelter.

2.26 These bus stops are served by the 42/43 and the SJ3, SJ4, SJ5 and YG13 school bus services. **Table 2.2** provides a summary of the existing bus services, and their typical frequency.

Table 2.2 Bus Service Provision

Service Number	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency
42	Newport - Newport Retail Park	Every hour from 05:50-20:03	Every hour from 06:00-19:14	No Service
43	Newport – Newport Retail Park	Every hour from 05:40-19:27	Every hour from 05:35-19:51	

2.27 These bus services provides services at hourly intervals to key locations including Newport Bus Station, the town centre, and the wider area. Taking all of the foregoing into account, it can be concluded that the proposed development is well served by existing bus services.

Rail Services

2.28 Newport (South Wales) Railway Station is located approximately 2.9km cycle to the north west of the site. The station is operated by Arriva Train Wales. The station is also located with 500m of the Newport Bus Station. Cycle parking is available at the station.



- 2.29 Arriva Train Wales provides regular services to Cardiff Central Station, London Paddington, Taunton, Manchester Piccadilly, Carmarthen, Cheltenham Spa, Swansea, and Portsmouth Harbour. These services operate frequently seven days a week. With additional services in the AM and PM commuter peak periods.

Surrounding Road Network

- 2.30 The site is accessible from Corporation Road. This connects with B4237, George Street to the north and to the A48 to the south.
- 2.31 Corporation Road is subject to a 30mph speed limit. On street parking is evident along the length of the road.
- 2.32 Both B4237 and the A48 provide routes to the M4 to the west and north east of the site. The B4237 also provides access to the Newport city centre.

Accessibility Overview

- 2.33 In view of the foregoing, it is considered that the Application Site can be regarded as being highly accessible by foot, cycle, public transport, and car. The site is located in proximity to a range of local facilities to which sustainable and relatively short distance trips can be made (foot and cycle).

Traffic Data

- 2.34 An Automatic Traffic Count Surveys (ATC) was undertaken on the week commencing Friday 25th March 2023 on Corporation Road along the sites frontage. The ATC data is attached as **Appendix B**.
- 2.35 **Table 2.3**, as follows, summarises the average weekday vehicle movements on Corporation Road in the 08:00-09:00 and 17:00-18:00 hour periods.

Table 2.3 Summary of Existing Peak Hour Traffic Movements

Direction	AM Period Average 08:00-09:00	PM Period 17:00- 18:00
North Bound	317	462
South Bound	683	528
Two-Way Movements	1000	990

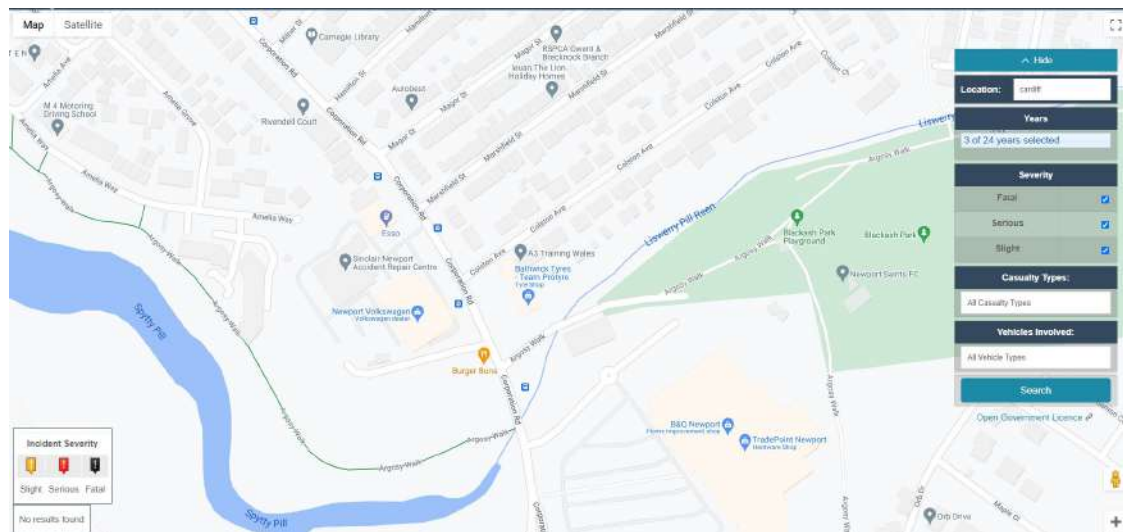


Road Safety

- 2.36 Personal Injury Accident (PIA) Data was obtained from <http://www.crashmap.co.uk/> for the most recent 3-year period (01/01/2020-31/12/2023). No accidents were recorded within the assessment area within this time period as shown in **Figure 2.3**.

Figure 2.3 – PIA Data - 01/01/2020-31/12/2023

(<https://www.crashmap.co.uk/Search>)



- 2.37 Based upon the above information, it is considered that the local highway network has experienced a very good safety record. It is considered that the relatively modest trip generation (discussed later) from the proposed development would not be significant and would not adversely affect the prevailing traffic and road safety conditions.



3.0 DEVELOPMENT PROPOSALS

- 3.1 This Transport Statement has been prepared to support a full planning application for a residential development at land at Corporation Road, Newport, South Wales. **Figure 1.1** provides a plan showing the sites location.
- 3.2 Outline planning permission was granted in December 2019 for “mixed use development comprising C2 residential institutions and C3 residential and drive through coffee shop (A1/A3) along with associated infrastructure and facilities” (Planning Ref. outline 18/0973 and reserved matters 19/1301).
- 3.3 The permitted development proposed a range of mixed land uses including a drive through facility, 50 apartments (21 no. 1 bed and 29 no. 2 bed), 12 assisted living units and 6 “Care in the Community” units for residents with severe disabilities. Blocks B to E of the consented application (18/0973) were implemented in 2024 with construction underway albeit currently on hold.
- 3.4 This development proposes a 4-storey building providing 14 1-bedroom apartments, a copy of the proposed site layout is attached as **Appendix A**.

Site Access

- 3.5 The proposed development will be accessed from the existing but improved site access junction with Corporation Road by a priority junction. As part of the consented development the road markings will be reformatted to introduce a right turn lane. The consented access road will be 6m wide with 6m bellmouth radii at the junction with Corporation Road. Dropped kerbing and tactile paving will be provided at the site access. The consented access arrangements are shown on **Drawing 6050.002E**.
- 3.6 Corporation Road is subject to a 30mph speed limit. Minimum visibility splays of 2.4m x 70m are achievable at the site access in both directions.
- 3.7 The consented development proposals provided a strip of land along the boundary with the Volkswagen Dealership to act as an area suitable to display cars.
- 3.8 It is considered that safe access can be provided for all modes, in a form commensurate with the character of the surrounding area and can adequately accommodate the development's potential trip generation.



Pedestrian Access

- 3.9 Pedestrian access to the site will be via the site access road off Corporation Road. This will tie into the existing footway provision on Corporation Road. The consented development will provide dropped kerbing and tactile paving crossing at the Corporation Road/Site Access junction.
- 3.10 As such the site will be accessible to a key pedestrian desire line and the nearest bus stops to the site.

Parking Provision

- 3.11 In line with the consented scheme, the Newport City Council's (NCC) **Parking Standards Supplementary Planning Guidance (SPG)** (2015) have been reviewed. NCC classify the development site as being located within Zone 4 Suburban or Near Urban.
- 3.12 The following maximum parking standards will apply:

Houses and Apartments: 1 space per bedroom (maximum 3 spaces) + 1 visitor space per 5 units.

- 3.13 Within Appendix 5 of the SPG it states that a reduction can be made in the number of car parking spaces required if sustainability points can be obtained: *“sustainability points will be awarded to developments that meet the criteria below for their proximity as regards walking distance to local facilities, public transport, a cycle route and the frequency of the local public transport. Award of these sustainability points will result in a reduction in parking requirement as detailed below:*



**Table 3.1 Sustainability Points for Parking Space Reduction - Parking Standards
Supplementary Planning Guidance (SPG) Appendix 5: Sustainability**

Access to bus stop or railway station	300 m	3
	400 m	2
	800 m	1
Cycle Route	200 m	1
	Frequency	
Frequency of Public Transport		
Bus or rail service within 800 m walking distance which operates consistently between 7 am and 7 pm. Deduct one point for service which does not extend to these times.	5 minutes	3
	10 minutes	2
	20 minutes	1
Sustainability criteria	Maximum walking distance	Singles sustainability points
<u>Local Facilities</u>		
Local facilities include a foodstore*, chemist, post office, health-care facility** and school. Access to two of these within the same walking distance will score single points.	200 m	3
	400 m	2
	800 m	1
*Foodstore includes larger convenience type shop and supermarket.		
**Health-care facility includes doctor's surgery and dentist.		
Access to a District Centre*** within the maximum walking distances will score double points, in addition access to a school and/or health care facility within the prescribed distances will score additional points.		
e.g. 1 – Foodstore and chemist within 400 m with school and doctor's surgery within 800m will score 2pts + 1pt = 3pts		
e.g. 2 – District Centre within 200 m with a school within 400 m will score 6pts + 2pts = 8pts.		
<u>Public Transport</u>		

3.14 A review of local facilities, summarised in **Section 3.0**, indicates the site benefits from a wide range of nearby facilities. These facilities and the attributable sustainability points are summarised below:

Cycle Route:	1pt
Bus Stops:	3pts
Bus Service 42/43 < 20mins	1pt
Spar Convenience Store	3pts
Primary School + Morrisons Supermarket:	2pts
Parade of shops (incl Chemist) & Lliswerry Post Office:	1pt

Aggregate Total= 11pts



- 3.15 Based on the sustainability points summarised above, a reduction in parking provision can be made. **Table 3.2** summarises the reduction factors.

Table 3.2 Sustainability Points for Parking Space Reduction - Parking Standards Supplementary Planning Guidance (SPG) Appendix 5: Sustainability

REDUCTIONS IN PARKING REQUIREMENT

Sustainability Points	Parking reduction	Sustainability points	Parking reduction
<i>Residential developments</i>		All other developments (other than shops and retail warehouses)	
10	2 spaces	10	30%
7	1 space	7	20%
		5	10%

- 3.16 In light of the nearby facilities and the corresponding sustainability points, the parking provision at the development can be reduced by 30%. As such the development will provide a total of 15 spaces for use by residents and visitors to the apartments.
- 3.17 Consequently, the following parking provision is deemed suitable for the development in line with the NCC SPG.

Cycle Parking Provision

- 3.18 Cycle parking can be provided for the proposed development in accordance with NCC SPG Appendix 3: Cycle Parking Standards.
- 3.19 The development will provide secure cycle parking facilities for all residents of the private apartments. Care will be taken to ensure that the cycle parking facilities are not located where they may obstruct pedestrians or disabled persons. The location of the cycle parking area is shown on the site masterplan.



4.0 PROPOSED TRAVEL DEMAND ASSESSMENT

- 4.1 In order to assess the proposed development's traffic impact upon the local highway network, an analysis of the potential traffic generation has been undertaken.
- 4.2 The desire to travel and mode of travel selected for a given journey is influenced by a number of factors including, for example: site location, purpose of trip, and accessibility by public transport, accessibility by other modes of travel to shops, schools, and other facilities; car ownership and other socio-economic factors. Consequently, trip generation and the mode adopted for various trip destinations can vary. This site is well located in relation to local facilities and to public transport (bus) and footway provisions.
- 4.3 Trip rates have been determined using the TRICS database. The TRICS database is the industry standard method for assessment of trip rates and contains details of similar developments throughout the UK.

Proposed Development

Private Apartments

- 4.4 To quantify the impact of the consented development, the TRICS rates that were used in the consented residential planning application have been used to determine the potential trips likely to be generated by the development. This has been based upon other representative sites within the database (**Appendix C** refers).
- 4.5 **Table 4.1** sets out the permitted trip rates and the subsequent trip generation for the proposed 50 residential apartments.

Table 4.1 Permitted TRICS Trip Rates and Trip Generation – Private Residential

Time Period	TRICS Trip Rates per unit			Trip Generation for 50 units		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
08:00-09:00	0.141	0.410	0.551	7	21	28
16:00-17:00	0.330	0.207	0.537	17	10	27
17:00-18:00	0.333	0.164	0.497	17	8	25

- 4.6 It is anticipated that the development could generate 28 two-way movements during the AM peak (08:00-09:00), with up to 27 two-way movements in the 16:00-17:00 hour period and 25 two-way movements during the typical PM commuter peak (17:00-18:00).



Twelve Assisted Living Units

- 4.7 **Table 4.2** sets out the permitted trip rates and the subsequent trip generation for the proposed 12 assisted living units.

Table 4.2 Permitted TRICS Trip Rates and Trip Generation – Assisted Living

Time Period	TRICS Trip Rates per unit			Trip Generation for 12 units		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
08:00-09:00	0.070	0.064	0.134	1	1	2
16:00-17:00	0.147	0.118	0.265	2	1	3
17:00-18:00	0.083	0.089	0.172	1	1	2

- 4.8 It is anticipated that the development could generate 2 two-way movements during the AM peak (08:00-09:00), with up to 3 two-way movements in the 16:00-17:00 hour period and 2 two-way movements during the typical PM commuter peak (17:00-18:00).

Six Care in the Community Units

- 4.9 **Table 4.3** sets out the permitted trip rates and the subsequent trip generation for the proposed 6 Care in the Community Units.

Table 4.3 Permitted TRICS Trip Rates and Trip Generation – Care in the Community

Time Period	TRICS Trip Rates per unit			Trip Generation for 6 units		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
08:00-09:00	0.060	0.030	0.090	1	0	1
16:00-17:00	0.056	0.144	0.200	0	1	1
17:00-18:00	0.020	0.040	0.060	0	1	1

- 4.10 It is anticipated that the development could generate 1 vehicle movement during all the peak periods.

Proposed Development

- 4.11 The trip generation for the 14 1-bedroom apartments has also been calculated and is set out in **Table 4.4**.



Table 4.4 Permitted TRICS Trip Rates and Trip Generation – Potential Additional Private Residential

Time Period	TRICS Trip Rates per unit			Trip Generation for 14 units		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
08:00-09:00	0.141	0.410	0.551	2	6	8
16:00-17:00	0.330	0.207	0.537	5	3	8
17:00-18:00	0.333	0.164	0.497	5	2	7

- 4.12 It is anticipated that this additional development could generate 8 two-way movements during the AM peak (08:00-09:00), with up to 8 two-way movements in the 16:00-17:00 hour period and 7 two-way movements during the typical PM commuter peak (17:00-18:00).
- 4.13 The total anticipated development generated vehicle movements for parts of the development are summarised in **Table 4.5**.

Table 4.5 Permitted Total Development Generated Vehicle Movements

		Arrivals	Departures	Two-way
Apartments (50 Units)	08:00-09:00	7	21	28
	16:00-17:00	17	10	27
	17:00-18:00	17	8	25
Assisted Living	08:00-09:00	1	1	2
	16:00-17:00	2	1	3
	17:00-18:00	1	1	2
Care in the Community	08:00-09:00	1	0	1
	16:00-17:00	0	1	1
	17:00-18:00	0	1	1
Potential Additional Apartments (14 Units)	08:00-09:00	2	6	8
	16:00-17:00	5	3	8
	17:00-18:00	5	2	7
Total Development Proposals	08:00-09:00	11	28	39
	16:00-17:00	24	15	39
	17:00-18:00	23	12	35

- 4.14 As **Table 4.5** summarises, the total traffic using the site access could be 39 two-way movements in the AM peak period (08:00-09:00) and 39 two-way movements in the 16:00-17:00 hour period and 35 two-way movements in the typical commuter PM peak period (17:00-18:00).



Traffic Demand and Traffic Impact Assessment

- 4.15 In order to assign the development’s vehicle trips (**Table 4.5**) onto the existing highway network the traffic has been distributed and assigned in similar proportions to those observed from the traffic surveys.
- 4.16 The anticipated development generated trips distribution on the network for the typical commuter peak periods are summarised below.

Table 4.6 AM Peak Period (08:00-09:00) Trip Distribution

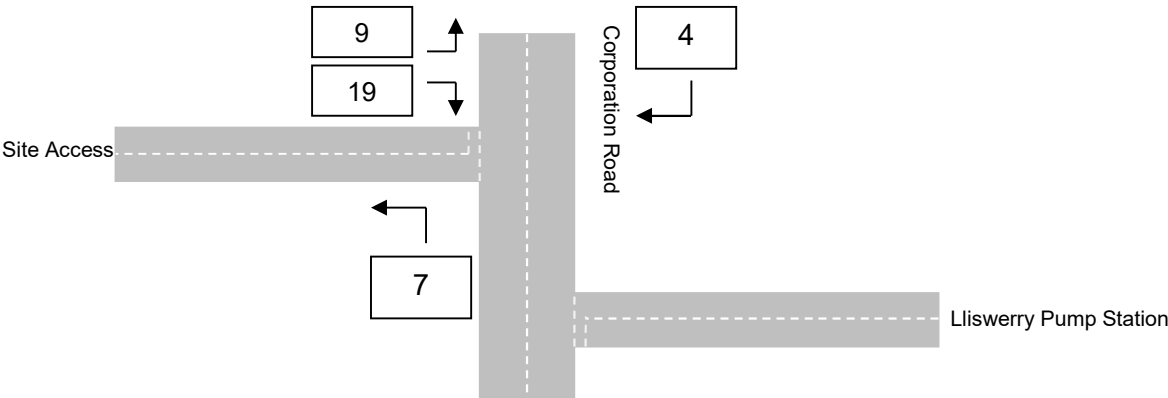
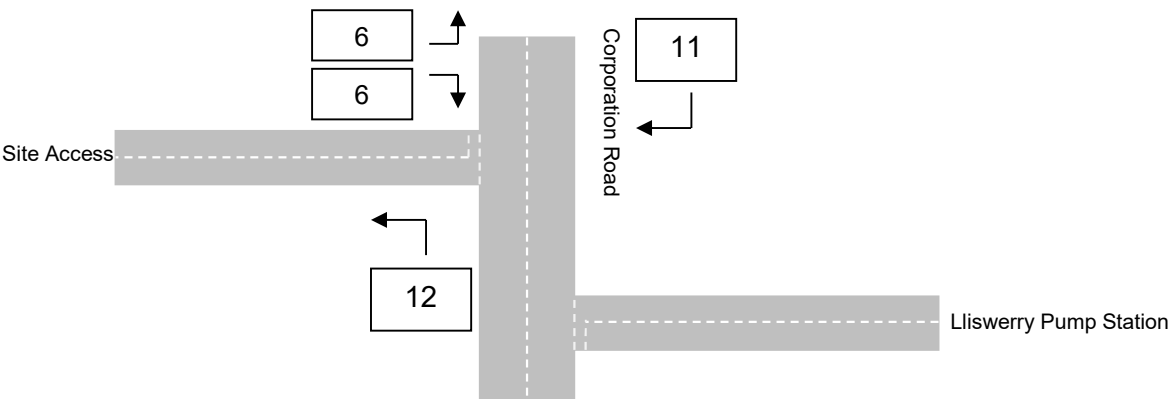


Table 4.7 17:00-18:00 PM Hour Period Trip Distribution



Site Access Junction Modelling

- 4.17 An operational assessment of the consented site access/ Corporation Road junction has been undertaken using industry standard software (Junctions9 PICADY).



- 4.18 The computations provide details of the ratios of flow to capacity (RFC) on each approach to a junction. A RFC of 1.00 indicates the junction is operating at capacity. However, due to the inherent variability of traffic flows on a daily basis, a RFC of 0.85 is typically considered to be the threshold above which, a junction is considered to be approaching its operational capacity.
- 4.19 Computations have been undertaken for the typical local network AM and PM peak commuter periods. These have been taken as being the periods: 08:00-09:00 and 17:00-18:00.
- 4.20 It is also appropriate to consider other future traffic growth on the surrounding network. To assess the future scenario at the identified junctions, consideration has been given to traffic growth on the local network in addition to development traffic.
- 4.21 An assessment year of five years after the date of registration of the Planning Application has been applied. On this basis, a future year of 2030 has been examined. Turning flows are attached as **Appendix D**.
- 4.22 Background traffic growth on the local road network has been based upon the National Transport Model (NTM) factored for local condition using TEMPRO. The resulting local traffic growth factors from the recorded base year (2023) to the future year (2030) are set out below.
- AM (2023-2030) – 1.068674
 - PM (2023-2030) – 1.067964

Corporation Road/ Site Access Junction Assessment

- 4.23 A summary of the junction's performance during the 2030 future year 'with' development scenario is provided within **Table 4.8**. As summarised, the results demonstrate that the site access would operate with sufficient capacity during both peak periods, with minimal queuing and delay anticipated.
- 4.24 Traffic flows for the Pump Station access are those recorded as part of the traffic surveys undertaken to support the consented planning application.



Table 4.8: Corporation Road/ Site Access – Future Year (2030) ‘With’ Development

	RFC	Queue (Veh)	Delay (sec)	RFC	Queue (Veh)	Delay (sec)
	AM 08:00-09:00			PM 17:00-18:00		
Site Access	0.1	11.98	0.09	0.0	9.43	0.03
Corporation Road (s)	0.0	0.00	0.00	0.0	6.36	0.01
Pump Station	0.0	0.00	0.00	0.0	0.00	0.00
Corporation Road (N)	0.0	6.08	0.01	0.0	6.25	0.02

- 4.25 As demonstrated within **Table 4.8**, proposed site access will operate with adequate spare capacity and the development’s trip generation will have minimal impact on the performance of Corporation Road. Full details of the modelling assessments are provided within **Appendix E**.

Summary

- 4.26 In view of the relatively low trip generation for the site and the results of the site access junction modelling, it is reasonable to conclude that the development proposals will have a negligible traffic impact on the adjoining highway network.



5.0 SUMMARY AND CONCLUSIONS

Summary

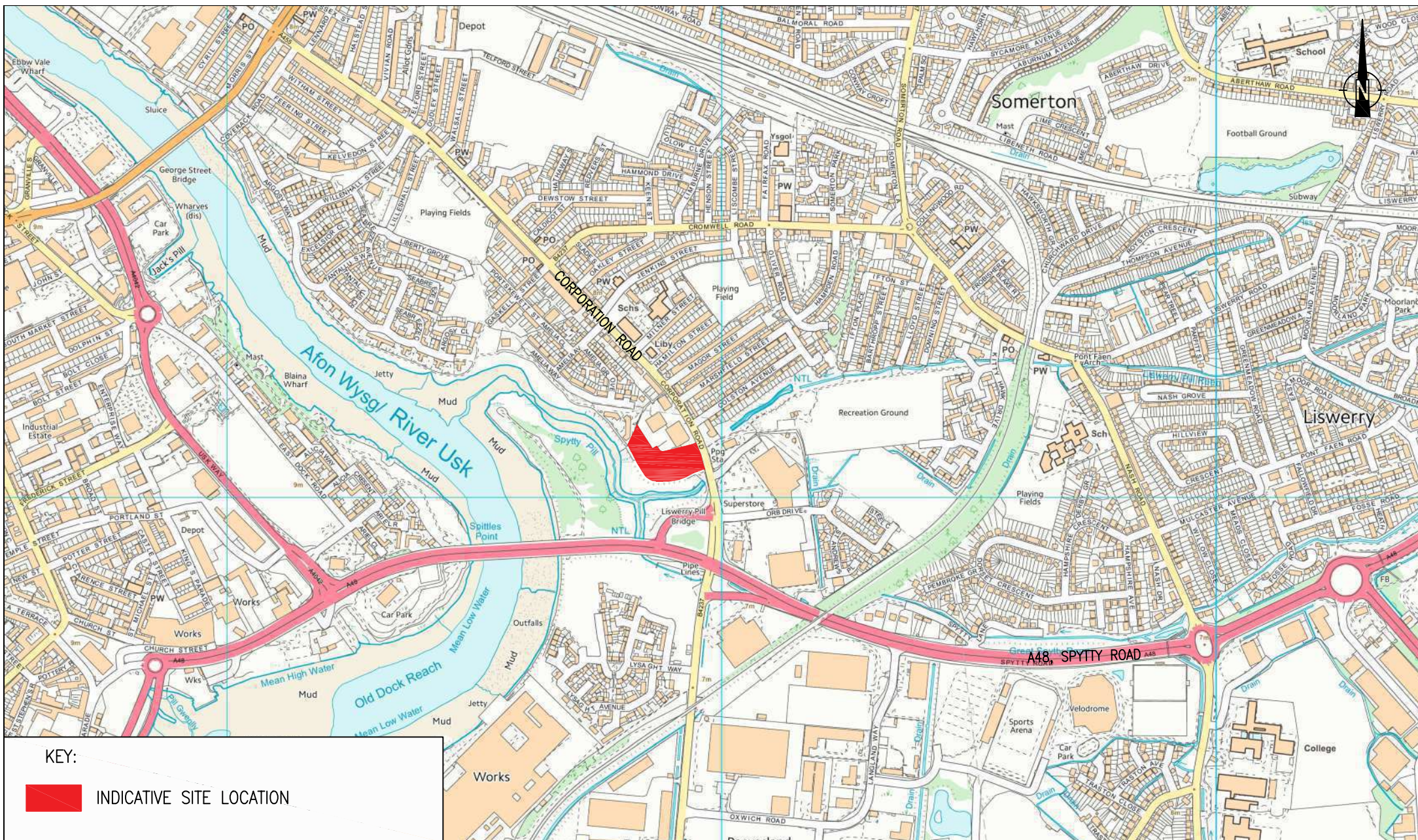
- 5.1 This Transport Statement (TS) has been prepared by Stuart Michael Associates, consulting engineers, on behalf of Hedyn (the Applicant). This report is submitted in support of the Full Planning Application for a proposed residential development at land at Corporation Road, Newport, South Wales (**Figure 1.1** refers).
- 5.2 Outline planning permission was granted in December 2019 for “mixed use development comprising C2 residential institutions and C3 residential and drive through coffee shop (A1/A3) along with associated infrastructure and facilities” (Planning Ref. outline 18/0973 and reserved matters 19/1301).
- 5.3 The permitted development proposed a range of mixed land uses including a drive through facility, 50 apartments (21 no. 1 bed and 29 no. 2 bed), 12 assisted living units and 6 “Care in the Community” units for residents with severe disabilities. Blocks B to E of the consented application (18/0973) were implemented in 2024 with construction underway albeit currently on hold.
- 5.4 As such the Applicant is submitting a new planning application for residential use rather than the previously approved A3 drive through. The development proposes a 4-storey building providing 14 1-bedroom appartements. A copy of the site masterplan is attached as **Appendix A**.
- 5.5 **Figure 2.1** demonstrates that the Application site is well located to local facilities and to public transport (bus) provision. **Figure 2.2** shows the existing pedestrian/cycle facilities near to the site. The site can therefore be regarded as being highly accessible with significant scope for many trips to be made by foot, cycle, and public transport.
- 5.6 Personal injury accident records indicate that there has been a good road safety record in proximity to the site.
- 5.7 The potential vehicular trip generation by the development has been determined by reference to the TRICS database. And confirmed the development would be relatively low in magnitude and cannot be regarded as being significant.
- 5.8 Appropriate and sufficient car and cycle parking can be provided on site. The number of proposed spaces reflects the high accessibility of the site in relation to local facilities and regular bus services.



