

AW2 BESS, USKMOUTH

Transport Assessment

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Prepared by:

Prepared for:

RPS Consulting Services Ltd

AW2 Energy Storage Ltd

Louise Sheppard
Consultant - Transport

101 Park Drive, Milton Park,
Abingdon, Oxfordshire OX14 4RY

T 01235 432 190
E Louise.Sheppard@rps.tetrattech.com

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1 INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by RPS on behalf of AW2 Energy Storage Ltd (the client) to consider the transport implications of the proposed AW2 BESS, Uskmouth Project (the Proposed Development). The Proposed Development is a 249 MW BESS to be located on land to the south of Uskmouth Power Station. A Site Layout Plan is attached at **Appendix A**.
- 1.2 The Proposed Development site is located on the eastern bank of the River Usk, close to the confluence with the Severn Estuary, around 4.5 km south of central Newport, as shown by the Site Location Plan at **Appendix B**.
- 1.3 Uskmouth Power Station was historically made up of two power plants; Uskmouth A Power Station (decommissioned in the 1990s), and Uskmouth B Power Station constructed in the late 1950s. The Proposed Development would be implemented on land that is currently used for the storage of Pulverised Fuel Ash (PFA).
- 1.4 This TA focusses on the transport implications of the construction of the Proposed Development. Traffic movements during BESS operation would be limited to maintenance of the BESS.

Report Structure

- 1.5 This TA has been prepared in accordance with Planning Policy Wales Edition 12 (2024) and Technical Advice Note 18: Transport (TAN 18).
- 1.6 Section 2 sets out the existing situation and assesses the adjacent highway network, road safety, facilities for pedestrians and cyclists, public transport facilities and existing traffic flows. Section 3 provides full details of the AW2 BESS, whilst an assessment is made against current local and national policies in respect to transport in Section 4.
- 1.7 Future year traffic flows are set out in Section 5 and details of the likely trip generation, distribution, assignment, and mode share of trips is set out in Section 6. An assessment of the likely transport impact is set out in Section 7.
- 1.8 A Transport Implementation Strategy is set out in Section 8 and a summary is provided in Section 9, where it is concluded that there are no transport or highway related reasons for not granting consent to the development of the AW2 BESS.

2 EXISTING SITUATION

- 2.1 This section considers the current site use, location, and transport network. This includes the walking, cycling and public transport facilities available within proximity of the site. It also assesses the local highway network and road safety along the highway network for the latest available five years.

Site Location, Description and Access

- 2.2 The site is located approximately 4.5 km south of central Newport, and the immediate site context is largely industrial. To the immediate north, the site adjoins the Severn Power combined cycle gas turbine (CCGT) Power Station which was constructed in 2007 on the site of the former Uskmouth A coal-fired Power Station. To the east of the proposed site is the railway line and the former coal stockyard for Uskmouth Power Station B on which planning consent was recently granted for a BESS (Newport City Council reference: 22/0823). To the immediate south and west, the site is bounded by fields with areas of vegetation and woodland.
- 2.3 The wider site setting is industrialised to the north, with the Liberty Steel works and industrial estates stretching from the Proposed Development site to the A48 'Southern Distributor Road' dual carriageway.
- 2.4 The River Usk and the Severn Estuary lie beyond the CCGT Power Station to the north and west, and Newport Wetlands to the south. On the west bank of the Usk is Alexandra Docks, with commercial and industrial land-uses.
- 2.5 The main Power Station buildings include offices, workshop buildings and car parking. Vehicular access to the site is currently taken via an access road in the south-eastern corner of the site. The access road routes to the adopted highway where it joins West Nash Road, and the access route from the principal road network to the site is detailed below.

Highway Network

West Nash Road

- 2.6 Uskmouth B Power Station is currently accessed from West Nash Road, a single carriageway road generally 6m to 6.5m in width. West Nash Road primarily has the typical characteristics of a rural road with a 60mph speed limit, no footways or street lighting, with grass verges and hedgerow on both sides of the carriageway.
- 2.7 As West Nash Road routes east through Nash and towards the priority junction with Nash Road / Goldcliff Road, it becomes a 30mph single carriageway road with a footway and street lighting.
- 2.8 At its eastern end, West Nash Road forms the minor arm of a simple priority junction with Nash Road. In liaison with highway officers, they have advised that the West Nash Road / Nash Road junction was recently improved to accommodate HGVs.
- 2.9 A bus stop and post box are located on West Nash Road approximately 15m back from the give-way line. To the immediate south of the junction is a residential dwelling and to the immediate north is Windmill Reen.

Nash Road

- 2.10 Nash Road routes north from West Nash Road to Meadows Road as a single carriageway road with a 40mph speed restriction, an intermittent footway on its eastern side, no street lighting, no parking restrictions, and some frontage accesses.
- 2.11 Broadly halfway between West Nash Road and Meadows Road, Nash Road narrows to a single track, however, there are suitable advance warning signs and there is clear forward visibility at both ends to enable vehicles to give way to one-another.
- 2.12 Nash Road continues north where it forms a priority junction with Meadows Road, where Nash Road continues north-west along the minor arm of the junction, where it routes to an industrial area, residential area, and high school and college campus. The speed limit of Nash Road reduces to 20mph within the vicinity of the school, with additional traffic calming measures in place such as speed bumps and points of road narrowing.
- 2.13 Nash Road continues north to join the A48 Southern Distributor Road via a four-arm junction.

Meadows Road

- 2.14 Meadows Road routes broadly north to south between Nash Road and the A4810, with which it forms the southern arm of a four-arm roundabout. Meadows Road is a single carriageway road with a combined footway / cycleway along its eastern side, an intermittent footway along its western side, street lighting, no parking restrictions and a 40mph speed restriction.
- 2.15 Meadows Road is an established HGV route providing access to the large industrial park between Meadows Road and the A4 Southern Distributor Road.

A4810 Queen's Way / Queensway Meadows

- 2.16 The A4810 routes broadly east-west between the M4 Junction 23A, and the A48. The A4810 is a dual carriageway road with footways, street lighting and a 40mph speed restriction. Approximately 5.5km east of the Meadows Road junction, the A4810 becomes a single carriageway road and continues to the grade-separated junction of the M4 junction 23A roundabout. Approximately 750m to the west, the A4810 Queensway Meadows joins the A48 Southern Distributor Road via a four-arm roundabout.
- 2.17 The A4810 is also a well-established HGV route, providing access to Meadows Road from the A48 Southern Distributor Road and in turn the M4 west, and from junction 23A of the M4 to the east.

A48 Southern Distributor Road

- 2.18 The A48 Southern Distributor Road is one of the key roads into Newport, routing from Junction 24 of the M4 to the east, routing west to the south of Newport where it joins the M4 at Junction 28.
- 2.19 The A48 Southern Distributor Road acts as the Newport southern bypass, and as such carries a large volume of traffic. The A48 routes broadly east-west between junctions 24 and 28 of the M4 and is a dual carriageway road between both junctions. It retains its street lighting and footway along its length.

Active Modes

Pedestrian Access

- 2.20 Guidance on walking and cycling distances is set out in Table 4.1 of the Welsh Government publication 'Active Travel Act Guidance', July 2021. Within this, Welsh Government considers many users are likely to walk up to two miles (3.2km) for utility journeys with some users likely to walk up to three miles (4.8km) for such uses.
- 2.21 Manual for Streets (MfS), published by the Department for Communities and Local Government and Department for Transport in 2007, refers to walking distances and advises 'PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km'.
- 2.22 The Chartered Institute of Highways and Transportation (CIHT) publication Providing for Journeys on Foot suggests acceptable walking distances for various land uses. These are based on an average walking speed of approximately 1.4 metres / second, which equates to approximately 400 metres in five minutes or 4.8 kilometres per hour as set out in **Table 2.1**.

Table 2.1: CIHT's Acceptable Walking Distances

CIHT's Acceptable Walking Distances			
Definition	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Chartered Institute of Highways and Transportation's 'Providing for Journeys on Foot'

- 2.23 The above can be used to consider that the Proposed Development site's location to facilities in the surrounding residential area is within the acceptable and preferred maximum guidelines should any users travelling to the Proposed Development decide to do so by walking.
- 2.24 There are pedestrian facilities extending from Nash in the form of a footway on the southern side of the carriageway with street lighting which stops approximately 1.4km from the site access. The footway extends to the east from Nash to the West Nash Road / Nash Road junction, where it continues north along the eastern side of the carriageway for approximately 500m.

Public Rights of Way

- 2.25 There are several Public Rights of Way (PRoW) within the vicinity of the site. Footpaths 401/12/1 and 401/16/1 route along the southern boundary of the Power Station and route 401/16/1 routes through the Wetlands to join footpath 401/15/2. Footpath 401/15/2 leads broadly east-west towards Nash through farmland.

Cycle Access

- 2.26 Within Active Travel Act Guidance (July 2021), Welsh Government considers many users are likely to cycle up to five miles (8.0km) for utility journeys with some users likely to cycle up to 7.5 miles (12.0km) for such uses.
- 2.27 The nearest National Cycle Route is Route 4, a long distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids. Route 4 routes west to east through the south of Newport, with the traffic-free route on Corporation Road to the north of the site. As Route 4 routes south of Corporation Road, the combined foot / cycleway routes away from Corporation Road and routes along a Public Right of Way towards Nash Road.
- 2.28 Traffic flows along West Nash Road and Nash Road are sufficiently low to be conducive to cycling.
- 2.29 The above shows that cycling distances of up to 5 miles is achievable for 'many users'; such a distance includes the southern regions of Newport's urban areas, and there are recognised cycle routes upon which to do so.

Committed Development

- 2.30 Further details of the committed developments i.e. developments that have consent but are not yet generating traffic on the network that have been assessed are outlined in Section 5 of the report.

Traffic Surveys

- 2.31 Traffic surveys were undertaken as part of the Transport Assessment that supported the planning application for the Uskmouth Conversion Project (conversion of the coal fired power plant at Uskmouth Power Station; Newport City Council Reference: 20/0748). These traffic surveys have been utilised to obtain background traffic flows at key junctions and highway links across the local highway network.
- 2.32 The traffic surveys comprised Manual Classified Counts (MCCs) at junctions, and Automatic Traffic Counters (ATCs) on sections of road between junctions. The ATC surveys were placed between Friday 18 October 2019 and Thursday 24 October 2019 at the following locations:
- West Nash Road – west of Nash village;
 - West Nash Road – east of Nash village;
 - Nash Road – between West Nash Road and Meadows Road junctions;
 - Meadows Road – South of Industrial Park;
 - Meadows Road – North of Industrial Park;
 - A4810 west of the Meadows Road Roundabout; and
 - A4810 Queens Way east of the Glan Llyn Roundabout.

- 2.33 The MCCs were undertaken at the A4810 / Meadows Road roundabout, Nash Road / Meadows Road priority junction, and Nash Road / West Nash Road priority junction on Tuesday 22nd October 2019 between 07:00 and 19:00.
- 2.34 The MCCs and the ATCs undertaken on the public highway validated well against one-another with regard to the total number of vehicles; however, it was observed that the ATCs were overcounting HGVs in comparison to those counted by the MCCs along West Nash Road, Nash Road, Meadows Road and the A4810.
- 2.35 ATCs classify vehicles based on a series of criteria which can vary between survey equipment and set up / settings; therefore, the percentage of HGVs was calculated from each MCC, and the factor applied to the corresponding ATC to derive the number of HGVs for a weekday. An additional factor was then applied to derive the number of HGVs on a Saturday.

The observed 2019 traffic flow datasets are contained within the Transport Assessment that supported the planning application for the Uskmouth Conversion Project (Newport City Council Reference: 20/0748). A summary of the 2019 hourly link traffic flows across the network are attached at **Appendix C**.

Road Safety

- 2.36 Personal Injury Accident (PIA) data was obtained from CrashMap for the most recent five-year period (January 2019 to December 2023) for the surrounding highway network. The study area incorporated the access route to the site from the A4810, therefore included West Nash Road, Nash Road and Meadows Road to the A4810 junction. The CrashMap reports are attached at **Appendix D**.
- 2.37 There were two injury accidents during the most recent five-year period of which there were one slight and one serious personal injury accidents. There were no fatal personal injury accidents.
- One serious injury accident occurred on Meadows Road, approximately 140m south of Nash Mead. The accident occurred in November 2022 and involved one motorcycle losing control and colliding with an object off the carriageway.
 - One slight injury accident occurred on Nash Road, between Broad St. Common and West Nash Road. The accident occurred in November 2023 and involved a car hitting a pedestrian walking along the carriageway.
- 2.38 There were no PIAs along West Nash Road or at its junction with Nash Road.
- 2.39 From the analysis undertaken, there are a low number of injury accidents, and all occurred at different locations, which suggests there are no aspects with the local highway network that contribute to a road safety issue.

Summary

- 2.40 This section has demonstrated that the Proposed Development is accessible, and PIA data demonstrate a low level of injury accidents on the surrounding roads and junctions.

3 DEVELOPMENT PROPOSALS

Introduction

- 3.1 The Proposed Development consists of 249 MW BESS to be located on land to the south of Uskmouth Power Station, Nash, Newport. A site layout plan is attached at **Appendix A**.

Construction

- 3.2 The Proposed Development comprises of the following elements of external construction:
- Export of PFA from the development site;
 - Laying out of containerised battery units along with associated inverters, switchgear units, closed loop cooling units, control units and associated electrical infrastructure;
 - Laying out of containerised substation units and associated electrical infrastructure;
 - Transformers;
 - Auxiliary power supplies for the batteries and control systems;
 - Security palisade fence around the BESS substation and battery compound with access gates to the compound entrance from the internal road network;
 - Erection of CCTV cameras;
 - Laying out of a hard surfaced site access into the BESS substation and battery compound from the internal road network. Uncompacted gravel as a surface cover between the containerised units and equipment. Construction laydown area; and
 - Landscaping.
- 3.3 A temporary construction compound would be located within the site boundary and will provide temporary parking for construction staff.
- 3.4 Transport to and from the site for the duration of the construction would be managed in line with a safe program of works. Once the project has been completed and commissioned the operational transport to site would be minimal and for maintenance only.

Construction Period and Construction Working Hours

- 3.5 Prior to the construction period commencing there will be a 15-month period where PFA will be exported from the site, this will begin as soon as practicable following a grant of consent. The construction of the Proposed Development will begin after the PFA has been exported and is anticipated to take 24 months.
- 3.6 Indicative working hours for the export of the PFA and construction work will be undertaken within standard working hours would be 07:00 to 19:00 hours Monday to Friday, 07:00 to 13:00 hours on Saturday and at no time on Sundays or on public or bank holidays. Work outside these hours would be kept to a minimum, the local planning authority would be notified of any requirement to deviate from these indicative working hours.

Operation

- 3.7 Once the Proposed Development is operational, there would be negligible traffic demand generated. The BESS would not be permanently manned and only the occasional maintenance and inspection visits would be made; this is likely to be once per month or once every few weeks.
- 3.8 As a consequence, there would be no regular vehicle movements generated by the Proposed Development when it is operational, thus, there are negligible transport considerations when it is operational. This TA therefore focusses on the construction phase of the BESS.

Site Access

- 3.9 It is proposed that road access will be taken via West Nash Road, through the existing Uskmouth B Power Station main gate during the construction and operational phases.
- 3.10 This access route was formerly used as a HGV and staff access route during the operation of Uskmouth B since the 1960s. The proposals will therefore replicate the historical and recent vehicular access route.
- 3.11 There is no history of any issues associated with the former use of this access route during the operation of Uskmouth B as demonstrated by an analysis of road safety data.
- 3.12 Access to the BESS compound would be provided by a hardcore access track connecting into the existing internal road network.

Staff Parking

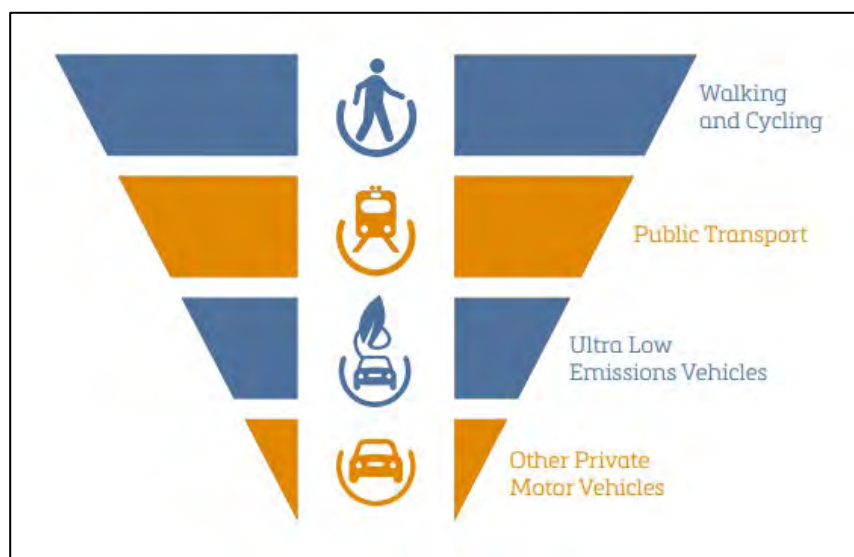
- 3.13 Parking for all construction staff associated with the BESS will be provided within a temporary construction compound, the construction compound will be located within the site boundary.
- 3.14 Visiting maintenance staff vehicles would circulate around the on-site access tracks stopping as and where required as part of their maintenance and inspections.

4 TRANSPORT RELATED POLICIES

National Policy

Planning Policy Wales Edition 12 (2024)

- 4.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.
- 4.2 Chapter 4 of the policy sets out the future aims for transport. In brief developments should:
- Bring services to people to reduce the need to travel by planning for better physical and digital connectivity.
 - Allow people and goods to move easily from door-to-door by accessible, sustainable and efficient transport.
 - Where new transport infrastructure is required, priority will be given to walking, cycling and public transport ahead of private motor vehicles.
 - Encourage people to make the change to sustainable transport to help meet climate change targets.
- 4.3 **Figure 9:** The Sustainable Transport Hierarchy for Planning within the Policy document shows the hierarchal approach to reduce vehicle trips and can be viewed below.



- 4.4 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which priorities walking, cycling and public transport ahead of motor vehicles.
- 4.5 The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes

located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.

Technical Advice Note 18 (2007)

- 4.6 The Technical Advice Note (TAN) 18: Transport, published by the, then, Welsh Assembly Government, details how the integration of land use, planning and transport should be assessed and mitigated. The Assembly Government adopts a sustainable development approach, as stated within paragraph 2.2. This includes the following:
- **“Integration of transport and land use planning;**
 - **Integration between different types of transport; and**
 - **integration of transport policy with policies for the environment, education, social justice, health, economic development and wealth creation.”**
- 4.7 Paragraph 2.3 of TAN 18 states that the integration can help the Assembly Government achieve these environmental outcomes, together with its wider sustainable development policy objectives by:
- **“Promoting resource and travel efficient settlement patterns;**
 - **Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;**
 - **Managing parking provision;**
 - **Ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;**
 - **Encouraging the location of development near other related uses to encourage multi-purpose trips;**
 - **Promoting cycling and walking;**
 - **Supporting the provision of high quality, inclusive public transport;**
 - **Supporting provision of a reliable and efficient freight network;**
 - **Promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;**
 - **Encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and**
 - **Ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.”**
- 4.8 Paragraph 3.7 of TAN 18 states that development plans should seek wherever possible to identify locations which offer genuine and easy access by a range of transport modes and therefore:
- **“Allocate major generators of travel demand ... near public transport interchanges, as a means to reduce car dependency and increase social**

inclusion by ensuring that development is accessible by public transport for those without access to a car;

- Consider the potential for changing existing unsustainable travel patterns, for example through a co-ordinated approach to development plan allocations and transport improvements; and
- Consider the potential for changing existing unsustainable travel patterns, for example through a co-ordinated approach to development plan allocations and transport improvements.”

