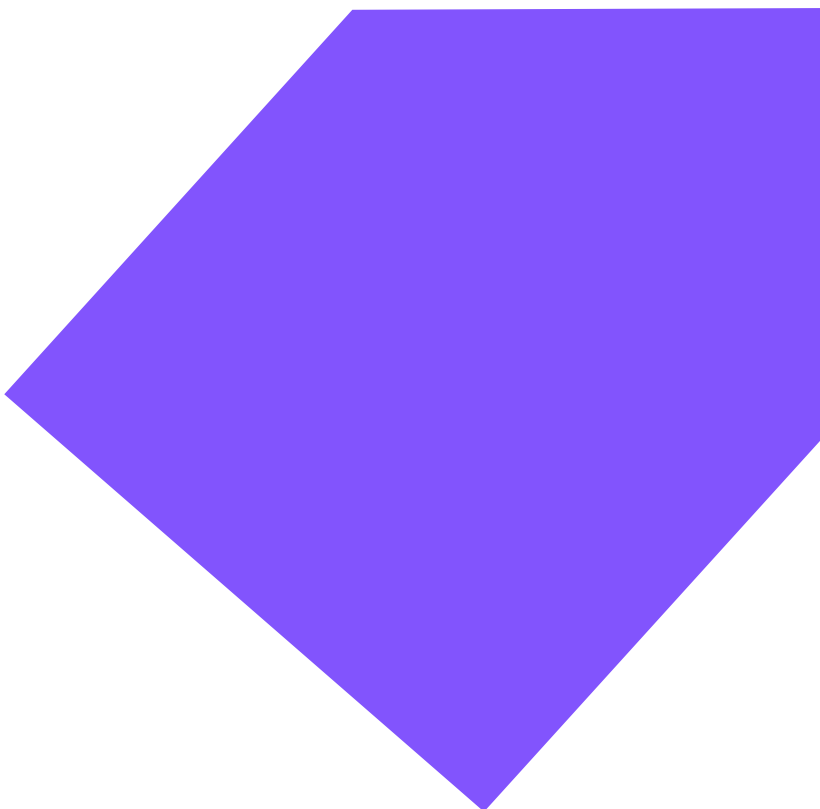
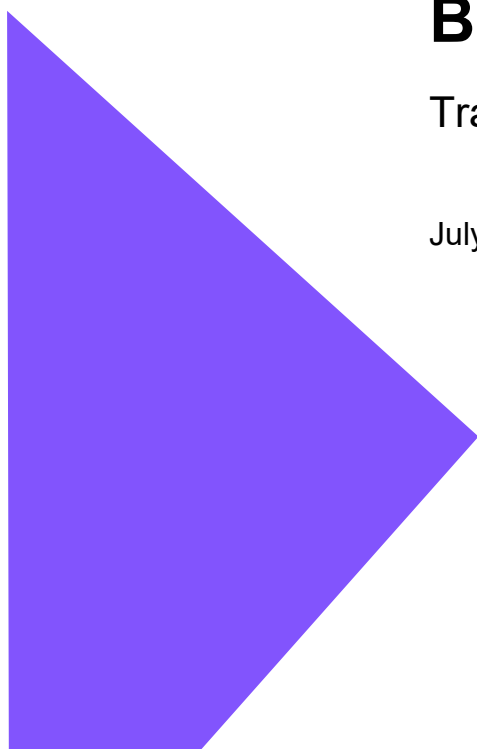




Bassaleg Bridge

Transport Statement

July 2025



This page left intentionally blank for pagination.

Mott MacDonald
2 Callaghan Square
Cardiff CF10 5BT
United Kingdom

T +44 (0)29 2046 7800
mottmac.com

Bassaleg Bridge

Transport Statement

July 2025

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	08/04//25	S Hughes	J Evans	M Dolan	First draft
B	02/07/25	S Hughes	J Evans	M Dolan	Second draft
C	31/07/25	S Hughes	J Evans	M Dolan	Final report

Document reference 100119581-MMD-XX-XX-RP-TP-0003

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Overview	1
1.1	Requirement for a Transport Statement	1
1.2	Scheme context	1
2	Existing conditions	4
2.1	Overview	4
2.2	Site location and context	4
2.3	Existing transport network	4
2.3.1	Highway network	4
2.3.2	Active travel network	5
2.3.3	Public transport network	7
2.4	Existing and proposed land use	8
3	Proposed development	9
3.1	Overview	9
3.1.1	Pre-application comments	9
3.2	Proposed development (Scheme)	9
3.2.1	New bridge structure	9
3.2.2	Junction and parking reconfiguration	9
3.2.3	Compliant active travel facilities	10
3.3	Construction management and impacts	10
3.4	Mitigations and encouraging sustainable travel	11
4	Summary and next steps	12
A.1	Scheme drawing	13
A.2	Visibility splays	14
A.3	Vehicle tracking analysis	15

Figures

Figure 1.1.	Location of Bassaleg Bridge	2
Figure 2.1:	Highway links	4
Figure 2.2:	Existing Active Travel Routes	6
Figure 2.3:	Future Active Travel Routes	6
Figure 2.4:	Active travel routes and issues	7
Figure 2.5:	Trip attractors	8

1 Overview

Mott MacDonald has been commissioned by Newport City Council (NCC) to complete a Transport Statement for the Bassaleg Bridge Replacement Scheme. The purpose of a Transport Statement is to evaluate the potential impacts of a proposed development on the existing transport network and neighbouring land uses. Where appropriate, it will propose mitigation measures if there any negative or unacceptable impacts.

1.1 Requirement for a Transport Statement

The scope of this Transport Statement is based on pre-application advice received from Newport City Council as regards to the proposed development. Key transport issues and opportunities identified in this advice have been considered in greater detail in this Transport Statement.

A Transport Statement is appropriate for the proposed development (Scheme) as it is not expected to generate any additional operational traffic movements or impacts requiring fuller investigation through a Transport Assessment.

Based on this, this Transport Statement has been prepared with regard to the following policies:

- Planning Policy Wales (Edition 12 – 2024)
- Technical Advisory Note 18: Transport (2007)
- Newport City Council Local Development Plan (2011-2026)
- South East Wales Regional Transport Plan (being consulted on at the time of writing)

1.2 Scheme context

The Bassaleg Bridge replacement scheme is identified in the South East Wales Regional Transport Plan (being consulted on at the time of writing). The Regional Transport Delivery Plan identifies the Scheme as a 'Resilience' priority to 'ensure its ongoing use, along with improved active travel facilities'.

Figure 1.1 below shows the existing location of Bassaleg Bridge and the wider area which will be examined.

Figure 1.1. Location of Bassaleg Bridge



Source: Mott MacDonald, 2024

The Bassaleg Bridge WeITAG study follows a structural assessment in January 2023 which raised and confirmed concerns over the structural integrity of the bridge following extreme weather events in 2020. The outcome of the WeITAG study is to provide a vital link, for both vehicles and pedestrians, between the houses in Forge Mews to cross the Ebbw River and connect with Caerphilly Road. A series of issues identified in the WeITAG Stage 0 (Case for Change) are as follows:

- The structural condition of the existing Bassaleg Bridge means it is at risk of collapse which would cause significant severance from wider socio-economic and cultural opportunities for residents of Forge Mews
- The existing bridge condition means that Forge Mews residents cannot access their homes by vehicle beyond the bridge which is also a major concern over restricted access for house maintenance, emergency vehicles and refuse services
- Further severance is created for both residents and wider community due to lack of coherent and compliant active travel route across the Ebbw River, which affects pupils and staff travelling to Bassaleg School
- Wider connectivity to socio-economic and cultural opportunities is also impacted, as a coherent connection to local public transport facilities (e.g., Pye Corner Rail Station) is lacking with the current condition of Bassaleg Bridge

The outcome of the WeITAG Stage 2 study was to recommend that Option 3 (Offline replacement upstream of the existing bridge) be developed as the preferred option. This will be referred to as *the Scheme* going forward.