Conclusions

- 5.9 Taking all the foregoing into account, it is concluded that the proposed development can be safely accessed. It is also concluded that the development's trip generation will have a negligible impact upon the operation and safety of the surrounding road network.
- 5.10 It is therefore concluded that the proposed development would be acceptable in highway terms and in accordance with the national and local policy objectives (**Section 2.0** refers). Planning consent can therefore be granted subject to the imposition of appropriate planning conditions covering specific details.

FIGURES



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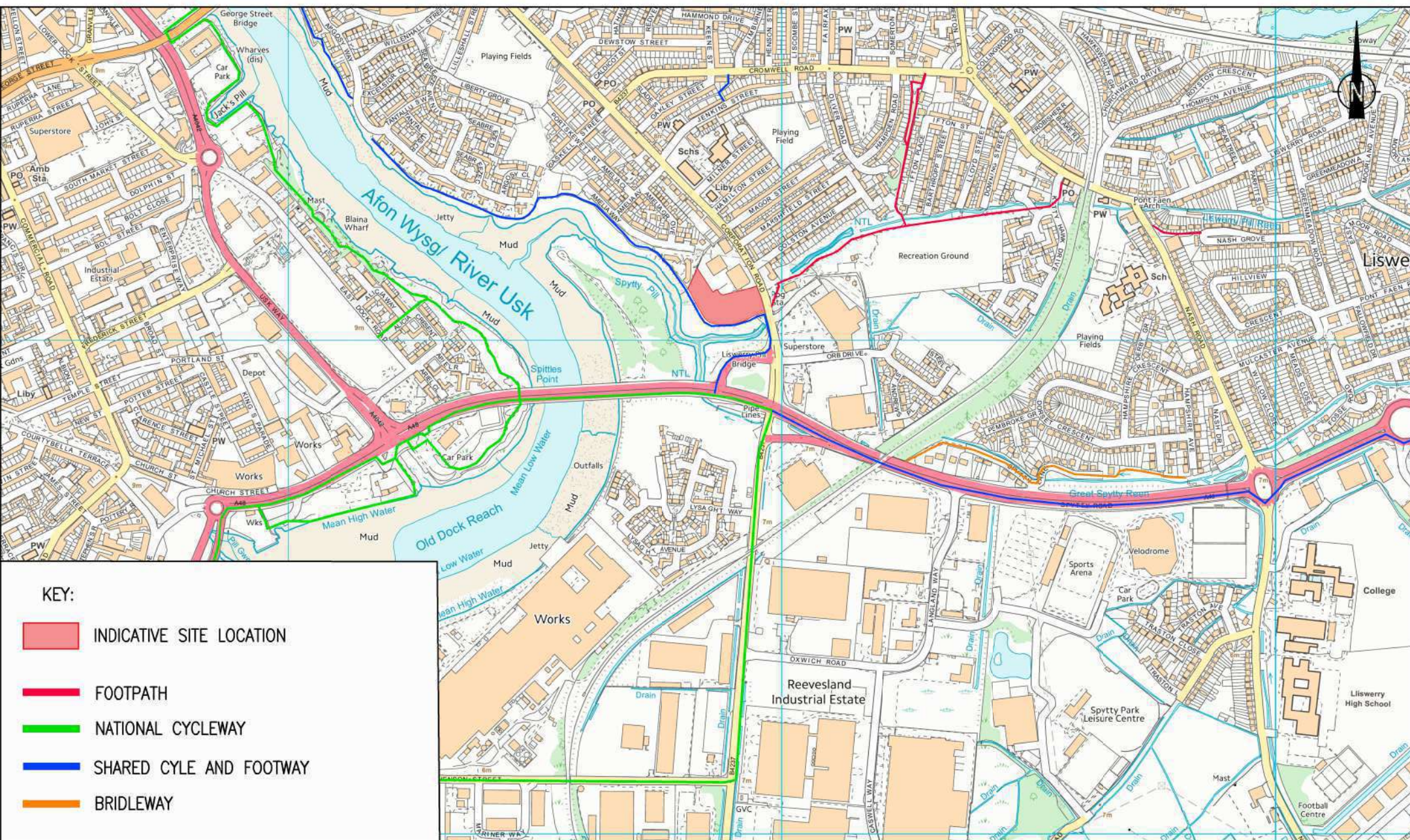
JOB TITLE
**FORMER TRANSPORT YARD
CORPORATION ROAD, NEWPORT**

DRAWING TITLE
SITE LOCATION PLAN

DATE **MAY 23** DRAWN **RD** CHECKED **SMA** ISSUE CHECKBOX

DRAWING No. **FIGURE 1.1** REV. **.** SCALE **1:10,000** © **A4**

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APPENDIX A



REV.	DESCRIPTION	DATE
CLIENT		
Newport City Homes		
JOB TITLE		
Block A, Corporation Road		
DRAWING TITLE		
Block A		
Ground Floor Plan		
SCALE @ A3	DATE	DRAWN BY
1:200	October '19	SC
JOB NO.	DRAWING NO.	REVISION
2119	S01 BLA_MP_GF_00 B	



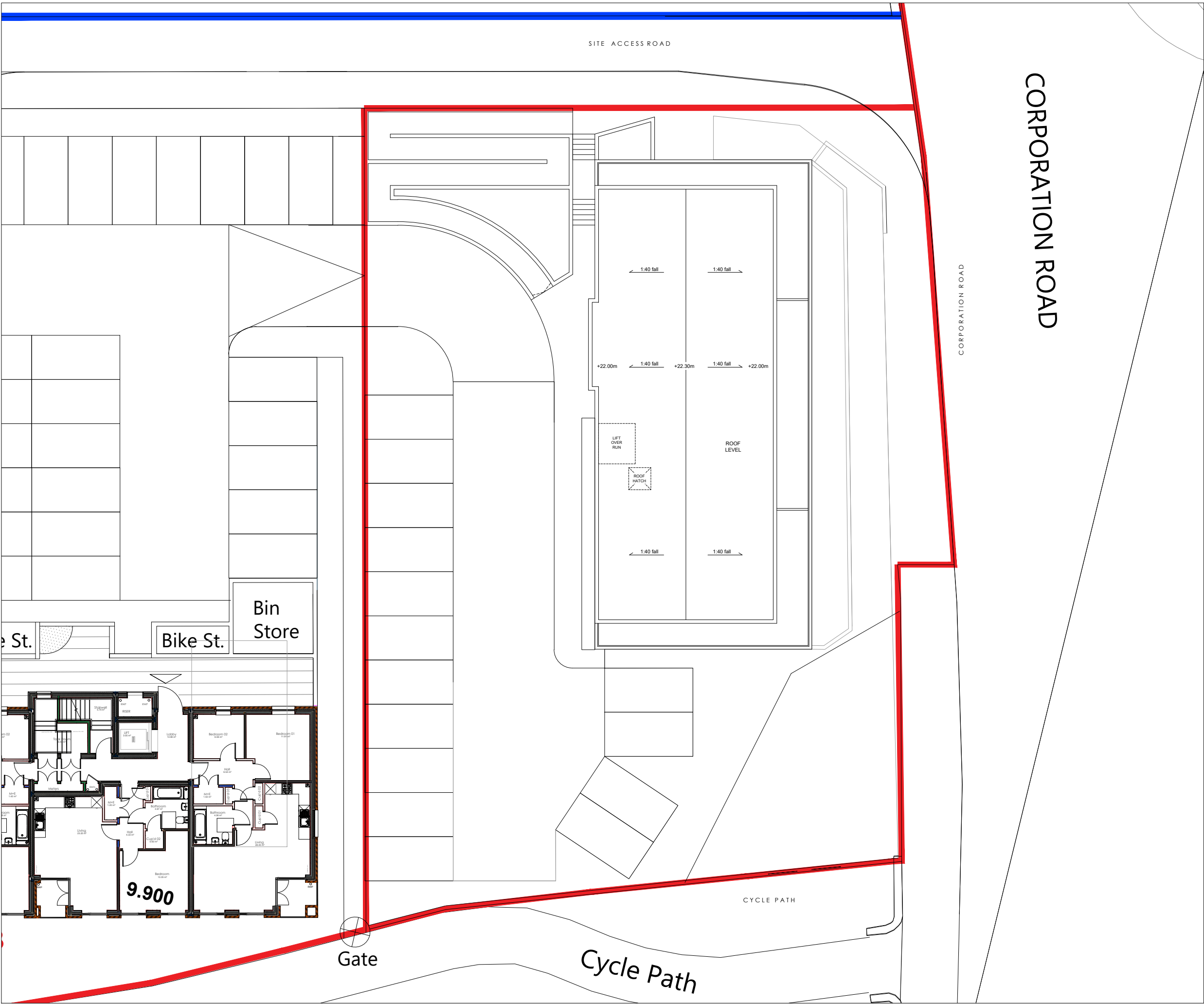
10 Gold Tops
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Figured dimensions must be taken in preference to scaled dimensions and any discrepancies are to be referred to Hammond Architectural Ltd. Contractors, subcontractors and suppliers must verify all dimensions on site before commencing any work or making any workshop drawings.

01 Block A - Ground Floor Plan
Scale 1:200 @ A3



01 Block A - Roof Plan
Scale 1:200 @ A3

REV.	DESCRIPTION	DATE
CLIENT Newport City Homes		
JOB TITLE Block A, Corporation Road		
DRAWING TITLE Block A Roof Plan		
SCALE @ A3 1:200	DATE October '19	DRAWN BY SC
JOB NO. 2119	DRAWING NO. S05 BLA_MP_RF_03 B	REVISION



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ELEVATION 01



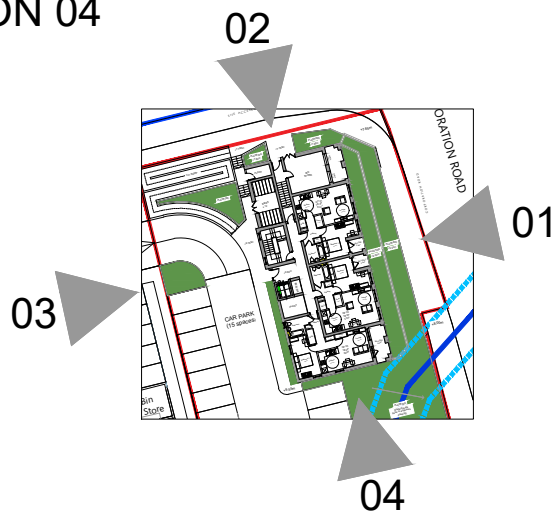
ELEVATION 02



ELEVATION 03



ELEVATION 04



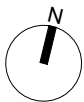
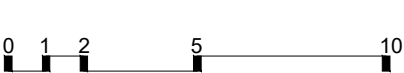
REV.	DESCRIPTION	DATE
CLIENT		
Newport City Homes		
JOB TITLE		
Block A, Corporation Road		
DRAWING TITLE		
Block A Elevations		
SCALE @ A3	DATE	DRAWN BY
1:200	October '19	SC
JOB NO.	DRAWING NO.	REVISION
2119	S10 BLA_MP_ELE_00	A



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APPENDIX B

Newport ATC, Corporation Road

Direction: Northbound

Hour Beginning	Sat 25/03/2023	Sun 26/03/2023	Mon 27/03/2023	Tue 28/03/2023	Wed 29/03/2023	Thu 30/03/2023	Fri 31/03/2023	5-Day Ave.	7-Day Ave.
05:00	136	34	25	31	75	22	31	37	31
01:00	84	35	18	13	45	18	20	28	33
02:00	37	0	8	13	9	11	12	11	13
03:00	13	17	4	10	11	12	8	9	11
04:00	15	8	19	27	22	17	22	21	19
05:00	25	24	67	86	68	69	51	69	53
06:00	77	46	97	123	118	128	123	118	103
07:00	79	28	155	150	192	170	166	167	134
08:00	160	43	304	303	321	319	338	312	265
09:00	245	89	278	284	277	284	327	292	256
10:00	244	186	304	262	295	284	327	294	268
11:00	374	271	317	314	339	307	338	322	326
12:00	453	345	352	307	355	379	388	366	368
13:00	405	341	393	360	354	334	453	379	377
14:00	377	346	424	475	418	454	467	448	423
15:00	380	284	396	272	428	405	246	349	357
16:00	377	297	454	458	445	459	306	424	398
17:00	337	241	440	479	494	433	464	462	413
18:00	362	312	377	394	387	377	378	389	341
19:00	228	166	325	305	314	358	319	324	288
20:00	163	143	205	292	247	242	221	285	246
21:00	108	115	148	458	358	150	168	256	215
22:00	86	71	114	376	118	117	119	169	143
23:00	19	48	51	178	61	59	57	81	73
Total	3774	2805	4194	4068	4305	4203	4218	4188	3938
12HP-18	4350	3275	4969	5246	5562	5081	5049	5181	4790
18HP-22	4495	3394	5134	5820	5741	5257	5225	5451	5007
24HP-24	4807	3512	5275	5960	5971	5406	5369	5586	5188
AM Peak	11:00	11:00	11:00	11:00	11:00	08:00	11:00	11:00	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00
Paul Castle Associates	953	194	454	479	494	455	467	482	425

Direction: Southbound

Hour Beginning	Sat 25/03/2023	Sun 26/03/2023	Mon 27/03/2023	Tue 28/03/2023	Wed 29/03/2023	Thu 30/03/2023	Fri 31/03/2023	5-Day Ave.	7-Day Ave.
05:00	27	29	29	19	13	25	17	20	27
01:00	16	29	7	14	9	13	8	10	14
02:00	11	0	6	12	6	8	11	9	8
03:00	14	13	6	8	8	13	13	10	11
04:00	20	11	42	34	40	37	44	39	33
05:00	84	66	223	202	225	212	218	216	178
06:00	94	69	239	248	239	261	219	241	196
07:00	142	57	370	380	449	476	439	423	330
08:00	267	93	639	645	712	724	675	683	539
09:00	347	182	459	578	558	566	533	539	460
10:00	306	284	444	399	451	470	514	452	425
11:00	566	416	475	445	459	448	556	477	481
12:00	469	359	430	478	484	459	604	491	469
13:00	463	483	499	571	551	453	549	521	507
14:00	427	391	432	526	474	433	589	491	467
15:00	366	380	515	502	536	562	449	512	468
16:00	375	240	460	578	484	447	447	483	413
17:00	364	231	527	552	544	537	481	528	462
18:00	244	196	389	395	451	402	409	405	352
19:00	198	154	265	236	264	279	256	260	236
20:00	130	114	171	164	213	176	193	183	168
21:00	117	101	120	177	233	180	159	174	155
22:00	63	59	67	114	78	77	106	88	81
23:00	60	55	37	46	44	55	57	47	50
Total	4536	3262	5639	6049	6133	5957	6245	6005	5403
12HP-18	5075	3700	6434	6874	7082	6863	7072	6863	6156
18HP-22	5198	3814	6538	7034	6985	7120	6998	6286	6286
24HP-24	5372	3959	6848	7323	7505	7293	7541	7392	6549
AM Peak	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
PM Peak	17:00	17:00	17:00	17:00	17:00	15:00	17:00	17:00	17:00
Paul Castle Associates	469	483	527	578	515	562	604	528	357

Direction: Total Flow

Hour Beginning	Sat 25/03/2023	Sun 26/03/2023	Mon 27/03/2023	Tue 28/03/2023	Wed 29/03/2023	Thu 30/03/2023	Fri 31/03/2023	5-Day Ave.	7-Day Ave.
05:00	165	60	54	50	88	47	48	57	73
01:00	100	64	25	27	54	31	28	33	47
02:00	50	0	14	25	15	19	21	19	21
03:00	27	30	10	18	19	25	21	19	21
04:00	35	19	61	61	62	54	66	61	51
05:00	109	90	290	248	293	281	269	280	229
06:00	171	115	336	371	357	389	342	359	297
07:00	221	85	525	530	641	646	605	589	465
08:00	427	136	943	946	1053	1043	1013	1000	795
09:00	592	271	737	872	835	850	860	831	717
10:00	850	482	748	661	726	754	841	746	725
11:00	940	687	792	759	788	755	914	804	806
12:00	922	704	782	785	839	838	992	847	837
13:00	869	824	892	931	905	767	1002	899	864
14:00	804	737	856	1001	892	887	1056	938	890
15:00	726	724	911	774	964	965	895	862	823
16:00	752	537	914	1036	929	906	753	908	832
17:00	701	472	967	1031	1038	970	945	990	875
18:00	506	408	766	789	818	779	787	788	693
19:00	426	320	590	541	578	637	575	584	524
20:00	291	257	376	456	680	418	414	460	413
21:00	225	216	246	635	591	330	327	430	370
22:00	149	130	181	490	196	194	225	257	224
23:00	119	103	88	324	105	114	109	128	123
Total	8310	6067	9833	10117	10438	10160	10463	10202	9341
12HP-18	9425	6975	11493	12120	12644	11934	12121	12044	10946
18HP-22	9693	7208	11672	12834	12945	12242	12455	12420	11294
24HP-24	10179	7471	12123	13283	13476	12699	12910	12888	11734
AM Peak	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00
Paul Castle Associates	922	824	967	1036	1038	970	1056	990	890

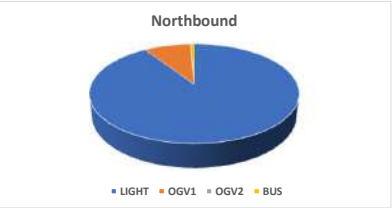


Newport ATC, Corporation Road

Direction: Northbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 25 Mar 2023	4807	4459	326	5	17
Sun 26 Mar 2023	3512	3295	209	2	6
Mon 27 Mar 2023	5275	4740	491	6	38
Tue 28 Mar 2023	5960	5392	527	5	36
Wed 29 Mar 2023	5971	5337	568	12	54
Thu 30 Mar 2023	5406	4845	507	5	49
Fri 31 Mar 2023	5369	4848	479	9	33
5 Day Ave.	5596	5032	514	7	42
7 Day Ave.	5186	4702	444	6	33

	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 25 Mar 2023	100.0%	92.8%	6.8%	0.1%	0.4%
Sun 26 Mar 2023	100.0%	93.8%	6.0%	0.1%	0.2%
Mon 27 Mar 2023	100.0%	89.9%	9.3%	0.1%	0.7%
Tue 28 Mar 2023	100.0%	90.5%	8.8%	0.1%	0.6%
Wed 29 Mar 2023	100.0%	89.4%	9.5%	0.2%	0.9%
Thu 30 Mar 2023	100.0%	89.6%	9.4%	0.1%	0.9%
Fri 31 Mar 2023	100.0%	90.3%	8.9%	0.2%	0.6%
5 Day Ave.	100.0%	89.9%	9.2%	0.1%	0.8%
7 Day Ave.	100.0%	90.7%	8.6%	0.1%	0.6%

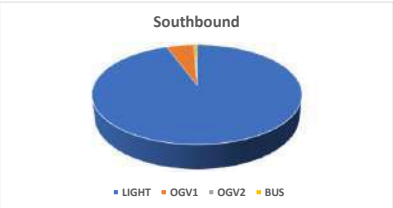
Paul Castle Associates



Direction: Southbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 25 Mar 2023	5372	5046	300	13	13
Sun 26 Mar 2023	3959	3711	236	6	6
Mon 27 Mar 2023	6848	6372	431	16	29
Tue 28 Mar 2023	7323	6869	414	17	23
Wed 29 Mar 2023	7505	7158	301	27	19
Thu 30 Mar 2023	7293	6934	300	35	24
Fri 31 Mar 2023	7541	7158	291	55	37
5 Day Ave.	7302	6898	347	30	26
7 Day Ave.	6549	6178	325	24	22

	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 25 Mar 2023	100.0%	93.9%	5.6%	0.2%	0.2%
Sun 26 Mar 2023	100.0%	93.7%	6.0%	0.2%	0.2%
Mon 27 Mar 2023	100.0%	93.0%	6.3%	0.2%	0.4%
Tue 28 Mar 2023	100.0%	93.8%	5.7%	0.2%	0.3%
Wed 29 Mar 2023	100.0%	95.4%	4.0%	0.4%	0.3%
Thu 30 Mar 2023	100.0%	95.1%	4.1%	0.5%	0.3%
Fri 31 Mar 2023	100.0%	94.9%	3.9%	0.7%	0.5%
5 Day Ave.	100.0%	94.5%	4.8%	0.4%	0.4%
7 Day Ave.	100.0%	94.3%	5.0%	0.4%	0.3%

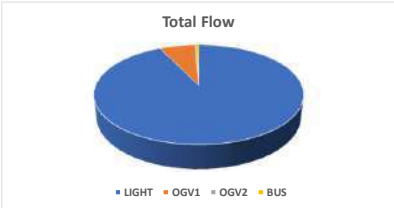
Paul Castle Associates



Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 25 Mar 2023	10179	9505	626	18	30
Sun 26 Mar 2023	7471	7006	445	8	12
Mon 27 Mar 2023	12123	11112	922	22	67
Tue 28 Mar 2023	13283	12261	941	22	59
Wed 29 Mar 2023	13476	12495	869	39	73
Thu 30 Mar 2023	12699	11779	807	40	73
Fri 31 Mar 2023	12910	12006	770	64	70
5 Day Ave.	12898	11931	862	37	68
7 Day Ave.	11734	10881	769	30	55

	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 25 Mar 2023	100.0%	93.4%	6.1%	0.2%	0.3%
Sun 26 Mar 2023	100.0%	93.8%	6.0%	0.1%	0.2%
Mon 27 Mar 2023	100.0%	91.7%	7.6%	0.2%	0.6%
Tue 28 Mar 2023	100.0%	92.3%	7.1%	0.2%	0.4%
Wed 29 Mar 2023	100.0%	92.7%	6.4%	0.3%	0.5%
Thu 30 Mar 2023	100.0%	92.8%	6.4%	0.3%	0.6%
Fri 31 Mar 2023	100.0%	93.0%	6.0%	0.5%	0.5%
5 Day Ave.	100.0%	92.5%	6.7%	0.3%	0.5%
7 Day Ave.	100.0%	92.7%	6.5%	0.3%	0.5%

Paul Castle Associates

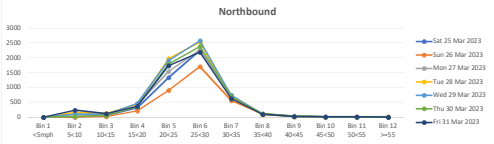


Newport ATC, Corporation Road

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<=10	Bin 3 10<=15	Bin 4 15<=20	Bin 5 20<=25	Bin 6 25<=30	Bin 7 30<=35	Bin 8 35<=40	Bin 9 40<=45	Bin 10 45<=50	Bin 11 50<=55	Bin 12 >=55
Sat 25 Mar 2023	4807	31.3	26.4	4.7	0	8	44	308	1135	2256	725	107	19	3	1	1
Sun 26 Mar 2023	3512	31.7	26.7	4.8	0	6	21	207	902	1697	553	98	23	2	2	1
Mon 27 Mar 2023	5275	31.2	25.6	5.4	0	89	102	427	1536	2269	722	105	19	4	1	1
Tue 28 Mar 2023	5960	30.7	25.0	5.5	0	158	126	425	1972	2530	647	78	19	2	1	2
Wed 29 Mar 2023	5971	30.8	25.4	5.2	0	91	92	458	1907	2573	724	96	24	4	2	0
Thu 30 Mar 2023	5406	30.9	26.0	4.7	0	15	46	347	1783	2384	687	113	24	5	0	2
Fri 31 Mar 2023	5369	31.0	24.8	6.0	0	235	117	364	1729	2188	619	96	16	4	1	0
5 Day Ave.	5596	30.9	25.4	5.4	0	118	97	404	1785	2389	680	98	20	4	1	1
7 Day Ave.	5186	31.1	25.7	5.2	0	86	78	362	1595	2271	668	99	21	3	1	1