4.9 With regard to pedestrian facilities, within paragraph 6.2 it is stated that when preparing development plans, design guidance, master plans and in determining planning applications authorities should:

- “Ensure that new development encourages walking as a prime means for local journeys by giving careful consideration to location, access arrangements and design, including the siting of buildings close to the main footway, public transport stops and pedestrian desire lines.”

4.10 Paragraph 6.2 also states that authorities should also ensure that pedestrian routes provide a safe and fully inclusive pedestrian environment.

4.11 With regard to cycling, paragraph 6.3 states that cycling has potential to act as a substitute for shorter car journeys in urban or rural areas, or form part of a longer journey when combined with public transport. Paragraph 6.4 states that local authorities should aim to develop an effective network of cycle routes, including safe routes to schools. Development plans, design guidance, and master plans should include encourage cycling through the following measures:

- “Identification of new cycle routes utilising existing highway (including public rights of way where appropriate), disused railway lines, space alongside rivers and canals, parks and open space;
- Ensuring that new development encourages cycling by giving careful consideration to location, design, access arrangements, travel ‘desire lines’ through a development, and integration with existing and potential off-site links;
- Securing provision of secure cycle parking and changing facilities in all major employment developments, including retail and leisure uses, town centres, transport interchanges, educational and health institutions;
- Securing provision of cycle routes and priority measures in all major developments;
- Adopting minimum cycle parking standards within their parking strategies - for commercial premises, these standards should include cycle parking for both employees and visitors; and
- Ensuring new residential developments provide storage for bicycles so they are easily available for everyday use while secure enough to be left unattended for long periods of time.”

Wales Transport Strategy (2021)

- 4.12 The Wales Transport Strategy is a statutory document placing a duty on Welsh Ministers to prepare and publish a strategy, setting out its policies and how they will be discharged. The Wales Transport Strategy sets out Welsh Government's strategic priorities and desired outcomes. It addresses all transport modes, including walking, cycling, public transport, electric vehicles and the private car.
- 4.13 The Welsh Government developed the Wales Transport Strategy in order to provide a long-term vision for transport over the next 25 years, recognising a number of recent changes and looking to address future opportunities and challenges. It provides the strategic framework within which future decisions on investment options will need to be made. To achieve that, it sets out three priorities:
- **“Priority 1: Bring services to people in order to reduce the need to travel. This priority considers planning ahead for better physical and digital connectivity, more local services, more home and remote working, and more active travel, to reduce the need for people to use their cars on a daily basis;**
 - **Priority 2: Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure. WTS aims at achieving a shift away from private car use to more sustainable transport modes for the majority of journeys, while investing in low-carbon, accessible, efficient and sustainable transport services and infrastructure that enable more people to walk, cycle, and use public transport and low emission vehicles.**
 - **Priority 3: Encourage people to make the change to more sustainable transport. It is the Strategy's objective to encourage people to change their travel behaviour to use low carbon, sustainable transport, by making sustainable transport more attractive and more affordable, and by adopting innovations that make it easier to use.”**

Active Travel (Wales) Act (2013)

- 4.14 The Active Travel (Wales) Act makes it a legal requirement for local authorities in Wales to map and plan suitable routes for active travel, and to build and improve their infrastructure for walking and cycling each year. The Act creates new duties for highway authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.
- 4.15 By connecting key sites such as workplaces with active travel routes, the Act will encourage people to rely less on their cars when making journeys.
- 4.16 In considering whether it is appropriate for a route to be regarded as an active travel route, a local authority must take into account:
- **“whether the route facilitates the making by, or by any description of, walkers and cyclists of active travel journeys; and**

- **whether the location, nature and condition of the route make it suitable for safe use by, or by any description of, walkers and cyclists for the making of such journeys.”**

- 4.17 The Act requires Local Authorities to produce and publish Existing Route Maps. These maps show routes within the area that are suitable for active travel, and which meet standards set by the Welsh Government. As such the Existing Routes Maps do not show all available walking and cycling routes within an area.
- 4.18 The Existing Route Maps are available at **Appendix E**.

Active Travel (Wales) Act Guidance (2021)

- 4.19 The Active Travel Act Guidance was issued by Welsh Government in line with the Active Travel Act. This guidance is for use throughout Wales and should be considered when:
- “planning, designing and maintaining active travel routes and related facilities, enhancing provision for walkers and cyclists as part of other highway schemes (including planned maintenance work), or when considering the needs of walkers and cyclists as part of new developments, traffic management and road safety schemes.”**
- 4.20 The vision of the Active Travel Act Guidance is:
- “for walking and cycling to be the natural mode of choice for short everyday journeys, or as part of a longer journey in combination with other sustainable modes.”**

Local Transport Policy

Newport City Council Local Development Plan 2011-26 (2015)

- 4.21 Paragraphs 1.5 and 1.6 of the Local Development Plan (LDP) state that although industry was a mainstay of the Newport economy, it has gone into decline. As a result, regeneration is now a key part of the Plan, along with brownfield sites.
- 4.22 Paragraph 6.19 of the LDP states the following:
- “Newport Docks provides a particular opportunity to provide for port related employment. One aspect of this is in energy generation, where it has certain locational advantages, including accessibility for fuel and distance from residential or other uses upon which there might be an impact. Recent schemes granted planning permission have included a biomass powerplant, the erection of wind turbines and the installation of solar PV panels. Development that reduces emissions of greenhouse gases in a sustainable manner similar to those already permitted, including renewable and low carbon energy generation, will be supported.”**

Summary

- 4.23 It is concluded that the proposals are consistent with policies relating to transport and highways at the national and local levels. The site is well located in relation to the road network and utilises the existing infrastructure available at the former Uskmouth B Power Station, including its access route. In addition, the site is well situated in terms of cycling distance from existing local areas and the RSPB Newport Wetlands bus stop.

5 FUTURE YEAR TRAFFIC FLOWS

- 5.1 The construction assessment is based on a reasonable worst-case scenario which considers the construction phase of the Proposed Development. The construction phase is predicted over a 24 month period. The Proposed Development is anticipated to utilise standard construction methodologies.
- 5.2 A future construction year of 2026 has been considered and assessed. The future year scenario of 2026 has been created by applying traffic growth rates to the observed traffic flows set out in Section 2, then adding in the traffic flows of 'committed developments' i.e. developments that have consent but are not yet generating traffic on the network.
- 5.3 Traffic growth rates have been estimated using the DfT software TEMPro. It should be noted that growth rates include allowances for background traffic growth as well as development growth and, in some instances, the application of growth rates and the addition of traffic flows from committed developments and cumulative developments (i.e. emerging developments that do not yet have planning consent) can result in double counting of traffic flows.
- 5.4 In this instance given that a 2026 baseline year is being developed, any such effect of double counting will result in a robust scenario and no adjustments to the growth rates have been made. The growth rates are set out in **Table 5.1** and the 2026 base traffic flows are attached at **Appendix F**.

Table 5.1: TEMPro Growth Rates

TEMPro Growth Rates	
Road Type	Growth Rate 2019-2026
'A' Classified Road	1.040
Minor Road	1.042

Committed Developments

- 5.5 As part of the assessments, committed and cumulative development sites are also considered.
- 5.6 Developments that already have planning consent have already been through that process and have identified any highway and transport related improvements that may or may not be necessary to mitigate their impact. There is no further opportunity for these developments to provide additional highway or transport mitigation and so these developments and their highway and transport schemes are treated as committed within any future year scenarios.
- 5.7 For this reason, those developments (traffic flows and their highway and transport mitigation schemes) form part of a future transport baseline scenario for any other developments that follow. In doing that, the impact of the development proposals that follow consented developments can be determined in the knowledge of what has already been consented in transport and highways terms along with the need for any additional highway and transport improvements that may be necessary.

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- 5.8 Other developments that emerge at the same time are treated together and are cumulatively assessed against the baseline scenario described above to determine their cumulative highway and transport mitigation requirements (if required).
- 5.9 A detailed assessment has been undertaken of all planning applications in the surrounding area and allocated sites. From a transport perspective, their status (i.e. consented, awaiting determination, or allocated), traffic generation, their study area and the study area of this TA, attached at **Appendix G**.
- 5.10 There are several land allocations within the vicinity of the Proposed Development, including Meadows Road, which are within / through the planning system however have not been considered in this transport analysis, as summarised below:
- Land Allocation EM1(ii): a planning application for a B8 lorry park and associated infrastructure (3.14ha) has been approved and was implemented in 2020-2021. Its predicted generated traffic movements set out within its planning application were negligible and thus accounted for as part of the application of traffic growth rates;
 - Land Allocation EM1(ii): a planning application for two warehouse units (21/0471) was granted in September of 2021 with conditions. Correspondence with the Highway Officer details that the scheme would not create an increase in vehicle movements compared to the existing use therefore this was not included in the assessment, the two units were implemented in 2022/2023;
 - Land Allocation EM1(iv): a "Therminol 3" production facility was constructed in 2017 and a storage facility and heat and power plant were completed in 2016/2017. These are accounted for in the traffic surveys undertaken for this assessment; and
 - H1(38) for 559 dwellings at Lysaghts Village was at 99% completion as set out in the Newport City Council Annual Monitoring Report 2018-2019. Lysaghts Village was 100% completed as set out in the Newport City Council Annual Monitoring Report 2019-2020; therefore, it is assumed that these dwellings are all accounted for within the base traffic surveys utilised for this assessment.
- 5.11 Another planning permission that was investigated in relation to its impact on local traffic flows is located east of the proposed site at the Caldicot Levels. Originally the planning application (18/0198) was for the erection of a renewable energy hub comprising of ground mounted solar panels, battery storage container units, underground cabling grid connection hub, associated infrastructure, landscaping and environmental enhancements. This planning permission was elevated to the Welsh Planning Electorate. The site has since been approved and completed. There are recent applications for variations to conditions, however, these do not affect its traffic generation and have not therefore been included in the transport analysis.
- 5.12 Application reference 24/1050 is for 'EIA Scoping Opinion for a Nationally Significant Infrastructure Project (NSIP) of a 350 MW Solar Farm over approximately 548Ha', on land within the Gwent Levels. This application is currently at the Recommendation and/or Committee Phase. Due to the programme of NSIPs it is likely this project will not start construction until at least 2028 therefore would not overlap with the construction of AW2 BESS.
- 5.13 Planning application 22/0513 is for 'construction of a low impact and environmentally friendly nature play zone' at Newport Wetlands Reserve located southeast of the proposed site. This
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planning permission has been investigated in relation to its impact on local traffic flows as access to this site uses the same access road as the proposed BESS. The construction traffic numbers were deemed to be of minimal impact by Highway Officers and its operational traffic in general will be linked to the other attractions at the site. Therefore, this development has not been included within the assessment.

- 5.14 There is one site which has planning consent that would generate traffic onto the study area of this TA that needs to be considered as a committed development and form part of the future year baseline scenario, set out in **Table 5.2**.

Table 5.2: Committed Sites Considered on the Network

Committed Developments				
Type of Application	Location	Description	Planning Reference	Status
Mixed Use	Former Llanwern Steelworks / Llanwern Regeneration Site	Outline planning application for 4000 housing units and 1.5m sqft employment land use, with local centre, playing fields, public open spaces and primary school provision	06/0471	Under construction

Llanwern Regeneration Site

- 5.15 In March 2006, an outline planning application (06/0471) for 4,000 housing units and 1.5 million sqft (139,355 sqm) Gross Floor Area (GFA) employment land use, subdivided in to 15% office (BI), 25% general Industry (B2) and 60% warehousing (B8) was submitted. The development proposals also incorporated a local centre, playing fields, public open spaces, and primary school provision to meet the development generated needs.
- 5.16 The outline planning application assumed a construction period of 2007 to 2027, with a proposed completion rate of 200 dwellings per year. The employment uses on the site were to follow a similarly linear completion rate at 50,000sqft per annum, with the rate increasing during the final phase of the development ensuring that all construction activity falls within the identified 20-year construction period.
- 5.17 The Newport City Council Annual Monitoring Report 2023-2024 stated that, as of March 2024, 1278, dwellings had been completed equating to 32% of the total to be constructed.
- 5.18 In June of 2023 two reserved matters applications for Phase 6A(1) and Phase 6A(2) for units 11 and 12 of the commercial development were submitted, these were both approved in January 2024 with conditions.
- 5.19 In July 2023 a reserved matters application (23/0622) for phase 4C of the residential development consisting of 59 dwellings and associated works was submitted, this was part approved In June 2024 with conditions.
- 5.20 As detailed in the outline planning application (06/0471) submitted in 2006, the phasing is as follows:

- Phase 1: 2007 to 2008 development of 250 residential units and 50,000sqft of employment to use within existing network capacity;
 - Phase 2: 2009 to 2012 development of a further 800 residential units and 200,000sqft of employment use, 10,000sqft of local retail space, 5,000sqft of commercial leisure, and Phase 1 of the local centre (community centre and nursery) with the first primary school;
 - Phase 3: 2013 to 2023 development of an additional 2200 residential units and 550,000sqft, 10,000sqft of local retail, 5000sqft of commercial leisure, phase 2 of local centre (surgery / mobile dentist / pharmacy / library, second primary school, hotel, health and fitness centre and petrol filling station);
 - Phase 4a: 2024 to 2027 development of the final 750 housing units and 700,000sqft of employment use. During this phase access to the east will be provided, along Queen's Way, from an eastern site access point, linked to the previously implemented western site access point via the internal estate roads. Between the two site access points Queen's Way will be retained in private ownership with barrier control allowing HGV access to the retained and proposed employment land; and
 - Phase 4b: As above including the implementation of the eastern extension of the SDR scheme. Under this scenario additional carriageway provision and reallocation of lane space at the improved Queensway Meadows and Nash Road roundabout junctions will be required. In addition, the existing Queensway Meadows / Meadows Road junction will incorporate a partial signalisation scheme featuring a segregated, eastbound, link between Queensway Meadows and Queen's Way. As indicated previously some of these improvement measures encroach beyond the current extent of public adopted highway.
- 5.21 The Llanwern Regeneration site assumed a linear progression in the development of employment land as part of the scheme, increasing during the final phase of development. However; based on the timeline set out within their Transport Assessment, the scheme is several years behind the scheduled phasing.
- 5.22 For the purposes of this assessment, when the traffic surveys were completed in 2019, 600 houses had been completed based on the Newport City Council Annual Monitoring Report 2018-2019. The most recent report covering 2023-2024 sets out that 1278 houses had been completed.
- 5.23 Based upon the above, it is assumed that approximately 1350 are currently constructed and occupied in 2025. Therefore, an additional 750 houses have been constructed between the survey year 2019 and the current year 2025.
- 5.24 The outline planning application assumed a construction rate of 200 dwellings per annum which would equate to an additional 200 dwellings being occupied and construction between 2025 and 2026. Therefore, it is estimated an additional 950 houses will have been constructed from the survey year (2019) to the future construction assessment year (2026) this accounts for 24% of the total 4000 to be constructed.
- 5.25 Based on the above for 2026 it is assumed that 24% of the Phase 4b development traffic flows derived from the outline planning application's Transport Assessment will be incorporated into the baseline traffic flows as a committed site, attached at **Appendix H**.

Cumulative Development

- 5.26 As aforementioned, developments that emerge at the same time as the Proposed Development are treated together and are cumulatively assessed against the baseline scenario described above to determine their cumulative impact and their cumulative highway and transport mitigation requirements (if required).
- 5.27 There is one site that has been assessed as part of the cumulative development. A planning application (23/0949) for a 120 MW BESS was approved by Newport City Council in 2024. This BESS is located on land to the north east of Uskmouth Power Station.
- 5.28 A Transport Assessment was prepared in support of its application from which its construction traffic flows have been taken and utilised to assess its cumulative impact with the Proposed Development. This proposed a 12-month construction period with 18 HGV movements and 20 staff vehicle movements per day. The working hours proposed are Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00.
- 5.29 The construction traffic flows of this consented BESS together with the construction traffic flows of the Proposed Development have been cumulatively assessed against the 2026 baseline traffic flows.
- 5.30 Given that the 120 MW BESS already has planning consent and is far further through the planning and implementation process than this Proposed Development, it is unlikely that the two construction phases would overlap.
- 5.31 However, if there were any delays to the construction of 120 MW BESS, the construction phase of the 120MW BESS and the PFA export period for this Proposed Development could have potential to overlap. Therefore, to ensure a robust analysis, a cumulative assessment has been undertaken.

6 TRIP GENERATION, MODE SHARE AND ASSIGNMENT

AW2 BESS Construction Traffic Flows

- 6.1 The construction assessment is based on a reasonable worst case construction scenario which considered the construction of the Proposed Development. The construction stage will be in two phases; the first phase is the 15-month period for the export of the PFA, the second phase is the typical construction phase and is predicted over a 24-month duration. The Proposed Development is anticipated to utilise standard construction methodologies.
- 6.2 Construction traffic estimates have been made on this basis for a PFA export period of 15 months and then a construction period of 24 months as this maximises the number of daily HGV movements and ensures a robust assessment.
- 6.3 A vehicle movement is a one-way directional movement by a vehicle. The total number of vehicle movements is the combination of all one-way directional vehicle movements. One HGV arriving and then departing would undertake two vehicles movements or, two HGV movements equates to one HGV arrival and one HGV departure.
- 6.4 The peak vehicle generation will be during the export of pulverised fuel ash (PFA) at 30 HGV movements (15 HGV arrivals and 15 departures) per day (half of these HGV movements given a shorted working day on a Saturday) this peak HGV generation will occur over the initial 15-month period.
- 6.5 For the 24-month construction period it is anticipated there will typically be 18 HGV movements (nine HGV deliveries plus nine HGV departures) per day (half of these HGV movements given a shorter working day on a Saturday).
- 6.6 These construction vehicles will be a combination of standard 44 tonne articulated HGVs, 32 tonne rigid HGVs, 4 axle vehicles and 3.5 tonne 2 axle vehicles. For assessment purposes, all have assumed to be HGVs.
- 6.7 Additionally, there would be one abnormal load delivery for each of the two 275kV transformers, which is expected to be up to 150 tonnes. To transport loads of such weights require a Special Order, granted by the Department for Transport on behalf of Welsh Ministers, for which their Water Preferred Policy applies. This requires all such loads to be transported by water to the nearest suitable abnormal load landing facility so as to minimise travel along the highway network.
- 6.8 In this instance, there is a jetty on the River Usk to the north of the main Power Station buildings which may be suitable. If that jetty was utilised (if it was suitable) it would be the closest suitable abnormal load landing facility and would not require the load to be transported along the highway network.
- 6.9 If that jetty was not suitable, the next closest suitable abnormal load landing facility would be Alexandra Docks, where other similar transformers for other projects elsewhere have been previously delivered.
- 6.10 If Alexandra Docks was utilised, the transportation route would not be required to use any part of the Welsh Government Strategic Road Network.