The scheme-specific objectives of this Transport Statement are to:

- Review the proposed highway layout of the Scheme, including tie-in with Viaduct Way, Station Approach and Caerphilly Road. This will consider the safety and legibility of the proposed development compared to existing conditions, construction and maintenance requirements
- Review the proposed active travel connections, including tie-in with the existing National Cycle Network Route 4 (NCN4). This will consider the safety and legibility of the proposed development compared to existing conditions

This Transport Statement builds on existing work to develop the Scheme and understand baseline transport conditions, including:

- WeITAG Stage 3 Full Business Case (2025)
- Walking Cycling and Horse-riding Assessment and Review (WCHAR) (2024)

The remainder of this note is structured as follows:

- **Chapter 2 – Existing conditions:** Review of existing site information and baseline transport data
- **Chapter 3 – Proposed development:** Review of the Scheme and potential construction and operational impacts. Mitigation measures will also be recommended as necessary
- **Chapter 4 – Summary and next steps**

2 Existing conditions

2.1 Overview

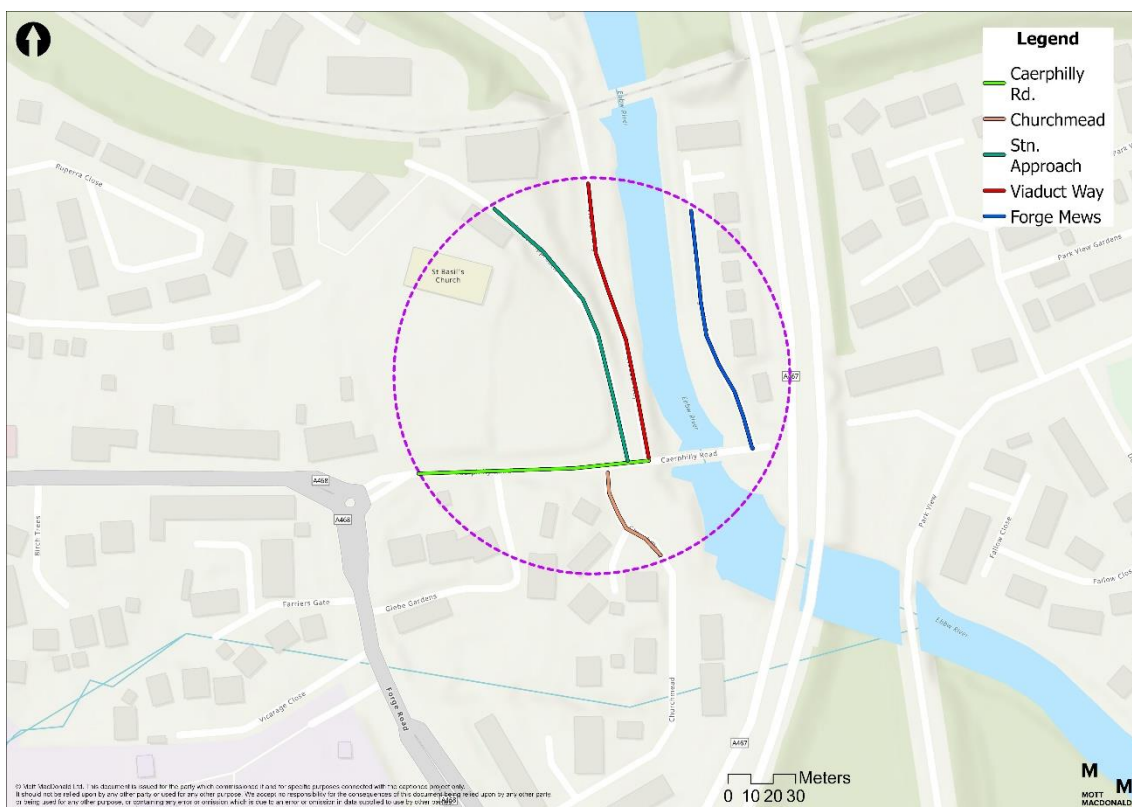
The purpose of this chapter is to review existing conditions and baseline transport data in the study area.

2.2 Site location and context

The focus of this Transport Statement are the links shown in Figure 2.1 below, including Viaduct Way, Forge Mews, Station Approach, Churchmead and Caerphilly Road. These are all local, single carriageway roads subject to a 20mph speed limit.

The study area has relatively low levels of traffic, with no opportunities for through traffic beyond the Caerphilly Road roundabout. The majority of trips through this area are likely to be from residents, with other trip attractors discussed in later sections.

Figure 2.1: Highway links



Source: Mott MacDonald, 2025

2.3 Existing transport network

2.3.1 Highway network

The existing highway network is shown in Figure 2.1 above.

The following are issues with the existing layout and provision:

- Confusing layout for vehicles on Caerphilly Road (east of the Forge Roundabout) accessing either Station Approach or Viaduct Way. Highway users may take the wrong route due to both entry points being directly next to one another and poorly signed. During the WCHAR site visit, a vehicle was observed reversing out of Station Approach to rejoin Viaduct Way, having made this incorrect turn
- Some constraints on intervisibility between the Station Approach and Viaduct Way approaches onto the Caerphilly Road junction, including some impact on forward visibility from parked vehicles.

Temporary resident parking (understood to be via a Traffic Regulation Order) has been provided on Viaduct Way (approximately 15 spaces) and Caerphilly Road (approximately 10 spaces) for Forge Mews residents due to the closure of the existing bridge access. The spaces on Caerphilly Road are understood to have been amended from existing short stay (no return within two hours) parking which extends westwards to the Tredegar Arms.

Due to the closure of the existing Bassaleg Bridge, service and emergency vehicles must currently access properties on Forge Mews via a temporary access on the A467.

Road traffic collision data provided by Newport City Council indicates that there were no accidents in the study area between 2014-2024. A small cluster of accidents at the nearby A467 roundabout should be considered as part of ensuring safe access routes to the site in a Construction Traffic Management Plan.