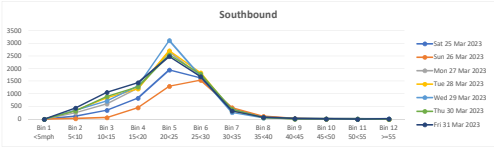
Paul Castle Associates



Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<=10	Bin 3 10<=15	Bin 4 15<=20	Bin 5 20<=25	Bin 6 25<=30	Bin 7 30<=35	Bin 8 35<=40	Bin 9 40<=45	Bin 10 45<=50	Bin 11 50<=55	Bin 12 >=55
Sat 25 Mar 2023	5372	29.6	23.4	6.0	0	109	351	833	1943	1629	395	78	26	3	2	3
Sun 26 Mar 2023	3959	30.6	25.3	5.2	0	16	63	458	1302	1546	450	104	20	0	0	0
Mon 27 Mar 2023	6848	28.3	22.1	6.0	0	245	606	1220	2668	1679	347	65	11	3	3	1
Tue 28 Mar 2023	7323	28.2	21.7	6.2	0	332	842	1201	2715	1831	322	62	13	5	0	0
Wed 29 Mar 2023	7505	27.8	21.6	6.0	0	344	712	1309	3116	1693	262	50	11	5	1	2
Thu 30 Mar 2023	7293	28.3	21.7	6.4	0	329	900	1271	2540	1782	391	59	10	6	2	1
Fri 31 Mar 2023	7541	28.1	21.1	6.7	0	433	1065	1444	2478	1688	325	72	21	4	1	10
5 Day Ave.	7302	28.1	21.6	6.3	0	337	825	1289	2703	1735	329	62	13	5	1	3
7 Day Ave.	6549	28.7	22.4	6.1	0	258	648	1105	2395	1693	356	70	16	4	1	2

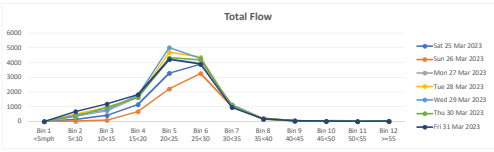
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<=10	Bin 3 10<=15	Bin 4 15<=20	Bin 5 20<=25	Bin 6 25<=30	Bin 7 30<=35	Bin 8 35<=40	Bin 9 40<=45	Bin 10 45<=50	Bin 11 50<=55	Bin 12 >=55
Sat 25 Mar 2023	10179	30.6	24.8	5.6	0	117	395	1141	3278	3885	1120	185	45	6	3	4
Sun 26 Mar 2023	7471	31.2	26.0	5.0	0	22	84	665	2204	3243	1003	202	43	2	2	1
Mon 27 Mar 2023	12123	29.9	23.6	6.0	0	334	708	1647	4204	3948	1069	170	30	7	4	2
Tue 28 Mar 2023	13283	29.6	23.2	6.1	0	490	968	1626	4687	4361	969	140	32	7	1	2
Wed 29 Mar 2023	13476	29.5	23.3	5.9	0	435	804	1767	5023	4266	986	146	35	9	3	2
Thu 30 Mar 2023	12699	29.8	23.5	6.1	0	344	946	1620	4323	4166	1078	172	34	11	2	3
Fri 31 Mar 2023	12910	29.6	22.6	6.7	0	668	1182	1808	4207	3876	944	168	37	8	2	10
5 Day Ave.	12898	29.7	23.3	6.2	0	454	922	1694	4489	4123	1009	159	34	8	2	4
7 Day Ave.	11734	30.0	23.9	5.9	0	344	727	1468	3989	3964	1024	169	37	7	2	3

Paul Castle Associates



Newport ATC, Corporation Road

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Sat 25 Mar 2023	718	30.2	25.3	4.7	0	3	6	64	260	299	69	15	1	1	0	0
Sun 26 Mar 2023	469	30.4	25.5	4.8	0	1	8	40	151	215	43	10	0	0	1	0
Mon 27 Mar 2023	621	29.9	25.3	4.4	0	3	3	53	228	255	74	5	0	0	0	0
Tue 28 Mar 2023	576	29.1	24.7	4.3	0	0	9	48	254	219	40	4	2	0	0	0
Wed 29 Mar 2023	634	29.6	24.9	4.6	0	1	10	60	258	235	61	8	1	0	0	0
Thu 30 Mar 2023	591	29.9	25.2	4.6	0	3	3	60	209	252	53	10	1	0	0	0
Fri 31 Mar 2023	685	29.2	24.9	4.2	0	0	6	59	291	267	56	5	1	0	0	0
5 Day Ave.	621	29.6	25.0	4.4	0	1	6	56	248	246	57	6	1	0	0	0
7 Day Ave.	613	29.8	25.1	4.5	0	2	6	55	236	249	57	8	1	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Sat 25 Mar 2023	1072	27.0	21.5	5.3	0	29	108	204	476	231	19	4	1	0	0	0
Sun 26 Mar 2023	700	28.7	23.6	4.9	0	2	14	144	267	221	43	7	2	0	0	0
Mon 27 Mar 2023	919	27.3	22.3	4.8	0	9	47	185	441	204	32	0	0	0	0	1
Tue 28 Mar 2023	844	27.2	21.7	5.2	0	31	44	183	378	183	21	4	0	0	0	0
Wed 29 Mar 2023	890	26.7	21.3	5.1	0	35	70	152	460	159	12	0	2	0	0	0
Thu 30 Mar 2023	918	26.7	21.4	5.1	0	31	77	170	457	162	19	2	0	0	0	0
Fri 31 Mar 2023	1070	25.6	20.2	5.2	0	42	123	289	456	145	12	3	0	0	0	0
5 Day Ave.	928	26.7	21.4	5.1	0	30	72	196	438	171	19	2	0	0	0	0
7 Day Ave.	916	27.0	21.7	5.1	0	26	69	190	419	186	23	3	1	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Sat 25 Mar 2023	1790	28.6	23.0	5.4	0	32	114	268	736	530	88	19	2	1	0	0
Sun 26 Mar 2023	1169	29.5	24.4	4.9	0	3	22	184	418	436	86	17	2	0	1	0
Mon 27 Mar 2023	1540	28.6	23.5	4.9	0	12	50	238	669	459	106	5	0	0	0	1
Tue 28 Mar 2023	1420	28.2	22.9	5.1	0	31	53	231	632	402	61	8	2	0	0	0
Wed 29 Mar 2023	1524	28.2	22.8	5.2	0	36	80	212	718	394	73	8	3	0	0	0
Thu 30 Mar 2023	1509	28.3	22.9	5.3	0	34	80	230	666	414	72	12	1	0	0	0
Fri 31 Mar 2023	1755	27.6	22.1	5.3	0	42	129	348	747	412	68	8	1	0	0	0
5 Day Ave.	1550	28.2	22.8	5.2	0	31	78	252	686	416	76	8	1	0	0	0
7 Day Ave.	1530	28.4	23.1	5.2	0	27	75	244	655	435	79	11	2	0	0	0

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Sat 25 Mar 2023	737	30.4	25.7	4.6	0	4	11	45	238	342	86	11	0	0	0	0
Sun 26 Mar 2023	740	29.9	25.8	4.0	0	0	4	53	216	398	61	6	2	0	0	0
Mon 27 Mar 2023	820	30.2	24.6	5.3	0	13	30	74	286	323	82	11	1	0	0	0
Tue 28 Mar 2023	747	29.1	21.3	7.6	0	119	43	70	246	217	47	4	1	0	0	0
Wed 29 Mar 2023	846	29.9	24.0	5.7	0	29	26	106	279	323	76	6	1	0	0	0
Thu 30 Mar 2023	857	29.8	25.0	4.6	0	2	16	73	336	333	89	6	1	1	0	0
Fri 31 Mar 2023	713	27.2	19.0	7.9	0	170	63	70	230	154	25	1	0	0	0	0
5 Day Ave.	797	29.2	22.8	6.2	0	67	36	79	275	270	64	6	1	0	0	0
7 Day Ave.	780	29.5	23.6	5.7	0	48	28	70	262	299	67	6	1	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Sat 25 Mar 2023	793	27.6	22.4	5.0	0	11	62	119	364	213	21	3	0	0	0	0
Sun 26 Mar 2023	721	28.9	24.0	4.7	0	6	17	89	304	263	33	7	2	0	0	0
Mon 27 Mar 2023	947	24.4	17.8	6.4	0	121	228	219	262	98	16	2	1	0	0	0
Tue 28 Mar 2023	1028	25.8	18.7	6.9	0	133	226	154	310	189	14	1	1	0	0	0
Wed 29 Mar 2023	1010	24.8	18.3	6.2	0	110	221	222	318	128	9	2	0	0	0	0
Thu 30 Mar 2023	995	24.6	18.5	5.9	0	72	234	261	304	105	16	3	0	0	0	0
Fri 31 Mar 2023	1038	23.3	15.8	7.2	0	221	338	199	195	69	8	1	0	0	0	7
5 Day Ave.	1004	24.6	17.8	6.5	0	131	249	211	278	118	13	2	0	0	0	1
7 Day Ave.	933	25.6	19.4	6.1	0	96	189	180	294	152	17	3	1	0	0	1

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Sat 25 Mar 2023	1530	29.2	24.0	5.1	0	15	73	164	602	555	107	14	0	0	0	0
Sun 26 Mar 2023	1461	29.5	24.9	4.5	0	6	21	142	520	661	94	13	4	0	0	0
Mon 27 Mar 2023	1767	28.1	21.0	6.9	0	134	258	293	548	421	98	13	2	0	0	0
Tue 28 Mar 2023	1775	27.3	19.8	7.3	0	252	269	224	556	406	61	5	2	0	0	0
Wed 29 Mar 2023	1856	27.8	20.9	6.6	0	139	247	328	597	451	85	8	1	0	0	0
Thu 30 Mar 2023	1852	28.0	21.5	6.3	0	74	250	334	640	438	105	9	1	1	0	0
Fri 31 Mar 2023	1751	25.0	17.1	7.7	0	391	401	269	425	223	33	2	0	0	0	7
5 Day Ave.	1800	27.2	20.0	6.9	0	198	285	290	553	388	76	7	1	0	0	1
7 Day Ave.	1713	27.8	21.3	6.3	0	144	217	251	555	451	83	9	1	0	0	1

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

25/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	138	122	16	0	0
01:00	84	70	10	2	2
02:00	37	33	3	0	1
03:00	13	12	1	0	0
04:00	15	14	1	0	0
05:00	25	25	0	0	0
06:00	77	67	7	0	3
07:00	79	69	9	0	1
08:00	160	141	19	0	0
09:00	245	222	22	0	1
10:00	344	304	39	0	1
11:00	374	340	32	0	2
12:00	453	422	29	1	1
13:00	406	384	20	1	1
14:00	377	353	22	1	1
15:00	360	336	23	0	1
16:00	377	364	13	0	0
17:00	337	319	18	0	0
18:00	262	251	10	0	1
19:00	228	218	10	0	0
20:00	163	161	2	0	0
21:00	108	97	11	0	0
22:00	86	80	6	0	0
23:00	59	55	3	0	1
Total					
12H(7-19)	3774	3505	256	3	10
16H(6-22)	4350	4048	286	3	13
18H(6-24)	4495	4183	295	3	14
24H(0-24)	4807	4459	326	5	17
AM Peak	11:00	11:00	10:00	01:00	06:00
	374	340	39	2	3
PM Peak	12:00	12:00	12:00	12:00	12:00
	453	422	29	1	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	27	25	2	0	0
01:00	16	13	3	0	0
02:00	13	12	1	0	0
03:00	14	13	1	0	0
04:00	20	16	4	0	0
05:00	84	77	5	0	2
06:00	94	78	12	0	4
07:00	142	124	18	0	0
08:00	267	237	29	0	1
09:00	347	319	27	1	0
10:00	506	474	28	2	2
11:00	566	543	20	2	1
12:00	469	449	16	4	0
13:00	463	451	9	2	1
14:00	427	410	16	1	0
15:00	366	351	13	1	1
16:00	375	359	15	0	1
17:00	364	344	20	0	0
18:00	244	227	17	0	0
19:00	198	181	17	0	0
20:00	130	126	4	0	0
21:00	117	107	10	0	0
22:00	63	57	6	0	0
23:00	60	53	7	0	0
Total					
12H(7-19)	4536	4288	228	13	7
16H(6-22)	5075	4780	271	13	11
18H(6-24)	5198	4890	284	13	11
24H(0-24)	5372	5046	300	13	13
AM Peak	11:00	11:00	08:00	10:00	06:00
	566	543	29	2	4
PM Peak	12:00	13:00	17:00	12:00	13:00
	469	451	20	4	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	165	147	18	0	0
01:00	100	83	13	2	2
02:00	50	45	4	0	1
03:00	27	25	2	0	0
04:00	35	30	5	0	0
05:00	109	102	5	0	2
06:00	171	145	19	0	7
07:00	221	193	27	0	1
08:00	427	378	48	0	1
09:00	592	541	49	1	1
10:00	850	778	67	2	3
11:00	940	883	52	2	3
12:00	922	871	45	5	1
13:00	869	835	29	3	2
14:00	804	763	38	2	1
15:00	726	687	36	1	2
16:00	752	723	28	0	1
17:00	701	663	38	0	0
18:00	506	478	27	0	1
19:00	426	399	27	0	0
20:00	293	287	6	0	0
21:00	225	204	21	0	0
22:00	149	137	12	0	0
23:00	119	108	10	0	1
Total					
12H(7-19)	8310	7793	484	16	17
16H(6-22)	9425	8828	557	16	24
18H(6-24)	9693	9073	579	16	25
24H(0-24)	10179	9505	626	18	30
AM Peak	11:00	11:00	10:00	01:00	06:00
	940	883	67	2	7
PM Peak	12:00	12:00	12:00	12:00	13:00
	922	871	45	5	2

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

Direction: Southbound

Direction: Total Flow

26/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	34	33	1	0	0
01:00	35	30	5	0	0
02:00	0	0	0	0	0
03:00	17	17	0	0	0
04:00	8	7	1	0	0
05:00	24	22	2	0	0
06:00	46	43	3	0	0
07:00	28	26	2	0	0
08:00	43	35	8	0	0
09:00	89	79	10	0	0
10:00	198	182	16	0	0
11:00	271	252	19	0	0
12:00	345	320	23	0	2
13:00	341	317	23	1	0
14:00	346	324	20	1	1
15:00	394	377	16	0	1
16:00	297	281	15	0	1
17:00	241	230	11	0	0
18:00	212	199	13	0	0
19:00	166	158	8	0	0
20:00	143	138	5	0	0
21:00	115	110	5	0	0
22:00	71	69	2	0	0
23:00	48	46	1	0	1
Total					
12H(7-19)	2805	2622	176	2	5
16H(6-22)	3275	3071	197	2	5
18H(6-24)	3394	3186	200	2	6
24H(0-24)	3512	3295	209	2	6
AM Peak	11:00	11:00	11:00	00:00	00:00
	271	252	19	0	0
PM Peak	15:00	15:00	12:00	13:00	12:00
	394	377	23	1	2

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	26	25	1	0	0
01:00	29	22	7	0	0
02:00	0	0	0	0	0
03:00	13	12	1	0	0
04:00	11	10	1	0	0
05:00	66	59	6	0	1
06:00	69	64	5	0	0
07:00	57	47	10	0	0
08:00	93	83	9	0	1
09:00	182	163	19	0	0
10:00	284	257	25	2	0
11:00	416	391	25	0	0
12:00	359	340	19	0	0
13:00	483	460	21	1	1
14:00	391	376	15	0	0
15:00	330	313	14	2	1
16:00	240	227	12	0	1
17:00	231	219	11	0	1
18:00	196	188	8	0	0
19:00	154	147	7	0	0
20:00	114	107	6	1	0
21:00	101	95	6	0	0
22:00	59	54	5	0	0
23:00	55	52	3	0	0
Total					
12H(7-19)	3262	3064	188	5	5
16H(6-22)	3700	3477	212	6	5
18H(6-24)	3814	3583	220	6	5
24H(0-24)	3959	3711	236	6	6
AM Peak	11:00	11:00	10:00	10:00	05:00
	416	391	25	2	1
PM Peak	13:00	13:00	13:00	15:00	13:00
	483	460	21	2	1

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	60	58	2	0	0
01:00	64	52	12	0	0
02:00	0	0	0	0	0
03:00	30	29	1	0	0
04:00	19	17	2	0	0
05:00	90	81	8	0	1
06:00	115	107	8	0	0
07:00	85	73	12	0	0
08:00	136	118	17	0	1
09:00	271	242	29	0	0
10:00	482	439	41	2	0
11:00	687	643	44	0	0
12:00	704	660	42	0	2
13:00	824	777	44	2	1
14:00	737	700	35	1	1
15:00	724	690	30	2	2
16:00	537	508	27	0	2
17:00	472	449	22	0	1
18:00	408	387	21	0	0
19:00	320	305	15	0	0
20:00	257	245	11	1	0
21:00	216	205	11	0	0
22:00	130	123	7	0	0
23:00	103	98	4	0	1
Total					
12H(7-19)	6067	5686	364	7	10
16H(6-22)	6975	6548	409	8	10
18H(6-24)	7208	6769	420	8	11
24H(0-24)	7471	7006	445	8	12
AM Peak	11:00	11:00	11:00	10:00	05:00
	687	643	44	2	1
PM Peak	13:00	13:00	13:00	13:00	12:00
	824	777	44	2	2

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

27/03/2023					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	25	24	1	0	0
01:00	18	18	0	0	0
02:00	8	7	0	0	1
03:00	4	4	0	0	0
04:00	19	18	1	0	0
05:00	67	58	9	0	0
06:00	97	79	13	1	4
07:00	155	125	26	0	4
08:00	304	264	37	0	3
09:00	278	229	44	0	5
10:00	304	270	33	0	1
11:00	317	275	40	0	2
12:00	352	310	38	0	4
13:00	393	355	34	1	3
14:00	424	383	37	2	2
15:00	396	353	40	0	3
16:00	454	407	46	1	0
17:00	440	417	22	0	1
18:00	377	354	19	1	3
19:00	325	297	27	0	1
20:00	205	196	9	0	0
21:00	148	139	9	0	0
22:00	114	111	3	0	0
23:00	51	47	3	0	1
Total					
12H(7-19)	4194	3742	416	5	31
16H(6-22)	4969	4453	474	6	36
18H(6-24)	5134	4611	480	6	37
24H(0-24)	5275	4740	491	6	38
AM Peak	11:00	11:00	09:00	06:00	09:00
	317	275	44	1	5
PM Peak	16:00	17:00	16:00	14:00	12:00
	454	417	46	2	4

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	26	23	3	0	0
01:00	7	7	0	0	0
02:00	6	6	0	0	0
03:00	6	5	0	0	1
04:00	42	38	4	0	0
05:00	223	204	16	0	3
06:00	239	204	30	1	4
07:00	370	304	60	0	6
08:00	639	584	50	2	3
09:00	459	419	37	0	3
10:00	444	420	20	2	2
11:00	475	445	26	2	2
12:00	430	402	27	0	1
13:00	499	480	19	0	0
14:00	432	408	19	3	2
15:00	515	486	27	2	0
16:00	460	439	19	1	1
17:00	527	515	10	2	0
18:00	389	376	12	1	0
19:00	265	247	17	0	1
20:00	171	160	11	0	0
21:00	120	109	11	0	0
22:00	67	59	8	0	0
23:00	37	32	5	0	0
Total					
12H(7-19)	5639	5278	326	15	20
16H(6-22)	6434	5998	395	16	25
18H(6-24)	6538	6089	408	16	25
24H(0-24)	6848	6372	431	16	29
AM Peak	08:00	08:00	07:00	08:00	07:00
	639	584	60	2	6
PM Peak	17:00	17:00	12:00	14:00	14:00
	527	515	27	3	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	51	47	4	0	0
01:00	25	25	0	0	0
02:00	14	13	0	0	1
03:00	10	9	0	0	1
04:00	61	56	5	0	0
05:00	290	262	25	0	3
06:00	336	283	43	2	8
07:00	525	429	86	0	10
08:00	943	848	87	2	6
09:00	737	648	81	0	8
10:00	748	690	53	2	3
11:00	792	720	66	2	4
12:00	782	712	65	0	5
13:00	892	835	53	1	3
14:00	856	791	56	5	4
15:00	911	839	67	2	3
16:00	914	846	65	2	1
17:00	967	932	32	2	1
18:00	766	730	31	2	3
19:00	590	544	44	0	2
20:00	376	356	20	0	0
21:00	268	248	20	0	0
22:00	181	170	11	0	0
23:00	88	79	8	0	1
Total					
12H(7-19)	9833	9020	742	20	51
16H(6-22)	11403	10451	869	22	61
18H(6-24)	11672	10700	888	22	62
24H(0-24)	12123	11112	922	22	67
AM Peak	08:00	08:00	08:00	06:00	07:00
	943	848	87	2	10
PM Peak	17:00	17:00	15:00	14:00	12:00
	967	932	67	5	5

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

28/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	31	29	2	0	0
01:00	13	12	1	0	0
02:00	13	12	0	0	1
03:00	10	7	3	0	0
04:00	27	24	3	0	0
05:00	66	59	7	0	0
06:00	123	99	17	1	6
07:00	150	126	19	0	5
08:00	303	265	35	0	3
09:00	294	255	35	0	4
10:00	262	240	22	0	0
11:00	314	276	35	0	3
12:00	307	262	43	0	2
13:00	360	319	38	1	2
14:00	475	412	61	1	1
15:00	272	260	11	1	0
16:00	458	411	44	1	2
17:00	479	448	31	0	0
18:00	394	377	16	0	1
19:00	305	286	18	0	1
20:00	292	274	17	0	1
21:00	458	429	29	0	0
22:00	376	351	23	0	2
23:00	178	159	17	0	2
Total					
12H(7-19)	4068	3651	390	4	23
16H(6-22)	5246	4739	471	5	31
18H(6-24)	5800	5249	511	5	35
24H(0-24)	5960	5392	527	5	36
AM Peak	11:00	11:00	08:00	06:00	06:00
	314	276	35	1	6
PM Peak	17:00	17:00	14:00	13:00	12:00
	479	448	61	1	2

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	19	17	2	0	0
01:00	14	12	1	0	1
02:00	12	12	0	0	0
03:00	8	7	0	0	1
04:00	34	33	1	0	0
05:00	202	181	20	0	1
06:00	248	209	34	1	4
07:00	380	322	55	0	3
08:00	645	587	51	4	3
09:00	578	542	29	2	5
10:00	399	375	24	0	0
11:00	445	413	29	3	0
12:00	478	456	20	1	1
13:00	571	542	27	2	0
14:00	526	505	20	0	1
15:00	502	493	8	1	0
16:00	578	552	23	3	0
17:00	552	529	22	0	1
18:00	395	382	12	0	1
19:00	236	224	12	0	0
20:00	164	158	5	0	1
21:00	177	170	7	0	0
22:00	114	108	6	0	0
23:00	46	40	6	0	0
Total					
12H(7-19)	6049	5698	320	16	15
16H(6-22)	6874	6459	378	17	20
18H(6-24)	7034	6607	390	17	20
24H(0-24)	7323	6869	414	17	23
AM Peak	08:00	08:00	07:00	08:00	09:00
	645	587	55	4	5
PM Peak	16:00	16:00	13:00	16:00	12:00
	578	552	27	3	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	50	46	4	0	0
01:00	27	24	2	0	1
02:00	25	24	0	0	1
03:00	18	14	3	0	1
04:00	61	57	4	0	0
05:00	268	240	27	0	1
06:00	371	308	51	2	10
07:00	530	448	74	0	8
08:00	948	852	86	4	6
09:00	872	797	64	2	9
10:00	661	615	46	0	0
11:00	759	689	64	3	3
12:00	785	718	63	1	3
13:00	931	861	65	3	2
14:00	1001	917	81	1	2
15:00	774	753	19	2	0
16:00	1036	963	67	4	2
17:00	1031	977	53	0	1
18:00	789	759	28	0	2
19:00	541	510	30	0	1
20:00	456	432	22	0	2
21:00	635	599	36	0	0
22:00	490	459	29	0	2
23:00	224	199	23	0	2
Total					
12H(7-19)	10117	9349	710	20	38
16H(6-22)	12120	11198	849	22	51
18H(6-24)	12834	11856	901	22	55
24H(0-24)	13283	12261	941	22	59
AM Peak	08:00	08:00	08:00	08:00	06:00
	948	852	86	4	10
PM Peak	16:00	17:00	14:00	16:00	12:00
	1036	977	81	4	3

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

29/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	75	66	7	1	1
01:00	45	38	5	1	1
02:00	9	8	1	0	0
03:00	11	11	0	0	0
04:00	22	21	1	0	0
05:00	68	63	4	0	1
06:00	118	96	16	2	4
07:00	192	136	42	1	13
08:00	321	286	30	1	4
09:00	277	236	36	1	4
10:00	295	247	42	1	5
11:00	339	294	41	0	4
12:00	355	314	40	1	0
13:00	354	311	41	0	2
14:00	418	373	44	1	0
15:00	428	390	33	0	5
16:00	445	405	38	0	2
17:00	494	460	33	0	1
18:00	387	359	25	0	3
19:00	314	290	23	0	1
20:00	467	427	37	2	1
21:00	358	341	17	0	0
22:00	118	112	6	0	0
23:00	61	53	6	0	2
Total 12H(7-19)	4305	3811	445	6	43
16H(6-22)	5562	4965	538	10	49
18H(6-24)	5741	5130	550	10	51
24H(0-24)	5971	5337	568	12	54
AM Peak	11:00 339	11:00 294	07:00 42	06:00 2	07:00 13
PM Peak	17:00 494	17:00 460	14:00 44	20:00 2	15:00 5