- 6.11 Irrespective of whether the jetty or Alexandra Docks were utilised, there would be no requirement for the abnormal load delivery to use any part of the Welsh Government Strategic Road Network.
- 6.12 In response to Pre-Application Consultation (PAC), Welsh Government suggested some planning conditions relating to the abnormal load delivery along the Welsh Government Strategic Road Network. On the basis of the above, these conditions are not necessary.
- 6.13 Over the PFA export 15-month period there would be a peak of 30 HGV movements per day (15 HGV arrivals and 15 departures) per day (half of these HGV movements given a shorted working day on a Saturday).
- 6.14 A peak of up to 10 staff vehicles are anticipated to be on site during the 15-month PFA export period and 24-month construction period.

Previous Movements from Uskmouth B Power Station

- 6.15 The coal fired Uskmouth B Power Station previously generated operational HGV movements comprising of the export of ash from the coal combustion and the importing of operational consumables (reagents). These HGV movements were all generated along the only entry / egress point which is along West Nash Road, Nash Road and Meadows Road.
- 6.16 There are no records available on the delivery of reagents and the number of daily HGV movements that were generated in association with this.
- 6.17 The total number of vehicle movements is the combination of all one-way directional vehicle movements (i.e. all arrivals plus all departures) therefore one HGV arriving and then departing would undertake two vehicle movements or, two HGV movements equates to one HGV arrival and one HGV departure.
- 6.18 Previous ash export data from the coal fired Uskmouth B Power Station has been obtained from the owner of Uskmouth B Power Station and analysed, as set out in **Table 6.1**.

Table 6.1: Previous Ash Daily HGV Movements

Previous HGV Movements					
	2010	2011	2012	2013	2014
Daily occasions when former facility exceeded 30 daily HGV movements (period of PFA export)	2	4	41	90	16
Daily occasions when former facility exceeded 48 daily HGV movements (proposed [period of PFA export] and cumulative developments)	0	0	16	56	14
Daily occasions when former facility exceeded 18 daily HGV movements (period of construction)	28	20	86	143	22
Max. number of daily HGV movements on any one day	48	34	78	120	114
Number of days when HGV movements were generated	178	36	171	225	31

Average number of daily HGV movements on days when HGVs were generated	12	19	23	36	49
Average number of daily HGV movements across the year	8	3	15	31	6

- 6.19 It is noted that the 2011 data only included Ash movements during November and December as there were no Ash movements between January and October.
- 6.20 In terms of staff, RPS understands from the owner that there were 83 staff employed at the former Uskmouth B coal-fired Power Station.
- 6.21 Based upon the above, all operational HGV movements of the coal fired Uskmouth B Power Station were previously generated along West Nash Road, Nash Road and Meadows Road during its lifetime. The coal fired Uskmouth B Power Station has not generated electricity since a technical fault in April 2017.
- 6.22 The number of daily HGV movements generated by the coal fired Uskmouth B Power Station varied over the years. There were 153 occasions between 2010 and 2014 when Uskmouth B Power Station generated more daily HGV movements than the PFA exports for AW2 BESS would generate. The maximum number of daily HGV movements was 120, which occurred in 2013.
- 6.23 There were 86 occasions between 2010 and 2014 when Uskmouth B Power Station generated more daily HGV movements than the cumulative construction of the proposed AW2 BESS and the consented Afon Wysg BESS.
- 6.24 There were 299 occasions between 2010 and 2014 when Uskmouth B Power Station generated more daily HGV movements than the construction of AW2 BESS would generate.
- 6.25 Based upon weekdays, when ash was exported, between 2010 and 2014 there was an average of 13 HGV movements per day. However, as set out above, there is a large variance to this.
- 6.26 It should be noted that these previous HGV movements are only those associated with the export of ash. HGV movements associated with reagents need to be added to these, however, there are no records available to do so. The above therefore represents a reduced representation of the previous operational HGV movements generated by coal fired Uskmouth B Power Station.
- 6.27 The coal fired Uskmouth B Power Station has not generated electricity on coal since a technical fault in April 2017. To ensure a worst-case scenario and to present a robust assessment, the net change in traffic flows as a result of the Proposed Development has not been assessed against previous year traffic flows; however, the above sets out that the coal fired Uskmouth B Power Station has previously generated HGV movements along West Nash Road and Nash Road without issue.

HGV Temporal Distribution – PFA Export

- 6.28 Based upon the above, the export of PFA will generate a maximum of 30 daily HGV movements (half of these HGV movements given a shorter working day on a Saturday). Indicative working hours for construction work will be undertaken within standard working hours would be 07:00 to 19:00 hours Monday to Friday, 07:00 to 13:00 hours on Saturday and at no time on Sundays or on public or bank holidays. Work outside these hours would be kept to a minimum and the local

planning authority would be notified of any requirement to deviate from these indicative working hours.

- 6.29 The hourly HGV movements are shown in **Table 6.2**. Vehicle movements are representative of an average day.

Table 6.2: Hourly HGV BESS Construction Traffic Flows

HGV Movements			
Hour Beginning	Arrivals	Departures	Total
07:00	0	0	0
08:00	2	2	3
09:00	2	2	3
10:00	2	2	3
11:00	2	2	3
12:00	2	2	3
13:00	2	2	3
14:00	2	2	3
15:00	2	2	3
16:00	2	2	3
17:00	2	2	3
18:00	0	0	0
Total	15*	15*	30*

*Totals may not sum due to rounding.

Note: HGV vehicle movements are total one-way directional vehicle movements (i.e., all arrivals plus all departures). Therefore, one HGV arriving and then departing would undertake two vehicle movements.

HGV Distribution and Assignment – PFA Export

- 6.30 It is expected that HGVs would route to and from the M4. For the purposes of PFA export, it is assumed that 50% route via the M4 east and the remaining 50% route via the M4 west.
- 6.31 All HGVs routing east on the M4 will route along the A4810 travelling east to junction 23A of the M4, and all HGVs travelling west on the M4 will route west of the A4810 / Meadows Road roundabout to the A48. Hour-by-hour construction HGV vehicle movements are summarised in **Appendix I**.

AW2 BESS PFA Export Staff Movements

- 6.32 A peak of up to 10 staff vehicles are anticipated to be on site during the PFA export period.
- 6.33 Hour-by-hour staff vehicle movements are summarised in **Table 6.3** and are representative of an average day.

Table 6.3: Hourly Staff Traffic Flows

Construction Staff Movements			
Hour Beginning	Arrivals	Departures	Total
07:00	10	0	10
08:00	0	0	0
09:00	0	0	0
10:00	0	0	0
11:00	0	0	0
12:00	0	0	0
13:00	0	0	0
14:00	0	0	0
15:00	0	0	0
16:00	0	0	0
17:00	0	0	0
18:00	0	10	10
Total	10	10	20

AW2 BESS PFA Export Staff Distribution and Assignment

- 6.34 Census 2011 Journey to Work data has formed the basis of the assumptions of construction staff vehicle routeing. The analysis of the census data used to estimate the distribution of staff is summarised in **Table 6.4**.

Table 6.4: Staff Distribution

Staff Distribution – Construction			
Mode	Goldcliff Road South	A4810 East	A4810 West
Distribution	0.0%	27.2%	72.8%

- 6.35 Staff movements have been assigned onto the network in accordance with the above distribution and the resultant movement of staff cars along links throughout the day are set out in **Appendix J**.

Total AW2 BESS PFA Export Traffic Flows

- 6.36 The resultant construction traffic flows along links throughout the day are summarised in **Table 6.5** and the resultant 2026 baseline plus construction traffic flows along links throughout the day are set out at **Appendix K**.

Table 6.5: Daily Construction Traffic Flows

Summary of Daily Construction Vehicle Movements		
Link	Total	HGVs
West Nash Road – west of Nash village	50	30
West Nash Road – east of Nash village	50	30
Nash Road – between West Nash Road and Meadows Road junctions	50	30
Meadows Road – south of industrial park	50	30
Meadows Road – north of the industrial park	50	30
A4810 west of the Meadows Road Roundabout	30	15
A4810 Queens Way east of the Meadows Road junction	20	15

Note: HGV vehicle movements are total one-way directional vehicle movements (i.e., all arrivals plus all departures). Therefore, one HGV arriving and then departing would undertake two vehicle movements.

Comparison of AW2 BESS PFA Export with Previous HGV Movements

- 6.37 As aforementioned, the PFA Export for AW2 will produce 30 HGV movements and 20 Staff vehicle movements daily (half of these HGV movements given a shorter working day on a Saturday). The operational period will produce no planned regular movements.
- 6.38 **Table 6.1** sets out details of the previous operational export of ash from coal fired Uskmouth Power Station, which, as set out above, is a reduced representation of the previous operational HGV movements generated by coal fired Uskmouth Power Station. Notwithstanding, it can be compared to the estimated HGV generation of PFA export for AW2 BESS and cumulatively with the consented Afon Wysg BESS for assessment purposes, as set out in **Table 6.6**.

Table 6.6: Comparison of AW2 PFA Export and Previous Daily HGV movements

HGV Movements	
	Max Daily HGV Movements
Uskmouth B (excluding reagents) (allowing for day-to-day variance)	120
AW2 BESS (PFA export period)	30
Net change (AW2 BESS)	-90
AW2 BESS (PFA Export Period) plus consented Afon Wysg BESS (construction period)	48
Net change (AW2 BESS and Afon Wysg BESS)	-72

Note: HGV vehicle movements are total one-way directional vehicle movements (i.e., all arrivals plus all departures). Therefore, one HGV arriving and then departing would undertake two vehicle movements.

- 6.39 As can be seen, Uskmouth B Power Station previously generated up to 90 more daily HGV movements than those predicted for the PFA export for AW2 BESS, which offers a betterment to previous traffic levels.
- 6.40 It can also be seen that the Uskmouth B Power Station previously generated up to 72 more daily HGV movements than those predicted for the cumulative PFA export for AW2 BESS and the construction of the consented Afon Wysg BESS. This scenario of considering the AW2 BESS alongside the consented Afon Wysg BESS is a worst-case scenario if the two BESS projects are both built out at the same time.

7 TRANSPORT ASSESSMENT

Introduction

- 7.1 To consider the effects of the traffic generated by AW2 BESS, an assessment of traffic flow increases has been undertaken.

AW2 BESS PFA Export Traffic Link Assessment

- 7.2 The AW2 BESS PFA Export traffic flows have been assessed against 2026 baseline traffic flows, as attached at **Appendix L** and summarised in **Table 7.1**.

Table 7.1: Link Impact Assessments

	Weekday Average		Saturday	
	2026 Baseline	Construction Traffic (PFA export period)	2026 Baseline	Construction Traffic (PFA export period)
West Nash Road - west of Nash village				
12 hr (07:00-19:00)	684	50	598	35
24 hr	744	50	634	35
West Nash Road - east of and inclusive of Nash village				
12 hr (07:00-19:00)	919	50	806	35
24 hr	1046	50	897	35
Nash Road				
12 hr (07:00-19:00)	1638	50	1640	35
24 hr	1914	50	1934	35
Meadows Road - South of Industrial Park				
12 hr (07:00-19:00)	2181	50	1513	35
24 hr	2457	50	1754	35
Meadows Road - North of Industrial Park				
12 hr (07:00-19:00)	6353	50	3764	35
24 hr	7410	50	4362	35
A4810 west of the Meadows Road Roundabout				
12 hr (07:00-19:00)	20181	30	13205	22
24 hr	25961	30	16549	22
A4810 Queens Way east of the Meadows Road Roundabout				
12 hr (07:00-19:00)	15378	20	9600	13
24 hr	19668	20	12054	13

- 7.3 Comparing the 2026 baseline traffic flows and the additional construction vehicles, West Nash Road (west of Nash Village) would experience the highest impact.

- 7.4 As can be seen in **Table 7.1**, along West Nash Road (west of Nash Village) across the 12-hour period during the 2026 baseline scenario, there would be 684 vehicles on an average weekday, this equates to an average of 57 vehicles per hour and equates to one vehicle on average every 63 seconds. An additional 50 construction vehicles over a 12-hour period on an average weekday is around 4 vehicles per hour. The combined baseline traffic flows and the construction traffic flows would change vehicle frequencies to one vehicle on average every 59 seconds. Such changes would be difficult to perceive.
- 7.5 As can be seen in **Table 7.1**, along West Nash Road (west of Nash Village) across the 12-hour period during the 2026 baseline, there would be 598 vehicles on an average Saturday, this equates to an average of 50 vehicles per hour and equates to one vehicle on average every 72 seconds. On a Saturday an additional 35 vehicles over 12-hour period is around 3 vehicles per hour. The combined baseline traffic flows and the construction traffic flows would change vehicle frequencies to one vehicle on average every 68 seconds. Such changes would be difficult to perceive.
- 7.6 In conclusion, it should be noted that the baseline traffic flows are low and baseline traffic flow are such that the increases are not considered to result in any highway safety or capacity issues. The changes in vehicle movements would be difficult to perceive.

BESS Construction Cumulative Assessment

- 7.7 Section 5 provides details on committed and cumulative development with a list of sites attached at **Appendix G**.
- 7.8 The cumulative impact of the construction traffic flows for the consented Afon Wysg BESS and the proposed PFA Export for AW2 BESS have been assessed against the 2026 baseline traffic flows. This assessment is attached at **Appendix M** and summarised in **Table 7.2**.

Table 7.2: Link Impact Assessments of the Cumulative Development

	Weekday Average		Saturday	
	2026 Baseline	Cumulative Traffic (PFA export period)	2026 Baseline	Cumulative Traffic (PFA export period)
West Nash Road - west of Nash village				
12 hr (07:00-19:00)	684	88	598	64
24 hr	744	88	634	64
West Nash Road - east of and inclusive of Nash village				
12 hr (07:00-19:00)	919	88	806	64
24 hr	1046	88	897	64
Nash Road				
12 hr (07:00-19:00)	1638	88	1640	64
24 hr	1914	88	1934	64
Meadows Road - South of Industrial Park				
12 hr (07:00-19:00)	2181	88	1513	64

	Weekday Average		Saturday	
	2026 Baseline	Cumulative Traffic (PFA export period)	2026 Baseline	Cumulative Traffic (PFA export period)
24 hr	2457	88	1754	64
Meadows Road - North of Industrial Park				
12 hr (07:00-19:00)	6353	88	3764	64
24 hr	7410	88	4362	64
A4810 west of the Meadows Road Roundabout				
12 hr (07:00-19:00)	20181	53	13205	41
24 hr	25961	53	16549	41
A4810 Queens Way east of the Meadows Road Roundabout				
12 hr (07:00-19:00)	15378	35	9600	23
24 hr	19668	35	12054	23

- 7.9 Comparing the 2026 baseline traffic flows and the cumulative vehicle traffic flows, West Nash Road (west of Nash Village) would experience the highest impact.
- 7.10 As can be seen in **Table 7.2**, along West Nash Road (west of Nash Village) across the 12-hour period during the 2026 baseline scenario, there would be 684 vehicles on an average weekday, this equates to an average of 57 vehicles per hour and equates to one vehicle on average every 63 seconds. An additional 88 cumulative vehicles over a 12-hour period on an average weekday is around 7 vehicles per hour. The combined baseline traffic flows and the construction traffic flows would change vehicle frequencies to one vehicle on average every 56 seconds. Such changes would be difficult to perceive.
- 7.11 As can be seen in **Table 7.2**, along West Nash Road (west of Nash Village) across the 12-hour period during the 2026 baseline, there would be 598 vehicles on an average Saturday, this equates to an average of 50 vehicles per hour and equates to one vehicle on average every 72 seconds. On a Saturday an additional 64 vehicles over 12-hour period is around 5 vehicles per hour. The combined baseline traffic flows and the construction traffic flows would change vehicle frequencies to one vehicle on average every 65 seconds. Such changes would be difficult to perceive.
- 7.12 In conclusion, it should be noted that the baseline traffic flows are low and baseline traffic flows are such that the increases are not considered to result in any highway safety or capacity issues. The changes in vehicle movements would be difficult to perceive. In addition, this scenario of considering the AW2 BESS and the consented Afon Wysg BESS cumulatively is a worst-case scenario in the event construction of the consented Afon Wysg BESS is delayed.

Construction Access Route

- 7.13 It is proposed that road access will be taken via West Nash Road, through the existing Uskmouth B Power Station main gate during the construction and operational phases.

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- 7.14 This access route was formerly used as a HGV and staff access route during the operation of the Uskmouth B Power Station since the 1960s. This access route was also used by the consented 230MW BESS which was granted planning consent in 2022 (22/0823) and will be used for the Afon Wysg BESS that was granted consent in 2024 (23/0949). The proposals will therefore replicate the previous operational access route.
- 7.15 The delivery of a transformer of up to 150 tonnes will require a Special Order granted by the Department for Transport (DfT) on behalf of Welsh Ministers. One of the DfT's policies for granting Special Orders is that the nearest suitable landing facility is utilised so as to minimise travel along the highway network. This may mean that the transformer needs to be landed on the River Usk to then be transported to the site, should there be a suitable landing facility along it (not necessarily an established port). It is also noted there is a rail link to the site and this may be an option to deliver the transformer. Notwithstanding, the delivery of the transformer would need separate consent via a Special Order, for which an appointed heavy haulage contractor would need to investigate the nearest suitable landing facility from which the precise delivery arrangements would be established. This would be undertaken post consent outside of the planning arena.

Summary

- 7.16 The construction link assessment set out in this section demonstrate that the impacts of the construction of the AW2 BESS are negligible.
- 7.17 The analysis of the Personal Injury Accident data presented in Section 2 identifies that there are no significant existing road safety issues along the adjacent highway network, and the addition of AW2 BESS construction traffic will not impact on road safety.

8 TRANSPORT IMPLEMENTATION STRATEGY

Sustainable Transport Measures and Objectives

- 8.1 The transport aspects of the Proposed Development have been developed to minimise the potential transport impacts that may arise from the Proposed Development with due regard taken to the surroundings and historic use of the site, as set out below.

Access Route

- 8.2 The proposed vehicular access route is the same as that which was used for the Uskmouth coal-fired Power Station since the 1960s. Uskmouth Power Station generated vehicle movements daily, including HGVs.
- 8.3 This means that the vehicle movements, including HGV movements, are not 'new' to the local highway network but are an extension of previous operational vehicle movements.
- 8.4 Once the BESS project has been completed and commissioned the operational transport to site would be minimal and for maintenance only.

On-Site Parking Provision

- 8.5 Parking for construction staff is provided within the construction compound. Visiting maintenance staff vehicles would circulate around the on-site access tracks stopping as and where required as part of their maintenance and inspections.