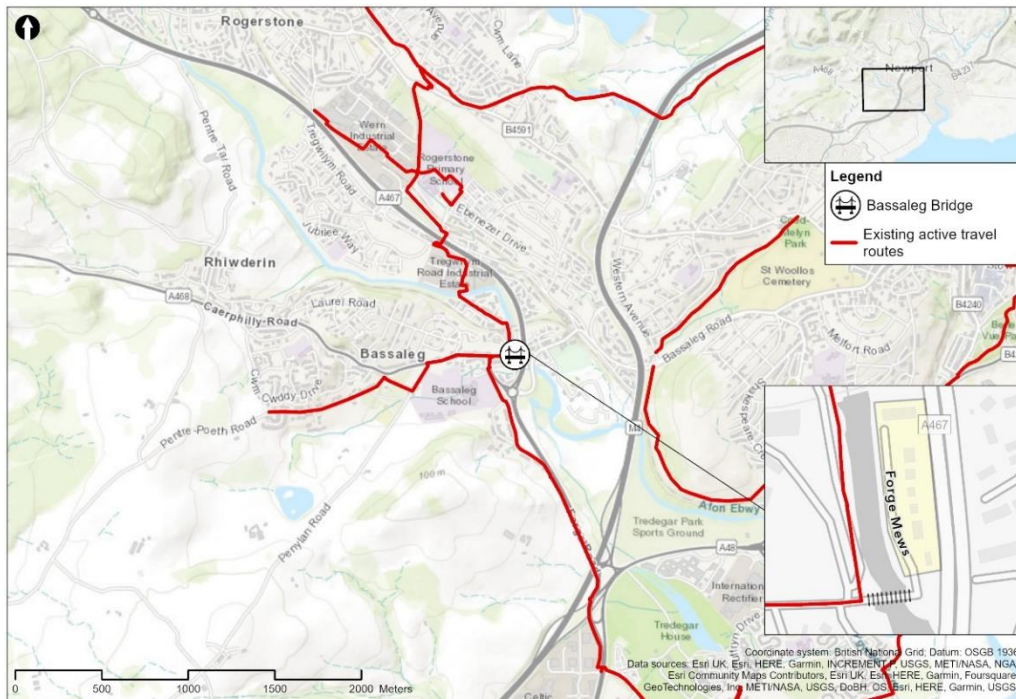
No traffic counts have been commissioned as part of the scope of this Transport Statement. However, secondary data sources such as a Department for Transport count on Caerphilly Road (Site 78480) indicates an Annual Average Daily Flow of 10568 vehicles in 2023¹. As this count is on a major through route, flows in the study area are likely to be considerably lower than this.

2.3.2 Active travel network

Figure 2.2 shows the existing local network of walking, cycling and shared use routes. This shows an existing active travel route running north-south through the study area, along Viaduct Way and Caerphilly Road (National Cycle Network Route 4).

¹ Road traffic statistics - Manual count point: 78480

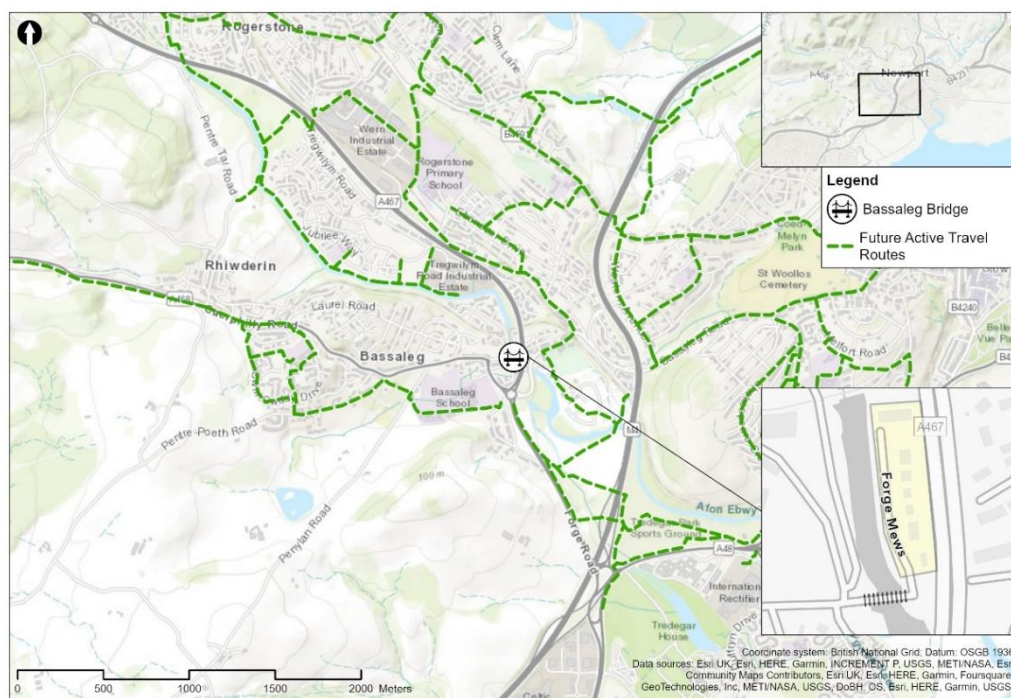
Figure 2.2: Existing Active Travel Routes



Source: DataMapWales (2023)

Figure 2.3 shows future planned active travel routes. This indicates improved opportunities to travel east-west from the study area, with the Scheme likely to encourage this with safe provision over the River Ebbw.

Figure 2.3: Future Active Travel Routes



Source: DataMapWales (2023)

Likely active travel routings through the study area are sketched in Figure 2.4 below. The following are issues arising with this existing layout and provision:

- The existing dropped kerb crossing on Caerphilly Road has poor visibility due to parked vehicles on either side. This is potentially due to the temporary residents parking in this area and additional parking demand
- Prior to the closure of Bassaleg Bridge, the positioning of tactiles on Station Approach encouraged an east-west crossing of approximately 20m across the mouth of the Station Approach and Viaduct Way junctions (four lanes of two-way traffic), which does not comply with the Active Travel Act Guidance
- There is incidence of pavement parking around the existing coloured crossing in Churchmead²
- The existing National Cycle Network route passes behind a large mature tree onto the existing Bassaleg Bridge³. Tree roots and vegetation overgrowth have created a pinch point here, with effective width of less than 1m

Figure 2.4: Active travel routes and issues



Source: Mott MacDonald, 2025

2.3.3 Public transport network

There are bus stops located just outside the study area which are served infrequently by routes to Newport and Caerphilly. The Scheme is not expected to affect public transport networks or services.