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	13	8	5	0	0
01:00	9	8	1	0	0
02:00	6	6	0	0	0
03:00	8	7	1	0	0
04:00	40	38	2	0	0
05:00	225	206	19	0	0
06:00	239	207	31	1	0
07:00	449	398	44	1	6
08:00	732	697	31	3	1
09:00	558	538	15	3	2
10:00	431	410	18	2	1
11:00	459	443	13	2	1
12:00	484	472	8	4	0
13:00	551	537	8	4	2
14:00	474	460	12	0	2
15:00	536	522	10	3	1
16:00	484	472	10	1	1
17:00	544	527	13	2	2
18:00	431	411	20	0	0
19:00	264	247	17	0	0
20:00	213	205	8	0	0
21:00	233	225	7	1	0
22:00	78	73	5	0	0
23:00	44	41	3	0	0
Total 12H(7-19)	6133	5887	202	25	19
16H(6-22)	7082	6771	265	27	19
18H(6-24)	7204	6885	273	27	19
24H(0-24)	7505	7158	301	27	19
AM Peak	08:00 732	08:00 697	07:00 44	08:00 3	07:00 6
PM Peak	13:00 551	13:00 537	18:00 20	12:00 4	13:00 2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	88	74	12	1	1
01:00	54	46	6	1	1
02:00	15	14	1	0	0
03:00	19	18	1	0	0
04:00	62	59	3	0	0
05:00	293	269	23	0	1
06:00	357	303	47	3	4
07:00	641	534	86	2	19
08:00	1053	983	61	4	5
09:00	835	774	51	4	6
10:00	726	657	60	3	6
11:00	798	737	54	2	5
12:00	839	786	48	5	0
13:00	905	848	49	4	4
14:00	892	833	56	1	2
15:00	964	912	43	3	6
16:00	929	877	48	1	3
17:00	1038	987	46	2	3
18:00	818	770	45	0	3
19:00	578	537	40	0	1
20:00	680	632	45	2	1
21:00	591	566	24	1	0
22:00	196	185	11	0	0
23:00	105	94	9	0	2
Total 12H(7-19)	10438	9698	647	31	62
16H(6-22)	12644	11736	803	37	68
18H(6-24)	12945	12015	823	37	70
24H(0-24)	13476	12495	869	39	73
AM Peak	08:00 1053	08:00 983	07:00 86	08:00 4	07:00 19
PM Peak	17:00 1038	17:00 987	14:00 56	12:00 5	15:00 6

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

Direction: Southbound

Direction: Total Flow

30/03/2023					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	22	21	1	0	0
01:00	18	16	2	0	0
02:00	11	9	2	0	0
03:00	12	10	1	0	1
04:00	17	14	3	0	0
05:00	69	61	6	1	1
06:00	128	108	15	1	4
07:00	170	128	33	0	9
08:00	319	285	33	0	1
09:00	284	248	32	0	4
10:00	284	241	37	1	5
11:00	307	255	47	0	5
12:00	379	352	25	1	1
13:00	334	298	34	0	2
14:00	454	399	52	1	2
15:00	403	364	36	0	3
16:00	459	414	44	0	1
17:00	433	410	22	0	1
18:00	377	355	21	0	1
19:00	358	321	33	0	4
20:00	242	227	15	0	0
21:00	150	143	6	0	1
22:00	117	113	4	0	0
23:00	59	53	3	0	3
Total 12H(7-19)	4203	3749	416	3	35
16H(6-22)	5081	4548	485	4	44
18H(6-24)	5257	4714	492	4	47
24H(0-24)	5406	4845	507	5	49
AM Peak	08:00 319	08:00 285	11:00 47	05:00 1	07:00 9
PM Peak	16:00 459	16:00 414	14:00 52	12:00 1	19:00 4

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	25	22	2	0	1
01:00	13	11	2	0	0
02:00	8	7	1	0	0
03:00	13	11	1	0	1
04:00	37	35	2	0	0
05:00	212	201	9	0	2
06:00	261	228	29	3	1
07:00	476	436	30	6	4
08:00	724	697	20	6	1
09:00	566	555	7	2	2
10:00	470	455	11	2	2
11:00	448	429	17	1	1
12:00	459	435	19	2	3
13:00	433	407	24	0	2
14:00	433	416	14	1	2
15:00	562	537	21	4	0
16:00	447	432	15	0	0
17:00	537	520	11	5	1
18:00	402	379	20	2	1
19:00	279	260	18	1	0
20:00	176	165	11	0	0
21:00	180	174	6	0	0
22:00	77	72	5	0	0
23:00	55	50	5	0	0
Total 12H(7-19)	5957	5698	209	31	19
16H(6-22)	6853	6525	273	35	20
18H(6-24)	6985	6647	283	35	20
24H(0-24)	7293	6934	300	35	24
AM Peak	08:00 724	08:00 697	07:00 30	07:00 6	07:00 4
PM Peak	15:00 562	15:00 537	13:00 24	17:00 5	12:00 3

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	47	43	3	0	1
01:00	31	27	4	0	0
02:00	19	16	3	0	0
03:00	25	21	2	0	2
04:00	54	49	5	0	0
05:00	281	262	15	1	3
06:00	389	336	44	4	5
07:00	646	564	63	6	13
08:00	1043	982	53	6	2
09:00	850	803	39	2	6
10:00	754	696	48	3	7
11:00	755	684	64	1	6
12:00	838	787	44	3	4
13:00	767	705	58	0	4
14:00	887	815	66	2	4
15:00	965	901	57	4	3
16:00	906	846	59	0	1
17:00	970	930	33	5	2
18:00	779	734	41	2	2
19:00	637	581	51	1	4
20:00	418	392	26	0	0
21:00	330	317	12	0	1
22:00	194	185	9	0	0
23:00	114	103	8	0	3
Total 12H(7-19)	10160	9447	625	34	54
16H(6-22)	11934	11073	758	39	64
18H(6-24)	12242	11361	775	39	67
24H(0-24)	12699	11779	807	40	73
AM Peak	08:00 1043	08:00 982	11:00 64	07:00 6	07:00 13
PM Peak	17:00 970	17:00 930	14:00 66	17:00 5	12:00 4

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

31/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	31	29	2	0	0
01:00	20	16	4	0	0
02:00	12	10	1	0	1
03:00	8	8	0	0	0
04:00	22	20	2	0	0
05:00	51	43	7	1	0
06:00	123	102	15	1	5
07:00	166	127	31	1	7
08:00	338	302	33	0	3
09:00	327	276	48	1	2
10:00	327	279	43	1	4
11:00	358	315	40	0	3
12:00	388	346	42	0	0
13:00	453	406	45	0	2
14:00	467	410	55	1	1
15:00	246	233	11	2	0
16:00	306	285	21	0	0
17:00	464	444	18	1	1
18:00	378	361	16	0	1
19:00	319	298	19	0	2
20:00	221	211	10	0	0
21:00	168	156	12	0	0
22:00	119	117	2	0	0
23:00	57	54	2	0	1
Total 12H(7-19)	4218	3784	403	7	24
16H(6-22)	5049	4551	459	8	31
18H(6-24)	5225	4722	463	8	32
24H(0-24)	5369	4848	479	9	33
AM Peak	11:00 358	11:00 315	09:00 48	05:00 1	07:00 7
PM Peak	14:00 467	17:00 444	14:00 55	15:00 2	13:00 2

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	17	15	1	0	1
01:00	8	8	0	0	0
02:00	11	6	5	0	0
03:00	13	11	1	0	1
04:00	44	42	2	0	0
05:00	218	197	16	2	3
06:00	219	190	27	1	1
07:00	439	388	46	1	4
08:00	675	647	21	4	3
09:00	533	502	21	9	1
10:00	514	489	11	7	7
11:00	556	528	15	8	5
12:00	604	584	16	3	1
13:00	549	530	14	3	2
14:00	589	566	16	4	3
15:00	449	429	14	6	0
16:00	447	435	8	3	1
17:00	481	467	8	4	2
18:00	409	395	12	0	2
19:00	256	247	9	0	0
20:00	193	181	12	0	0
21:00	159	154	5	0	0
22:00	106	100	6	0	0
23:00	52	47	5	0	0
Total 12H(7-19)	6245	5960	202	52	31
16H(6-22)	7072	6732	255	53	32
18H(6-24)	7230	6879	266	53	32
24H(0-24)	7541	7158	291	55	37
AM Peak	08:00 675	08:00 647	07:00 46	09:00 9	10:00 7
PM Peak	12:00 604	12:00 584	12:00 16	15:00 6	14:00 3

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	48	44	3	0	1
01:00	28	24	4	0	0
02:00	23	16	6	0	1
03:00	21	19	1	0	1
04:00	66	62	4	0	0
05:00	269	240	23	3	3
06:00	342	292	42	2	6
07:00	605	515	77	2	11
08:00	1013	949	54	4	6
09:00	860	778	69	10	3
10:00	841	768	54	8	11
11:00	914	843	55	8	8
12:00	992	930	58	3	1
13:00	1002	936	59	3	4
14:00	1056	976	71	5	4
15:00	695	662	25	8	0
16:00	753	720	29	3	1
17:00	945	911	26	5	3
18:00	787	756	28	0	3
19:00	575	545	28	0	2
20:00	414	392	22	0	0
21:00	327	310	17	0	0
22:00	225	217	8	0	0
23:00	109	101	7	0	1
Total 12H(7-19)	10463	9744	605	59	55
16H(6-22)	12121	11283	714	61	63
18H(6-24)	12455	11601	729	61	64
24H(0-24)	12910	12006	770	64	70
AM Peak	08:00 1013	08:00 949	07:00 77	09:00 10	07:00 11
PM Peak	14:00 1056	14:00 976	14:00 71	15:00 8	13:00 4

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

25/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	138	33.7	28.6	5.0	0	0	0	6	20	66	34	9	3	0	0	0
01:00	84	33.0	27.9	4.9	0	0	0	4	17	35	26	1	0	1	0	0
02:00	37	34.2	28.2	5.8	0	0	0	3	5	19	6	2	2	0	0	0
03:00	13	35.9	28.3	7.3	0	0	1	1	1	4	4	2	0	0	0	0
04:00	15	37.0	31.8	5.0	0	0	0	0	1	4	7	2	1	0	0	0
05:00	25	36.3	29.3	6.8	0	0	2	0	3	6	10	4	0	0	0	0
06:00	77	32.0	27.5	4.4	0	0	1	3	12	42	17	2	0	0	0	0
07:00	79	32.3	27.7	4.5	0	0	0	2	17	42	13	4	1	0	0	0
08:00	160	31.6	26.1	5.3	0	0	4	14	44	64	31	2	0	1	0	0
09:00	245	30.3	25.6	4.5	0	0	4	20	75	114	30	1	1	0	0	0
10:00	344	30.2	25.3	4.7	0	3	0	35	114	154	30	7	1	0	0	0
11:00	374	30.2	25.3	4.7	0	0	6	29	146	145	39	8	0	1	0	0
12:00	453	30.4	25.8	4.4	0	0	3	42	133	209	61	5	0	0	0	0
13:00	406	30.6	26.1	4.3	0	1	4	20	121	206	45	9	0	0	0	0
14:00	377	30.6	26.0	4.5	0	0	4	26	117	172	51	7	0	0	0	0
15:00	360	30.2	25.4	4.6	0	4	7	19	121	170	35	4	0	0	0	0
16:00	377	31.2	26.1	4.9	0	0	3	35	103	167	62	5	1	0	1	0
17:00	337	31.0	26.4	4.4	0	0	2	18	94	172	42	6	3	0	0	0
18:00	262	31.6	26.9	4.6	0	0	1	16	64	127	44	9	1	0	0	0
19:00	228	30.6	27.0	3.5	0	0	0	7	46	140	33	2	0	0	0	0
20:00	163	32.7	27.7	4.9	0	0	2	4	36	76	37	5	3	0	0	0
21:00	108	33.1	28.3	4.6	0	0	0	3	20	48	31	5	1	0	0	0
22:00	86	32.5	28.3	4.0	0	0	0	0	16	45	21	3	1	0	0	0
23:00	59	35.0	29.0	5.8	0	0	0	1	9	29	16	3	0	0	0	1
Total																
2H(10-12)	718	30.2	25.3	4.7	0	3	6	64	260	299	69	15	1	1	0	0
2H(14-16)	737	30.4	25.7	4.6	0	4	11	45	238	342	86	11	0	0	0	0
12H(7-19)	3774	30.7	25.9	4.6	0	8	38	276	1149	1742	483	67	8	2	1	0
24H(0-24)	4807	31.3	26.4	4.7	0	8	44	308	1335	2256	725	107	19	3	1	1
AM Peak	11:00	04:00	04:00	03:00	00:00	10:00	11:00	10:00	11:00	10:00	11:00	00:00	00:00	01:00	00:00	00:00
	374	37.0	31.8	7.3	0	3	6	35	146	154	39	9	3	1	0	0
PM Peak	12:00	23:00	23:00	23:00	12:00	15:00	15:00	12:00	12:00	12:00	16:00	13:00	17:00	12:00	16:00	23:00
	453	35.0	29.0	5.8	0	4	7	42	133	209	62	9	3	0	1	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	27	34.7	28.8	5.6	0	0	0	2	4	10	7	4	0	0	0	0
01:00	16	34.0	29.1	4.7	0	0	0	0	4	4	7	1	0	0	0	0
02:00	13	31.1	28.3	2.8	0	0	0	0	1	9	3	0	0	0	0	0
03:00	14	43.9	34.6	8.9	0	0	0	0	1	5	2	2	2	1	1	0
04:00	20	33.3	29.8	3.4	0	0	0	0	1	10	8	1	0	0	0	0
05:00	84	34.5	29.0	5.4	0	0	1	1	12	40	23	3	3	1	0	0
06:00	94	33.5	27.9	5.4	0	0	1	3	21	43	16	8	2	0	0	0
07:00	142	32.7	27.4	5.1	0	0	1	8	32	64	26	10	1	0	0	0
08:00	267	31.0	26.1	4.7	0	1	2	23	70	126	40	4	1	0	0	0
09:00	347	28.3	23.2	5.0	0	1	15	60	155	96	17	2	0	0	1	0
10:00	506	27.9	23.2	4.5	0	4	15	74	246	150	13	3	1	0	0	0
11:00	566	25.6	19.9	5.5	0	25	93	130	230	81	6	1	0	0	0	0
12:00	469	25.0	18.7	6.0	0	44	78	145	134	61	6	0	1	0	0	0
13:00	463	25.7	20.1	5.4	0	18	64	130	173	72	5	0	1	0	0	0
14:00	427	27.1	22.4	4.5	0	2	32	64	209	115	5	0	0	0	0	0
15:00	366	28.2	22.5	5.5	0	9	30	55	155	98	16	3	0	0	0	0
16:00	375	30.2	24.1	5.9	0	2	11	63	148	118	22	3	6	0	0	2
17:00	364	29.6	24.7	4.7	0	1	3	43	142	147	24	3	0	0	0	1
18:00	244	31.3	26.4	4.7	0	1	1	16	64	124	28	9	1	0	0	0
19:00	198	32.0	26.9	4.9	0	0	2	10	50	98	29	6	2	1	0	0
20:00	130	33.2	27.9	5.1	0	1	0	0	39	49	31	8	2	0	0	0
21:00	117	33.1	28.1	4.8	0	0	0	4	25	49	33	4	2	0	0	0
22:00	63	32.1	27.5	4.4	0	0	0	1	16	32	11	2	1	0	0	0
23:00	60	32.5	27.5	4.8	0	0	2	1	11	28	17	1	0	0	0	0
Total																
2H(10-12)	1072	27.0	21.5	5.3	0	29	108	204	476	231	19	4	1	0	0	0
2H(14-16)	793	27.6	22.4	5.0	0	11	62	119	364	213	21	3	0	0	0	0
12H(7-19)	4536	28.5	22.5	5.7	0	108	345	811	1758	1252	208	38	12	0	1	3
24H(0-24)	5372	29.6	23.4	6.0	0	109	351	833	1943	1629	395	78	26	3	2	3
AM Peak	11:00	03:00	03:00	03:00	00:00	11:00	11:00	11:00	10:00	10:00	08:00	07:00	05:00	03:00	03:00	00:00
	566	43.9	34.6	8.9	0	25	93	130	246	150	40	10	3	1	1	0
PM Peak	12:00	20:00	21:00	12:00	12:00	12:00	12:00	12:00	14:00	17:00	21:00	18:00	16:00	19:00	12:00	16:00
	469	33.2	28.1	6.0	0	44	78	145	209	147	33	9	6	1	0	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
00:00	165	33.8	28.6	5.1	0	0	0	8	24	76	41	13	3	0	0	0
01:00	100	33.1	28.1	4.8	0	0	0	4	21	39	33	2	0	1	0	0
02:00	50	33.5	28.2	5.2	0	0	0	3	6	28	9	2	2	0	0	0
03:00	27	40.6	31.6	8.7	0	0	1	1	2	9	6	4	2	1	1	0
04:00	35	35.0	30.6	4.2	0	0	0	0	2	14	15	3	1	0	0	0
05:00	109	34.9	29.1	5.7	0	0	3	1	15	46	33	7	3	1	0	0
06:00	171	32.8	27.7	4.9	0	0	2	6	33	85	33	10	2	0	0	0
07:00	221	32.6	27.5	4.9	0	0	1	10	49	106	39	14	2	0	0	0
08:00	427	31.2	26.1	5.0	0	1	6	37	114	190	71	6	1	1	0	0
09:00	592	29.3	24.2	4.9	0	1	19	80	230	210	47	3	1	0	1	0
10:00	850	28.9	24.1	4.7	0	7	15	109	360	304	43	10	2	0	0	0
11:00	940	28.1	22.1	5.8	0	25	99	159	376	226	45	9	0	1	0	0
12:00	922	28.8	22.2	6.4	0	44	81	187	267	270	67	5	1	0	0	0
13:00	869	28.9	22.9	5.8	0	19	68	150	294	278	50	9	1	0	0	0
14:00	804	29.1	24.1	4.8	0	2	36	90	326	287	56	7	0	0	0	0
15:00	726	29.4	23.9	5.3	0	13	37	74	276	268	51	7	0	0	0	0
16:00	752	30.9	25.1	5.5	0	2	14	98	251	285	84	8	7	0	1	2
17:00	701	30.3	25.5	4.6	0	1	5	61	236	319	66	9	3	0	0	1
18:00	506	31.4	26.6	4.6	0	1	2	32	128	251	72	18	2	0	0	0
19:00	426	31.3	26.9	4.2	0	0	2	17	96	238	62	8	2	1	0	0
20:00	293	32.9	27.8	5.0	0	1	2	4	75	125	68	13	5	0	0	0
21:00	225	33.1	28.2	4.7	0	0	0	7	45	97	64	9	3	0	0	0
22:00	149	32.3	28.0	4.2	0	0	0	1	32	77	32	5	2	0	0	0
23:00	119	33.8	28.2	5.3	0	0	2	2	20	57	33	4	0	0	0	1
Total																
2H(10-12)	1790	28.6	23.0	5.4	0	32	114	268	736	530	88	19	2	1	0	0
2H(14-16)	1530	29.2	24.0	5.1	0	15	73	164	602	555	107	14	0	0	0	0
12H(7-19)	8310	29.8	24.1	5.5	0	116	383	1087	2907	2994	691	105	20	2	2	3
24H(0-24)	10179	30.6	24.8	5.6	0	117	395	1141	3278	3885	1120	185	45	6	3	4
AM Peak	11:00 940	03:00 40.6	03:00 31.6	03:00 8.7	00:00 0	11:00 25	11:00 99	11:00 159	11:00 376	10:00 304	08:00 71	07:00 14	00:00 3	01:00 1	03:00 1	00:00 0
PM Peak	12:00 922	23:00 33.8	23:00 28.2	12:00 6.4	12:00 0	12:00 44	12:00 81	12:00 187	14:00 326	17:00 319	16:00 84	18:00 18	16:00 7	19:00 1	16:00 1	16:00 2

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

26/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	34	34.2	28.2	5.8	0	1	0	1	5	13	12	2	0	0	0	0
01:00	35	37.0	31.1	5.8	0	0	0	0	3	16	8	4	4	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	17	33.0	29.0	3.9	0	0	0	0	3	6	8	0	0	0	0	0
04:00	8	30.3	27.5	2.7	0	0	0	0	1	6	1	0	0	0	0	0
05:00	24	36.3	30.2	5.9	0	0	1	0	1	9	11	0	2	0	0	0
06:00	46	36.0	28.4	7.3	0	1	0	4	9	13	12	5	1	1	0	0
07:00	28	35.3	28.8	6.3	0	1	0	1	1	15	7	2	1	0	0	0
08:00	43	33.4	27.3	5.9	0	0	1	3	9	19	7	3	1	0	0	0
09:00	89	32.3	26.9	5.2	0	0	1	6	21	41	16	2	2	0	0	0
10:00	198	30.3	25.2	5.0	0	0	6	17	72	74	25	4	0	0	0	0
11:00	271	30.5	25.7	4.7	0	1	2	23	79	141	18	6	0	0	1	0
12:00	345	30.0	25.1	4.7	0	0	3	42	115	145	38	1	0	0	1	0
13:00	341	30.6	25.8	4.6	0	0	2	31	109	151	40	6	2	0	0	0
14:00	346	30.1	26.1	3.9	0	0	2	19	92	201	26	6	0	0	0	0
15:00	394	29.8	25.5	4.1	0	0	2	34	124	197	35	0	2	0	0	0
16:00	297	32.0	27.6	4.2	0	0	0	3	65	164	55	9	0	0	0	1
17:00	241	31.5	27.4	4.0	0	0	1	5	53	131	43	8	0	0	0	0
18:00	212	32.5	27.6	4.7	0	0	0	10	42	106	44	6	4	0	0	0
19:00	166	33.5	28.6	4.8	0	1	0	2	28	76	50	5	4	0	0	0
20:00	143	32.9	28.1	4.6	0	0	0	4	29	67	31	12	0	0	0	0
21:00	115	33.5	28.9	4.4	0	1	0	0	15	55	36	8	0	0	0	0
22:00	71	33.3	28.2	4.9	0	0	0	2	17	27	19	6	0	0	0	0
23:00	48	33.8	28.8	4.9	0	0	0	0	9	24	11	3	0	1	0	0
Total																
2H(10-12)	469	30.4	25.5	4.8	0	1	8	40	151	215	43	10	0	0	1	0
2H(14-16)	740	29.9	25.8	4.0	0	0	4	53	216	398	61	6	2	0	0	0
12H(7-19)	2805	30.9	26.2	4.6	0	2	20	194	782	1385	354	53	12	0	2	1
24H(0-24)	3512	31.7	26.7	4.8	0	6	21	207	902	1697	553	98	23	2	2	1
AM Peak	11:00	01:00	01:00	06:00	00:00	00:00	10:00	11:00	11:00	11:00	10:00	11:00	01:00	06:00	11:00	00:00
	271	37.0	31.1	7.3	0	1	6	23	79	141	25	6	4	1	1	0
PM Peak	15:00	23:00	21:00	23:00	12:00	19:00	12:00	12:00	15:00	14:00	16:00	20:00	18:00	23:00	12:00	16:00
	394	33.8	28.9	4.9	0	1	3	42	124	201	55	12	4	1	1	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
00:00	26	33.7	29.8	3.8	0	0	0	0	2	12	10	2	0	0	0	0
01:00	29	35.0	29.7	5.1	0	0	0	0	6	8	12	2	1	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	13	34.3	28.7	5.5	0	0	0	1	2	4	5	1	0	0	0	0
04:00	11	36.7	31.6	4.9	0	0	0	0	1	3	4	3	0	0	0	0
05:00	66	34.5	29.1	5.2	0	0	0	2	10	29	17	6	2	0	0	0
06:00	69	32.3	26.8	5.3	0	1	1	4	14	32	15	2	0	0	0	0
07:00	57	31.9	26.8	4.9	0	0	1	3	15	24	12	2	0	0	0	0
08:00	93	32.6	28.0	4.5	0	0	0	2	21	42	22	6	0	0	0	0
09:00	182	31.2	26.3	4.7	0	0	2	13	52	78	33	4	0	0	0	0
10:00	284	29.9	24.9	4.8	0	0	3	40	98	112	25	5	1	0	0	0
11:00	416	27.7	22.8	4.8	0	2	11	104	169	109	18	2	1	0	0	0
12:00	359	28.3	23.5	4.6	0	2	8	61	154	116	16	1	1	0	0	0
13:00	483	27.7	22.8	4.8	0	5	16	103	207	129	22	1	0	0	0	0
14:00	391	28.8	23.6	5.0	0	5	16	49	172	126	17	5	1	0	0	0
15:00	330	28.9	24.5	4.2	0	1	1	40	132	137	16	2	1	0	0	0
16:00	240	31.1	27.2	3.8	0	0	0	7	48	146	33	5	1	0	0	0
17:00	231	32.0	27.5	4.3	0	0	2	6	45	128	38	12	0	0	0	0
18:00	196	32.9	27.9	4.8	0	0	1	5	41	97	39	9	4	0	0	0
19:00	154	32.4	27.1	5.1	0	0	0	10	40	71	20	11	2	0	0	0
20:00	114	33.0	27.9	4.9	0	0	1	2	28	49	25	8	1	0	0	0
21:00	101	33.2	28.0	5.0	0	0	0	3	27	37	26	7	1	0	0	0
22:00	59	33.3	28.3	4.9	0	0	0	2	11	29	10	7	0	0	0	0
23:00	55	34.1	29.0	4.9	0	0	0	1	7	28	15	1	3	0	0	0
Total																
2H(10-12)	700	28.7	23.6	4.9	0	2	14	144	267	221	43	7	2	0	0	0
2H(14-16)	721	28.9	24.0	4.7	0	6	17	89	304	263	33	7	2	0	0	0
12H(7-19)	3262	29.9	24.7	5.0	0	15	61	433	1154	1244	291	54	10	0	0	0
24H(0-24)	3959	30.6	25.3	5.2	0	16	63	458	1302	1546	450	104	20	0	0	0
AM Peak	11:00	04:00	04:00	03:00	00:00	11:00	11:00	11:00	11:00	10:00	09:00	05:00	05:00	00:00	00:00	00:00
	416	36.7	31.6	5.5	0	2	11	104	169	112	33	6	2	0	0	0
PM Peak	13:00	23:00	23:00	19:00	12:00	13:00	13:00	13:00	13:00	16:00	18:00	17:00	18:00	12:00	12:00	12:00
	483	34.1	29.0	5.1	0	5	16	103	207	146	39	12	4	0	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	60	34.2	28.9	5.0	0	1	0	1	7	25	22	4	0	0	0	0
01:00	64	36.1	30.5	5.5	0	0	0	0	9	24	20	6	5	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	30	33.5	28.8	4.5	0	0	0	1	5	10	13	1	0	0	0	0
04:00	19	34.6	29.9	4.5	0	0	0	0	2	9	5	3	0	0	0	0
05:00	90	35.0	29.4	5.4	0	0	1	2	11	38	28	6	4	0	0	0
06:00	115	33.9	27.4	6.2	0	2	1	8	23	45	27	7	1	1	0	0
07:00	85	33.1	27.4	5.5	0	1	1	4	16	39	19	4	1	0	0	0
08:00	136	32.9	27.8	5.0	0	0	1	5	30	61	29	9	1	0	0	0
09:00	271	31.6	26.5	4.9	0	0	3	19	73	119	49	6	2	0	0	0
10:00	482	30.0	25.0	4.9	0	0	9	57	170	186	50	9	1	0	0	0
11:00	687	29.0	23.9	4.9	0	3	13	127	248	250	36	8	1	0	1	0
12:00	704	29.2	24.3	4.7	0	2	11	103	269	261	54	2	1	0	1	0
13:00	824	29.1	24.0	4.9	0	5	18	134	316	280	62	7	2	0	0	0
14:00	737	29.6	24.7	4.7	0	5	18	68	264	327	43	11	1	0	0	0
15:00	724	29.4	25.1	4.2	0	1	3	74	256	334	51	2	3	0	0	0
16:00	537	31.6	27.4	4.0	0	0	0	10	113	310	88	14	1	0	0	1
17:00	472	31.8	27.4	4.2	0	0	3	11	98	259	81	20	0	0	0	0
18:00	408	32.7	27.8	4.7	0	0	1	15	83	203	83	15	8	0	0	0
19:00	320	33.1	27.9	5.0	0	1	0	12	68	147	70	16	6	0	0	0
20:00	257	33.0	28.0	4.8	0	0	1	6	57	116	56	20	1	0	0	0
21:00	216	33.4	28.5	4.7	0	1	0	3	42	92	62	15	1	0	0	0
22:00	130	33.3	28.2	4.9	0	0	0	4	28	56	29	13	0	0	0	0
23:00	103	34.0	28.9	4.9	0	0	0	1	16	52	26	4	3	1	0	0
Total																
2H(10-12)	1169	29.5	24.4	4.9	0	3	22	184	418	436	86	17	2	0	1	0
2H(14-16)	1461	29.5	24.9	4.5	0	6	21	142	520	661	94	13	4	0	0	0
12H(7-19)	6067	30.4	25.4	4.9	0	17	81	627	1936	2629	645	107	22	0	2	1
24H(0-24)	7471	31.2	26.0	5.0	0	22	84	665	2204	3243	1003	202	43	2	2	1
AM Peak	11:00	01:00	01:00	06:00	00:00	11:00	11:00	11:00	11:00	11:00	10:00	08:00	01:00	06:00	11:00	00:00
	687	36.1	30.5	6.2	0	3	13	127	248	250	50	9	5	1	1	0
PM Peak	13:00	23:00	23:00	19:00	12:00	13:00	13:00	13:00	13:00	15:00	16:00	17:00	18:00	23:00	12:00	16:00
	824	34.0	28.9	5.0	0	5	18	134	316	334	88	20	8	1	1	1