Sustainable Transport Promotion

- 8.6 There is great potential for construction workers to car share to work, especially given the fact that some sub-contractors are likely to be travelling from the same origin (their local residence) to the same destination (the site).
- 8.7 Car sharing represents a relatively convenient form of travel offering a significant potential to reduce overall private mileage of construction workers. It is this mode of transport which often forms one of the most convenient methods of sustainable travel for construction workers.
- 8.8 As part of the Considerate Constructors Scheme, the appointed construction Site Manager would promote a car-sharing scheme throughout the construction program (part of the Considerate Constructors Scheme to reduce the impact of a construction scheme on the road network and local community). As part of this, the appointed construction Site Manager would also make construction workers aware of existing car sharing schemes such as liftshare.com/uk.
- 8.9 The appointed construction Site Manager will also determine construction staff members' willingness to car share. Furthermore, looking at workers home / local residence postal addresses it would become evident whether there are any area groupings of people that would make the principle of car sharing a reasonable prospect of being successful. The appointed construction Site Manager will then investigate setting up a database of construction workers willing to share journeys, including information such as their home / local residence addresses and could try and match suitable car sharers.

- 8.10 The construction site will provide facilities in accordance with requirements set out in Health and Safety Executive guidelines. Consequently, the site compound will provide a drying room, storage facilities, toilets and offices within the welfare area. This will encourage people to travel to the site by sustainable modes whilst having the added benefit of reducing the number of trips made off site during lunch breaks.
- 8.11 As part of the Considerate Constructors Scheme (to reduce the impact of a construction scheme on the road network and local community), the appointed contractor will provide cycle parking at the site compound as a measure to seek to minimise construction workers driving to and from the site. The site is located within a secure area, beyond the gatehouse providing entry to the wider Uskmouth Power Station site and is thus secure.
- 8.12 As part of the Considerate Constructors Scheme (to reduce the impact of a construction scheme on the road network and local community), the contractor, where feasible, will seek to recruit construction workers from the local area. This will help maximise the potential for construction workers to walk and cycle to the site.

Development Compliance

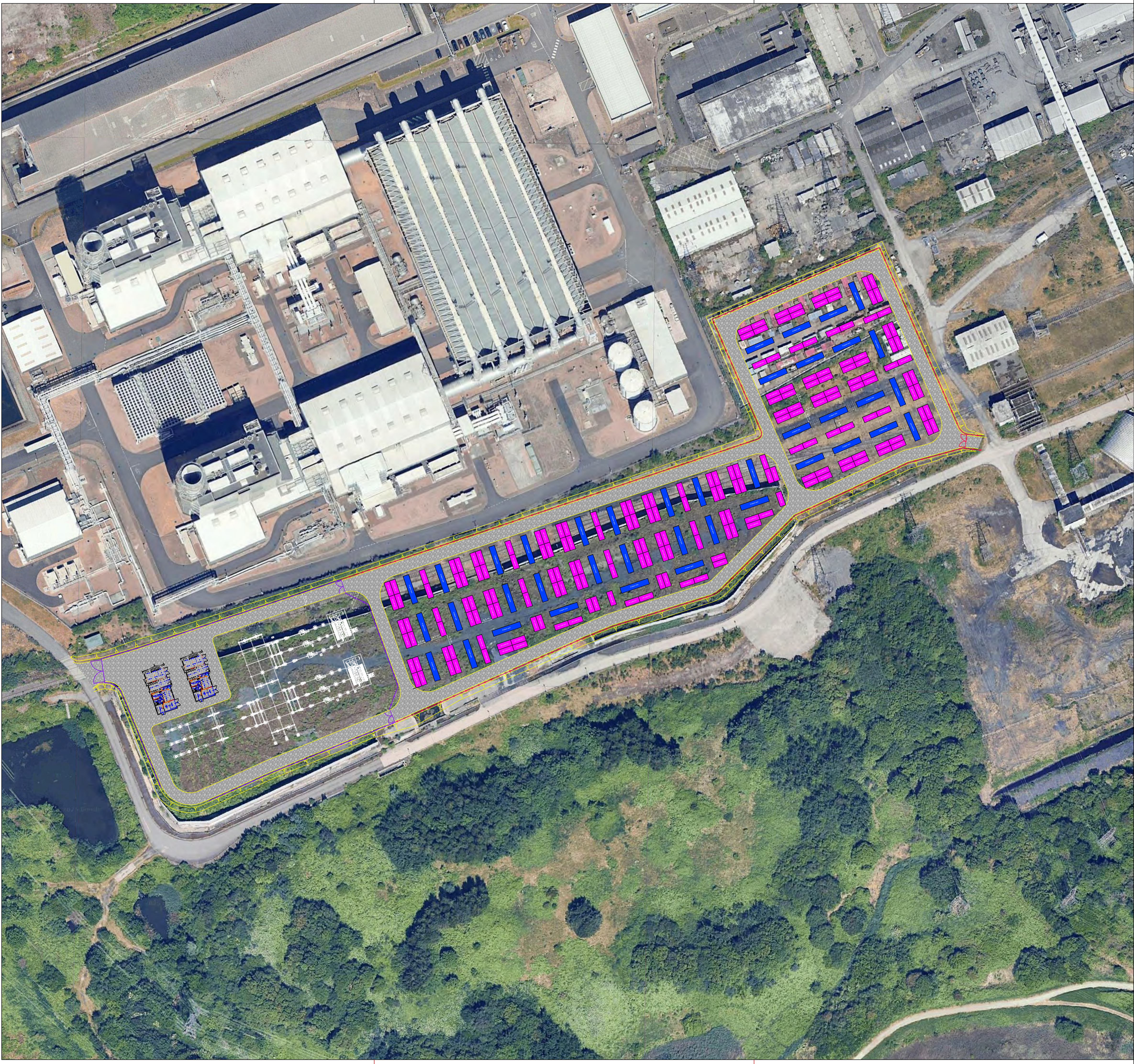
- 8.13 The development will be in general compliance with the policies, plans, notes, and acts set out in Section 4.
- 8.14 The Uskmouth B Power Station has one access route on which vehicle movements can travel to / from. The AW2 BESS requires continued use of this access route.

9 SUMMARY AND CONCLUSIONS

- 9.1 This Transport Assessment has been prepared by RPS to consider the transport implications of a proposed 249 MW Battery Energy Storage System (BESS) on land to the south of Uskmouth Power Station.
- 9.2 This TA has been prepared in accordance with Planning Policy Wales Edition 12 (2024) and Technical Advice Note 18: Transport (TAN 18).
- 9.3 The Proposed Development site is located on the eastern bank of the River Usk, close to the confluence with the Severn Estuary, around 4.5 km southeast of central Newport.
- 9.4 It is anticipated that the construction of AW2 BESS will generate 20 staff vehicle movements per day, 30 HGV movements during the export of PFA and typically 18 HGV movements per day during construction period from 07:00 to 19:00 Monday to Friday and 07:00 to 13:00 hours on a Saturday (half of these HGV movements given a shorter working day on a Saturday). There will be no construction vehicle movements at any time on Sundays or on public or bank holidays. Once the project has been completed and commissioned the operational traffic to site would be minimal and for maintenance only.
- 9.5 Traffic generated by the construction of the AW2 BESS Project would utilise the same access route as previously used for operational traffic to and from Uskmouth Power Station since the 1960s and the same route for a consented 230MW BESS and Afon Wysg BESS (i.e. that route is suitable for the construction of a BESS).
- 9.6 The traffic assessments show that the local highway network operates well within capacity and would continue to do so with the addition of the construction of the AW2 BESS and that there are no current road safety issues and that there would be no significant impacts.
- 9.7 It is therefore concluded that there are no transport or highways related reasons for not permitting the construction of operation of AW2 BESS.

Appendices

Appendix A – Site Layout Plan



LEGEND

PCS&MV Shed

40 x PCS

MC Cube ESS

200 x MC Cube ESS

SWITCH GEAR & CONTROL ROOM

Switchgear and control room

BESS fence

HV palise fence

Access road

O&M building

HV substation gate

BESS gate

PROJECT NAME:

Uskmouth

Company logo

ecenergy

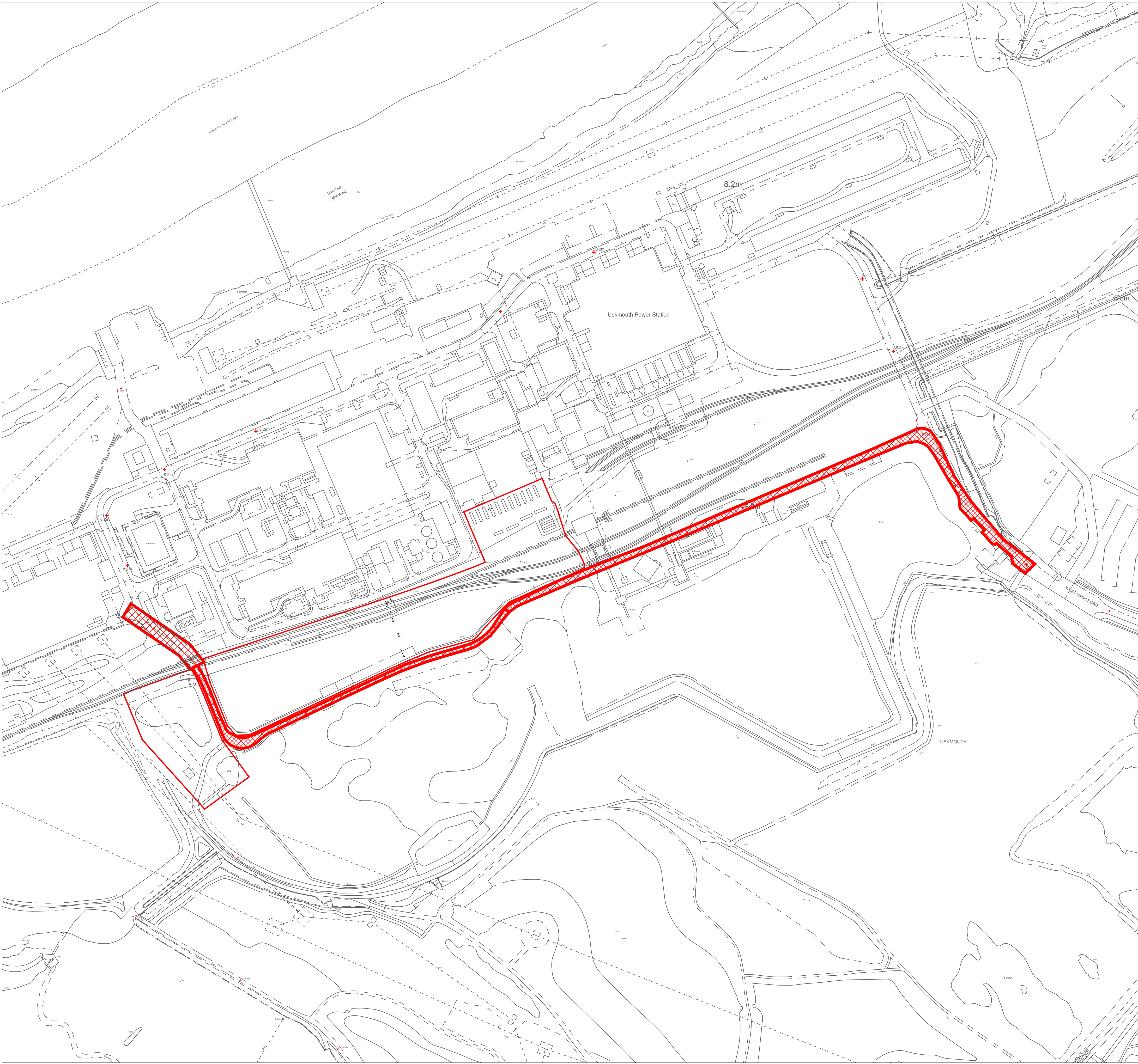
Powering renewables.

This document is to be used for indicative purposes only.

	SECTION	DRAWING CODE			
	GENERAL				
DRAWING	DRAWING TITLE	SCALE	1:750		
	GENERAL LAYOUT	FILE NAME			
REV	DATA	MODIFIED	DRAWN	CHECKED	APPROVED
00	01-04-2025		E.N.		
01					
02					
03					
04					
05					

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Appendix B – Site Location Plan



PROJECT NAME:

Uskmouth

Company logo



		SECTION		DRAWING CODE		
		GENERAL				
DRAWING		DRAWING TITLE		SCALE	1:1750	
		SITE LOCATION PLAN		FILE NAME		
REV	DATA	MODIFIED		DRAWN	CHECKED	APPROVED
00	09-01-2025			E.N.		
01						
02						
03						
04						
05						

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Appendix C – 2019 Hourly Link Traffic Flows

2019 Observed Traffic Flows

Link 2

West Nash Road - west of Nash village

Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	1	2	1	2	0	0	1	4	1	4
05.00	5	2	11	1	16	2	6	3	6	0	12	3
06.00	2	1	21	4	23	5	3	3	5	4	8	6
07.00	6	1	53	2	59	3	0	0	12	4	12	4
08.00	14	2	45	2	59	3	1	0	13	0	14	0
09.00	13	1	39	1	51	1	3	0	23	0	26	0
10.00	19	3	38	1	57	3	15	0	31	0	46	0
11.00	25	0	35	2	60	2	25	0	37	0	62	0
12.00	35	1	28	1	63	1	23	0	33	0	56	0
13.00	31	1	27	4	57	5	41	0	35	0	76	0
14.00	46	4	17	2	63	6	47	0	53	0	100	0
15.00	63	0	11	1	73	1	46	0	19	0	65	0
16.00	48	1	9	0	57	1	49	0	15	0	64	0
17.00	28	0	14	0	43	0	29	0	13	0	42	0
18.00	11	1	4	0	14	1	10	0	1	0	11	0
19.00	3	0	2	0	6	0	2	0	2	0	4	0
20.00	2	0	2	0	5	0	0	0	0	0	0	0
21.00	3	0	1	0	4	0	2	0	5	0	7	0
22.00	1	0	1	0	2	0	2	0	0	0	2	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
7hr Night	5	2	12	2	17	4	6	3	7	4	13	6
12 hr	337	13	319	13	656	26	289	0	285	4	574	4
18 hr	350	14	347	17	697	31	298	3	297	8	595	10
24 hr	355	16	359	19	714	35	304	5	304	11	608	17

2019 Observed Traffic Flows

Link 3

West Nash Road - east of Nash village

Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	2	0	0	0	2	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	1	2	1	2	0	0	1	0	1	0
05.00	6	3	13	3	18	6	7	6	7	0	14	6
06.00	9	2	25	5	34	7	13	6	21	8	34	13
07.00	15	2	52	6	67	8	0	0	32	8	32	8
08.00	27	2	54	2	81	4	2	0	25	0	27	0
09.00	21	1	42	2	63	3	5	0	38	0	43	0
10.00	28	4	42	2	70	6	22	0	45	0	67	0
11.00	32	0	42	3	74	3	33	0	48	0	81	0
12.00	38	1	36	0	74	1	25	0	36	0	61	0
13.00	41	0	38	0	78	0	54	0	46	0	101	0
14.00	53	6	26	2	78	7	54	0	60	0	114	0
15.00	82	0	24	2	106	2	60	0	25	0	85	0
16.00	67	0	24	0	91	0	68	0	21	0	89	0
17.00	37	0	27	0	64	0	38	0	17	0	55	0
18.00	19	1	17	0	36	1	18	0	2	0	20	0
19.00	9	0	12	0	21	0	5	0	5	0	10	0
20.00	7	0	12	0	19	0	0	0	0	0	0	0
21.00	7	0	5	0	12	0	5	0	13	0	19	0
22.00	7	0	4	0	11	0	10	0	0	0	10	0
23.00	5	0	1	0	5	0	0	0	0	0	0	0
7hr Night	12	3	14	5	26	8	7	6	8	0	15	6
12 hr	459	18	423	17	882	35	379	0	395	8	774	8
18 hr	502	20	481	22	983	42	411	6	435	15	846	21
24 hr	510	23	494	26	1004	49	418	11	443	15	861	26

2019 Observed Traffic Flows

Link 4

Nash Road

Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	3	0	2	0	6	0	5	0	5	0	10	0
01.00	1	0	2	0	3	0	3	0	6	0	9	0
02.00	0	0	1	0	1	0	1	0	0	0	1	0
03.00	1	0	1	0	3	0	1	0	1	0	2	0
04.00	1	0	1	1	2	1	1	0	1	3	2	3
05.00	8	2	13	1	21	3	11	4	8	0	19	4
06.00	17	1	30	3	48	5	8	4	9	3	17	7
07.00	45	3	70	1	115	4	17	0	29	3	46	3
08.00	66	2	69	1	135	4	29	0	38	0	67	0
09.00	54	1	70	1	125	1	32	4	62	0	94	4
10.00	57	4	72	3	130	8	62	0	72	3	134	3
11.00	58	1	79	3	137	4	61	0	75	0	136	0
12.00	67	2	67	2	134	4	60	0	82	0	142	0
13.00	69	1	70	5	139	6	89	0	89	0	178	0
14.00	86	5	52	2	137	7	94	0	108	0	202	0
15.00	94	1	63	1	157	2	85	0	73	0	158	0
16.00	85	1	66	1	152	2	88	0	79	0	167	0
17.00	57	0	61	1	118	1	93	0	42	0	135	0
18.00	43	1	50	0	93	1	58	0	57	0	115	0
19.00	26	0	32	0	58	0	31	0	38	0	69	0
20.00	19	0	30	0	48	0	24	0	31	0	55	0
21.00	16	0	20	0	36	0	24	0	20	0	44	0
22.00	13	0	14	0	27	0	9	0	15	0	24	0
23.00	7	0	6	0	13	0	18	0	12	0	30	0
7hr Night	23	2	26	2	49	4	40	4	33	3	73	7
12 hr	782	23	790	23	1572	45	768	4	806	7	1574	11
18 hr	880	24	921	26	1801	50	882	7	931	10	1813	18
24 hr	896	26	941	28	1837	54	904	11	952	14	1856	25

2019 Observed Traffic Flows

Link 5

Meadows Road - South of Industrial Park

Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	2	0	4	1	6	1	3	0	6	0	9	0
01.00	1	0	2	1	2	1	3	0	4	0	7	0
02.00	1	0	1	0	2	0	1	0	0	0	1	0
03.00	1	0	2	3	3	3	3	0	1	4	4	4
04.00	2	2	2	2	3	3	1	0	1	4	2	4
05.00	16	4	10	2	27	5	7	4	10	0	17	4
06.00	39	2	21	5	60	7	11	0	4	4	15	4
07.00	47	4	56	4	103	8	16	4	27	4	43	9
08.00	73	5	117	4	191	10	21	0	28	0	49	0
09.00	65	5	92	4	157	10	29	0	48	0	77	0
10.00	77	7	89	5	166	12	59	4	73	0	132	4
11.00	85	4	88	2	174	6	65	0	75	0	140	0
12.00	84	4	92	2	176	6	78	0	85	0	163	0
13.00	83	3	114	7	198	10	85	0	95	0	180	0
14.00	97	11	109	5	207	17	73	0	111	0	184	0
15.00	123	4	94	3	217	7	76	0	74	0	150	0
16.00	106	0	102	3	208	3	62	0	81	4	143	4
17.00	63	0	114	2	176	2	58	0	46	0	104	0
18.00	38	1	82	1	120	2	51	0	36	0	87	0
19.00	26	0	39	1	65	1	26	0	33	0	59	0
20.00	14	0	22	0	36	0	23	0	25	0	48	0
21.00	13	0	15	0	28	0	15	0	16	0	31	0
22.00	10	0	10	0	20	0	10	4	11	4	21	9
23.00	6	0	6	0	12	0	12	0	5	0	17	0
7hr Night	30	5	27	9	56	14	30	4	27	9	57	13
12 hr	943	49	1150	42	2093	91	673	9	779	9	1452	17
18 hr	1051	51	1263	48	2314	99	770	13	873	17	1643	30
24 hr	1075	56	1283	57	2358	113	788	18	895	26	1683	43