² Inferred from desktop study and WCHAR site visit

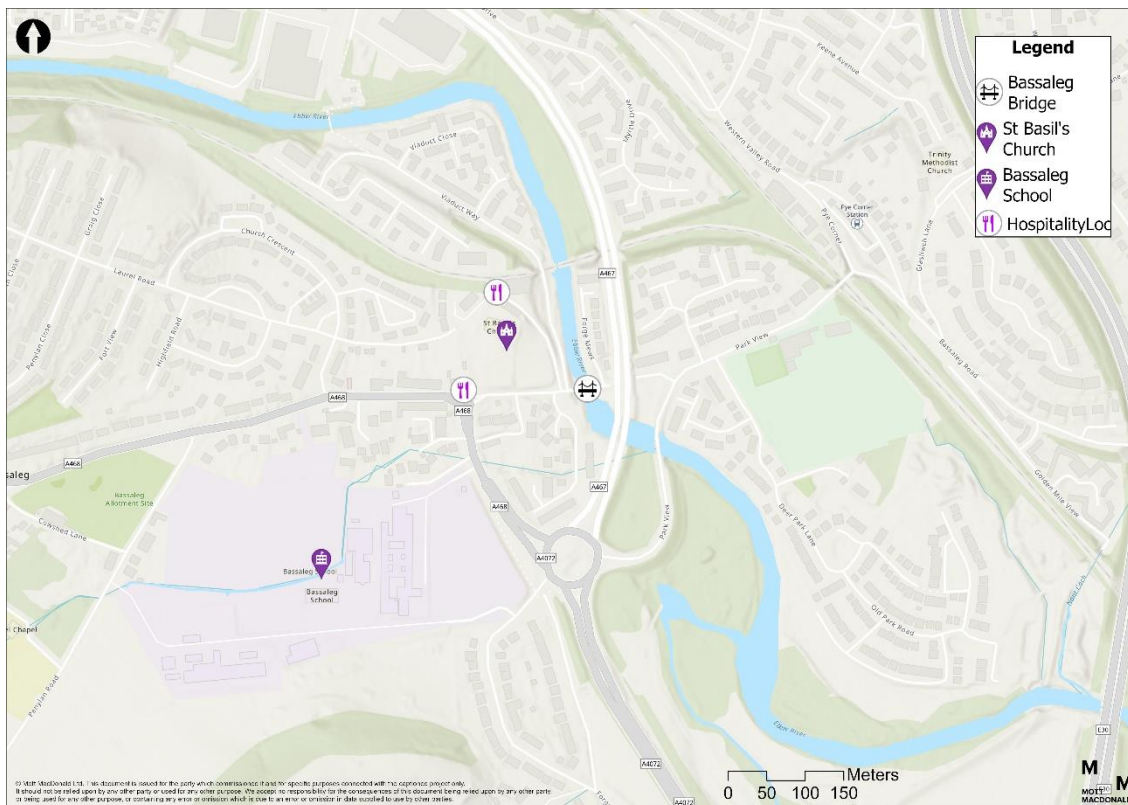
³ Not subject to a TPO

2.4 Existing and proposed land use

As previously discussed, the area surrounding the Scheme is predominantly residential. Figure 2.5 below shows the other key trip attractors considered of relevance to the study area. These developments are likely to attract through-traffic to the study area, including parking demand. For example, Bassaleg School has approximately 2000 pupils.

There are no committed developments of relevance to the study area as per the Newport Local Development Plan (2011-2026).

Figure 2.5: Trip attractors



Source: Mott MacDonald, 2024

3 Proposed development

3.1 Overview

The purpose of this chapter is to review the Bassaleg Bridge Scheme and impacts arising. Mitigations for any negative impacts will be suggested where applicable.

3.1.1 Pre-application comments

Pre-application comments have been received from Newport City Council, and these have been incorporated into this document. The main comments were:

- Incomplete drawings in terms of road alignment and markings. Unclear junction form and priority
- Need to demonstrate adequate visibility for highway and crossing users
- Need to demonstrate vehicle tracking and swept paths
- Confirm the status of parking in the area and Traffic Regulation Orders

3.2 Proposed development (Scheme)

A drawing of the proposed Scheme is shown in Appendix A.1. The Scheme's key features and impacts are as follows.

3.2.1 New bridge structure

- A new single span bridge structure with 7.5m single carriageway access between Viaduct Way and Forge Mews. This would re-establish access for residents (currently parking on Viaduct Way and Caerphilly Road), delivery vehicles and emergency access (currently using a temporary access from the A467)
- Permanent closure of the existing Bassaleg Bridge and access points, including for active travel users. The existing bridge will be demolished as part of a separate scheme following completion of the Scheme
- A grass verge and masonry wall will be installed in place of the existing Bassaleg Bridge once demolished. The wall will tie into the existing bridge abutment
- There will be a minor and temporary increase in traffic during construction of the Scheme. Impacts from this, including to safety, will be addressed in the Construction Traffic Management Plan. There is no anticipated change to trip generation during the Scheme's operation

3.2.2 Junction and parking reconfiguration

- Reconfiguration of the existing Viaduct Way / Station Approach / Caerphilly Road highway layout. This includes a stop line for Station Approach (from an existing give way line) and a give way line for the new road access from Forge Mews onto Viaduct Way. This provides a clearer demarcation between Station Approach and Viaduct Way from Caerphilly Road through a narrowing of the footway on the northwestern footway of Caerphilly Road (to a compliant 2.0m width) and alteration to the central refuge island
- Viaduct Way will now have priority through the highway network. This will include minimum carriageway widths on Station Approach of 5.47m and 5.79m on Viaduct Way. This layout reconfiguration is proposed to improve visibility, provide clearer priority for all users and improve safety

- Visibility splays at pedestrian crossings and junctions can be found in Appendix A.2. These show that most crossings and junctions achieve a 25m forward visibility except for a crossing on Station Approach (obstructed by an existing feature, with visibility no worse than existing) and adjacent to the proposed bridge (partially obstructed by railing for vehicles emerging from Forge Mews. However, the give way line onto Viaduct Way is intended to improve safety and provide opportunity to see any crossing users)
- Swept paths through the layout are satisfactory for a 7.9m refuse vehicle. A 12m rigid HGV would need to use the full carriageway to turn from Caerphilly Road through Viaduct Way and over the bridge. Tracking analysis can be found in Appendix A.3
- Removal of temporary resident parking on sections of Viaduct Way and Caerphilly Road. It is understood this parking is currently dedicated for Forge Mews residents and would no longer be required following completion of the Scheme
- Relocation of two off-street car parking spaces on Forge Mews. This is necessary as part of the new bridge alignment, junction and uncontrolled pedestrian crossing onto Forge Mews (discussed below)

3.2.3 Compliant active travel facilities

- Footways, crossings and shared use routes are designed to ATAG compliant standards (a brief exception near the existing Bassaleg Bridge abutment is outlined below). This includes vertical clearance around trief kerbs on the proposed bridge
- A shared use path of 3.5m width runs on the southern side of the bridge and connects to NCN4 on Viaduct Way and an active travel bridge over the A467 from Forge Mews
- Removal of the existing east-west crossing of approximately 20m between Caerphilly Road and the existing Bassaleg Bridge. The layout now provides a clearer route across the north of the junction(s)
- The shared use path would continue in front of, rather than behind, an existing mature tree on the approach to Churchmead⁴. The footway on the northern side of Caerphilly Road would be narrowed to a compliant 2.0m width to facilitate the new junction layout, alongside improvements to the two uncontrolled crossing points (Station Approach and Viaduct Way)
- The shared use path would narrow to 2.5m for a brief section near the existing Bassaleg Bridge abutment. This is to ensure minimal interaction with the existing structure, proposed wingwall tie-in and Vehicle Restraint System
- A new uncontrolled crossing would be provided from the northern side of the proposed bridge across Forge mews. This would include relocation of two off-street car parking spaces on Forge Mews

3.3 Construction management and impacts

A Construction Traffic Management Plan should address concerns relating to safety, access and working arrangements. This will consider:

- The location and access arrangements to a construction compound, including welfare spaces
- Swept path analysis for construction vehicles
- Timing of movements, including reducing any safety risks during pick up and drop off times at the nearby Bassaleg School.
- Waste removal

⁴ Not subject to a TPO

- Diversionary routes and traffic management, where appropriate. This will include consideration for active travel routes and users through the study area

3.4 Mitigations and encouraging sustainable travel

Based on the existing conditions and features of the proposed development, the following are opportunities to encourage more sustainable travel and mitigate any residual impacts:

- Reduction and/or removal of some parking near the existing north-south crossing on Caerphilly Road. This would improve visibility for crossing users and provide an opportunity for widening as appropriate
- Introduction of a more direct crossing point across Churchmead junction. This would improve the directness of the active travel route
- It is understood that a separate scheme is considering improvements to the A467 footbridge. Onward travel opportunities and design amendments to this Scheme will be considered as appropriate