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

27/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	25	34.9	29.3	5.4	0	0	0	1	3	12	4	5	0	0	0	0
01:00	18	37.7	29.7	7.7	0	0	0	2	1	9	2	2	1	1	0	0
02:00	8	32.3	26.3	5.8	0	0	0	1	2	4	0	1	0	0	0	0
03:00	4	28.7	23.8	4.8	0	0	0	1	1	2	0	0	0	0	0	0
04:00	19	39.8	32.8	6.8	0	0	0	0	0	7	9	1	0	1	1	0
05:00	67	32.1	26.9	5.0	0	0	3	2	13	32	16	1	0	0	0	0
06:00	97	32.4	27.3	4.9	0	1	1	4	17	49	22	3	0	0	0	0
07:00	155	32.2	27.1	5.0	0	1	1	9	30	79	30	4	0	1	0	0
08:00	304	30.2	25.2	4.8	0	0	2	40	101	118	39	3	1	0	0	0
09:00	278	30.5	26.1	4.2	0	0	3	13	88	134	37	2	1	0	0	0
10:00	304	30.4	26.0	4.3	0	1	0	17	107	130	46	3	0	0	0	0
11:00	317	29.4	24.7	4.5	0	2	3	36	121	125	28	2	0	0	0	0
12:00	352	30.6	25.6	4.8	0	2	5	29	110	157	42	6	1	0	0	0
13:00	393	29.7	25.0	4.6	0	0	4	51	134	157	45	2	0	0	0	0
14:00	424	30.6	25.8	4.6	0	0	5	34	132	189	55	8	1	0	0	0
15:00	396	29.3	23.4	5.7	0	13	25	40	154	134	27	3	0	0	0	0
16:00	454	29.9	22.4	7.3	0	53	24	42	148	145	35	6	1	0	0	0
17:00	440	31.4	24.8	6.4	0	14	19	50	104	188	54	10	0	0	0	1
18:00	377	31.4	26.4	4.8	0	1	3	27	93	193	49	7	3	1	0	0
19:00	325	32.0	26.8	5.0	0	1	3	20	85	140	62	12	2	0	0	0
20:00	205	32.5	28.0	4.4	0	0	0	4	41	107	41	9	3	0	0	0
21:00	148	33.2	28.6	4.4	0	0	0	1	26	73	37	9	2	0	0	0
22:00	114	33.2	28.3	4.7	0	0	0	3	20	58	25	5	3	0	0	0
23:00	51	32.8	28.6	4.0	0	0	1	0	5	27	17	1	0	0	0	0
Total																
2H(10-12)	621	29.9	25.3	4.4	0	3	3	53	228	255	74	5	0	0	0	0
2H(14-16)	820	30.2	24.6	5.3	0	13	30	74	286	323	82	11	1	0	0	0
12H(7-19)	4194	30.6	25.0	5.4	0	87	94	388	1322	1749	487	56	8	2	0	1
24H(0-24)	5275	31.2	25.6	5.4	0	89	102	427	1536	2269	722	105	19	4	1	1
AM Peak	11:00	04:00	04:00	01:00	00:00	11:00	05:00	08:00	11:00	09:00	10:00	00:00	01:00	01:00	04:00	00:00
	317	39.8	32.8	7.7	0	2	3	40	121	134	46	5	1	1	1	0
PM Peak	16:00	22:00	21:00	16:00	12:00	16:00	15:00	13:00	15:00	18:00	19:00	19:00	18:00	18:00	12:00	17:00
	454	33.2	28.6	7.3	0	53	25	51	154	193	62	12	3	1	0	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	26	34.3	27.9	6.2	0	0	0	1	9	8	4	3	1	0	0	0
01:00	7	33.8	26.8	6.7	0	0	0	1	2	2	1	1	0	0	0	0
02:00	6	27.8	25.0	2.7	0	0	0	0	3	3	0	0	0	0	0	0
03:00	6	37.7	31.7	5.8	0	0	0	0	0	3	2	0	1	0	0	0
04:00	42	38.7	31.4	7.0	0	0	0	1	7	7	18	7	0	0	2	0
05:00	223	30.6	25.6	4.9	0	1	6	7	88	92	22	5	2	0	0	0
06:00	239	31.2	26.1	4.9	0	0	4	17	71	107	31	8	1	0	0	0
07:00	370	29.9	23.8	5.8	0	10	14	48	142	119	30	5	1	0	1	0
08:00	639	25.4	20.2	5.0	0	14	80	197	254	83	11	0	0	0	0	0
09:00	459	27.9	22.6	5.1	0	17	20	58	222	126	15	1	0	0	0	0
10:00	444	27.4	23.0	4.3	0	3	5	86	225	101	24	0	0	0	0	0
11:00	475	27.0	21.7	5.1	0	6	42	99	216	103	8	0	0	0	0	1
12:00	430	25.6	19.9	5.5	0	33	39	108	193	52	5	0	0	0	0	0
13:00	499	26.8	21.6	5.1	0	12	30	123	225	96	11	0	1	1	0	0
14:00	432	26.6	20.5	5.9	0	27	41	111	169	70	12	1	1	0	0	0
15:00	515	21.7	15.5	6.0	0	94	187	108	93	28	4	1	0	0	0	0
16:00	460	27.9	21.9	5.8	0	6	63	87	158	123	19	3	1	0	0	0
17:00	527	27.4	21.4	5.8	0	19	65	91	213	116	22	1	0	0	0	0
18:00	389	28.3	24.0	4.1	0	1	5	35	208	117	20	2	0	1	0	0
19:00	265	29.2	24.9	4.2	0	1	2	31	82	135	13	1	0	0	0	0
20:00	171	32.7	27.4	5.1	0	0	2	6	43	77	32	9	1	1	0	0
21:00	120	32.8	27.7	5.0	0	1	0	5	22	61	23	7	1	0	0	0
22:00	67	33.0	28.5	4.4	0	0	0	0	14	32	15	6	0	0	0	0
23:00	37	33.0	27.6	5.2	0	0	1	0	9	18	5	4	0	0	0	0
Total																
2H(10-12)	919	27.3	22.3	4.8	0	9	47	185	441	204	32	0	0	0	0	1
2H(14-16)	947	24.4	17.8	6.4	0	121	228	219	262	98	16	2	1	0	0	0
12H(7-19)	5639	27.2	21.2	5.8	0	242	591	1151	2318	1134	181	14	4	2	1	1
24H(0-24)	6848	28.3	22.1	6.0	0	245	606	1220	2668	1679	347	65	11	3	3	1
AM Peak	08:00 639	04:00 38.7	03:00 31.7	04:00 7.0	00:00 0	09:00 17	08:00 80	08:00 197	08:00 254	09:00 126	06:00 31	06:00 8	05:00 2	00:00 0	04:00 2	11:00 1
PM Peak	17:00 527	23:00 33.0	22:00 28.5	15:00 6.0	12:00 0	15:00 94	15:00 187	13:00 123	13:00 225	19:00 135	20:00 32	20:00 9	13:00 1	13:00 1	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	51	34.6	28.6	5.8	0	0	0	2	12	20	8	8	1	0	0	0
01:00	25	36.6	28.9	7.4	0	0	0	3	3	11	3	3	1	1	0	0
02:00	14	30.5	25.7	4.6	0	0	0	1	5	7	0	1	0	0	0	0
03:00	10	35.3	28.5	6.6	0	0	0	1	1	5	2	0	1	0	0	0
04:00	61	39.0	31.8	6.9	0	0	0	1	7	14	27	8	0	1	3	0
05:00	290	31.0	25.9	5.0	0	1	9	9	101	124	38	6	2	0	0	0
06:00	336	31.5	26.4	4.9	0	1	5	21	88	156	53	11	1	0	0	0
07:00	525	30.8	24.8	5.8	0	11	15	57	172	198	60	9	1	1	1	0
08:00	943	27.5	21.8	5.4	0	14	82	237	355	201	50	3	1	0	0	0
09:00	737	29.2	23.9	5.1	0	17	23	71	310	260	52	3	1	0	0	0
10:00	748	28.9	24.2	4.5	0	4	5	103	332	231	70	3	0	0	0	0
11:00	792	28.2	22.9	5.1	0	8	45	135	337	228	36	2	0	0	0	1
12:00	782	28.6	22.5	5.9	0	35	44	137	303	209	47	6	1	0	0	0
13:00	892	28.4	23.1	5.1	0	12	34	174	359	253	56	2	1	1	0	0
14:00	856	29.3	23.1	5.9	0	27	46	145	301	259	67	9	2	0	0	0
15:00	911	26.2	18.9	7.0	0	107	212	148	247	162	31	4	0	0	0	0
16:00	914	29.0	22.1	6.6	0	59	87	129	306	268	54	9	2	0	0	0
17:00	967	29.5	23.0	6.3	0	33	84	141	317	304	76	11	0	0	0	1
18:00	766	30.0	25.2	4.6	0	2	8	62	301	310	69	9	3	2	0	0
19:00	590	30.9	25.9	4.8	0	2	5	51	167	275	75	13	2	0	0	0
20:00	376	32.6	27.7	4.7	0	0	2	10	84	184	73	18	4	1	0	0
21:00	268	33.0	28.2	4.7	0	1	0	6	48	134	60	16	3	0	0	0
22:00	181	33.1	28.4	4.6	0	0	0	3	34	90	40	11	3	0	0	0
23:00	88	32.9	28.2	4.6	0	0	2	0	14	45	22	5	0	0	0	0
Total																
2H(10-12)	1540	28.6	23.5	4.9	0	12	50	238	669	459	106	5	0	0	0	1
2H(14-16)	1767	28.1	21.0	6.9	0	134	258	293	548	421	98	13	2	0	0	0
12H(7-19)	9833	29.0	22.8	5.9	0	329	685	1539	3640	2883	668	70	12	4	1	2
24H(0-24)	12123	29.9	23.6	6.0	0	334	708	1647	4204	3948	1069	170	30	7	4	2
AM Peak	08:00 943	04:00 39.0	04:00 31.8	01:00 7.4	00:00 0	09:00 17	08:00 82	08:00 237	08:00 355	09:00 260	10:00 70	06:00 11	05:00 2	01:00 1	04:00 3	11:00 1
PM Peak	17:00 967	22:00 33.1	22:00 28.4	15:00 7.0	12:00 0	15:00 107	15:00 212	13:00 174	13:00 359	18:00 310	17:00 76	20:00 18	20:00 4	18:00 2	12:00 0	17:00 1

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

28/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	31	36.3	29.6	6.4	0	0	1	0	5	11	9	4	0	1	0	0
01:00	13	39.9	29.2	10.3	0	0	0	0	5	5	1	1	0	0	0	1
02:00	13	35.9	29.0	6.6	0	0	0	1	2	5	3	1	1	0	0	0
03:00	10	39.5	32.0	7.2	0	0	0	1	0	2	5	0	2	0	0	0
04:00	27	36.9	31.0	5.7	0	0	0	1	2	8	11	3	2	0	0	0
05:00	66	33.6	28.8	4.7	0	0	1	2	5	33	22	2	1	0	0	0
06:00	123	31.9	27.1	4.7	0	0	3	1	33	57	26	2	1	0	0	0
07:00	150	30.0	26.4	3.5	0	0	0	4	45	83	17	1	0	0	0	0
08:00	303	28.9	24.6	4.1	0	0	1	37	120	126	16	3	0	0	0	0
09:00	294	29.3	25.3	3.9	0	0	1	15	127	123	25	3	0	0	0	0
10:00	262	29.8	25.4	4.2	0	0	1	17	106	109	25	3	1	0	0	0
11:00	314	28.5	24.1	4.3	0	0	8	31	148	110	15	1	1	0	0	0
12:00	307	29.3	24.4	4.7	0	1	9	35	117	123	18	3	1	0	0	0
13:00	360	29.7	24.9	4.6	0	2	11	17	145	159	19	5	2	0	0	0
14:00	475	29.2	24.8	4.2	0	0	4	43	203	181	40	3	1	0	0	0
15:00	272	23.4	15.0	8.1	0	119	39	27	43	36	7	1	0	0	0	0
16:00	458	29.6	25.2	4.2	0	2	3	34	166	219	28	5	1	0	0	0
17:00	479	30.5	25.5	4.8	0	2	15	32	146	218	61	5	0	0	0	0
18:00	394	30.9	26.4	4.3	0	1	2	20	109	198	56	8	0	0	0	0
19:00	305	31.6	27.3	4.2	0	0	0	13	67	155	64	5	0	1	0	0
20:00	292	30.8	27.0	3.7	0	0	0	3	83	152	49	5	0	0	0	0
21:00	458	29.5	22.7	6.5	0	31	25	73	136	158	30	4	1	0	0	0
22:00	376	30.7	26.3	4.2	0	0	1	16	130	166	57	4	2	0	0	0
23:00	178	33.9	28.5	5.2	0	0	1	2	29	93	43	6	2	0	1	1
Total																
2H(10-12)	576	29.1	24.7	4.3	0	0	9	48	254	219	40	4	2	0	0	0
2H(14-16)	747	29.1	21.3	7.6	0	119	43	70	246	217	47	4	1	0	0	0
12H(7-19)	4068	30.0	24.5	5.4	0	127	94	312	1475	1685	327	41	7	0	0	0
24H(0-24)	5960	30.7	25.0	5.5	0	158	126	425	1972	2530	647	78	19	2	1	2
AM Peak	11:00 314	01:00 39.9	03:00 32.0	01:00 10.3	00:00 0	00:00 0	11:00 8	08:00 37	11:00 148	08:00 126	06:00 26	00:00 4	03:00 2	00:00 1	00:00 0	01:00 1
PM Peak	17:00 479	23:00 33.9	23:00 28.5	15:00 8.1	12:00 0	15:00 119	15:00 39	21:00 73	14:00 203	16:00 219	19:00 64	18:00 8	13:00 2	19:00 1	23:00 1	23:00 1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	19	36.2	30.4	5.6	0	0	0	1	1	7	7	2	1	0	0	0
01:00	14	30.6	25.4	5.1	0	0	0	2	5	4	3	0	0	0	0	0
02:00	12	36.3	27.5	8.5	0	1	0	1	1	4	3	2	0	0	0	0
03:00	8	35.4	25.0	10.0	0	0	0	3	2	2	0	0	0	1	0	0
04:00	34	37.2	31.0	6.0	0	0	0	0	4	12	12	4	0	2	0	0
05:00	202	32.9	26.9	5.7	0	2	6	9	46	87	41	8	3	0	0	0
06:00	248	30.2	25.9	4.1	0	0	5	6	86	120	28	3	0	0	0	0
07:00	380	29.6	24.5	4.9	0	3	5	40	167	130	25	9	0	1	0	0
08:00	645	24.0	18.1	5.7	0	43	171	178	175	75	3	0	0	0	0	0
09:00	578	26.1	20.1	5.8	0	16	129	96	222	105	9	1	0	0	0	0
10:00	399	27.3	22.9	4.2	0	5	5	69	202	109	7	2	0	0	0	0
11:00	445	26.7	20.7	5.8	0	26	39	114	176	74	14	2	0	0	0	0
12:00	478	24.2	18.7	5.4	0	35	94	107	210	31	1	0	0	0	0	0
13:00	571	25.7	20.4	5.1	0	13	79	144	241	85	9	0	0	0	0	0
14:00	526	28.0	23.6	4.3	0	5	18	45	266	178	12	1	1	0	0	0
15:00	502	18.9	13.6	5.1	0	128	208	109	44	11	2	0	0	0	0	0
16:00	578	26.9	21.1	5.6	0	36	48	100	263	121	10	0	0	0	0	0
17:00	552	28.1	23.3	4.7	0	5	17	92	240	177	16	4	1	0	0	0
18:00	395	29.7	23.9	5.6	0	14	14	43	125	179	17	1	1	1	0	0
19:00	236	31.8	26.7	4.9	0	0	4	5	81	97	34	14	1	0	0	0
20:00	164	31.1	26.4	4.6	0	0	0	10	50	77	23	1	3	0	0	0
21:00	177	29.9	25.2	4.6	0	0	0	19	74	59	21	4	0	0	0	0
22:00	114	31.6	27.3	4.2	0	0	0	4	24	62	21	2	1	0	0	0
23:00	46	32.0	26.7	5.1	0	0	0	4	10	25	4	2	1	0	0	0
Total																
2H(10-12)	844	27.2	21.7	5.2	0	31	44	183	378	183	21	4	0	0	0	0
2H(14-16)	1028	25.8	18.7	6.9	0	133	226	154	310	189	14	1	1	0	0	0
12H(7-19)	6049	26.9	20.7	6.0	0	329	827	1137	2331	1275	125	20	3	2	0	0
24H(0-24)	7323	28.2	21.7	6.2	0	332	842	1201	2715	1831	322	62	13	5	0	0
AM Peak	08:00	04:00	04:00	03:00	00:00	08:00	08:00	08:00	09:00	07:00	05:00	07:00	05:00	04:00	00:00	00:00
	645	37.2	31.0	10.0	0	43	171	178	222	130	41	9	3	2	0	0
PM Peak	16:00	23:00	22:00	16:00	12:00	15:00	15:00	13:00	14:00	18:00	19:00	19:00	20:00	18:00	12:00	12:00
	578	32.0	27.3	5.6	0	128	208	144	266	179	34	14	3	1	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	50	36.2	29.9	6.1	0	0	1	1	6	18	16	6	1	1	0	0
01:00	27	35.6	27.2	8.1	0	0	0	2	10	9	4	1	0	0	0	1
02:00	25	36.0	28.3	7.5	0	1	0	2	3	9	6	3	1	0	0	0
03:00	18	38.3	28.9	9.0	0	0	0	4	2	4	5	0	2	1	0	0
04:00	61	37.0	31.0	5.8	0	0	0	1	6	20	23	7	2	2	0	0
05:00	268	33.1	27.4	5.5	0	2	7	11	51	120	63	10	4	0	0	0
06:00	371	30.8	26.3	4.4	0	0	8	7	119	177	54	5	1	0	0	0
07:00	530	29.8	25.0	4.6	0	3	5	44	212	213	42	10	0	1	0	0
08:00	948	26.5	20.2	6.1	0	43	172	215	295	201	19	3	0	0	0	0
09:00	872	27.8	21.9	5.8	0	16	130	111	349	228	34	4	0	0	0	0
10:00	661	28.5	23.9	4.4	0	5	6	86	308	218	32	5	1	0	0	0
11:00	759	27.8	22.1	5.5	0	26	47	145	324	184	29	3	1	0	0	0
12:00	785	27.0	20.9	5.8	0	36	103	142	327	154	19	3	1	0	0	0
13:00	931	27.8	22.2	5.4	0	15	90	161	386	244	28	5	2	0	0	0
14:00	1001	28.6	24.2	4.3	0	5	22	88	469	359	52	4	2	0	0	0
15:00	774	20.7	14.1	6.3	0	247	247	136	87	47	9	1	0	0	0	0
16:00	1036	28.6	22.9	5.4	0	38	51	134	429	340	38	5	1	0	0	0
17:00	1031	29.4	24.3	4.9	0	7	32	124	386	395	77	9	1	0	0	0
18:00	789	30.5	25.2	5.1	0	15	16	63	234	377	73	9	1	1	0	0
19:00	541	31.7	27.0	4.6	0	0	4	18	148	252	98	19	1	1	0	0
20:00	456	31.0	26.8	4.0	0	0	0	13	133	229	72	6	3	0	0	0
21:00	635	29.8	23.4	6.2	0	31	25	92	210	217	51	8	1	0	0	0
22:00	490	30.9	26.5	4.2	0	0	1	20	154	228	78	6	3	0	0	0
23:00	224	33.5	28.2	5.2	0	0	1	6	39	118	47	8	3	0	1	1
Total																
2H(10-12)	1420	28.2	22.9	5.1	0	31	53	231	632	402	61	8	2	0	0	0
2H(14-16)	1775	27.3	19.8	7.3	0	252	269	224	556	406	61	5	2	0	0	0
12H(7-19)	10117	28.5	22.2	6.0	0	456	921	1449	3806	2960	452	61	10	2	0	0
24H(0-24)	13283	29.6	23.2	6.1	0	490	968	1626	4687	4361	969	140	32	7	1	2
AM Peak	08:00 948	03:00 38.3	04:00 31.0	03:00 9.0	00:00 0	08:00 43	08:00 172	08:00 215	09:00 349	09:00 228	05:00 63	05:00 10	05:00 4	04:00 2	00:00 0	01:00 1
PM Peak	16:00 1036	23:00 33.5	23:00 28.2	15:00 6.3	12:00 0	15:00 247	15:00 247	13:00 161	14:00 469	17:00 395	19:00 98	19:00 19	20:00 3	18:00 1	23:00 1	23:00 1