2019 Observed Traffic Flows

Link 6

Meadows Road - North of Industrial Park

Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	7	1	7	1	14	2	7	0	10	6	17	6
01.00	3	1	5	2	8	3	11	5	10	0	21	5
02.00	8	2	6	1	14	3	7	5	10	3	17	8
03.00	11	5	14	4	24	8	10	0	14	0	24	0
04.00	19	8	33	4	53	12	13	5	24	3	37	8
05.00	54	6	127	8	181	15	37	5	76	13	113	17
06.00	118	20	174	13	292	34	55	0	69	3	124	3
07.00	107	11	310	13	416	24	41	0	101	3	142	3
08.00	165	28	428	22	593	50	78	5	129	0	207	5
09.00	182	18	288	26	471	44	95	0	168	6	263	6
10.00	200	34	254	29	454	63	155	5	228	3	383	8
11.00	210	24	244	29	454	53	221	9	235	0	456	9
12.00	239	26	267	29	506	54	191	0	226	6	417	6
13.00	229	28	365	31	595	58	213	0	254	0	467	0
14.00	273	29	321	49	595	78	188	5	208	0	396	5
15.00	295	22	248	29	544	51	152	5	169	3	321	8
16.00	315	18	289	31	603	49	139	5	110	3	249	8
17.00	239	6	291	14	530	20	122	0	68	0	190	0
18.00	151	9	185	8	337	17	77	0	44	0	121	0
19.00	89	3	72	4	161	7	37	0	34	0	71	0
20.00	46	3	33	4	79	7	26	0	33	0	59	0
21.00	36	4	60	1	96	4	17	0	22	0	39	0
22.00	47	0	21	0	68	0	12	0	14	3	26	3
23.00	13	1	12	2	25	3	16	5	10	0	26	5
7hr Night	115	24	203	22	319	46	101	23	154	26	255	49
12 hr	2607	253	3490	308	6097	561	1672	32	1940	26	3612	58
18 hr	2957	283	3862	332	6818	616	1835	37	2122	32	3957	69
24 hr	3059	306	4053	353	7112	659	1920	55	2266	57	4186	113

2019 Observed Traffic Flows

Link 7

A4810 west of the Meadows Road Roundabout

Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	34	7	50	7	84	14	50	0	65	5	115	5
01.00	37	7	35	5	72	12	62	8	44	4	106	12
02.00	24	5	40	10	64	14	41	10	38	15	79	25
03.00	44	14	44	11	89	25	47	12	40	21	87	34
04.00	110	18	60	17	170	34	63	10	32	10	95	21
05.00	472	34	173	28	645	62	276	6	90	13	366	20
06.00	796	61	408	56	1204	117	208	19	104	12	312	30
07.00	972	74	557	46	1529	120	198	4	86	11	284	16
08.00	775	72	578	51	1353	123	289	19	166	9	455	27
09.00	630	69	556	61	1186	130	391	17	270	12	661	29
10.00	548	65	616	63	1164	128	447	8	481	12	928	21
11.00	548	58	573	66	1121	124	527	12	503	17	1030	30
12.00	660	60	619	89	1278	150	591	8	549	15	1140	24
13.00	742	68	635	62	1377	130	660	10	572	13	1232	24
14.00	601	76	683	78	1284	154	655	15	547	12	1202	27
15.00	601	57	779	67	1380	124	616	15	514	14	1130	29
16.00	639	43	914	71	1553	113	518	4	371	14	889	18
17.00	706	31	572	40	1277	71	557	6	248	8	805	14
18.00	579	30	733	29	1312	59	444	4	318	3	762	8
19.00	405	20	384	18	789	38	308	12	200	5	508	17
20.00	289	14	204	10	494	23	193	4	113	3	306	8
21.00	258	8	211	17	469	26	160	2	115	2	275	4
22.00	137	9	183	17	320	26	122	4	117	7	239	11
23.00	70	5	88	8	158	14	94	2	77	3	171	5
7hr Night	791	90	489	86	1280	176	633	50	386	71	1019	121
12 hr	8001	702	7814	723	15815	1425	5893	122	4626	142	10519	264
18 hr	9956	819	9292	850	19248	1669	6978	166	5352	173	12330	339
24 hr	10678	904	9694	927	20371	1831	7517	214	5661	242	13178	455

2019 Observed Traffic Flows

Link 8

A4810 Queens Way east of the Meadows Road Roundabout

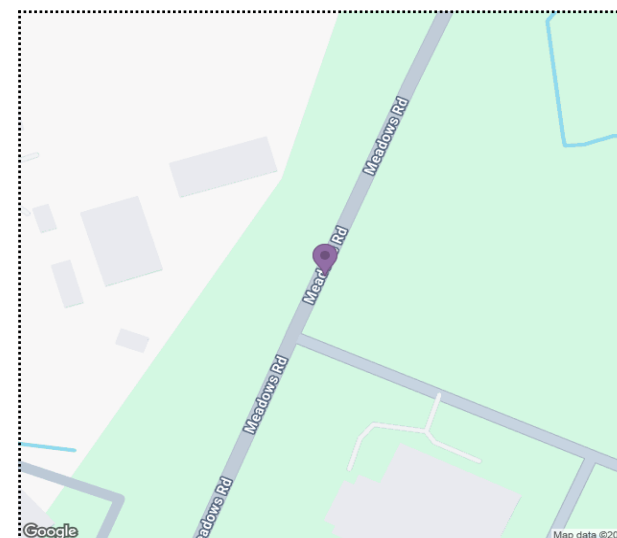
Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	24	8	32	7	55	15	26	0	44	12	70	12
01.00	31	8	25	10	56	18	40	13	28	2	68	15
02.00	20	4	29	13	49	17	26	13	21	12	47	25
03.00	38	16	30	10	68	26	31	19	35	27	66	46
04.00	86	25	39	18	126	43	46	13	33	19	79	31
05.00	365	37	112	30	478	66	219	13	72	27	291	39
06.00	679	62	244	49	922	110	157	19	140	10	297	29
07.00	780	75	319	42	1099	117	111	6	113	31	224	37
08.00	500	69	355	43	856	112	171	15	139	10	310	25
09.00	404	60	354	51	759	112	225	13	209	16	434	29
10.00	340	51	401	48	741	100	235	13	396	12	631	25
11.00	361	52	362	49	723	101	303	15	371	19	674	33
12.00	410	51	383	63	793	114	369	8	368	16	737	25
13.00	443	48	468	70	910	118	408	15	448	16	856	31
14.00	407	51	524	62	931	114	385	8	410	14	795	23
15.00	403	44	555	66	958	110	407	15	289	14	696	29
16.00	440	32	784	65	1224	96	322	6	266	19	588	25
17.00	457	24	814	61	1271	85	398	8	242	12	640	21
18.00	371	25	656	44	1027	68	278	2	247	8	525	10
19.00	252	19	271	26	523	45	170	10	140	4	310	15
20.00	190	12	121	14	311	26	85	2	108	8	193	10
21.00	155	10	114	8	269	18	101	2	63	0	164	2
22.00	84	9	106	9	189	18	64	4	71	4	135	8
23.00	44	9	60	10	104	19	60	4	38	4	98	8
7hr Night	608	107	327	98	935	205	448	73	271	103	719	176
12 hr	5315	583	5975	664	11291	1247	3612	123	3498	189	7110	313
18 hr	6719	705	6890	780	13610	1484	4249	165	4058	220	8307	385
24 hr	7283	803	7157	867	14441	1670	4637	234	4291	319	8928	553

Appendix D – Personal Injury Accident Crashmap Reports



Validated Data

Crash Date:	Saturday, November 19, 2022	Time of Crash:	16:00:00	Crash Reference:	2022610055422
Highest Injury Severity:	Serious	Road Number:	U	Casualties:	1
Highway Authority:	Newport			Vehicles:	1
Local Authority:	Newport			OS Grid Reference:	334533 185543
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, November 19, 2022

Time of Crash:

16:00:00

Crash Reference: 2022610055422

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc Å (2005 onwards)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

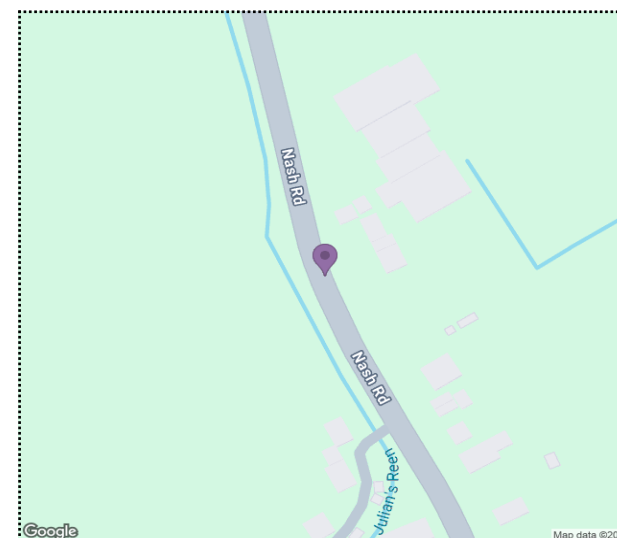
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Thursday, November 2, 2023	Time of Crash:	11:50:00	Crash Reference:	2023610047823
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Newport			Vehicles:	1
Local Authority:	Newport			OS Grid Reference:	334665 184578
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Thursday, November 2, 2023

Time of Crash:

11:50:00

Crash Reference: 2023610047823

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

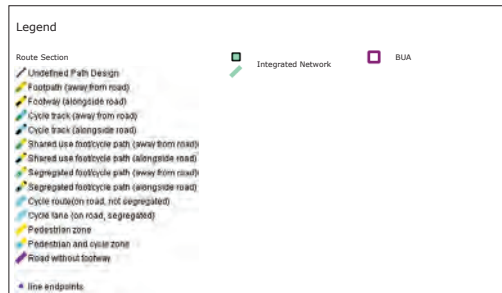
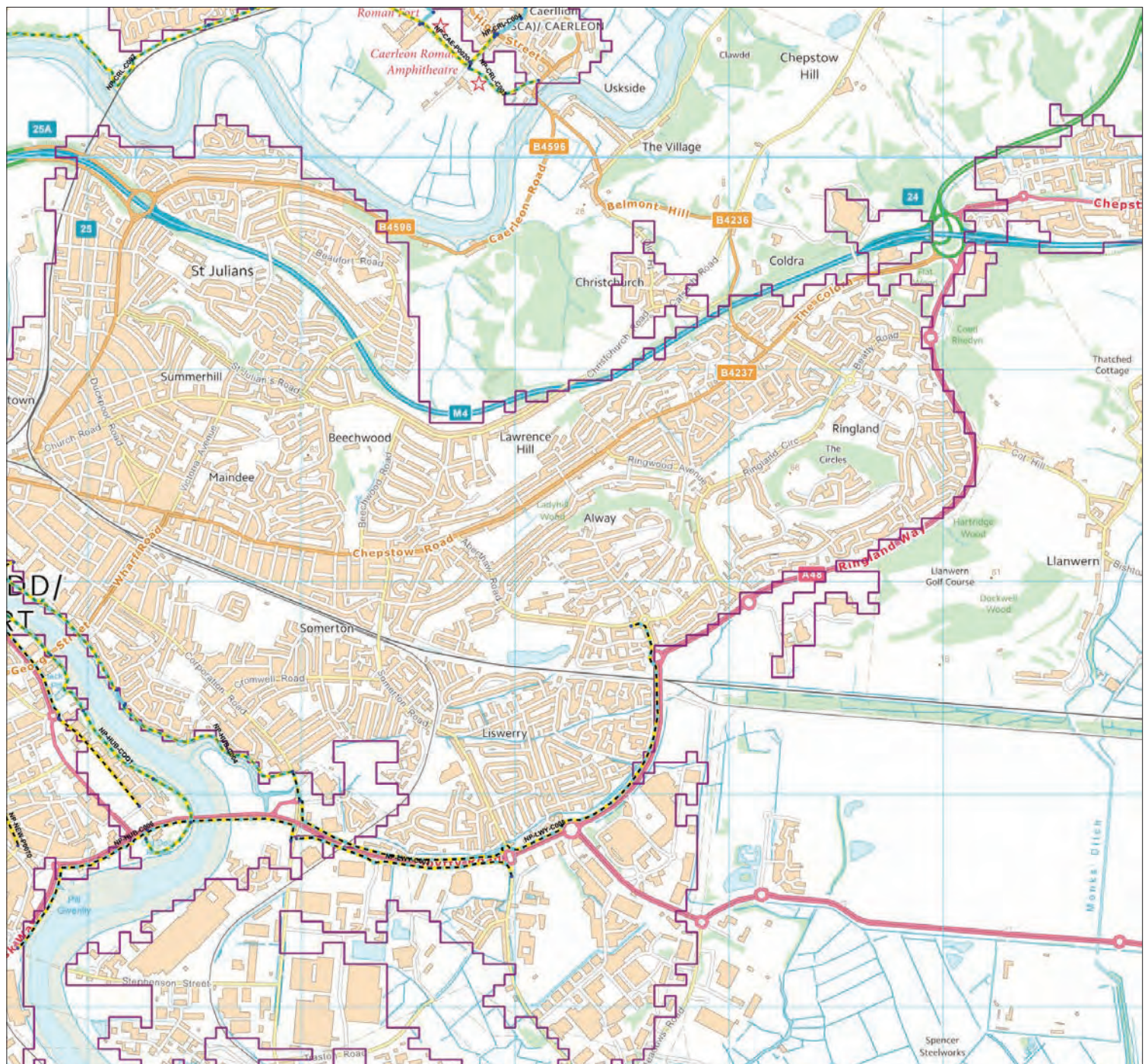
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	56 - 65	In carriageway, not crossing	Walking along in carriageway - facing traffic

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix E – Existing Cycle Routes Map



Appendix F – 2026 Base Traffic Flows

2026 Growth Traffic Flows												
Link 2												
West Nash Road - west of Nash village												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	1	2	1	2	0	0	1	4	1	4
05.00	5	2	11	1	16	2	6	3	6	0	13	3
06.00	2	1	22	4	24	5	3	3	5	4	8	7
07.00	6	1	56	2	61	3	0	0	13	4	13	4
08.00	15	2	47	2	62	3	1	0	14	0	15	0
09.00	13	1	40	1	54	1	3	0	24	0	27	0
10.00	20	3	39	1	59	4	16	0	32	0	48	0
11.00	26	0	36	2	62	2	26	0	39	0	65	0
12.00	36	1	29	1	66	1	24	0	34	0	58	0
13.00	32	1	28	4	60	5	43	0	36	0	79	0
14.00	48	5	18	2	66	6	49	0	55	0	104	0
15.00	65	0	11	1	76	1	48	0	20	0	68	0
16.00	50	1	9	0	59	1	51	0	16	0	67	0
17.00	30	0	15	0	44	0	30	0	14	0	44	0
18.00	11	1	4	0	15	1	10	0	1	0	11	0
19.00	4	0	3	0	6	0	2	0	2	0	4	0
20.00	3	0	2	0	5	0	0	0	0	0	0	0
21.00	3	0	1	0	4	0	2	0	5	0	7	0
22.00	1	0	1	0	2	0	2	0	0	0	2	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
7hr Night	5	2	13	2	18	4	6	3	7	4	14	7
12 hr	352	14	332	13	684	27	301	0	297	4	598	4
18 hr	364	15	362	17	726	32	311	3	309	8	620	11
24 hr	369	16	374	20	744	36	317	6	317	12	634	17

2026 Growth Traffic Flows												
Link 3												
West Nash Road - east of Nash village												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	2	0	0	0	2	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	1	2	1	2	0	0	1	0	1	0
05.00	6	3	13	3	19	7	7	6	7	0	14	6
06.00	10	2	26	5	35	7	13	6	22	8	35	14
07.00	15	2	54	6	69	9	0	0	33	8	33	8
08.00	28	2	56	2	84	4	2	0	26	0	28	0
09.00	22	1	44	2	65	3	5	0	39	0	45	0
10.00	29	5	44	2	73	6	23	0	47	0	70	0
11.00	34	0	44	3	77	3	34	0	50	0	84	0
12.00	40	1	38	0	77	1	26	0	38	0	64	0
13.00	42	0	39	0	82	0	57	0	48	0	105	0
14.00	55	6	27	2	82	7	56	0	63	0	119	0
15.00	85	0	25	2	110	2	62	0	26	0	88	0
16.00	70	0	25	0	95	0	71	0	22	0	93	0
17.00	39	0	28	0	67	0	40	0	18	0	57	0
18.00	20	1	17	0	37	1	19	0	2	0	21	0
19.00	9	0	13	0	21	0	5	0	5	0	10	0
20.00	8	0	12	0	20	0	0	0	0	0	0	0
21.00	7	0	5	0	13	0	6	0	14	0	20	0
22.00	7	0	4	0	11	0	10	0	0	0	10	0
23.00	5	0	1	0	5	0	0	0	0	0	0	0
7hr Night	13	3	15	5	27	8	7	6	8	0	16	6
12 hr	478	19	441	18	919	36	395	0	412	8	806	8
18 hr	523	21	501	22	1024	43	429	6	453	16	882	22
24 hr	531	24	515	27	1046	52	436	12	461	16	897	28

2026 Growthed Traffic Flows												
Link 4												
Nash Road												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	3	0	3	0	6	0	5	0	5	0	10	0
01.00	1	0	2	0	3	0	3	0	6	0	9	0
02.00	0	0	1	0	1	0	1	0	0	0	1	0
03.00	1	0	1	0	3	0	1	0	1	0	2	0
04.00	1	0	1	1	3	1	1	0	1	4	2	4
05.00	9	2	13	1	22	3	11	4	8	0	20	4
06.00	18	2	32	4	50	5	8	4	9	4	18	7
07.00	47	3	73	1	120	5	18	0	30	4	48	4
08.00	68	2	72	1	140	4	30	0	40	0	70	0
09.00	56	1	73	1	130	1	33	4	65	0	98	4
10.00	60	5	75	4	135	8	65	0	75	4	140	4
11.00	61	1	82	4	143	4	64	0	78	0	142	0
12.00	70	2	70	2	140	4	63	0	85	0	148	0
13.00	72	1	73	5	145	6	93	0	93	0	185	0
14.00	89	5	54	2	143	8	98	0	113	0	210	0
15.00	98	1	65	1	163	2	89	0	76	0	165	0
16.00	89	2	69	1	158	2	92	0	82	0	174	0
17.00	60	0	64	1	123	1	97	0	44	0	141	0
18.00	45	1	52	0	97	1	60	0	59	0	120	0
19.00	27	0	33	0	60	0	32	0	40	0	72	0
20.00	19	0	31	0	50	0	25	0	32	0	57	0
21.00	17	0	20	0	37	0	25	0	21	0	46	0
22.00	14	0	14	0	28	0	9	0	16	0	25	0
23.00	8	0	6	0	14	0	19	0	13	0	31	0
7hr Night	24	2	28	2	51	4	42	4	34	4	76	7
12 hr	815	23	823	23	1638	47	800	4	840	7	1640	11
18 hr	917	25	960	27	1877	52	919	8	970	11	1889	18
24 hr	933	27	981	29	1914	56	942	12	992	14	1934	26