4 Summary and next steps

This Transport Statement has:

- Reviewed existing conditions in the Study area
- Reviewed the proposed development and its impacts on the local transport network and users
- Suggested future opportunities to promote sustainable travel

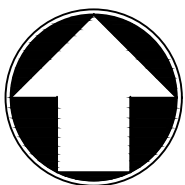
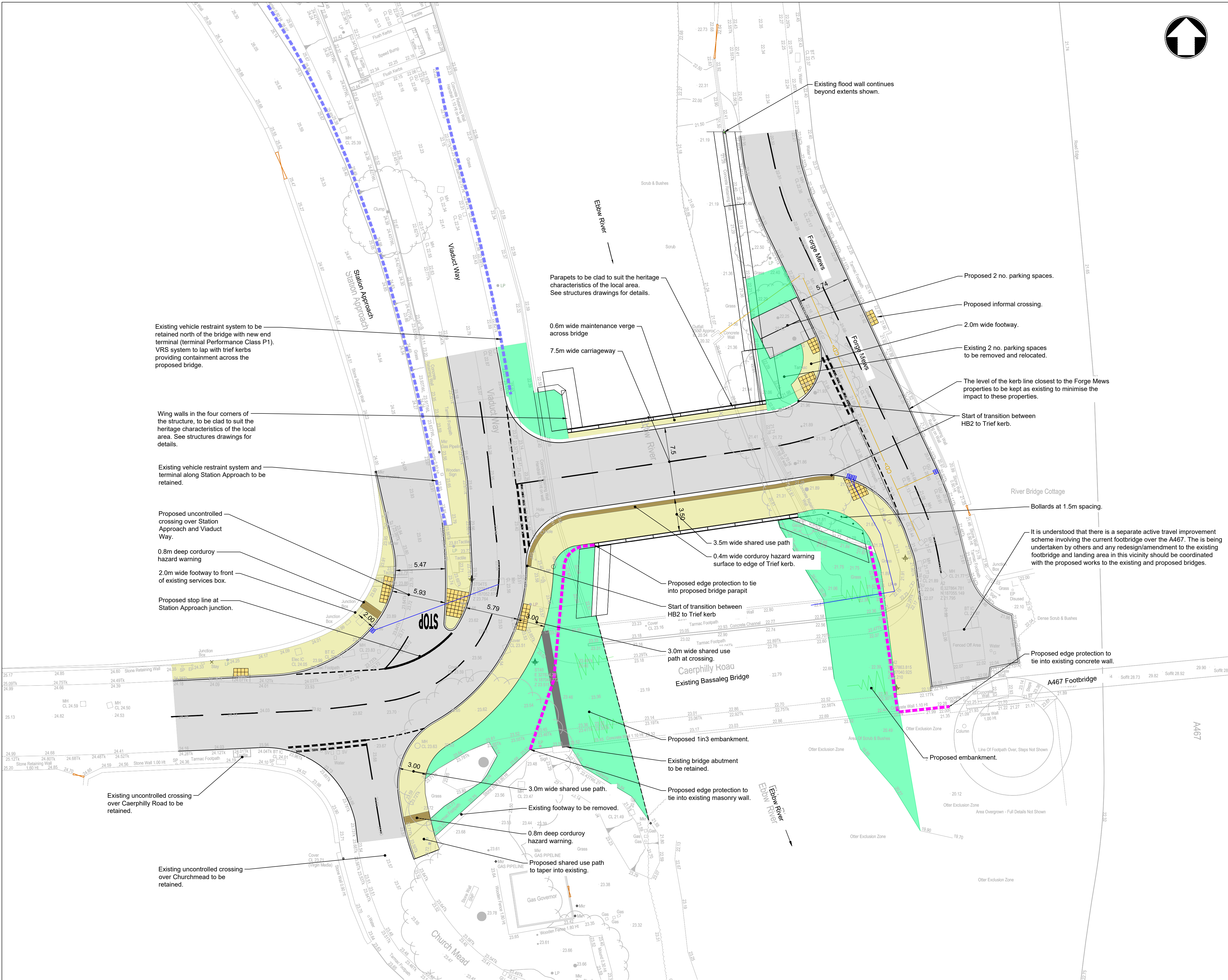
The Proposed Development responds to a number of pre-application comments from Newport City Council, providing a more legible solution than present. The Scheme would deliver benefits including:

- Re-establishing highway access to properties on Forge Mews from Viaduct Way, including for emergency and service vehicles
- Providing a safer and more legible layout for all users
- Providing compliant active travel facilities and connections to other routes

This document will support a planning application for the Scheme, identified as a resilience priority in the South East Wales Regional Transport Plan (being consulted on at the time of writing).

A Construction Traffic Management Plan will be required as part of mitigating temporary impacts from construction of the Scheme.

A.1 Scheme drawing



- Notes
1. This drawing is to be read in conjunction with all discipline information. Any discrepancies shall be referred to Mott MacDonald before proceeding.
 2. Do not scale any items or information from this drawing.
 3. All dimensions shown in metres unless otherwise stated.
 4. All levels are in metres above Ordnance Datum (AOD).
 5. Drawing is to be read in colour.
 6. Utility assets are present throughout the scheme. See C2 returns and PAS128 Survey within PCI for more information. No digging should take place until the contractor has obtained up to date service plans, surveyed the ground with a CAT scan (or other utility locating devices), and be satisfied that all services have been located, taking advantage of any "dial before you dig" schemes.
 7. The service information provided within the PCI does not take into account privately owned services. The Contractor must satisfy themselves that all privately owned services have been located.
 8. The topographical surveys ref (Bassaleg Bridge Project-Topographic) (Dated-2024.11.17), has been provided by third-parties (Infomap Surveys). Mott MacDonald accepts no liability for the accuracy of this information.
 9. The location and construction form of existing structures are shown indicatively using best judgement from all available information. The position and form of these structures should not be relied upon nor considered accurate. Topographical surveys undertaken only record above ground features. Drawings provided for flood walls are design drawings rather than as-built and so cannot be relied upon. No drawings are available for the Viaduct Way retaining walls and the form and extent of their foundations are unknown.

- Key to symbols
- Uncontrolled crossing point. buff coloured tactile paving. min 0.8m deep. width as shown.
 - Corduroy hazard warning paving. buff coloured paving. Size as as shown.
 - Shared use path/footway/maintenance verge, as per Drawing 3204 and Appendix 11/1 within the specification of works.
 - Carriageway reinstatement / construction as per Drawing 3402.
 - Grass verge. 150mm Topsoil
 - Proposed signage, as per Drawings 3404 and 3405.
 - Existing signage to remain, as per Drawings 3404 and 3405.
 - Proposed edge protection.
 - Existing Vehicle Restraint System to be retained.
 - Drainage Gully and Connections, see 4200 series.
 - Existing Drainage Network, see 4200 series.
 - LP Lighting Column - Existing to be removed
 - LP Lighting Column - Existing to be retained