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

29/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	75	36.2	29.8	6.1	0	0	1	0	13	30	16	12	1	2	0	0
01:00	45	34.9	29.2	5.5	0	0	1	2	3	20	14	4	1	0	0	0
02:00	9	36.1	30.3	5.7	0	0	0	0	1	4	3	0	1	0	0	0
03:00	11	35.5	30.7	4.6	0	0	0	0	0	6	4	0	1	0	0	0
04:00	22	37.7	30.2	7.2	0	0	1	0	3	7	7	1	3	0	0	0
05:00	68	33.9	28.8	4.9	0	0	0	1	13	28	21	3	2	0	0	0
06:00	118	32.6	27.5	4.9	0	0	5	2	18	57	34	2	0	0	0	0
07:00	192	30.5	26.0	4.3	0	0	2	11	61	90	26	1	1	0	0	0
08:00	321	29.1	24.6	4.3	0	1	3	33	137	116	30	1	0	0	0	0
09:00	277	28.7	24.9	3.7	0	0	1	20	116	125	14	1	0	0	0	0
10:00	295	29.6	25.1	4.3	0	0	3	24	124	111	29	4	0	0	0	0
11:00	339	29.7	24.7	4.8	0	1	7	36	134	124	32	4	1	0	0	0
12:00	355	29.7	24.7	4.9	0	1	6	48	123	141	30	5	1	0	0	0
13:00	354	30.6	26.1	4.3	0	0	3	19	108	181	34	8	0	1	0	0
14:00	418	29.8	25.2	4.5	0	0	6	39	147	177	45	4	0	0	0	0
15:00	428	29.5	22.8	6.5	0	29	20	67	132	146	31	2	1	0	0	0
16:00	445	30.3	25.8	4.3	0	1	3	31	139	209	58	4	0	0	0	0
17:00	494	30.7	26.5	4.1	0	1	1	16	147	251	71	5	2	0	0	0
18:00	387	31.2	26.7	4.3	0	0	0	16	106	200	54	10	0	0	1	0
19:00	314	32.3	27.4	4.7	0	1	3	8	65	165	60	8	3	1	0	0
20:00	467	30.1	23.5	6.3	0	33	10	41	180	160	34	7	2	0	0	0
21:00	358	30.1	23.4	6.5	0	23	16	43	101	146	24	4	1	0	0	0
22:00	118	33.5	28.7	4.7	0	0	0	1	20	57	34	4	1	0	1	0
23:00	61	33.7	28.6	4.9	0	0	0	0	16	22	19	2	2	0	0	0
Total																
2H(10-12)	634	29.6	24.9	4.6	0	1	10	60	258	235	61	8	1	0	0	0
2H(14-16)	846	29.9	24.0	5.7	0	29	26	106	279	323	76	6	1	0	0	0
12H(7-19)	4305	30.2	25.3	4.7	0	34	55	360	1474	1871	454	49	6	1	1	0
24H(0-24)	5971	30.8	25.4	5.2	0	91	92	458	1907	2573	724	96	24	4	2	0
AM Peak	11:00	04:00	03:00	04:00	00:00	08:00	11:00	11:00	08:00	09:00	06:00	00:00	04:00	00:00	00:00	00:00
	339	37.7	30.7	7.2	0	1	7	36	137	125	34	12	3	2	0	0
PM Peak	17:00	23:00	22:00	21:00	12:00	20:00	15:00	15:00	20:00	17:00	17:00	18:00	19:00	13:00	18:00	12:00
	494	33.7	28.7	6.5	0	33	20	67	180	251	71	10	3	1	1	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	13	34.3	28.7	5.5	0	0	0	0	3	6	3	0	1	0	0	0
01:00	9	35.7	27.5	7.9	0	0	1	1	0	3	3	1	0	0	0	0
02:00	6	41.0	27.5	13.0	0	1	0	0	1	2	1	0	0	1	0	0
03:00	8	36.8	30.0	6.5	0	0	0	0	1	5	0	1	1	0	0	0
04:00	40	35.9	29.6	6.1	0	0	0	0	9	16	7	6	1	1	0	0
05:00	225	30.6	25.5	4.9	0	1	8	12	72	99	30	3	0	0	0	0
06:00	239	30.5	25.5	4.8	0	3	3	12	84	108	23	6	0	0	0	0
07:00	449	27.3	22.1	5.0	0	9	38	60	240	82	19	1	0	0	0	0
08:00	732	24.9	19.7	5.0	0	25	74	264	309	53	5	0	0	0	0	2
09:00	558	26.1	19.2	6.6	0	85	55	109	203	102	4	0	0	0	0	0
10:00	431	26.5	22.2	4.2	0	2	21	84	228	88	8	0	0	0	0	0
11:00	459	26.5	20.6	5.8	0	33	49	68	232	71	4	0	2	0	0	0
12:00	484	24.9	19.9	4.8	0	20	63	98	270	30	3	0	0	0	0	0
13:00	551	27.7	21.5	6.0	0	27	73	67	215	160	7	2	0	0	0	0
14:00	474	25.4	19.7	5.5	0	25	65	133	183	62	5	1	0	0	0	0
15:00	536	24.0	17.1	6.6	0	85	156	89	135	66	4	1	0	0	0	0
16:00	484	26.8	21.3	5.3	0	18	44	92	225	96	7	2	0	0	0	0
17:00	544	27.6	22.1	5.3	0	6	44	123	221	123	22	4	0	1	0	0
18:00	431	29.2	24.3	4.7	0	4	12	46	162	175	31	1	0	0	0	0
19:00	264	29.4	25.7	3.6	0	0	0	7	110	124	20	2	1	0	0	0
20:00	213	29.7	25.7	3.9	0	0	2	6	81	105	15	4	0	0	0	0
21:00	233	29.3	24.3	4.8	0	0	2	33	106	72	14	3	3	0	0	0
22:00	78	36.2	29.2	6.8	0	0	1	3	16	27	18	9	2	1	1	0
23:00	44	34.0	27.7	6.1	0	0	1	2	10	18	9	3	0	1	0	0
Total																
2H(10-12)	890	26.7	21.3	5.1	0	35	70	152	460	159	12	0	2	0	0	0
2H(14-16)	1010	24.8	18.3	6.2	0	110	221	222	318	128	9	2	0	0	0	0
12H(7-19)	6133	26.6	20.7	5.8	0	339	694	1233	2623	1108	119	12	2	1	0	2
24H(0-24)	7505	27.8	21.6	6.0	0	344	712	1309	3116	1693	262	50	11	5	1	2
AM Peak	08:00 732	02:00 41.0	03:00 30.0	02:00 13.0	00:00 0	09:00 85	08:00 74	08:00 264	08:00 309	06:00 108	05:00 30	04:00 6	11:00 2	02:00 1	00:00 0	08:00 2
PM Peak	13:00 551	22:00 36.2	22:00 29.2	22:00 6.8	12:00 0	15:00 85	15:00 156	14:00 133	12:00 270	18:00 175	18:00 31	22:00 9	21:00 3	17:00 1	22:00 1	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	88	35.9	29.7	6.0	0	0	1	0	16	36	19	12	2	2	0	0
01:00	54	35.0	28.9	5.9	0	0	2	3	3	23	17	5	1	0	0	0
02:00	15	38.5	29.2	9.0	0	1	0	0	2	6	4	0	1	1	0	0
03:00	19	35.9	30.4	5.4	0	0	0	0	1	11	4	1	2	0	0	0
04:00	62	36.5	29.8	6.4	0	0	1	0	12	23	14	7	4	1	0	0
05:00	293	31.6	26.3	5.1	0	1	8	13	85	127	51	6	2	0	0	0
06:00	357	31.3	26.2	4.9	0	3	8	14	102	165	57	8	0	0	0	0
07:00	641	28.6	23.2	5.2	0	9	40	71	301	172	45	2	1	0	0	0
08:00	1053	26.7	21.2	5.3	0	26	77	297	446	169	35	1	0	0	0	2
09:00	835	27.7	21.1	6.4	0	85	56	129	319	227	18	1	0	0	0	0
10:00	726	28.0	23.3	4.5	0	2	24	108	352	199	37	4	0	0	0	0
11:00	798	28.3	22.3	5.8	0	34	56	104	366	195	36	4	3	0	0	0
12:00	839	27.5	22.0	5.4	0	21	69	146	393	171	33	5	1	0	0	0
13:00	905	29.3	23.3	5.8	0	27	76	86	323	341	41	10	0	1	0	0
14:00	892	28.2	22.3	5.7	0	25	71	172	330	239	50	5	0	0	0	0
15:00	964	27.0	19.6	7.1	0	114	176	156	267	212	35	3	1	0	0	0
16:00	929	29.0	23.5	5.4	0	19	47	123	364	305	65	6	0	0	0	0
17:00	1038	29.6	24.2	5.3	0	7	45	139	368	374	93	9	2	1	0	0
18:00	818	30.3	25.5	4.7	0	4	12	62	268	375	85	11	0	0	1	0
19:00	578	31.1	26.6	4.3	0	1	3	15	175	289	80	10	4	1	0	0
20:00	680	30.2	24.2	5.8	0	33	12	47	261	265	49	11	2	0	0	0
21:00	591	29.9	23.8	5.9	0	23	18	76	207	218	38	7	4	0	0	0
22:00	196	34.7	28.9	5.6	0	0	1	4	36	84	52	13	3	1	2	0
23:00	105	33.8	28.2	5.4	0	0	1	2	26	40	28	5	2	1	0	0
Total																
2H(10-12)	1524	28.2	22.8	5.2	0	36	80	212	718	394	73	8	3	0	0	0
2H(14-16)	1856	27.8	20.9	6.6	0	139	247	328	597	451	85	8	1	0	0	0
12H(7-19)	10438	28.6	22.6	5.8	0	373	749	1593	4097	2979	573	61	8	2	1	2
24H(0-24)	13476	29.5	23.3	5.9	0	435	804	1767	5023	4266	986	146	35	9	3	2
AM Peak	08:00	02:00	03:00	02:00	00:00	09:00	08:00	08:00	08:00	09:00	06:00	00:00	04:00	00:00	00:00	08:00
	1053	38.5	30.4	9.0	0	85	77	297	446	227	57	12	4	2	0	2
PM Peak	17:00	22:00	22:00	15:00	12:00	15:00	15:00	14:00	12:00	18:00	17:00	22:00	19:00	13:00	22:00	12:00
	1038	34.7	28.9	7.1	0	114	176	172	393	375	93	13	4	1	2	0

Paul Castle Associates

Newport ATC, Corporation Road

Direction: Northbound

30/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	22	32.9	27.7	5.0	0	0	0	1	6	7	7	1	0	0	0	0
01:00	18	40.0	31.0	8.7	0	0	0	0	4	5	6	2	0	0	0	1
02:00	11	39.2	28.4	10.4	0	1	0	1	1	4	1	1	2	0	0	0
03:00	12	42.1	31.3	10.5	0	1	0	1	1	0	4	3	2	0	0	0
04:00	17	36.1	31.0	4.9	0	0	0	0	1	7	6	2	1	0	0	0
05:00	69	34.6	28.9	5.5	0	0	0	1	14	30	16	5	2	1	0	0
06:00	128	32.6	27.6	4.9	0	0	2	5	25	59	32	4	1	0	0	0
07:00	170	30.5	26.0	4.3	0	0	0	18	40	89	22	0	1	0	0	0
08:00	319	28.8	24.4	4.3	0	1	5	30	144	116	21	2	0	0	0	0
09:00	284	29.0	24.8	4.0	0	0	2	20	131	110	18	2	1	0	0	0
10:00	284	29.7	24.8	4.7	0	2	0	39	104	104	32	3	0	0	0	0
11:00	307	30.1	25.5	4.4	0	1	3	21	105	148	21	7	1	0	0	0
12:00	379	29.7	24.9	4.6	0	1	2	46	149	137	37	7	0	0	0	0
13:00	334	29.4	25.2	4.0	0	0	2	27	125	152	25	3	0	0	0	0
14:00	454	29.7	25.1	4.4	0	0	5	40	177	186	41	3	1	1	0	0
15:00	403	29.8	24.9	4.8	0	2	11	33	159	147	48	3	0	0	0	0
16:00	459	31.2	26.9	4.1	0	0	1	15	114	252	64	10	3	0	0	0
17:00	433	30.6	26.1	4.3	0	0	7	13	144	211	46	12	0	0	0	0
18:00	377	30.9	26.5	4.2	0	1	1	17	98	204	50	4	1	1	0	0
19:00	358	31.7	26.6	5.0	0	3	2	8	121	153	58	12	0	0	0	1
20:00	242	32.0	27.3	4.5	0	2	0	4	57	123	49	5	2	0	0	0
21:00	150	33.8	28.3	5.3	0	0	1	3	33	67	32	9	4	1	0	0
22:00	117	33.8	28.3	5.3	0	0	2	3	22	48	33	7	2	0	0	0
23:00	59	34.8	29.5	5.1	0	0	0	1	8	25	18	6	0	1	0	0
Total																
2H(10-12)	591	29.9	25.2	4.6	0	3	3	60	209	252	53	10	1	0	0	0
2H(14-16)	857	29.8	25.0	4.6	0	2	16	73	336	333	89	6	1	1	0	0
12H(7-19)	4203	30.1	25.5	4.4	0	8	39	319	1490	1856	425	56	8	2	0	0
24H(0-24)	5406	30.9	26.0	4.7	0	15	46	347	1783	2384	687	113	24	5	0	2
AM Peak	08:00 319	03:00 42.1	03:00 31.3	03:00 10.5	00:00 0	10:00 2	08:00 5	10:00 39	08:00 144	11:00 148	06:00 32	11:00 7	02:00 2	05:00 1	00:00 0	01:00 1
PM Peak	16:00 459	23:00 34.8	23:00 29.5	21:00 5.3	12:00 0	19:00 3	15:00 11	12:00 46	14:00 177	16:00 252	16:00 64	17:00 12	21:00 4	14:00 1	12:00 0	19:00 1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	25	30.3	25.9	4.3	0	0	0	0	13	8	3	1	0	0	0	0
01:00	13	34.6	26.7	7.6	0	1	0	0	3	6	1	2	0	0	0	0
02:00	8	46.8	35.0	11.3	0	0	0	0	0	5	0	1	0	0	2	0
03:00	13	39.3	31.0	8.0	0	0	1	0	0	5	4	2	0	1	0	0
04:00	37	35.6	29.7	5.7	0	0	0	0	7	15	10	3	1	1	0	0
05:00	212	31.6	26.4	5.0	0	0	8	5	59	104	27	7	2	0	0	0
06:00	261	31.0	26.3	4.5	0	1	5	9	74	130	38	3	1	0	0	0
07:00	476	28.3	23.7	4.4	0	2	11	52	248	133	26	3	1	0	0	0
08:00	724	23.1	16.9	6.0	0	111	176	190	186	61	0	0	0	0	0	0
09:00	566	26.7	20.6	5.9	0	15	113	93	210	121	12	2	0	0	0	0
10:00	470	26.3	21.8	4.4	0	7	25	83	277	66	11	1	0	0	0	0
11:00	448	26.8	20.8	5.8	0	24	52	87	180	96	8	1	0	0	0	0
12:00	459	27.3	21.2	5.9	0	18	59	89	174	99	18	2	0	0	0	0
13:00	433	24.3	18.4	5.7	0	36	77	150	122	41	7	0	0	0	0	0
14:00	433	25.3	19.1	6.0	0	28	91	96	163	42	12	1	0	0	0	0
15:00	562	24.1	18.0	5.9	0	44	143	165	141	63	4	2	0	0	0	0
16:00	447	28.5	23.0	5.3	0	5	34	64	173	150	18	2	1	0	0	0
17:00	537	26.2	19.7	6.2	0	37	94	127	171	91	16	1	0	0	0	0
18:00	402	31.0	25.5	5.3	0	0	10	37	131	162	53	7	0	1	0	1
19:00	279	30.4	26.2	4.0	0	0	1	9	95	132	38	4	0	0	0	0
20:00	176	32.0	27.6	4.3	0	0	0	2	38	104	25	4	1	2	0	0
21:00	180	31.4	27.1	4.1	0	0	0	6	42	101	24	6	1	0	0	0
22:00	77	33.5	28.4	4.9	0	0	0	2	16	31	24	3	0	1	0	0
23:00	55	32.7	26.5	6.0	0	0	0	7	17	16	12	1	2	0	0	0
Total																
2H(10-12)	918	26.7	21.4	5.1	0	31	77	170	457	162	19	2	0	0	0	0
2H(14-16)	995	24.6	18.5	5.9	0	72	234	261	304	105	16	3	0	0	0	0
12H(7-19)	5957	26.8	20.5	6.1	0	327	885	1233	2176	1125	185	22	2	1	0	1
24H(0-24)	7293	28.3	21.7	6.4	0	329	900	1273	2540	1782	391	59	10	6	2	1
AM Peak	08:00	02:00	02:00	02:00	00:00	08:00	08:00	08:00	10:00	07:00	06:00	05:00	05:00	03:00	02:00	00:00
	724	46.8	35.0	11.3	0	111	176	190	277	133	38	7	2	1	2	0
PM Peak	15:00	22:00	22:00	17:00	12:00	15:00	15:00	15:00	12:00	18:00	18:00	18:00	23:00	20:00	12:00	18:00
	562	33.5	28.4	6.2	0	44	143	165	174	162	53	7	2	2	0	1

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Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	17	40.9	32.5	8.1	0	0	0	0	2	7	3	1	2	2	0	0
01:00	8	38.9	31.9	6.8	0	0	0	0	2	0	4	1	1	0	0	0
02:00	11	33.7	25.2	8.2	0	0	1	1	5	1	2	0	1	0	0	0
03:00	13	35.4	26.3	8.7	0	0	2	1	2	3	4	0	1	0	0	0
04:00	44	34.5	29.4	4.8	0	0	0	0	9	14	17	3	1	0	0	0
05:00	218	31.4	26.1	5.1	0	2	5	11	59	110	23	6	2	0	0	0
06:00	219	30.9	26.2	4.5	0	1	3	6	71	104	28	6	0	0	0	0
07:00	439	29.4	24.5	4.7	0	1	7	55	176	163	27	9	1	0	0	0
08:00	675	25.2	19.8	5.2	0	17	117	191	248	98	1	3	0	0	0	0
09:00	533	27.1	20.5	6.4	0	24	88	113	196	95	9	3	4	0	0	1
10:00	514	26.5	22.0	4.3	0	2	31	102	270	98	10	1	0	0	0	0
11:00	556	24.2	18.6	5.4	0	40	92	187	186	47	2	2	0	0	0	0
12:00	604	24.4	18.7	5.5	0	40	128	146	234	52	4	0	0	0	0	0
13:00	549	24.5	19.5	4.9	0	11	89	188	199	58	3	1	0	0	0	0
14:00	589	26.8	19.0	7.5	0	50	131	135	189	68	8	1	0	0	0	7
15:00	449	15.3	11.5	3.7	0	171	207	64	6	1	0	0	0	0	0	0
16:00	447	23.7	17.0	6.4	0	60	132	116	84	46	7	1	1	0	0	0
17:00	481	28.9	23.1	5.6	0	10	30	76	170	176	13	4	1	0	1	0
18:00	409	29.8	25.2	4.4	0	4	0	31	155	180	33	5	1	0	0	0
19:00	256	30.5	26.4	4.0	0	0	0	4	94	120	33	4	0	1	0	0
20:00	193	31.4	27.0	4.2	0	0	1	4	51	101	29	6	1	0	0	0
21:00	159	32.2	27.2	4.8	0	0	0	10	38	73	31	6	0	1	0	0
22:00	106	33.8	28.3	5.3	0	0	1	2	24	44	25	7	3	0	0	0
23:00	52	37.1	29.3	7.5	0	0	0	1	8	29	9	2	1	0	0	2
Total																
2H(10-12)	1070	25.6	20.2	5.2	0	42	123	289	456	145	12	3	0	0	0	0
2H(14-16)	1038	23.3	15.8	7.2	0	221	338	199	195	69	8	1	0	0	0	7
12H(7-19)	6245	26.5	19.9	6.4	0	430	1052	1404	2113	1082	117	30	8	0	1	8
24H(0-24)	7541	28.1	21.1	6.7	0	433	1065	1444	2478	1688	325	72	21	4	1	10
AM Peak	08:00	00:00	00:00	03:00	00:00	11:00	08:00	08:00	10:00	07:00	06:00	07:00	09:00	00:00	00:00	09:00
	675	40.9	32.5	8.7	0	40	117	191	270	163	28	9	4	2	0	1
PM Peak	12:00	23:00	23:00	23:00	12:00	15:00	15:00	13:00	12:00	18:00	18:00	22:00	22:00	19:00	17:00	14:00
	604	37.1	29.3	7.5	0	171	207	188	234	180	33	7	3	1	1	7

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Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	48	36.4	29.7	6.5	0	0	0	1	8	22	10	2	3	2	0	0
01:00	28	35.7	30.4	5.2	0	0	0	0	5	7	12	3	1	0	0	0
02:00	23	33.7	26.4	7.1	0	0	1	2	7	8	3	0	2	0	0	0
03:00	21	36.2	28.5	7.5	0	0	2	1	2	5	9	1	1	0	0	0
04:00	66	35.2	29.3	5.7	0	0	1	0	14	20	24	5	1	1	0	0
05:00	269	31.5	26.3	5.0	0	2	5	11	73	135	33	7	3	0	0	0
06:00	342	31.4	26.7	4.5	0	1	3	10	102	158	57	11	0	0	0	0
07:00	605	30.2	25.0	4.9	0	3	8	66	219	239	51	18	1	0	0	0
08:00	1013	27.1	21.4	5.5	0	17	123	223	382	236	27	5	0	0	0	0
09:00	860	28.4	22.1	6.1	0	24	93	150	320	229	34	5	4	0	0	1
10:00	841	28.0	23.2	4.6	0	2	36	123	405	232	38	4	1	0	0	0
11:00	914	26.9	21.0	5.8	0	40	93	225	342	180	30	4	0	0	0	0
12:00	992	27.5	21.3	6.0	0	40	131	181	367	232	38	3	0	0	0	0
13:00	1002	27.3	21.9	5.2	0	11	91	217	416	230	32	4	1	0	0	0
14:00	1056	28.0	20.7	7.1	0	82	142	180	400	212	31	2	0	0	0	7
15:00	695	16.4	11.6	4.7	0	309	259	89	25	11	2	0	0	0	0	0
16:00	753	26.2	18.4	7.5	0	123	157	146	164	126	30	5	1	1	0	0
17:00	945	30.1	24.7	5.2	0	10	33	99	299	407	84	11	1	0	1	0
18:00	787	30.5	26.1	4.3	0	4	0	39	255	381	92	14	2	0	0	0
19:00	575	31.5	27.0	4.4	0	0	0	15	166	286	86	19	0	2	1	0
20:00	414	32.4	27.5	4.6	0	0	2	8	101	207	72	18	5	1	0	0
21:00	327	32.7	27.7	4.8	0	0	0	14	66	162	66	14	4	1	0	0
22:00	225	33.2	28.1	4.9	0	0	1	5	49	99	57	9	5	0	0	0
23:00	109	35.0	28.5	6.3	0	0	1	3	20	52	26	4	1	0	0	2
Total																
2H(10-12)	1755	27.6	22.1	5.3	0	42	129	348	747	412	68	8	1	0	0	0
2H(14-16)	1751	25.0	17.1	7.7	0	391	401	269	425	223	33	2	0	0	0	7
12H(7-19)	10463	28.3	21.5	6.6	0	665	1166	1738	3594	2715	489	75	11	1	1	8
24H(0-24)	12910	29.6	22.6	6.7	0	668	1182	1808	4207	3876	944	168	37	8	2	10
AM Peak	08:00 1013	00:00 36.4 27.6	01:00 30.4 22.1	03:00 7.5 5.3	00:00 0	11:00 40	08:00 123	11:00 225	10:00 405	07:00 239	06:00 57	07:00 18	09:00 4	00:00 2	00:00 0	09:00 1
PM Peak	14:00 1056	23:00 35.0	23:00 28.5	16:00 7.5	12:00 0	15:00 309	15:00 259	13:00 217	13:00 416	17:00 407	18:00 92	19:00 19	20:00 5	19:00 2	17:00 1	14:00 7

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APPENDIX C

Calculation Reference: AUDIT-812401-180813-0809

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DV DEVON	2 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days

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

Secondary 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: Number of dwellings
Actual Range: 6 to 98 (units:)
Range Selected by User: 6 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 27/11/17

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	5 days
Tuesday	3 days
Wednesday	3 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	17 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:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	6

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:

Residential Zone	17
------------------	----

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.