2026 Growthed Traffic Flows												
Link 5												
Meadows Road - South of Industrial Park												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	3	0	4	1	6	1	3	0	6	0	9	0
01.00	1	0	2	1	3	1	3	0	4	0	7	0
02.00	1	0	1	0	2	0	1	0	0	0	1	0
03.00	1	0	2	4	3	4	3	0	1	4	4	4
04.00	2	2	2	2	4	4	1	0	1	4	2	4
05.00	17	4	11	2	28	5	7	5	10	0	18	5
06.00	41	2	21	5	62	7	11	0	4	4	16	4
07.00	49	4	59	4	108	8	17	5	28	4	45	9
08.00	76	5	122	4	199	10	22	0	29	0	51	0
09.00	67	5	96	4	163	10	30	0	50	0	80	0
10.00	81	7	93	5	173	13	61	5	76	0	138	5
11.00	89	5	92	2	181	6	68	0	78	0	146	0
12.00	88	5	96	2	183	6	81	0	89	0	170	0
13.00	87	3	119	7	206	10	89	0	99	0	188	0
14.00	101	12	114	5	215	17	76	0	116	0	192	0
15.00	128	5	98	3	226	7	79	0	77	0	156	0
16.00	111	0	106	4	217	4	65	0	84	4	149	4
17.00	65	0	118	2	184	2	60	0	48	0	108	0
18.00	40	1	86	1	125	2	53	0	38	0	91	0
19.00	28	0	41	1	68	1	27	0	34	0	61	0
20.00	15	0	23	0	37	0	24	0	26	0	50	0
21.00	13	0	16	0	29	0	16	0	17	0	32	0
22.00	11	0	10	0	21	0	10	5	11	4	22	9
23.00	6	0	7	0	13	0	13	0	5	0	18	0
7hr Night	31	5	28	9	59	14	31	5	28	9	59	14
12 hr	982	51	1199	44	2181	95	701	9	812	9	1513	18
18 hr	1095	53	1316	50	2411	103	802	14	910	18	1712	32
24 hr	1120	58	1337	59	2457	118	821	18	933	27	1754	45

2026 Growthed Traffic Flows												
Link 6												
Meadows Road - North of Industrial Park												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	7	1	7	1	14	2	7	0	10	7	18	7
01.00	3	1	5	2	8	3	11	5	10	0	22	5
02.00	8	2	7	1	15	3	7	5	10	3	18	8
03.00	11	5	14	4	25	9	10	0	15	0	25	0
04.00	20	9	35	4	55	13	14	5	25	3	39	8
05.00	56	7	132	9	188	15	39	5	79	13	118	18
06.00	123	21	181	14	304	35	57	0	72	3	129	3
07.00	111	12	323	13	434	25	43	0	105	3	148	3
08.00	172	29	446	23	618	52	81	5	134	0	216	5
09.00	190	19	301	27	491	46	99	0	175	7	274	7
10.00	209	35	264	30	473	65	162	5	238	3	399	8
11.00	219	25	254	30	473	55	230	10	245	0	475	10
12.00	249	27	278	30	527	57	199	0	235	7	435	7
13.00	239	29	381	32	620	61	222	0	265	0	487	0
14.00	285	30	335	51	620	81	196	5	217	0	413	5
15.00	308	23	259	31	567	54	158	5	176	3	334	8
16.00	328	19	301	32	629	51	145	5	115	3	259	8
17.00	249	7	303	15	552	21	127	0	71	0	198	0
18.00	158	10	193	8	351	18	80	0	46	0	126	0
19.00	93	3	75	5	167	8	39	0	35	0	74	0
20.00	48	3	35	4	83	7	27	0	34	0	61	0
21.00	38	4	62	1	100	4	18	0	23	0	41	0
22.00	49	0	22	0	71	0	13	0	15	3	27	3
23.00	14	1	12	2	26	3	17	5	10	0	27	5
7hr Night	120	25	212	23	332	48	105	24	160	27	266	51
12 hr	2716	264	3637	321	6353	585	1742	34	2021	27	3764	60
18 hr	3081	295	4024	346	7105	641	1912	38	2211	33	4123	72
24 hr	3187	319	4224	367	7410	687	2001	58	2361	60	4362	117

2026 Growthed Traffic Flows												
Link 7												
A4810 west of the Meadows Road Roundabout												
Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	45	8	61	7	105	15	63	0	78	5	142	5
01.00	48	7	45	5	93	13	76	9	56	4	132	13
02.00	33	5	50	10	83	15	50	11	47	15	97	26
03.00	57	15	57	12	115	26	60	13	52	22	112	35
04.00	135	19	83	17	218	36	78	11	46	11	124	22
05.00	569	35	259	29	828	64	335	6	139	14	473	20
06.00	979	63	578	59	1557	122	265	19	155	12	420	32
07.00	1191	77	763	48	1954	125	243	4	125	12	367	16
08.00	974	75	783	53	1757	128	351	19	221	9	572	29
09.00	780	72	705	63	1484	135	478	17	348	13	826	30
10.00	691	67	764	66	1455	133	568	9	597	13	1166	21
11.00	688	60	716	69	1405	129	659	13	627	18	1286	31
12.00	816	63	775	93	1592	156	736	9	685	16	1421	25
13.00	921	70	812	65	1733	135	827	11	727	14	1554	24
14.00	778	79	866	81	1644	160	812	15	691	12	1503	28
15.00	783	59	969	70	1752	129	755	15	642	15	1396	30
16.00	866	44	1155	73	2020	118	635	4	476	15	1112	19
17.00	915	32	766	41	1682	74	684	6	357	8	1041	14
18.00	771	31	933	30	1704	61	548	4	412	4	960	8
19.00	507	20	487	19	994	39	371	13	256	5	627	18
20.00	352	14	264	10	616	24	232	4	147	4	379	8
21.00	312	9	264	18	576	27	193	2	145	2	338	4
22.00	174	9	222	18	396	27	149	4	142	7	291	11
23.00	90	6	108	9	198	14	114	2	95	3	209	5
7hr Night	976	94	664	89	1641	183	776	52	513	74	1289	126
12 hr	10174	730	10006	752	20181	1481	7295	127	5909	147	13205	275
18 hr	12589	851	11930	884	24518	1735	8620	173	6849	180	15469	353
24 hr	13475	940	12486	964	25961	1904	9283	222	7267	251	16549	473

2026 Growthed Traffic Flows

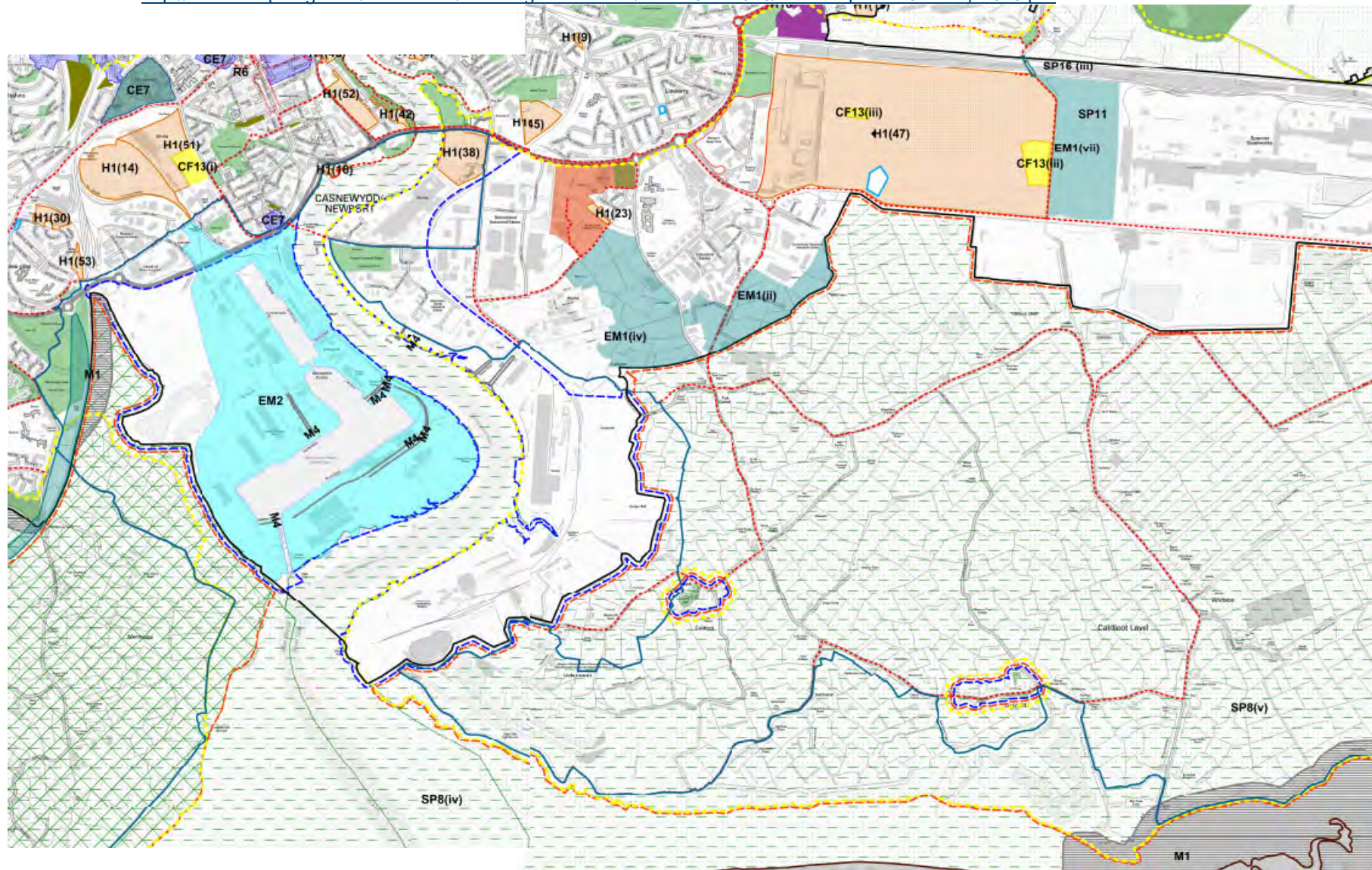
Link 8

A4810 Queens Way east of the Glan Llyn Roundabout

Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	33	8	42	8	75	16	38	0	56	13	95	13
01.00	41	9	35	10	76	19	52	13	39	2	92	15
02.00	29	4	38	13	66	18	35	13	29	13	63	26
03.00	50	16	43	11	93	27	43	20	46	28	89	47
04.00	110	26	61	18	171	44	60	13	46	19	107	32
05.00	456	38	194	31	650	69	274	13	119	28	393	41
06.00	852	64	404	51	1256	115	211	20	190	11	401	30
07.00	986	78	511	44	1497	122	151	7	151	32	302	39
08.00	680	72	550	45	1230	117	227	15	191	11	419	26
09.00	541	63	492	54	1033	116	303	13	283	17	586	30
10.00	472	53	537	50	1009	104	345	13	507	13	852	26
11.00	490	54	494	51	984	105	422	15	488	19	910	34
12.00	553	53	528	66	1081	118	501	9	494	17	995	26
13.00	605	50	634	72	1240	123	561	15	595	17	1156	32
14.00	571	53	696	65	1268	118	527	9	546	15	1073	24
15.00	572	46	733	69	1305	115	534	15	406	15	940	30
16.00	652	33	1015	67	1667	100	428	7	365	19	794	26
17.00	654	25	1013	63	1666	89	516	9	348	13	864	22
18.00	549	26	849	45	1398	71	373	2	336	9	709	11
19.00	346	20	367	27	712	47	226	11	192	4	419	15
20.00	247	13	177	15	424	27	119	2	141	9	261	11
21.00	204	11	162	8	366	19	131	2	90	0	221	2
22.00	117	9	141	10	258	19	88	4	94	4	182	9
23.00	63	10	79	10	142	20	78	4	54	4	132	9
7hr Night	782	112	492	101	1274	213	580	76	390	107	971	183
12 hr	7325	606	8052	690	15378	1296	4888	128	4711	197	9600	325
18 hr	9155	732	9381	811	18536	1543	5741	171	5474	229	11216	401
24 hr	9873	834	9794	902	19668	1736	6244	243	5810	332	12054	575

Appendix G – Committed Sites

Site	Status	Included within Assessment?
EM1 (ii)	Screening opinion submitted May 2017 (17/0405) for external alterations to existing building, extension of hardstanding and erection of associated infrastructure all for manufacturing (Class B2), Storage and Distribution (Class B8) Screening opinion submitted August 2018 (18/0601) for the erection of new concrete batching factory including hardstanding and associated infrastructure for manufacturing (Class B2), Storage and Distribution (Class B8). An application for a B8 Lorry Park and associated infrastructure (3.14ha) has been approved - implemented in 2020-2021. An application for two warehouse units at Nash Mead has been approved (0.79ha)	No - In relation to Lorry Park no base traffic flows were assessed and movements were suggested to be negligible impact on highway network. In relation to the two warehouse units, officer response states that the two warehouse units would not create anymore movements then the existing site. Implemented in 2022/2023.
EM1 (iv)	EIA screening opinion in February 2013 (13/0172) in for the erection of a "Therminol 3" production facility which was constructed in 2017. Eastman is developing this site for development of a storage facility and heat and power plant completed in 2016/17.	No - no progress on site,
EM1 (vii)	Most recently CAF train factory opened in late 2018. Six granted applications part of Glan Llyn regeneration site, five of which are part of phases as part of Glan Lyn development. Sixth part of Celtic Business park also part of Glan Lyn Regeneration. All six applications are granted but not implemented.	Included within overall assessment for Glan Llyn development
H1 (47)	Outline planning application submitted in March 2006 (06/0471) for The development proposals for this site are for 4,000 housing units and 1 .SMsqft (139,355 sqm) Gross Floor Area (GFA) employment land use, subdivided in to 15% office (BI), 25% general Industry (B2) and 60% warehousing (B8). The development proposals also incorporate a local centre, playing fields, public open spaces and primary school provision to meet the development generated needs. The proposed completion rate for this site is 200 dwellings per year, equating to a 20 year construction period, originally assumed to be 2007 - 2027. The employment uses on the site will follow a similarly linear completion rate at 50,000sqft per annum, increasing during the final phase of the development. 1023 dwellings completed as stated in 2021-2022 update report. 1378 dwelings completed as stated in 2023-2024 update report	
H1 (23)	No progress to date, only 21 dwellings to be constructed.	No - Outside of study area.
CF13 (iii)	1st primary school opened September 2019, traffic surveys were undertaken in October 2019. There are currently no plans to deliver the second primary school.	Already within traffic flow survey data.
H1(38)	All units completed	No additional plans for school.



Appendix H – Committed Traffic Flows

Committed Development Flows (2019-2026)

Link 2
West Nash Road, west of Nash village

West Nash Road - West of Nash Village		
	Wednesday: Average	Saturday: Average
1	10	10
2	10	10
3	10	10
4	10	10
5	10	10
6	10	10
7	10	10
8	10	10
9	10	10
10	10	10
11	10	10
12	10	10
13	10	10
14	10	10
15	10	10
16	10	10
17	10	10
18	10	10
19	10	10
20	10	10
21	10	10
22	10	10
23	10	10
24	10	10
25	10	10
26	10	10
27	10	10
28	10	10
29	10	10
30	10	10
31	10	10
32	10	10
33	10	10
34	10	10
35	10	10
36	10	10
37	10	10
38	10	10
39	10	10
40	10	10
41	10	10
42	10	10
43	10	10
44	10	10
45	10	10
46	10	10
47	10	10
48	10	10
49	10	10
50	10	10
51	10	10
52	10	10
53	10	10
54	10	10
55	10	10
56	10	10
57	10	10
58	10	10
59	10	10
60	10	10
61	10	10
62	10	10
63	10	10
64	10	10
65	10	10
66	10	10
67	10	10
68	10	10
69	10	10
70	10	10
71	10	10
72	10	10
73	10	10
74	10	10
75	10	10
76	10	10
77	10	10
78	10	10
79	10	10
80	10	10
81	10	10
82	10	10
83	10	10
84	10	10
85	10	10
86	10	10
87	10	10
88	10	10
89	10	10
90	10	10
91	10	10
92	10	10
93	10	10
94	10	10
95	10	10
96	10	10
97	10	10
98	10	10
99	10	10
100	10	10

[illegible]

Committed Development Flows (2019-2026)

[illegible]

West Nash Road - east of Nash village

[illegible]

Committed Development Flows (2019-2026)

Link 4

Nash Road

[illegible]

Committed Development Flows (2019-2026)

Link 5

Meadows Road - South of Industrial Park

[illegible]

Committed Development Flows (2019-2026)												
Link 6												
Meadows Road - North of Industrial Park												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00												
01.00												
02.00												
03.00												
04.00												
05.00												
06.00												
07.00												
08.00												
09.00												
10.00												
11.00												
12.00												
13.00												
14.00												
15.00												
16.00												
17.00												
18.00												
19.00												
20.00												
21.00												
22.00												
23.00												
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	0	0	0	0	0	0	0	0	0	0	0	0
18 hr	0	0	0	0	0	0	0	0	0	0	0	0
24 hr	0	0	0	0	0	0	0	0	0	0	0	0