- Reference drawings
- 100119581-MMD-XX-XX-DR-DR-4201 - Highway Drainage
 - 100119581-MMD-XX-XX-DR-DR-1101 - General Arrangement
 - 100119581-MMD-XX-XX-DR-DR-3204 - Kerbs, Footways and Paved Areas
 - 100119581-MMD-XX-XX-DR-DR-3205 - Highway Construction Details
 - 100119581-MMD-XX-XX-DR-DR-3402 - Road Pavements
 - 100119581-MMD-XX-XX-DR-DR-3404 - Road Markings and Traffic Signs
 - 100119581-MMD-XX-XX-DR-DR-3405 - Sign Schedule
 - 100119581-MMD-XX-XX-DR-DR-2201 - Structural General Arrangement
 - 100119581-MMD-XX-XX-DR-UT-5001 - Existing Utilities

P03	29/08/2025	N.B	Updated following RSA comments	D.O	K.L
P02	30/07/2025	N.B	Preliminary Issue	D.O	K.L
P01	28/07/2025	N.B	Preliminary Issue	O.J	K.L
Rev	Date	Drawn	Description	Ch'kd	App'd

MOTT MACDONALD

2 Callaghan Square
Cardiff
CF10 5BT
United Kingdom

T +44 (0)29 2046 7800
F +44 (0)29 2046 7801
W mottmac.com

Client

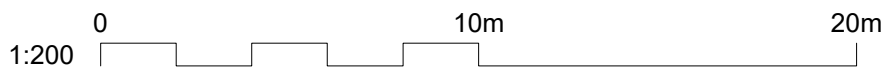
Newport City Council
Civic Centre
Newport
South Wales
NP20 4UR

NEWPORT CITY COUNCIL
CIVIC CENTRE
CASNEWYDD

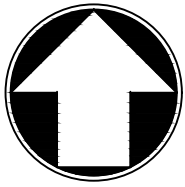
Title

Bassaleg Bridge Detailed Design
Highways
General Arrangement

Designed	N.Bergeson	N.B	Eng check	D.Owen	D.O
Drawn	N.Bergeson	N.B	Coordination	O.Jefferies	O.J
Dwg check	K.M.Lee	K.M.L	Approved	K.Lee	K.L
Scale at A1	1:200	Status	PRE	Rev	P03
Security	STD				
Drawing Number	100119581-MMD-XX-XX-DR-HW-3201				



A.2 Visibility splays



- Notes
1. This drawing is to be read in conjunction with all discipline information. Any discrepancies shall be referred to Mott MacDonald before proceeding.
 2. Do not scale any items or information from this drawing.
 3. All dimensions shown in metres unless otherwise stated.
 4. All levels are in metres above Ordnance Datum (AOD).
 5. Drawing is to be read in colour.
 6. Utility assets are present throughout the scheme. See C2 returns and PAS128 Survey within PCI for more information. No digging should take place until the contractor has obtained up to date service plans, surveyed the ground with a CAT scan (or other utility locating devices), and be satisfied that all services have been located, taking advantage of any "dial before you dig" schemes.
 7. The service information provided within the PCI does not take into account privately owned services. The Contractor must satisfy themselves that all privately owned services have been located.
 8. The topographical surveys ref (Bassaleg Bridge Project-Topographic) (Dated-2024.11.17), has been provided by third-parties (Infomap Surveys). Mott MacDonald accepts no liability for the accuracy of this information.
 9. The location and construction form of existing structures are shown indicatively using best judgement from all available information. The position and form of these structures should not be relied upon nor considered accurate. Topographical surveys undertaken only record above ground features. Drawings provided for flood walls are design drawings rather than as-built and so cannot be relied upon. No drawings are available for the Viaduct Way retaining walls and the form and extent of their foundations are unknown.

- Key to symbols
- Visibility Splay 25m.
 - Visibility Splay along edge of channel line.
 - Achieved Visibility Splay.
 - Clear Visibility Envelope.
 - Visibility Clash.

Reference drawings

P03	29/08/2025	DO	Updated following RSA comments	D.O	K.L
P02	04/08/2025	DO	Updated Layout	D.O	K.L
P01	02/07/2025	N.B	Preliminary Issue	O.J	K.L
Rev	Date	Drawn	Description	Ch'k'd	App'd

M

M

MOTT
MACDONALD

2 Callaghan Square
Cardiff
CF10 5BT
United Kingdom

T +44 (0)29 2046 7800
F +44 (0)29 2046 7801
W mottmac.com

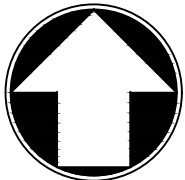
Client

Newport City Council
Civic Centre
Newport
South Wales
NP20 4UR

Title

Bassaleg Bridge Detailed Design
Highways
Visibility Splays Sketch - Crossings

Designed	N.Bergeson	N.B	Eng check	D.Owen	D.O
Drawn	N.Bergeson	N.B	Coordination	O.Jefferies	O.J
Dwg check	K.M.Lee	K.M.L	Approved	K.Lee	K.L
Scale at A1	Status	Rev	Security		
1:200	PRE	P03	STD		
Drawing Number					
100119581-MMD-XX-XX-SK-HW-0002					



- Notes
1. This drawing is to be read in conjunction with all discipline information. Any discrepancies shall be referred to Mott MacDonald before proceeding.
 2. Do not scale any items or information from this drawing.
 3. All dimensions shown in metres unless otherwise stated.
 4. All levels are in metres above Ordnance Datum (AOD).
 5. Drawing is to be read in colour.
 6. Utility assets are present throughout the scheme. See C2 returns and PAS128 Survey within PCI for more information. No digging should take place until the contractor has obtained up to date service plans, surveyed the ground with a CAT scan (or other utility locating devices), and be satisfied that all services have been located, taking advantage of any "dial before you dig" schemes.
 7. The service information provided within the PCI does not take into account privately owned services. The Contractor must satisfy themselves that all privately owned services have been located.
 8. The topographical surveys ref (Bassaleg Bridge Project-Topographic) (Dated-2024.11.17), has been provided by third-parties (Infomap Surveys). Mott MacDonald accepts no liability for the accuracy of this information.
 9. The location and construction form of existing structures are shown indicatively using best judgement from all available information. The position and form of these structures should not be relied upon nor considered accurate. Topographical surveys undertaken only record above ground features. Drawings provided for flood walls are design drawings rather than as-built and so cannot be relied upon. No drawings are available for the Viaduct Way retaining walls and the form and extent of their foundations are unknown.

- Key to symbols
- Visibility Splay 25m.
 - Visibility Splay along edge of channel line.
 - Achieved Visibility Splay.
 - Clear Visibility Envelope.
 - Visibility Clash.