Secondary Filtering selection:

Use Class:

C3

17 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000

4 days

10,001 to 15,000

3 days

15,001 to 20,000

3 days

20,001 to 25,000

4 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

2 days

25,001 to 50,000

1 days

50,001 to 75,000

3 days

75,001 to 100,000

4 days

100,001 to 125,000

1 days

125,001 to 250,000

6 days

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

Car ownership within 5 miles:

0.6 to 1.0

5 days

1.1 to 1.5

12 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

17 days

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

17 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
3	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
4	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
5	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM	SEMI DETACHED	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
6	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
7	NF-03-A-02 DEREHAM ROAD NORWICH	HOUSES & FLATS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
8	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED	POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED	SURREY
	Edge of Town Residential Zone Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
10	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT	DETACHED & BUNGALOWS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
11	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
12	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED / TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
13	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
14	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total Number of dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
15	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total Number of dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
16	WK-03-A-01 ARLINGTON AVENUE LEAMINGTON SPA	TERRACED / SEMI / DET.	WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: THURSDAY 22/09/16 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
NF-03-A-03	Arrivals greater than departures in AM peak period
SH-03-A-06	No Arrivals in the PM peak period
WK-03-A-02	No Arrivals in the PM peak period

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
06:00 - 07:00									
07:00 - 08:00	17	36	0.075	17	36	0.281	17	36	0.356
08:00 - 09:00	17	36	0.141	17	36	0.410	17	36	0.551
09:00 - 10:00	17	36	0.150	17	36	0.197	17	36	0.347
10:00 - 11:00	17	36	0.135	17	36	0.158	17	36	0.293
11:00 - 12:00	17	36	0.187	17	36	0.164	17	36	0.351
12:00 - 13:00	17	36	0.185	17	36	0.184	17	36	0.369
13:00 - 14:00	17	36	0.172	17	36	0.216	17	36	0.388
14:00 - 15:00	17	36	0.180	17	36	0.182	17	36	0.362
15:00 - 16:00	17	36	0.288	17	36	0.207	17	36	0.495
16:00 - 17:00	17	36	0.330	17	36	0.207	17	36	0.537
17:00 - 18:00	17	36	0.333	17	36	0.164	17	36	0.497
18:00 - 19:00	17	36	0.247	17	36	0.161	17	36	0.408
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.423			2.531			4.954

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 - 98 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	17
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
06:00 - 07:00									
07:00 - 08:00	17	36	0.007	17	36	0.007	17	36	0.014
08:00 - 09:00	17	36	0.005	17	36	0.005	17	36	0.010
09:00 - 10:00	17	36	0.005	17	36	0.003	17	36	0.008
10:00 - 11:00	17	36	0.000	17	36	0.000	17	36	0.000
11:00 - 12:00	17	36	0.003	17	36	0.003	17	36	0.006
12:00 - 13:00	17	36	0.003	17	36	0.002	17	36	0.005
13:00 - 14:00	17	36	0.003	17	36	0.005	17	36	0.008
14:00 - 15:00	17	36	0.005	17	36	0.005	17	36	0.010
15:00 - 16:00	17	36	0.003	17	36	0.002	17	36	0.005
16:00 - 17:00	17	36	0.002	17	36	0.005	17	36	0.007
17:00 - 18:00	17	36	0.003	17	36	0.003	17	36	0.006
18:00 - 19:00	17	36	0.003	17	36	0.003	17	36	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.043			0.085

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
06:00 - 07:00									
07:00 - 08:00	17	36	0.000	17	36	0.000	17	36	0.000
08:00 - 09:00	17	36	0.005	17	36	0.005	17	36	0.010
09:00 - 10:00	17	36	0.005	17	36	0.005	17	36	0.010
10:00 - 11:00	17	36	0.002	17	36	0.002	17	36	0.004
11:00 - 12:00	17	36	0.003	17	36	0.002	17	36	0.005
12:00 - 13:00	17	36	0.000	17	36	0.002	17	36	0.002
13:00 - 14:00	17	36	0.005	17	36	0.003	17	36	0.008
14:00 - 15:00	17	36	0.003	17	36	0.005	17	36	0.008
15:00 - 16:00	17	36	0.000	17	36	0.000	17	36	0.000
16:00 - 17:00	17	36	0.002	17	36	0.002	17	36	0.004
17:00 - 18:00	17	36	0.002	17	36	0.002	17	36	0.004
18:00 - 19:00	17	36	0.000	17	36	0.000	17	36	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.028			0.055

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
06:00 - 07:00									
07:00 - 08:00	17	36	0.000	17	36	0.000	17	36	0.000
08:00 - 09:00	17	36	0.003	17	36	0.003	17	36	0.006
09:00 - 10:00	17	36	0.000	17	36	0.000	17	36	0.000
10:00 - 11:00	17	36	0.000	17	36	0.000	17	36	0.000
11:00 - 12:00	17	36	0.003	17	36	0.003	17	36	0.006
12:00 - 13:00	17	36	0.000	17	36	0.000	17	36	0.000
13:00 - 14:00	17	36	0.000	17	36	0.000	17	36	0.000
14:00 - 15:00	17	36	0.000	17	36	0.000	17	36	0.000
15:00 - 16:00	17	36	0.003	17	36	0.003	17	36	0.006
16:00 - 17:00	17	36	0.000	17	36	0.000	17	36	0.000
17:00 - 18:00	17	36	0.000	17	36	0.000	17	36	0.000
18:00 - 19:00	17	36	0.000	17	36	0.000	17	36	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

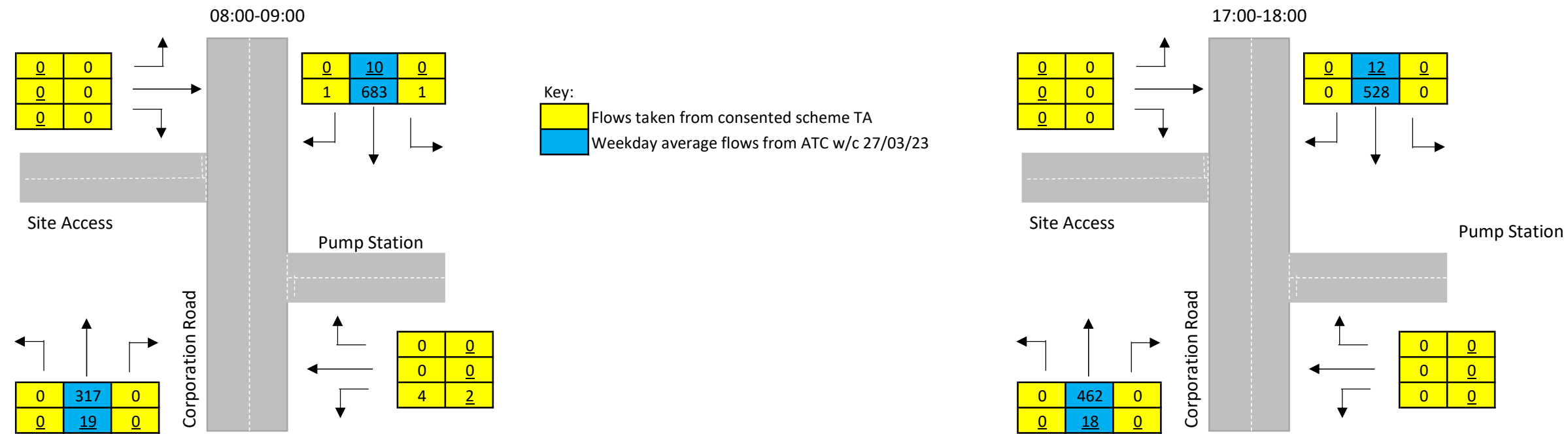
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	36	0.013	17	36	0.021	17	36	0.034
08:00 - 09:00	17	36	0.002	17	36	0.018	17	36	0.020
09:00 - 10:00	17	36	0.002	17	36	0.005	17	36	0.007
10:00 - 11:00	17	36	0.002	17	36	0.007	17	36	0.009
11:00 - 12:00	17	36	0.005	17	36	0.005	17	36	0.010
12:00 - 13:00	17	36	0.010	17	36	0.007	17	36	0.017
13:00 - 14:00	17	36	0.005	17	36	0.000	17	36	0.005
14:00 - 15:00	17	36	0.005	17	36	0.008	17	36	0.013
15:00 - 16:00	17	36	0.020	17	36	0.003	17	36	0.023
16:00 - 17:00	17	36	0.007	17	36	0.003	17	36	0.010
17:00 - 18:00	17	36	0.023	17	36	0.010	17	36	0.033
18:00 - 19:00	17	36	0.008	17	36	0.005	17	36	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.092			0.194

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.

APPENDIX D

2023 Flows



2030 Growthed Flows



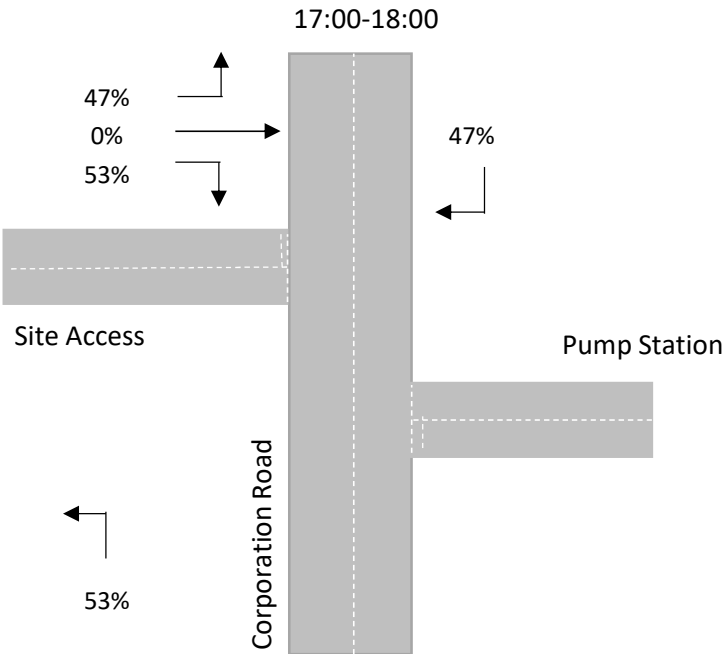
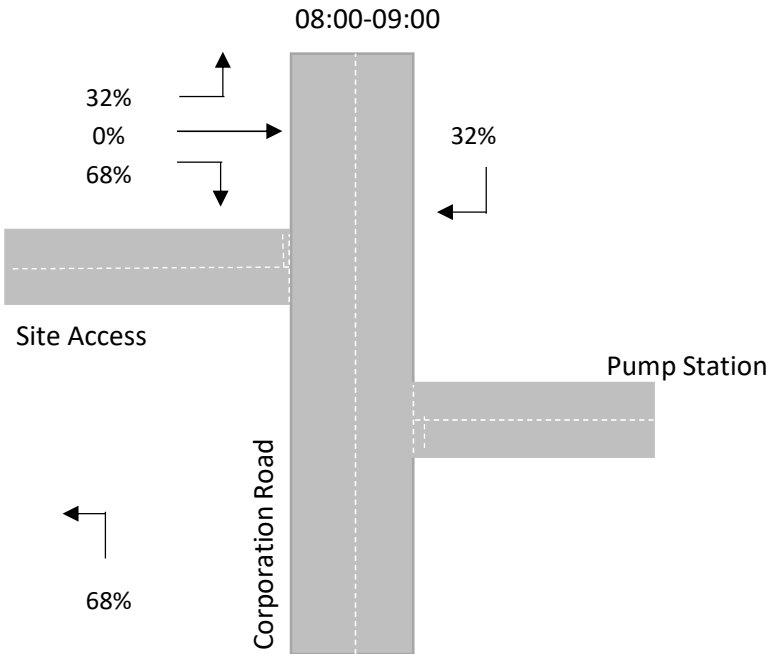
TEMPO Growth Rates

AM (2023-2030)	1.068674
PM (2023-2030)	1.067964

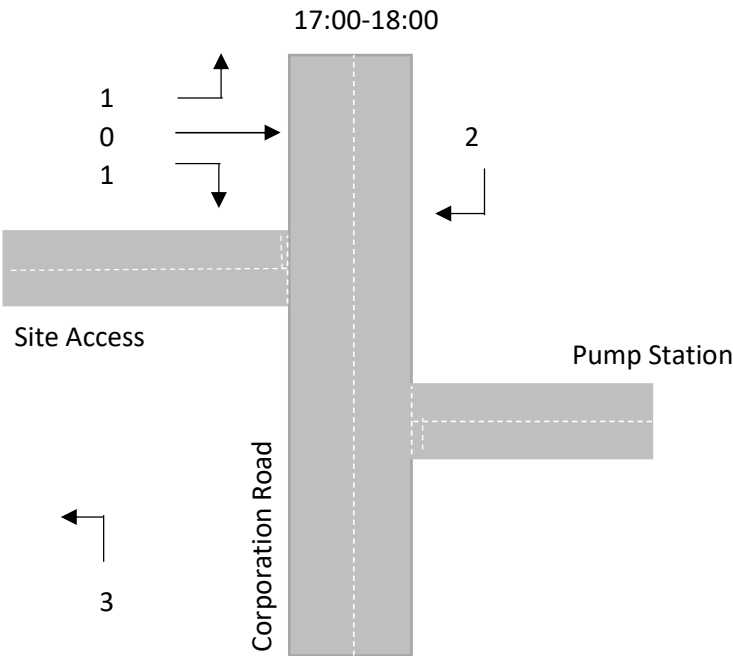
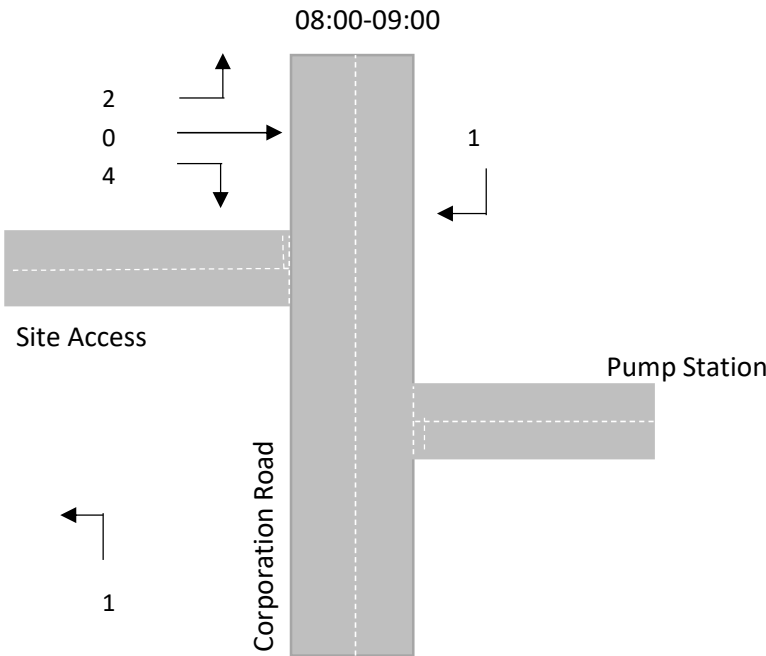
111 Total Vehicles
11 HGVs



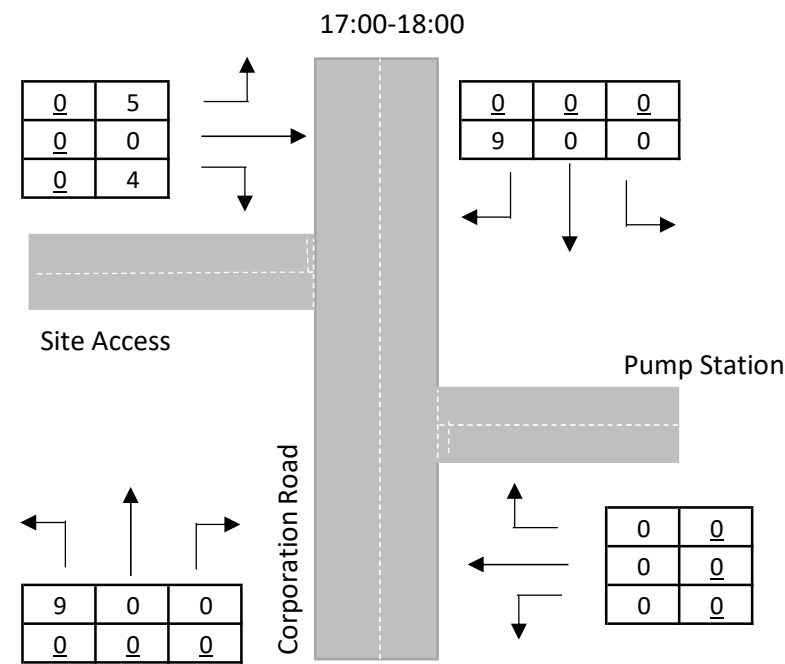
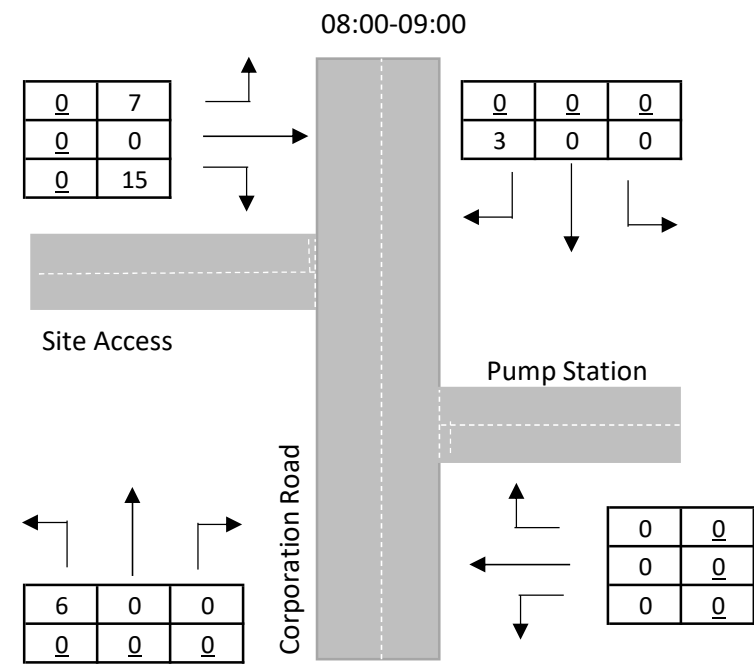
Percentage Distribution of Development Generated Vehicle Movements



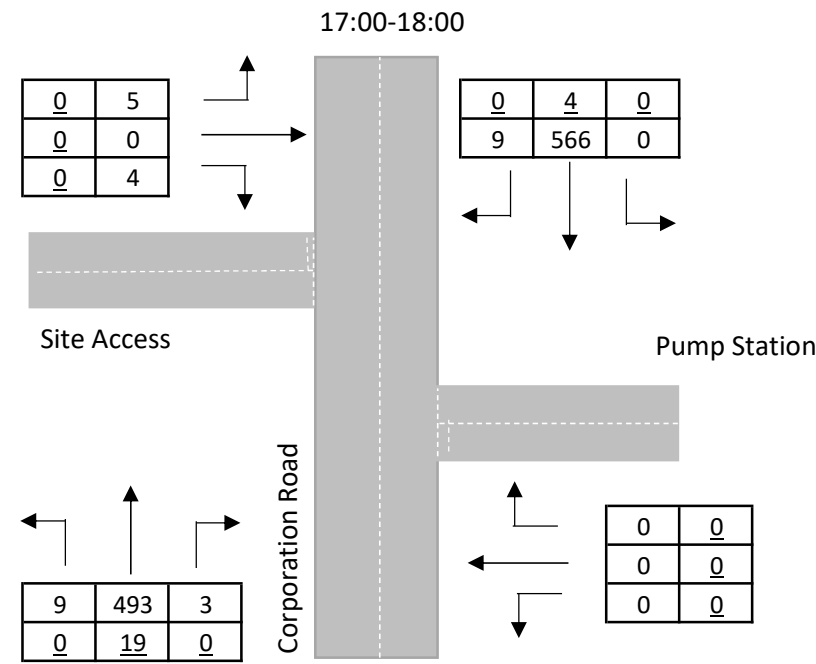
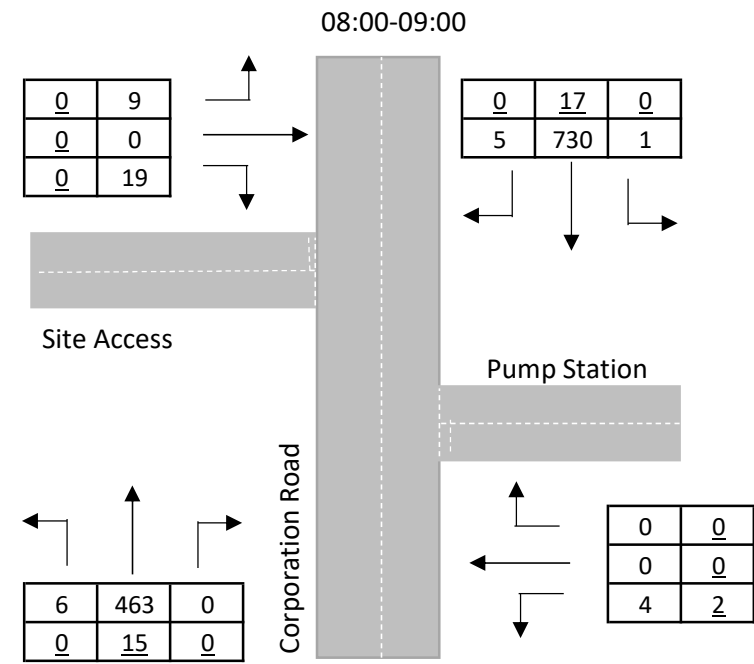
Anticipated Assignment of Development Generated Vehicle Movements



Consented Development Flows (without Drive through)



2030 Growthed Flows + Consented Development + Proposed Development



111 Total Vehicles
11 HGVs

APPENDIX E

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.2.1013 © Copyright TRL Limited, 2019						
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Proposed Site Access - 2025 BlockA.j9

Path: M:\Project\6000 to 6999\6050 - Corporation Road, Newport\Calculations\2025

Report generation date: 01/08/2025 09:14:52

»2030 Future Year + Development, AM

»2030 Future Year + Development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2030 Future Year + Development						
Stream B-ACD	0.1	11.98	0.09	0.0	9.43	0.03
Stream A-D	0.0	0.00	0.00	0.0	6.36	0.01
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-B	0.0	6.08	0.01	0.0	6.25	0.02

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Proposed Site Access
Location	Corporation Road, Newport
Site number	
Date	01/08/2025
Version	
Status	[no status]
Identifier	
Client	
Jobnumber	
Enumerator	SM\wpwd
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically

D1	2030 Future Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2030 Future Year + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2030 Future Year + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Corporation Road (s)		Major
B	Site Access		Minor
C	Corporation Road (n)		Major
D	Pump Station		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.30		✓	3.50	130.0		-
C	7.30		✓	3.50	130.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.44	22	20
D	One lane	2.20	20	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	741	-	-	-	0.271	0.271	0.271	-	0.271	-	-
B-AD	516	0.089	0.224	-	-	-	0.141	0.320	0.141	0.089	0.224
B-C	665	0.096	0.243	-	-	-	-	-	-	0.096	0.243
C-B	741	0.271	0.271	-	-	-	-	-	-	0.271	0.271
D-A	586	-	-	-	0.214	0.085	0.214	-	0.085	-	-
D-BC	454	0.124	0.124	0.282	0.197	0.078	0.197	-	0.078	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Future Year + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	469	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	736	100.000
D		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A	B	C	D
	A	0	6	463	0
	B	19	0	9	0
	C	730	5	0	1
	D	4	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	3	0
	B	0	0	0	0
	C	2	0	0	0
	D	50	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.09	11.98	0.1	B	26	39
A-B					6	8
A-C					425	637
A-D	0.00	0.00	0.0	A	0	0
D-ABC	0.00	0.00	0.0	A	0	0
C-D					0.92	1
C-A					670	1005
C-B	0.01	6.08	0.0	A	5	7

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	21	5	405	0.052	21	0.0	0.1	9.364	A
A-B	5	1			5				
A-C	349	87			349				
A-D	0	0	585	0.000	0	0.0	0.0	0.000	A
D-ABC	0	0	321	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	550	137			550				
C-B	4	0.94	643	0.006	4	0.0	0.0	5.634	A

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	25	6	374	0.067	25	0.1	0.1	10.300	B
A-B	5	1			5				
A-C	416	104			416				
A-D	0	0	555	0.000	0	0.0	0.0	0.000	A
D-ABC	0	0	294	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	656	164			656				
C-B	4	1	624	0.007	4	0.0	0.0	5.815	A

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	31	8	331	0.093	31	0.1	0.1	11.974	B
A-B	7	2			7				
A-C	510	127			510				
A-D	0	0	513	0.000	0	0.0	0.0	0.000	A
D-ABC	0	0	255	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	804	201			804				
C-B	6	1	597	0.009	5	0.0	0.0	6.084	A

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	31	8	331	0.093	31	0.1	0.1	11.983	B
A-B	7	2			7				
A-C	510	127			510				
A-D	0	0	513	0.000	0	0.0	0.0	0.000	A
D-ABC	0	0	255	0.000	0	0.0	0.0	0.000	A
C-D	1	0.28			1				
C-A	804	201			804				
C-B	6	1	597	0.009	6	0.0	0.0	6.084	A

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	25	6	374	0.067	25	0.1	0.1	10.312	B
A-B	5	1			5				
A-C	416	104			416				
A-D	0	0	555	0.000	0	0.0	0.0	0.000	A
D-ABC	0	0	294	0.000	0	0.0	0.0	0.000	A
C-D	0.90	0.22			0.90				
C-A	656	164			656				

C-B	4	1	624	0.007	5	0.0	0.0	5.815	A
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09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	21	5	405	0.052	21	0.1	0.1	9.377	A
A-B	5	1			5				
A-C	349	87			349				
A-D	0	0	585	0.000	0	0.0	0.0	0.000	A
D-ABC	0	0	321	0.000	0	0.0	0.0	0.000	A
C-D	0.75	0.19			0.75				
C-A	550	137			550				
C-B	4	0.94	643	0.006	4	0.0	0.0	5.634	A

2030 Future Year + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030 Future Year + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	505	100.000
B		ONE HOUR	✓	9	100.000
C		ONE HOUR	✓	575	100.000
D		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A	B	C	D
	A	0	9	493	3
	B	4	0	5	0
	C	566	9	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	4	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.03	9.43	0.0	A	8	12
A-B					8	12
A-C					452	679
A-D	0.01	6.36	0.0	A	3	4
D-ABC	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					519	779
C-B	0.02	6.25	0.0	A	8	12