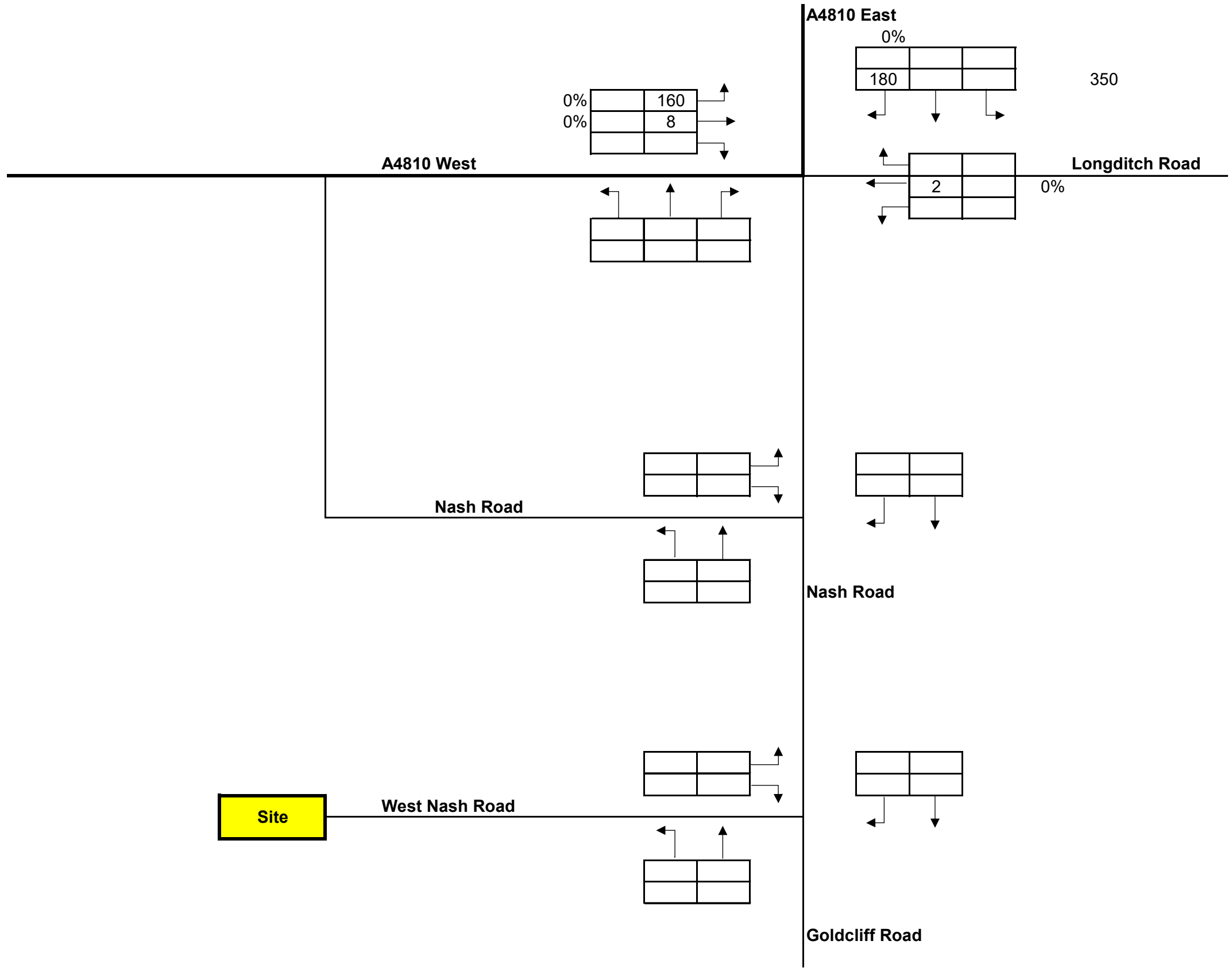
Committed Development Flows (2019-2026)												
Link 7												
A4810 west of the Meadows Road Roundabout												
Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	9	0	9	0	18	0	12	0	11	0	22	0
01.00	9	0	9	0	18	0	11	0	11	0	22	0
02.00	8	0	8	0	16	0	8	0	7	0	15	0
03.00	11	0	11	0	23	0	11	0	10	0	21	0
04.00	21	0	21	0	42	0	13	0	12	0	25	0
05.00	79	0	80	0	158	0	48	0	45	0	93	0
06.00	152	0	154	0	305	0	49	0	46	0	95	0
07.00	181	0	183	0	364	0	37	0	35	0	71	0
08.00	168	0	182	0	350	0	51	0	48	0	99	0
09.00	125	0	127	0	251	0	71	0	67	0	138	0
10.00	122	0	124	0	245	0	104	0	98	0	201	0
11.00	119	0	121	0	239	0	111	0	104	0	215	0
12.00	130	0	132	0	263	0	121	0	114	0	235	0
13.00	150	0	152	0	301	0	141	0	132	0	273	0
14.00	153	0	155	0	308	0	131	0	123	0	254	0
15.00	158	0	160	0	317	0	114	0	108	0	222	0
16.00	201	0	204	0	405	0	97	0	91	0	188	0
17.00	182	0	172	0	354	0	105	0	99	0	204	0
18.00	169	0	171	0	340	0	86	0	81	0	168	0
19.00	86	0	87	0	173	0	51	0	48	0	99	0
20.00	51	0	52	0	103	0	32	0	30	0	62	0
21.00	44	0	45	0	89	0	27	0	25	0	52	0
22.00	31	0	32	0	63	0	22	0	21	0	43	0
23.00	17	0	17	0	35	0	16	0	15	0	31	0
7hr Night	154	0	156	0	310	0	118	0	111	0	229	0
12 hr	1856	0	1883	0	3739	0	1169	0	1100	0	2269	0
18 hr	2238	0	2270	0	4507	0	1366	0	1285	0	2651	0
24 hr	2374	0	2408	0	4783	0	1468	0	1381	0	2849	0

Committed Development Flows (2019-2026)

Link 8

A4810 Queens Way east of the Meadows Road Roundabout

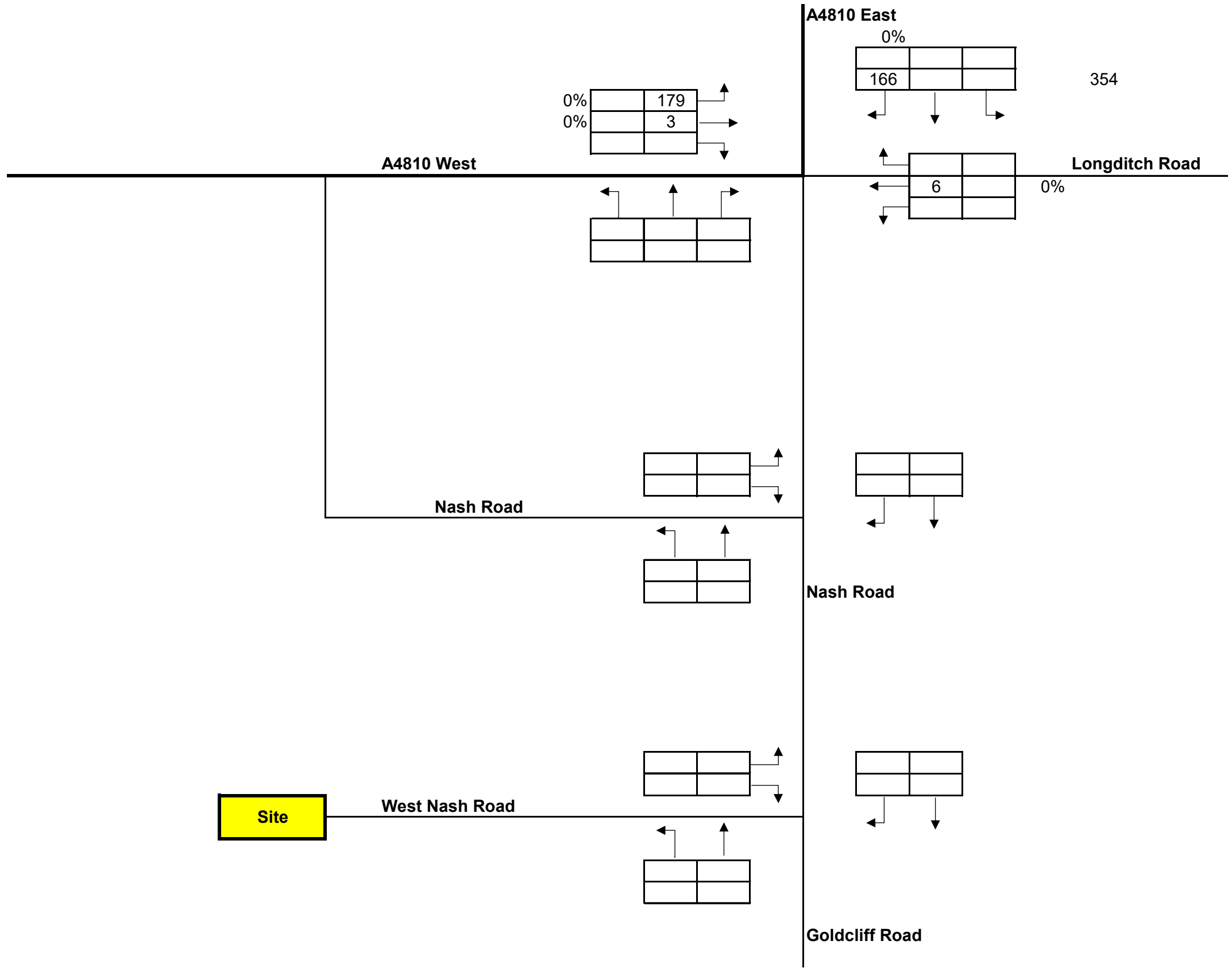
Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	9	0	9	0	18	0	11	0	11	0	22	0
01.00	9	0	9	0	18	0	11	0	10	0	21	0
02.00	8	0	8	0	16	0	7	0	7	0	15	0
03.00	11	0	11	0	22	0	11	0	10	0	20	0
04.00	20	0	20	0	40	0	13	0	12	0	25	0
05.00	76	0	78	0	154	0	46	0	44	0	90	0
06.00	147	0	150	0	297	0	47	0	45	0	92	0
07.00	175	0	179	0	354	0	36	0	34	0	70	0
08.00	160	0	180	0	340	0	49	0	47	0	96	0
09.00	121	0	124	0	245	0	69	0	66	0	135	0
10.00	118	0	121	0	239	0	101	0	95	0	196	0
11.00	115	0	118	0	233	0	107	0	102	0	209	0
12.00	126	0	129	0	256	0	117	0	111	0	229	0
13.00	145	0	148	0	293	0	136	0	129	0	266	0
14.00	148	0	152	0	300	0	127	0	120	0	247	0
15.00	153	0	156	0	309	0	111	0	105	0	216	0
16.00	195	0	200	0	395	0	94	0	89	0	183	0
17.00	179	0	166	0	345	0	102	0	97	0	199	0
18.00	164	0	167	0	331	0	84	0	79	0	163	0
19.00	83	0	85	0	169	0	49	0	47	0	96	0
20.00	50	0	51	0	100	0	31	0	29	0	60	0
21.00	43	0	44	0	87	0	26	0	25	0	51	0
22.00	30	0	31	0	61	0	22	0	20	0	42	0
23.00	17	0	17	0	34	0	16	0	15	0	30	0
7hr Night	149	0	152	0	302	0	115	0	109	0	223	0
12 hr	1800	0	1840	0	3640	0	1133	0	1075	0	2208	0
18 hr	2169	0	2218	0	4387	0	1324	0	1256	0	2580	0
24 hr	2302	0	2353	0	4655	0	1423	0	1349	0	2773	0



Factor Glan Lynn Traffic Flows
Phase 4B
Assume 1550 dwellings are built out in 2026
600 already constructed when survey was completed
Allow for 950 additional dwellings
24% of Phase 4B traffic flows added to the network



Project	794-PLN-TRP-00233 Energy Storage, Uskmouth
Title	Llanwern Regeneration Site 2026 AM Traffic Flows



Factor Glan Lynn Traffic Flows
Phase 4B
Assume 1550 dwellings are built out in 2026
600 already constructed when survey was completed
Allow for 950 additional dwellings
24% of Phase 4B traffic flows added to the network



Project	794-PLN-TRP-00233 Energy Storage, Uskmouth	
	Llanwern Regeneration Site 2026 PM Traffic Flows	

Appendix I – Construction HGV movements

Construction HGV Flows												
Link 2												
West Nash Road - west of Nash village												
Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00												
01.00												
02.00												
03.00												
04.00												
05.00												
06.00												
07.00												
08.00	2	2	2	2	3	3	2	2	2	2	4	4
09.00	2	2	2	2	3	3	2	2	2	2	4	4
10.00	2	2	2	2	3	3	2	2	2	2	4	4
11.00	2	2	2	2	3	3	2	2	2	2	4	4
12.00	2	2	2	2	3	3						
13.00	2	2	2	2	3	3						
14.00	2	2	2	2	3	3						
15.00	2	2	2	2	3	3						
16.00	2	2	2	2	3	3						
17.00	2	2	2	2	3	3						
18.00												
19.00												
20.00												
21.00												
22.00												
23.00												
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	15	15	15	15	30	30	8	8	8	8	15	15
18 hr	15	15	15	15	30	30	8	8	8	8	15	15
24 hr	15	15	15	15	30	30	8	8	8	8	15	15

Construction HGV Flows												
Link 3												
West Nash Road - east of Nash village												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00												
01.00												
02.00												
03.00												
04.00												
05.00												
06.00												
07.00												
08.00	2	2	2	2	3	3	2	2	2	2	4	4
09.00	2	2	2	2	3	3	2	2	2	2	4	4
10.00	2	2	2	2	3	3	2	2	2	2	4	4
11.00	2	2	2	2	3	3	2	2	2	2	4	4
12.00	2	2	2	2	3	3						
13.00	2	2	2	2	3	3						
14.00	2	2	2	2	3	3						
15.00	2	2	2	2	3	3						
16.00	2	2	2	2	3	3						
17.00	2	2	2	2	3	3						
18.00												
19.00												
20.00												
21.00												
22.00												
23.00												
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	15	15	15	15	30	30	8	8	8	8	15	15
18 hr	15	15	15	15	30	30	8	8	8	8	15	15
24 hr	15	15	15	15	30	30	8	8	8	8	15	15

Construction HGV Flows												
Link 4												
Nash Road												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00												
01.00												
02.00												
03.00												
04.00												
05.00												
06.00												
07.00												
08.00	2	2	2	2	3	3	2	2	2	2	4	4
09.00	2	2	2	2	3	3	2	2	2	2	4	4
10.00	2	2	2	2	3	3	2	2	2	2	4	4
11.00	2	2	2	2	3	3	2	2	2	2	4	4
12.00	2	2	2	2	3	3						
13.00	2	2	2	2	3	3						
14.00	2	2	2	2	3	3						
15.00	2	2	2	2	3	3						
16.00	2	2	2	2	3	3						
17.00	2	2	2	2	3	3						
18.00												
19.00												
20.00												
21.00												
22.00												
23.00												
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	15	15	15	15	30	30	8	8	8	8	15	15
18 hr	15	15	15	15	30	30	8	8	8	8	15	15
24 hr	15	15	15	15	30	30	8	8	8	8	15	15

Construction HGV Flows												
Link 5												
Meadows Road - South of Industrial Park												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00												
01.00												
02.00												
03.00												
04.00												
05.00												
06.00												
07.00												
08.00	2	2	2	2	3	3	2	2	2	2	4	4
09.00	2	2	2	2	3	3	2	2	2	2	4	4
10.00	2	2	2	2	3	3	2	2	2	2	4	4
11.00	2	2	2	2	3	3	2	2	2	2	4	4
12.00	2	2	2	2	3	3						
13.00	2	2	2	2	3	3						
14.00	2	2	2	2	3	3						
15.00	2	2	2	2	3	3						
16.00	2	2	2	2	3	3						
17.00	2	2	2	2	3	3						
18.00												
19.00												
20.00												
21.00												
22.00												
23.00												
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	15	15	15	15	30	30	8	8	8	8	15	15
18 hr	15	15	15	15	30	30	8	8	8	8	15	15
24 hr	15	15	15	15	30	30	8	8	8	8	15	15

Construction HGV Flows												
Link 6												
Meadows Road - North of Industrial Park												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00												
01.00												
02.00												
03.00												
04.00												
05.00												
06.00												
07.00												
08.00	2	2	2	2	3	3	2	2	2	2	4	4
09.00	2	2	2	2	3	3	2	2	2	2	4	4
10.00	2	2	2	2	3	3	2	2	2	2	4	4
11.00	2	2	2	2	3	3	2	2	2	2	4	4
12.00	2	2	2	2	3	3						
13.00	2	2	2	2	3	3						
14.00	2	2	2	2	3	3						
15.00	2	2	2	2	3	3						
16.00	2	2	2	2	3	3						
17.00	2	2	2	2	3	3						
18.00												
19.00												
20.00												
21.00												
22.00												
23.00												
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	15	15	15	15	30	30	8	8	8	8	15	15
18 hr	15	15	15	15	30	30	8	8	8	8	15	15
24 hr	15	15	15	15	30	30	8	8	8	8	15	15

Construction HGV Flows												
Link 7												
A4810 west of the Meadows Road Roundabout												
Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00												
01.00												
02.00												
03.00												
04.00												
05.00												
06.00												
07.00												
08.00	1	1	1	1	2	2	1	1	1	1	2	2
09.00	1	1	1	1	2	2	1	1	1	1	2	2
10.00	1	1	1	1	2	2	1	1	1	1	2	2
11.00	1	1	1	1	2	2	1	1	1	1	2	2
12.00	1	1	1	1	2	2						
13.00	1	1	1	1	2	2						
14.00	1	1	1	1	2	2						
15.00	1	1	1	1	2	2						
16.00	1	1	1	1	2	2						
17.00	1	1	1	1	2	2						
18.00												
19.00												
20.00												
21.00												
22.00												
23.00												
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	8	8	8	8	15	15	4	4	4	4	8	8
18 hr	8	8	8	8	15	15	4	4	4	4	8	8
24 hr	8	8	8	8	15	15	4	4	4	4	8	8

Construction HGV Flows												
Link 8												
A4810 Queens Way east of the Meadows Road Roundabout												
Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00												
01.00												
02.00												
03.00												
04.00												
05.00												
06.00												
07.00												
08.00	1	1	1	1	2	2	1	1	1	1	2	2
09.00	1	1	1	1	2	2	1	1	1	1	2	2
10.00	1	1	1	1	2	2	1	1	1	1	2	2
11.00	1	1	1	1	2	2	1	1	1	1	2	2
12.00	1	1	1	1	2	2						
13.00	1	1	1	1	2	2						
14.00	1	1	1	1	2	2						
15.00	1	1	1	1	2	2						
16.00	1	1	1	1	2	2						
17.00	1	1	1	1	2	2						
18.00												
19.00												
20.00												
21.00												
22.00												
23.00												
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	8	8	8	8	15	15	4	4	4	4	8	8
18 hr	8	8	8	8	15	15	4	4	4	4	8	8
24 hr	8	8	8	8	15	15	4	4	4	4	8	8

Appendix J – Construction Staff Traffic Flows

Construction Staff Traffic Flows												
Link 2												
West Nash Road - west of Nash village												
Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00					0	0					0	0
01.00					0	0					0	0
02.00					0	0					0	0
03.00					0	0					0	0
04.00					0	0					0	0
05.00					0	0					0	0
06.00					0	0					0	0
07.00			10		10	0			10		10	0
08.00					0	0					0	0
09.00					0	0					0	0
10.00					0	0					0	0
11.00					0	0					0	0
12.00					0	0	10				10	0
13.00					0	0					0	0
14.00					0	0					0	0
15.00					0	0					0	0
16.00					0	0					0	0
17.00					0	0					0	0
18.00	10				10	0					0	0
19.00					0	0					0	0
20.00					0	0					0	0
21.00					0	0					0	0
22.00					0	0					0	0
23.00					0	0					0	0
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	10	0	10	0	20	0	10	0	10	0	20	0
18 hr	10	0	10	0	20	0	10	0	10	0	20	0
24 hr	10	0	10	0	20	0	10	0	10	0	20	0