Reference drawings

P03	29/08/2025	D.O	Updated following RSA comments	D.O	K.L
P02	04/08/2025	D.O	Updated Layout	D.O	K.L
P01	02/07/2025	N.B	Preliminary Issue	O.J	K.L
Rev	Date	Drawn	Description	Ch'k'd	App'd

M

M

MOTT
MACDONALD

2 Callaghan Square
Cardiff
CF10 5BT
United Kingdom

T +44 (0)29 2046 7800
F +44 (0)29 2046 7801
W mottmac.com

Client

Newport City Council
Civic Centre
Newport
South Wales
NP20 4UR



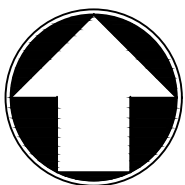
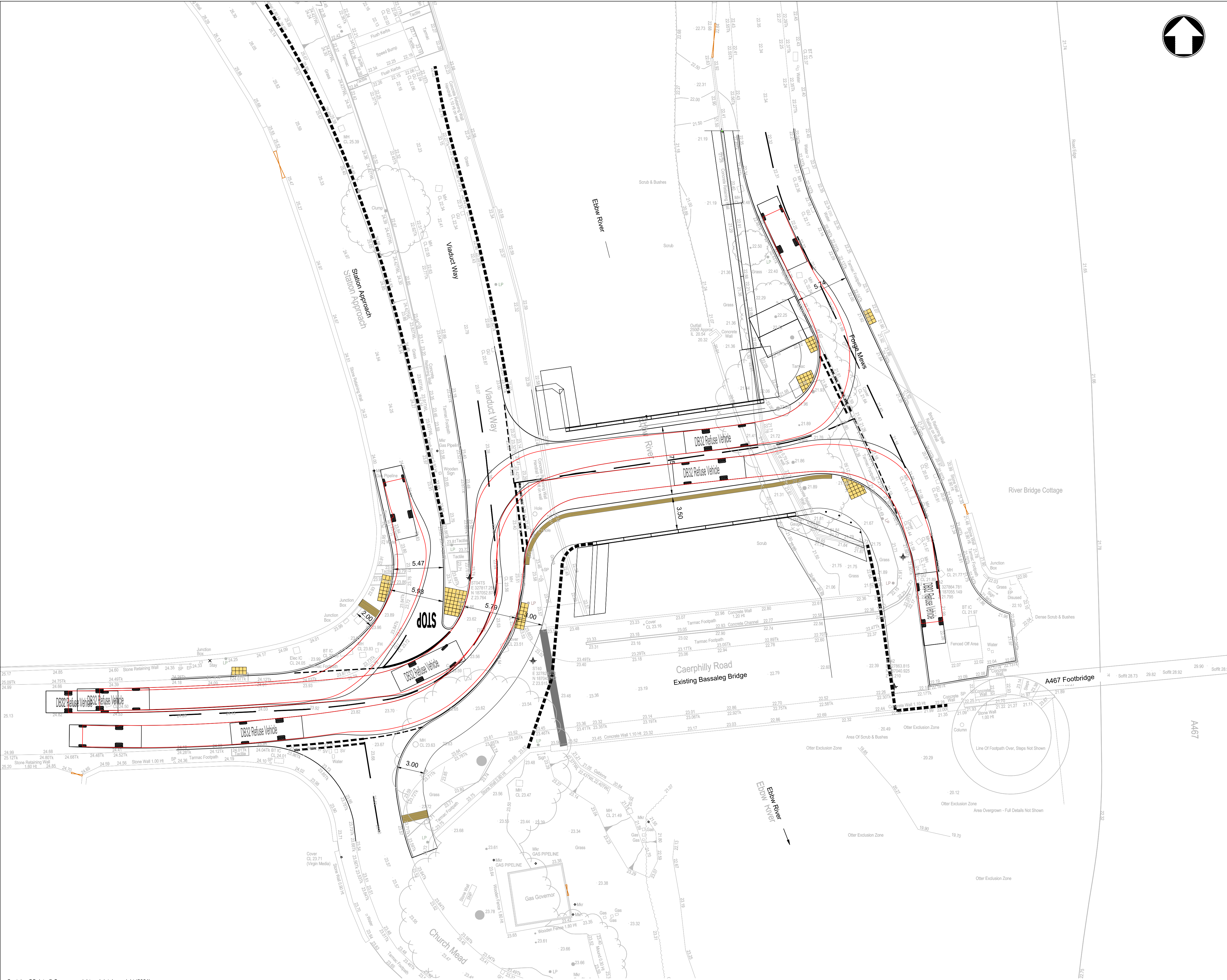
NEWPORT
CITY COUNCIL
CIVIC CENTRE
CASNEWYDD

Title

Bassaleg Bridge Detailed Design
Highways
Visibility Splays Sketch - Junctions

Designed	N.Bergeson	N.B	Eng check	D.Owen	D.O
Drawn	N.Bergeson	N.B	Coordination	O.Jefferies	O.J
Dwg check	K.M.Lee	K.M.L	Approved	K.Lee	K.L
Scale at A1	Status	Rev	Security		
1:200	PRE	P03	STD		
Drawing Number					
100119581-MMD-XX-XX-SK-HW-0005					

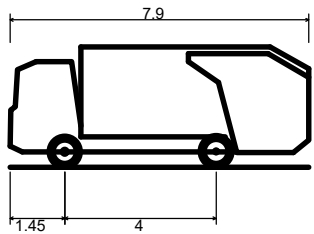
A.3 Vehicle tracking analysis



- Notes
1. This drawing is to be read in conjunction with all discipline information. Any discrepancies shall be referred to Mott MacDonald before proceeding.
 2. Do not scale any items or information from this drawing.
 3. All dimensions shown in metres unless otherwise stated.
 4. All levels are in metres above Ordnance Datum (AOD).
 5. Drawing is to be read in colour.
 6. Utility assets are present throughout the scheme. See C2 returns and PAS128 Survey within PCI for more information. No digging should take place until the contractor has obtained up to date service plans, surveyed the ground with a CAT scan (or other utility locating devices), and be satisfied that all services have been located, taking advantage of any "dial before you dig" schemes.
 7. The service information provided within the PCI does not take into account privately owned services. The Contractor must satisfy themselves that all privately owned services have been located.
 8. The topographical surveys ref (Bassaleg Bridge Project-Topographic) (Dated-2024.11.17), has been provided by third-parties (Infomap Surveys). Mott MacDonald accepts no liability for the accuracy of this information.
 9. The location and construction form of existing structures are shown indicatively using best judgement from all available information. The position and form of these structures should not be relied upon nor considered accurate. Topographical surveys undertaken only record above ground features. Drawings provided for flood walls are design drawings rather than as-built and so cannot be relied upon. No drawings are available for the Viaduct Way retaining walls and the form and extent of their foundations are unknown.

Key to symbols

- Chassis Envelope
- Body Envelope
- Vehicle Outline



DB32 Refuse Vehicle
Overall Length 7.900m
Overall Width 2.400m
Overall Body Height 3.183m
Min Body Ground Clearance 0.368m
Max Track Width 2.400m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 9.625m

Reference drawings

100119581-MMD-XX-XX-DW-HW-3201 - Highway General Arrangement

P03	29/08/2025	D.O	Updated following RSA comments	D.O	K.L
P02	04/08/2025	D.O	Updated Layout	D.O	K.L
P01	02/07/2025	N.B	Preliminary Issue	O.J	K.L
Rev	Date	Drawn	Description	Ch'k'd	App'd

M

M

MOTT
MACDONALD

2 Callaghan Square
Cardiff
CF10 5BT
United Kingdom

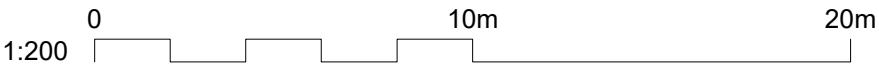
T +44 (0)29 2046 7800
F +44 (0)29 2046 7801
W mottmac.com