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	457	0.015	7	0.0	0.0	7.992	A
A-B	7	2			7				
A-C	371	93			371				
A-D	2	0.56	624	0.004	2	0.0	0.0	5.792	A
D-ABC	0	0	388	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	426	107			426				
C-B	7	2	635	0.011	7	0.0	0.0	5.732	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	8	2	430	0.019	8	0.0	0.0	8.530	A
A-B	8	2			8				
A-C	443	111			443				
A-D	3	0.67	601	0.004	3	0.0	0.0	6.017	A
D-ABC	0	0	363	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	509	127			509				
C-B	8	2	614	0.013	8	0.0	0.0	5.940	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	10	2	392	0.025	10	0.0	0.0	9.426	A
A-B	10	2			10				
A-C	543	136			543				
A-D	3	0.83	569	0.006	3	0.0	0.0	6.358	A
D-ABC	0	0	327	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	623	156			623				
C-B	10	2	585	0.017	10	0.0	0.0	6.253	A

17:30 - 17:45

Stream	Total Demand	Junction Arrivals	Capacity	RFC	Throughput	Start queue	End queue	Delay (s)	Unsignalised
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	(Veh/hr)	(Veh)	(Veh/hr)		(Veh/hr)	(Veh)	(Veh)		level of service
B-ACD	10	2	392	0.025	10	0.0	0.0	9.426	A
A-B	10	2			10				
A-C	543	136			543				
A-D	3	0.83	569	0.006	3	0.0	0.0	6.358	A
D-ABC	0	0	327	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	623	156			623				
C-B	10	2	585	0.017	10	0.0	0.0	6.253	A

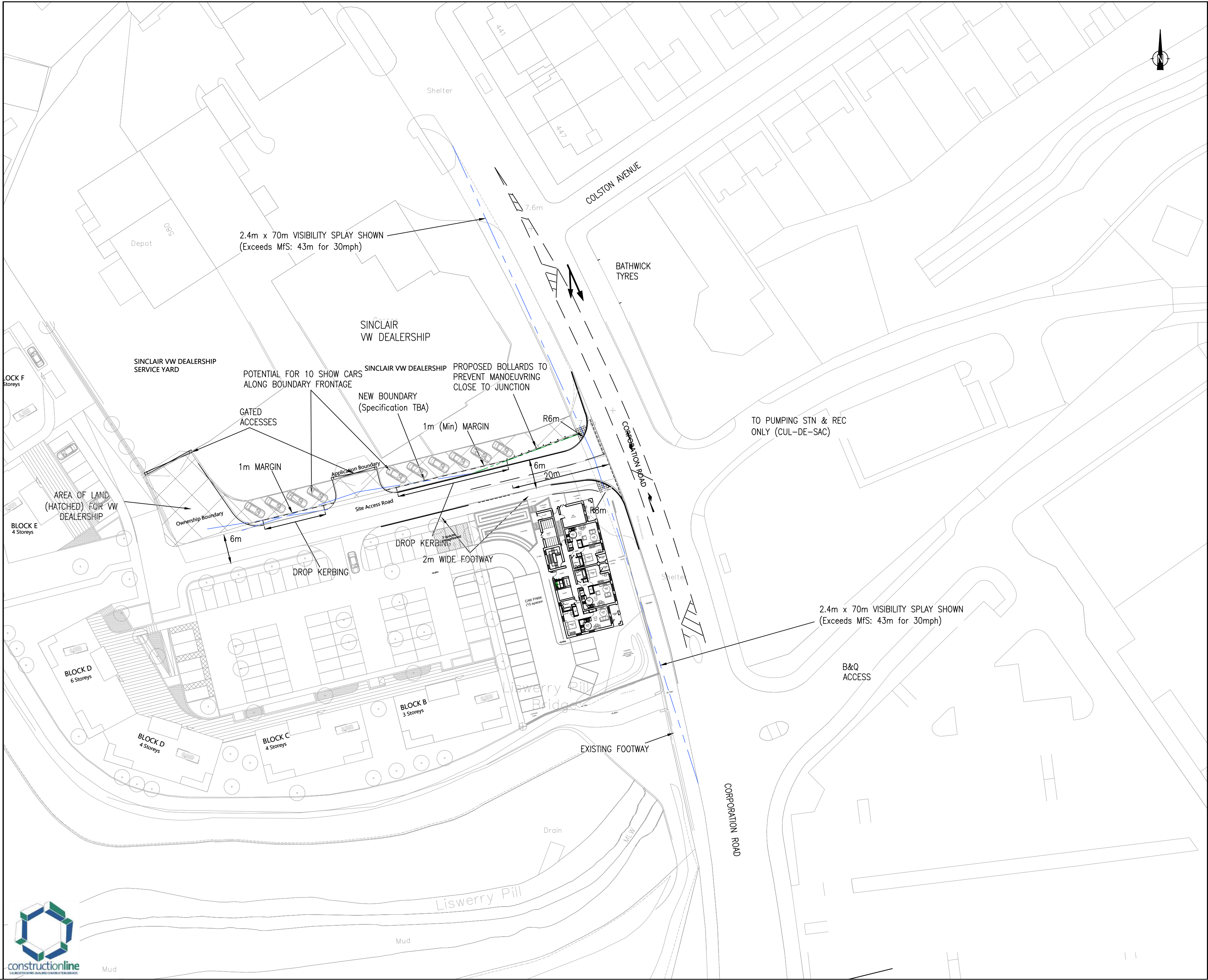
17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	8	2	430	0.019	8	0.0	0.0	8.533	A
A-B	8	2			8				
A-C	443	111			443				
A-D	3	0.67	601	0.004	3	0.0	0.0	6.017	A
D-ABC	0	0	363	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	509	127			509				
C-B	8	2	614	0.013	8	0.0	0.0	5.942	A

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	457	0.015	7	0.0	0.0	7.995	A
A-B	7	2			7				
A-C	371	93			371				
A-D	2	0.56	624	0.004	2	0.0	0.0	5.792	A
D-ABC	0	0	388	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	426	107			426				
C-B	7	2	635	0.011	7	0.0	0.0	5.732	A

DRAWINGS



APPLICATION BOUNDARY

OWNERSHIP BOUNDARY

G	SITE LAYOUT UPDATED	RD	RD	01.08.25
F	BLOCK A UPDATED	RD	RD	15.08.24
E	UPDATED TO SUIT REVISED SITE LAYOUT	JS	RD	21.05.24
D	PARKING AMENDED, BOLLARDS ADDED AND DROP KERBING ADJUSTED	JGP	SMA	17.12.18
C	PROPOSED SITE LAYOUT AMENDED	RD	JGP	05.10.18
B	PROPOSED SITE LAYOUT ADDED	RD	SMA	14.08.18
A	MINOR AMENDMENTS	JGP		11.06.18
Rev	Description	Drm	Chk	Date
REVISIONS				
Preliminary Issue				
Submitted for S104				
Planning Issue				
Issued for Tender				
Submitted for S38				
Issued for Construction				
Submitted for S278				
As Built				
DRAWING STATUS				



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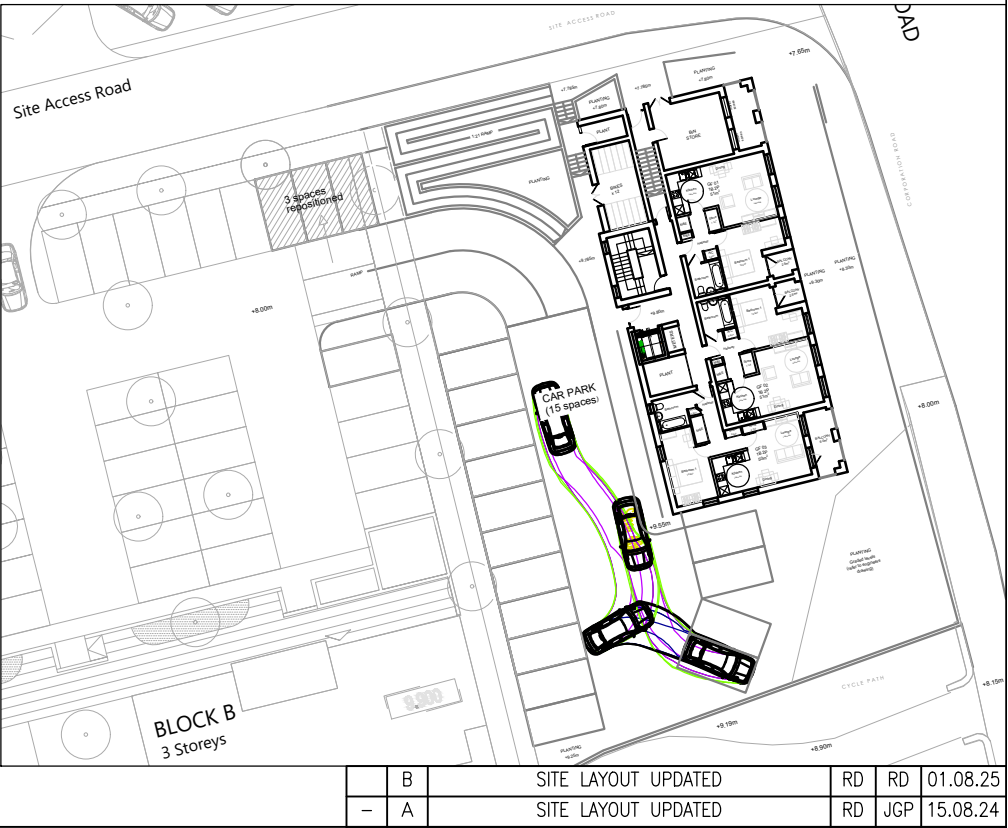
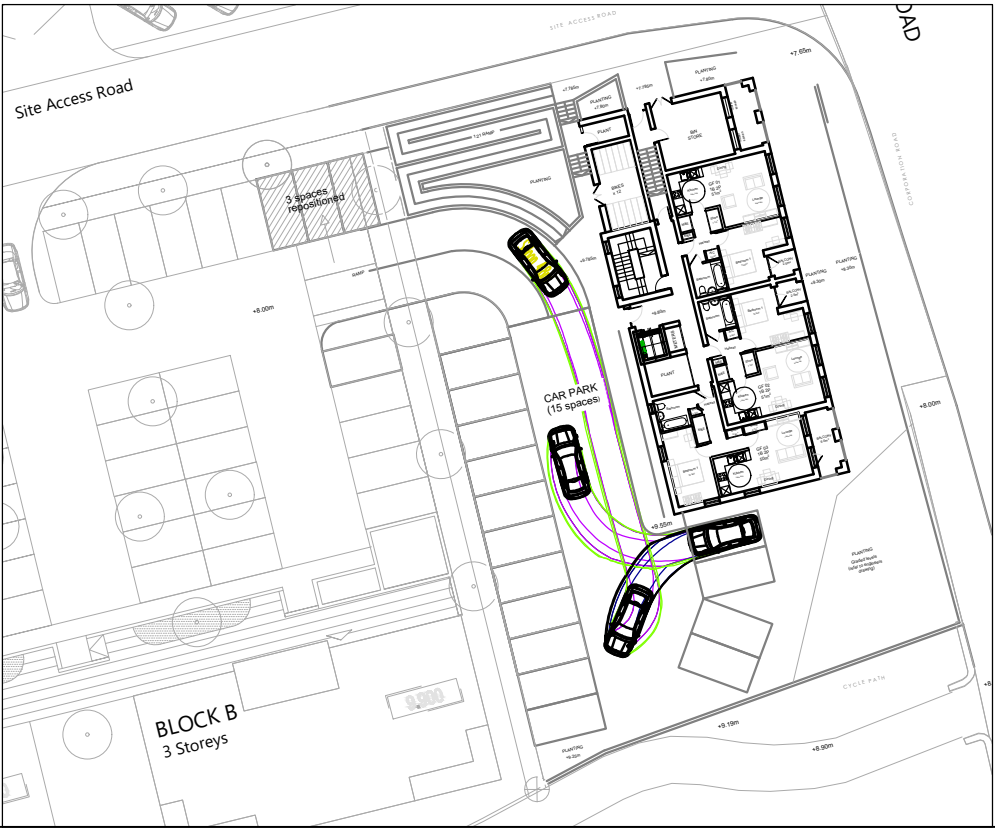
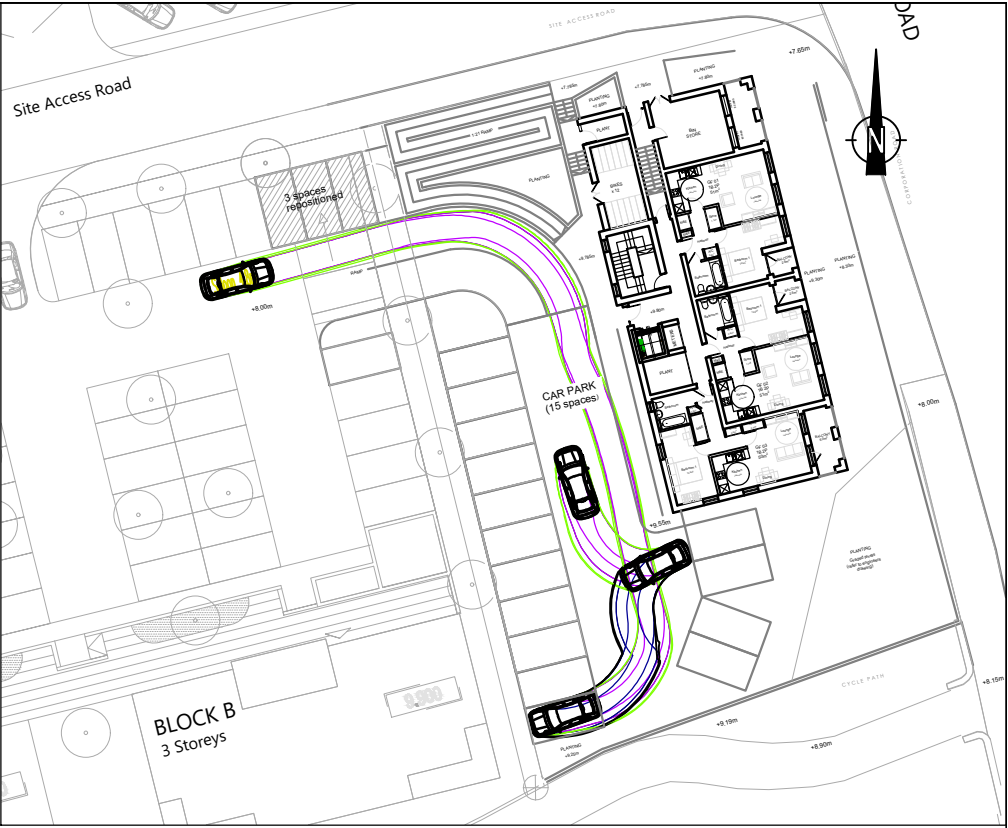
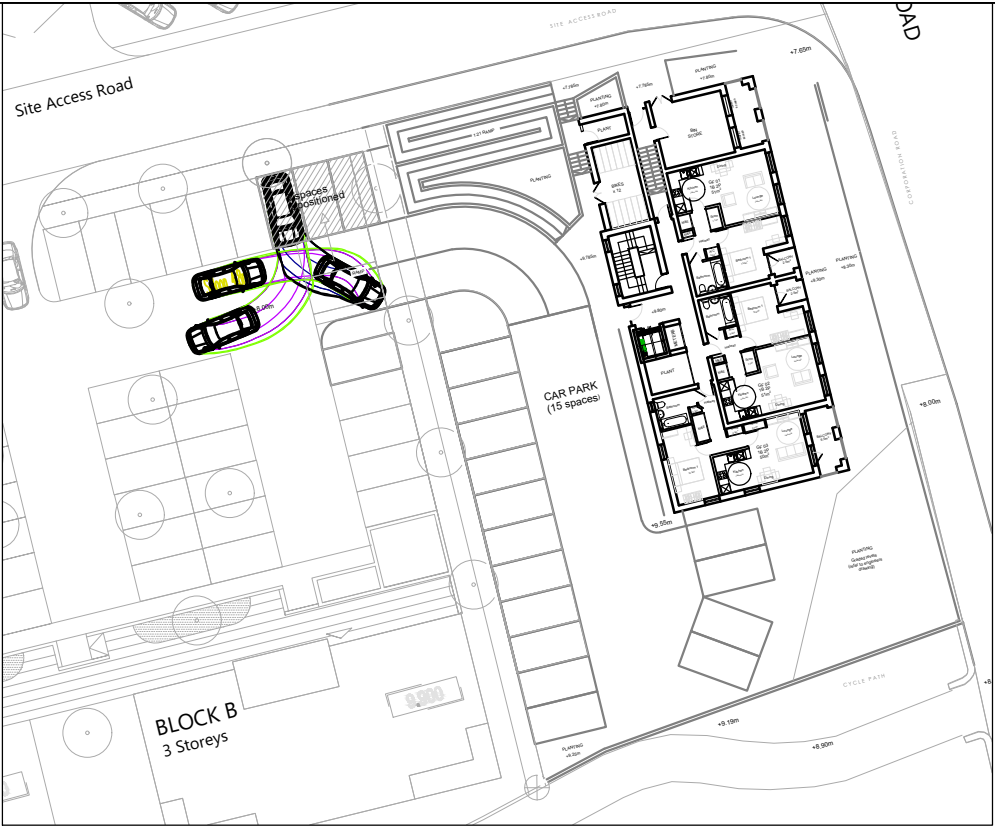
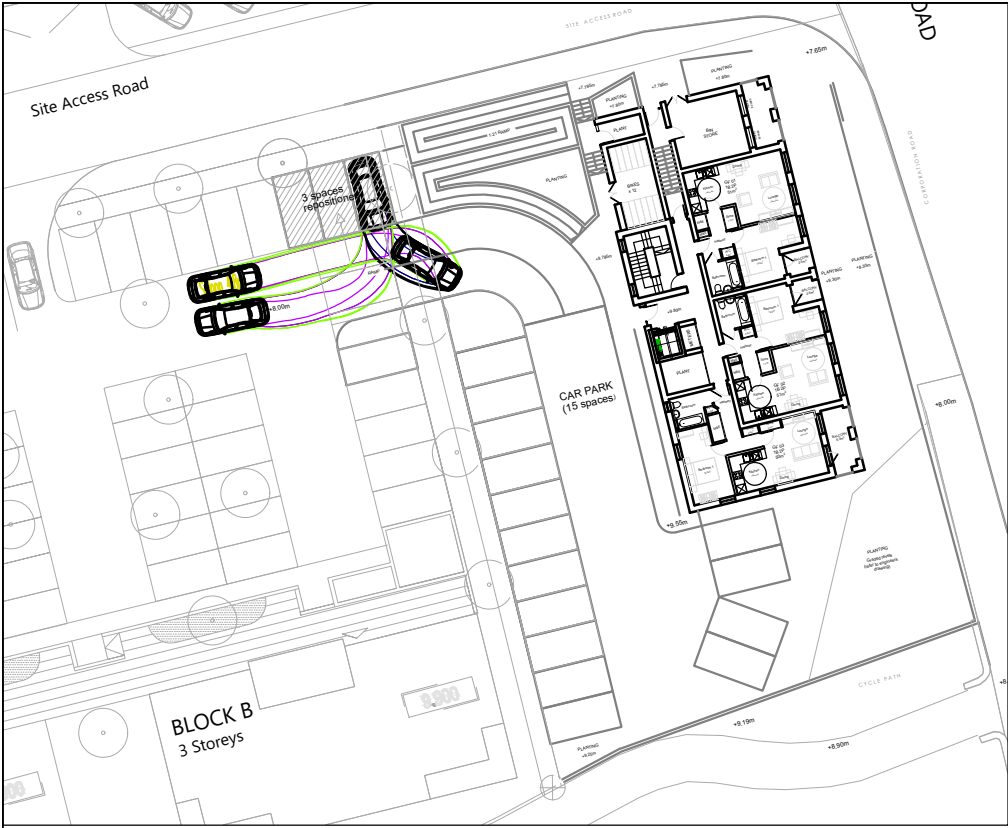


JOB TITLE
CORPORATION ROAD, NEWPORT

DRAWING TITLE
PROPOSED ACCESS ARRANGEMENTS

DATE	JUNE '18	DRAWN	JGP	CHECKED	SMA	ISSUE CHECKBOX
DRAWING NO.	6050.002	REV	G	SCALE	1:500	@ A2

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JOB TITLE

LAND OFF CORPORATION ROAD,
NEWPORT

DRAWING TITLE

AUTOTRACK SWEEP PATHS
TYPICAL SALOON CAR

	B	SITE LAYOUT UPDATED	RD	RD	01.08.25
—	A	SITE LAYOUT UPDATED	RD	JGP	15.08.24
ST	Rev	Description	Drn	Chk	Date

REVISIONS

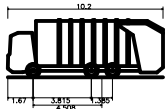
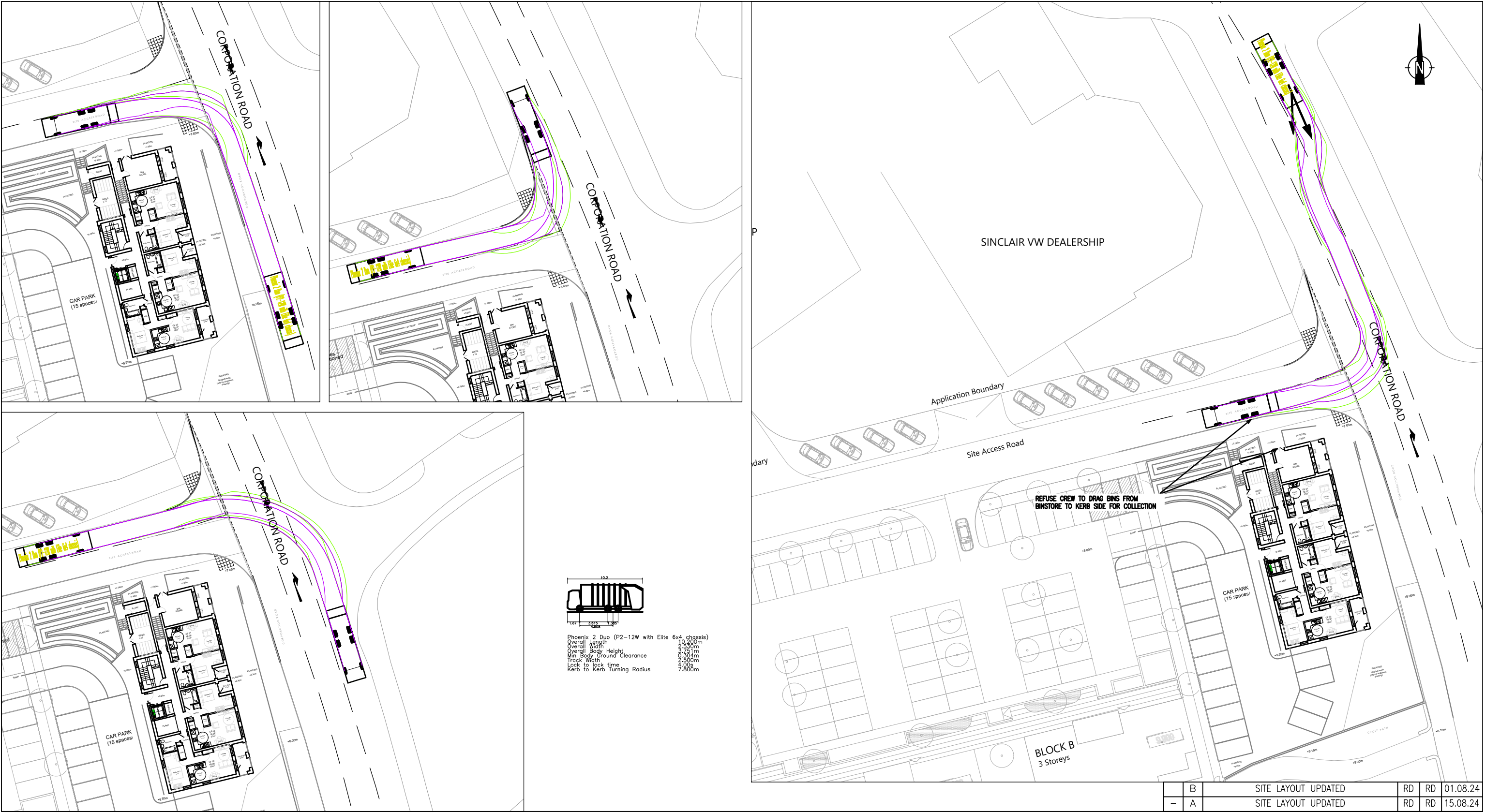
Preliminary	✓	Approval	Tender	Const.
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DRAWING STATUS

DATE	DRAWN	CHECKED	SCALE	REV	STATUS
JUNE 2023	RD	SMA	1:500	@A3	

DRAWING No.	REV	STATUS
SMA-6050.013	B	-

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Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)
Overall Length 10.200m
Overall Width 2.550m
Overall Body Height 3.751m
Min. Body Ground Clearance 2.500m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.800m



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JOB TITLE

LAND OFF CORPORATION ROAD,
NEWPORT

DRAWING TITLE

REFUSE VEHICLE AUTOTRACK SWEEP PATHS

	B	SITE LAYOUT UPDATED	RD	RD	01.08.24
—	A	SITE LAYOUT UPDATED	RD	RD	15.08.24
ST	Rev	Description	Drn	Chk	Date

REVISIONS

Preliminary	✓	Approval	Tender	Const.
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DRAWING STATUS

DATE	DRAWN	CHECKED	SCALE	REV	STATUS
JUNE 2023	RD	SMA	1:500	@A3	

DRAWING No.	REV	STATUS
SMA-6050.014	B	-

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