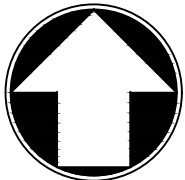
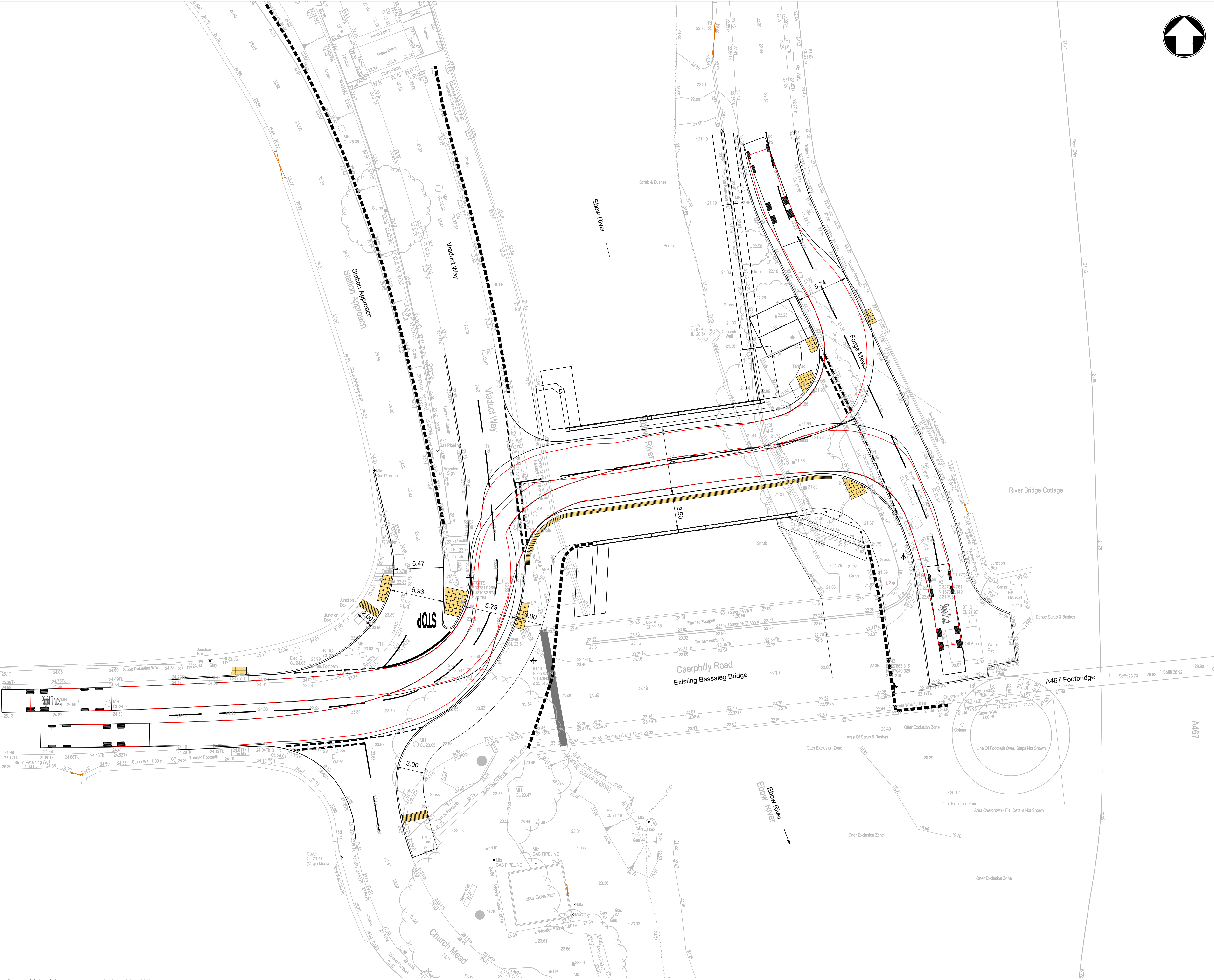
Client

Newport City Council
Civic Centre
Newport
South Wales
NP20 4UR

Title
Bassaleg Bridge Detailed Design
Highways
Vehicle Tracking Sketch

Designed	N.Bergeson	N.B	Eng check	D.Owen	D.O
Drawn	N.Bergeson	N.B	Coordination	O.Jeffries	O.J
Dwg check	K.M.Lee	K.M.L	Approved	K.Lee	K.L
Scale at A1	Status	Rev	Security		
1:200	PRE	P03	STD		
Drawing Number	100119581-MMD-XX-XX-SK-HW-0003				

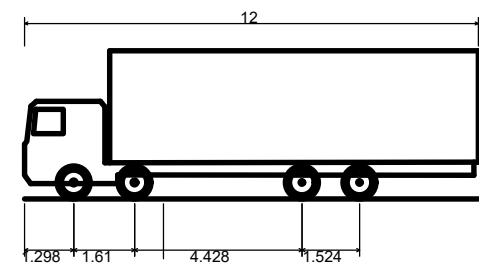




- Notes
1. This drawing is to be read in conjunction with all discipline information. Any discrepancies shall be referred to Mott MacDonald before proceeding.
 2. Do not scale any items or information from this drawing.
 3. All dimensions shown in metres unless otherwise stated.
 4. All levels are in metres above Ordnance Datum (AOD).
 5. Drawing is to be read in colour.
 6. Utility assets are present throughout the scheme. See C2 returns and PAS128 Survey within PCI for more information. No digging should take place until the contractor has obtained up to date service plans, surveyed the ground with a CAT scan (or other utility locating devices), and be satisfied that all services have been located, taking advantage of any "dial before you dig" schemes.
 7. The service information provided within the PCI does not take into account privately owned services. The Contractor must satisfy themselves that all privately owned services have been located.
 8. The topographical surveys ref (Bassaleg Bridge Project-Topographic) (Dated-2024.11.17), has been provided by third-parties (Infomap Surveys). Mott MacDonald accepts no liability for the accuracy of this information.
 9. The location and construction form of existing structures are shown indicatively using best judgement from all available information. The position and form of these structures should not be relied upon nor considered accurate. Topographical surveys undertaken only record above ground features. Drawings provided for flood walls are design drawings rather than as-built and so cannot be relied upon. No drawings are available for the Viaduct Way retaining walls and the form and extent of their foundations are unknown.

Key to symbols

- Chassis Envelope
— Body Envelope
Vehicle Outline



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.925m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

Reference drawings

100119581-MMD-XX-XX-DR-HW-3201 - Highway General Arrangement

P03	29/08/2025	D.O	Updated following RSA comments	D.O	K.L
P02	04/08/2025	D.O	Updated Layout	D.O	K.L
P01	02/07/2025	N.B	Preliminary Issue	O.J	K.L
Rev	Date	Drawn	Description	Ch'k'd	App'd

M

M

MOTT
MACDONALD

2 Callaghan Square
Cardiff
CF10 5BT
United Kingdom

T +44 (0)29 2046 7800
F +44 (0)29 2046 7801
W mottmac.com

Client

Newport City Council
Civic Centre
Newport
South Wales
NP20 4UR

Title

Bassaleg Bridge Detailed Design
Highways
Vehicle Tracking Sketch
12m Rigid Vehicle

Designed	N.Bergeson	N.B	Eng check	D.Owen	D.O
Drawn	N.Bergeson	N.B	Coordination	O.Jefferies	O.J
Dwg check	K.M.Lee	K.M.L	Approved	K.Lee	K.L
Scale at A1	Status	Rev	Security		
1:200	PRE	P03	STD		
Drawing Number	100119581-MMD-XX-XX-SK-HW-0004				