Construction Staff Traffic Flows												
Link 3												
West Nash Road - east of Nash village												
Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00					0	0					0	0
01.00					0	0					0	0
02.00					0	0					0	0
03.00					0	0					0	0
04.00					0	0					0	0
05.00					0	0					0	0
06.00					0	0					0	0
07.00			10		10	0			10		10	0
08.00					0	0					0	0
09.00					0	0					0	0
10.00					0	0					0	0
11.00					0	0					0	0
12.00					0	0	10				10	0
13.00					0	0					0	0
14.00					0	0					0	0
15.00					0	0					0	0
16.00					0	0					0	0
17.00					0	0					0	0
18.00	10				10	0					0	0
19.00					0	0					0	0
20.00					0	0					0	0
21.00					0	0					0	0
22.00					0	0					0	0
23.00					0	0					0	0
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	10	0	10	0	20	0	10	0	10	0	20	0
18 hr	10	0	10	0	20	0	10	0	10	0	20	0
24 hr	10	0	10	0	20	0	10	0	10	0	20	0

Construction Staff Traffic Flows												
Link 4												
Nash Road												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00					0	0					0	0
01.00					0	0					0	0
02.00					0	0					0	0
03.00					0	0					0	0
04.00					0	0					0	0
05.00					0	0					0	0
06.00					0	0					0	0
07.00			10		10	0			10		10	0
08.00					0	0					0	0
09.00					0	0					0	0
10.00					0	0					0	0
11.00					0	0					0	0
12.00					0	0	10				10	0
13.00					0	0					0	0
14.00					0	0					0	0
15.00					0	0					0	0
16.00					0	0					0	0
17.00					0	0					0	0
18.00	10				10	0					0	0
19.00					0	0					0	0
20.00					0	0					0	0
21.00					0	0					0	0
22.00					0	0					0	0
23.00					0	0					0	0
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	10	0	10	0	20	0	10	0	10	0	20	0
18 hr	10	0	10	0	20	0	10	0	10	0	20	0
24 hr	10	0	10	0	20	0	10	0	10	0	20	0

Construction Staff Traffic Flows												
Link 5												
Meadows Road - South of Industrial Park												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00					0	0					0	0
01.00					0	0					0	0
02.00					0	0					0	0
03.00					0	0					0	0
04.00					0	0					0	0
05.00					0	0					0	0
06.00					0	0					0	0
07.00			10		10	0			10		10	0
08.00					0	0					0	0
09.00					0	0					0	0
10.00					0	0					0	0
11.00					0	0					0	0
12.00					0	0	10				10	0
13.00					0	0					0	0
14.00					0	0					0	0
15.00					0	0					0	0
16.00					0	0					0	0
17.00					0	0					0	0
18.00	10				10	0					0	0
19.00					0	0					0	0
20.00					0	0					0	0
21.00					0	0					0	0
22.00					0	0					0	0
23.00					0	0					0	0
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	10	0	10	0	20	0	10	0	10	0	20	0
18 hr	10	0	10	0	20	0	10	0	10	0	20	0
24 hr	10	0	10	0	20	0	10	0	10	0	20	0

Construction Staff Traffic Flows												
Link 6												
Meadows Road - North of Industrial Park												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00					0	0					0	0
01.00					0	0					0	0
02.00					0	0					0	0
03.00					0	0					0	0
04.00					0	0					0	0
05.00					0	0					0	0
06.00					0	0					0	0
07.00			10		10	0			10		10	0
08.00					0	0					0	0
09.00					0	0					0	0
10.00					0	0					0	0
11.00					0	0					0	0
12.00					0	0	10				10	0
13.00					0	0					0	0
14.00					0	0					0	0
15.00					0	0					0	0
16.00					0	0					0	0
17.00					0	0					0	0
18.00	10				10	0					0	0
19.00					0	0					0	0
20.00					0	0					0	0
21.00					0	0					0	0
22.00					0	0					0	0
23.00					0	0					0	0
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	10	0	10	0	20	0	10	0	10	0	20	0
18 hr	10	0	10	0	20	0	10	0	10	0	20	0
24 hr	10	0	10	0	20	0	10	0	10	0	20	0

Construction Staff Traffic Flows												
Link 7												
A4810 west of the Meadows Road Roundabout												
Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00					0	0					0	0
01.00					0	0					0	0
02.00					0	0					0	0
03.00					0	0					0	0
04.00					0	0					0	0
05.00					0	0					0	0
06.00					0	0					0	0
07.00	7				7	0	7				7	0
08.00					0	0					0	0
09.00					0	0					0	0
10.00					0	0					0	0
11.00					0	0					0	0
12.00					0	0			7		7	0
13.00					0	0					0	0
14.00					0	0					0	0
15.00					0	0					0	0
16.00					0	0					0	0
17.00					0	0					0	0
18.00			7		7	0					0	0
19.00					0	0					0	0
20.00					0	0					0	0
21.00					0	0					0	0
22.00					0	0					0	0
23.00					0	0					0	0
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	7	0	7	0	15	0	7	0	7	0	15	0
18 hr	7	0	7	0	15	0	7	0	7	0	15	0
24 hr	7	0	7	0	15	0	7	0	7	0	15	0

Construction Staff Traffic Flows												
Link 8												
A4810 Queens Way east of the Meadows Road Roundabout												
Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00					0	0					0	0
01.00					0	0					0	0
02.00					0	0					0	0
03.00					0	0					0	0
04.00					0	0					0	0
05.00					0	0					0	0
06.00					0	0					0	0
07.00			3		3	0			3		3	0
08.00					0	0					0	0
09.00					0	0					0	0
10.00					0	0					0	0
11.00					0	0					0	0
12.00					0	0	3				3	0
13.00					0	0					0	0
14.00					0	0					0	0
15.00					0	0					0	0
16.00					0	0					0	0
17.00					0	0					0	0
18.00	3				3	0					0	0
19.00					0	0					0	0
20.00					0	0					0	0
21.00					0	0					0	0
22.00					0	0					0	0
23.00					0	0					0	0
7hr Night	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	3	0	3	0	5	0	3	0	3	0	5	0
18 hr	3	0	3	0	5	0	3	0	3	0	5	0
24 hr	3	0	3	0	5	0	3	0	3	0	5	0

Appendix K – 2026 Baseline + Construction

2026 Baseline + Construction												
Link 1												
Corporation Road south of A48 junction												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	30	5	23	10	53	15	46	10	43	12	89	22
01.00	31	11	22	6	53	17	35	11	32	10	67	22
02.00	30	10	21	9	52	19	33	10	24	8	57	18
03.00	32	12	32	8	64	20	33	11	29	6	62	17
04.00	66	23	100	9	165	33	32	7	48	11	80	18
05.00	235	32	582	30	817	62	148	19	239	23	387	42
06.00	338	65	434	53	772	118	143	25	139	37	281	62
07.00	411	78	567	82	978	160	112	26	123	28	235	54
08.00	433	67	509	87	943	155	180	32	191	34	370	66
09.00	415	78	455	91	870	169	269	31	282	31	552	62
10.00	410	89	416	99	826	188	289	42	269	26	558	68
11.00	430	102	385	89	815	191	338	33	239	20	577	53
12.00	505	94	409	74	914	168	333	33	217	21	550	54
13.00	590	84	428	65	1019	150	284	24	205	19	489	43
14.00	616	83	336	56	952	139	193	16	170	17	363	33
15.00	595	78	350	59	945	138	195	12	174	15	369	27
16.00	601	58	317	35	917	93	162	10	168	10	330	20
17.00	514	44	415	32	929	76	202	9	229	12	430	21
18.00	432	50	303	28	735	78	211	16	181	11	392	28
19.00	248	30	207	19	455	48	128	9	134	7	263	16
20.00	191	17	164	15	355	32	101	8	97	5	198	14
21.00	135	14	145	15	280	29	84	6	83	6	167	13
22.00	151	12	87	10	239	22	82	5	84	3	166	8
23.00	71	13	56	11	127	23	54	2	54	3	108	5
7hr Night	495	107	837	83	1331	189	381	70	469	73	850	144
12 hr	5953	905	4890	797	10842	1703	2767	284	2449	244	5216	529
18 hr	7086	1055	5983	920	13069	1975	3358	340	3040	306	6398	646
24 hr	7509	1149	6764	992	14274	2141	3685	408	3455	376	7140	785

2026 Baseline + Construction												
Link 2												
West Nash Road - west of Nash village												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	1	2	1	2	0	0	1	4	1	4
05.00	5	2	11	1	16	2	6	3	6	0	13	3
06.00	2	1	22	4	24	5	3	3	5	4	8	7
07.00	6	1	66	2	71	3	0	0	23	4	23	4
08.00	16	3	49	3	65	6	3	2	15	2	18	4
09.00	15	2	42	2	57	4	5	2	26	2	31	4
10.00	22	4	41	2	62	7	18	2	34	2	52	4
11.00	27	2	38	3	65	5	28	2	40	2	68	4
12.00	38	2	31	2	69	4	34	0	34	0	68	0
13.00	34	3	29	5	63	8	43	0	36	0	79	0
14.00	49	6	19	3	69	9	49	0	55	0	104	0
15.00	67	2	13	2	79	4	48	0	20	0	68	0
16.00	51	2	11	2	62	4	51	0	16	0	67	0
17.00	31	2	16	2	47	3	30	0	14	0	44	0
18.00	21	1	4	0	25	1	10	0	1	0	11	0
19.00	4	0	3	0	6	0	2	0	2	0	4	0
20.00	3	0	2	0	5	0	0	0	0	0	0	0
21.00	3	0	1	0	4	0	2	0	5	0	7	0
22.00	1	0	1	0	2	0	2	0	0	0	2	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0
7hr Night	5	2	13	2	18	4	6	3	7	4	14	7
12 hr	377	29	357	28	734	57	319	8	314	11	633	19
18 hr	389	30	387	32	776	62	328	10	327	15	655	26
24 hr	394	31	399	35	794	66	334	13	334	19	669	32

2026 Baseline + Construction												
Link 3												
West Nash Road - east of Nash village												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	2	0	0	0	2	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	1	2	1	2	0	0	1	0	1	0
05.00	6	3	13	3	19	7	7	6	7	0	14	6
06.00	10	2	26	5	35	7	13	6	22	8	35	14
07.00	15	2	64	6	79	9	0	0	43	8	43	8
08.00	30	4	58	3	87	7	4	2	28	2	32	4
09.00	23	3	45	3	68	6	7	2	41	2	48	4
10.00	31	6	46	3	76	9	25	2	49	2	74	4
11.00	35	2	45	5	80	6	36	2	52	2	88	4
12.00	41	3	39	2	80	4	36	0	38	0	74	0
13.00	44	2	41	2	85	3	57	0	48	0	105	0
14.00	56	7	28	3	85	10	56	0	63	0	119	0
15.00	86	2	27	3	113	5	62	0	26	0	88	0
16.00	71	2	27	2	98	3	71	0	22	0	93	0
17.00	40	2	30	2	70	3	40	0	18	0	57	0
18.00	30	1	17	0	47	1	19	0	2	0	21	0
19.00	9	0	13	0	21	0	5	0	5	0	10	0
20.00	8	0	12	0	20	0	0	0	0	0	0	0
21.00	7	0	5	0	13	0	6	0	14	0	20	0
22.00	7	0	4	0	11	0	10	0	0	0	10	0
23.00	5	0	1	0	5	0	0	0	0	0	0	0
7hr Night	13	3	15	5	27	8	7	6	8	0	16	6
12 hr	503	34	466	33	969	66	412	8	429	15	841	23
18 hr	548	36	526	37	1074	73	446	13	470	23	917	37
24 hr	556	39	540	42	1096	82	453	19	479	23	932	43

2026 Baseline + Construction												
Link 4												
Nash Road												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	3	0	3	0	6	0	5	0	5	0	10	0
01.00	1	0	2	0	3	0	3	0	6	0	9	0
02.00	0	0	1	0	1	0	1	0	0	0	1	0
03.00	1	0	1	0	3	0	1	0	1	0	2	0
04.00	1	0	1	1	3	1	1	0	1	4	2	4
05.00	9	2	13	1	22	3	11	4	8	0	20	4
06.00	18	2	32	4	50	5	8	4	9	4	18	7
07.00	47	3	83	1	130	5	18	0	40	4	58	4
08.00	70	4	73	3	143	7	32	2	41	2	74	4
09.00	58	2	75	2	133	4	35	6	66	2	102	8
10.00	61	6	77	5	138	11	66	2	77	5	143	7
11.00	62	2	84	5	146	7	65	2	80	2	145	4
12.00	71	4	72	4	143	7	73	0	85	0	158	0
13.00	73	2	74	6	148	9	93	0	93	0	185	0
14.00	91	7	55	4	146	11	98	0	113	0	210	0
15.00	99	2	67	3	166	5	89	0	76	0	165	0
16.00	90	3	71	2	161	5	92	0	82	0	174	0
17.00	61	2	65	3	126	4	97	0	44	0	141	0
18.00	55	1	52	0	107	1	60	0	59	0	120	0
19.00	27	0	33	0	60	0	32	0	40	0	72	0
20.00	19	0	31	0	50	0	25	0	32	0	57	0
21.00	17	0	20	0	37	0	25	0	21	0	46	0
22.00	14	0	14	0	28	0	9	0	16	0	25	0
23.00	8	0	6	0	14	0	19	0	13	0	31	0
7hr Night	24	2	28	2	51	4	42	4	34	4	76	7
12 hr	840	38	848	38	1688	77	818	11	857	15	1675	26
18 hr	942	40	985	42	1927	82	937	15	988	18	1924	33
24 hr	958	42	1006	44	1964	86	959	19	1009	22	1969	41

2026 Baseline + Construction												
Link 5												
Meadows Road - South of Industrial Park												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	3	0	4	1	6	1	3	0	6	0	9	0
01.00	1	0	2	1	3	1	3	0	4	0	7	0
02.00	1	0	1	0	2	0	1	0	0	0	1	0
03.00	1	0	2	4	3	4	3	0	1	4	4	4
04.00	2	2	2	2	4	4	1	0	1	4	2	4
05.00	17	4	11	2	28	5	7	5	10	0	18	5
06.00	41	2	21	5	62	7	11	0	4	4	16	4
07.00	49	4	69	4	118	8	17	5	38	4	55	9
08.00	78	7	124	6	202	13	24	2	31	2	55	4
09.00	69	7	97	6	166	13	32	2	52	2	84	4
10.00	82	9	94	7	176	16	63	6	78	2	141	8
11.00	90	6	94	3	184	9	70	2	80	2	150	4
12.00	89	6	97	3	186	9	91	0	89	0	180	0
13.00	88	4	121	9	209	13	89	0	99	0	188	0
14.00	103	13	115	7	218	20	76	0	116	0	192	0
15.00	130	6	99	4	229	10	79	0	77	0	156	0
16.00	112	2	108	5	220	7	65	0	84	4	149	4
17.00	67	2	120	3	187	5	60	0	48	0	108	0
18.00	50	1	86	1	135	2	53	0	38	0	91	0
19.00	28	0	41	1	68	1	27	0	34	0	61	0
20.00	15	0	23	0	37	0	24	0	26	0	50	0
21.00	13	0	16	0	29	0	16	0	17	0	32	0
22.00	11	0	10	0	21	0	10	5	11	4	22	9
23.00	6	0	7	0	13	0	13	0	5	0	18	0
7hr Night	31	5	28	9	59	14	31	5	28	9	59	14
12 hr	1007	66	1224	59	2231	125	719	17	829	16	1548	33
18 hr	1120	68	1341	65	2461	133	820	21	927	25	1747	47
24 hr	1145	73	1362	74	2507	148	839	26	950	34	1789	60

2026 Baseline + Construction												
Link 6												
Meadows Road - North of Industrial Park												
Time Begin	Weekday Average						Saturday Average					
	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	7	1	7	1	14	2	7	0	10	7	18	7
01.00	3	1	5	2	8	3	11	5	10	0	22	5
02.00	8	2	7	1	15	3	7	5	10	3	18	8
03.00	11	5	14	4	25	9	10	0	15	0	25	0
04.00	20	9	35	4	55	13	14	5	25	3	39	8
05.00	56	7	132	9	188	15	39	5	79	13	118	18
06.00	123	21	181	14	304	35	57	0	72	3	129	3
07.00	111	12	333	13	444	25	43	0	115	3	158	3
08.00	174	30	447	25	621	55	83	7	136	2	219	9
09.00	192	21	302	28	494	49	101	2	177	9	278	10
10.00	210	37	266	31	476	68	163	7	239	5	403	12
11.00	220	26	256	31	476	58	232	11	247	2	479	13
12.00	251	28	279	31	530	60	209	0	235	7	445	7
13.00	241	30	382	33	623	64	222	0	265	0	487	0
14.00	286	31	336	53	623	84	196	5	217	0	413	5
15.00	309	25	260	32	570	57	158	5	176	3	334	8
16.00	329	21	302	33	632	54	145	5	115	3	259	8
17.00	251	8	305	16	555	24	127	0	71	0	198	0
18.00	168	10	193	8	361	18	80	0	46	0	126	0
19.00	93	3	75	5	167	8	39	0	35	0	74	0
20.00	48	3	35	4	83	7	27	0	34	0	61	0
21.00	38	4	62	1	100	4	18	0	23	0	41	0
22.00	49	0	22	0	71	0	13	0	15	3	27	3
23.00	14	1	12	2	26	3	17	5	10	0	27	5
7hr Night	120	25	212	23	332	48	105	24	160	27	266	51
12 hr	2741	279	3662	336	6403	615	1760	41	2039	34	3799	75
18 hr	3106	310	4049	361	7155	671	1930	46	2229	41	4158	87
24 hr	3212	334	4249	382	7460	717	2018	65	2379	67	4397	132

2026 Baseline + Construction												
Link 7												
A4810 west of the Meadows Road Roundabout												
Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	45	8	61	7	105	15	63	0	78	5	142	5
01.00	48	7	45	5	93	13	76	9	56	4	132	13
02.00	33	5	50	10	83	15	50	11	47	15	97	26
03.00	57	15	57	12	115	26	60	13	52	22	112	35
04.00	135	19	83	17	218	36	78	11	46	11	124	22
05.00	569	35	259	29	828	64	335	6	139	14	473	20
06.00	979	63	578	59	1557	122	265	19	155	12	420	32
07.00	1198	77	763	48	1961	125	250	4	125	12	374	16
08.00	974	76	784	54	1758	130	352	20	222	10	574	30
09.00	780	72	705	64	1486	136	479	18	349	14	828	32
10.00	692	68	764	66	1457	134	569	10	598	14	1168	23
11.00	689	61	717	70	1406	130	660	14	628	19	1288	33
12.00	817	63	776	94	1593	157	736	9	692	16	1428	25
13.00	922	71	813	66	1734	137	827	11	727	14	1554	24
14.00	779	79	866	82	1645	161	812	15	691	12	1503	28
15.00	783	60	970	70	1753	130	755	15	642	15	1396	30
16.00	867	45	1155	74	2022	119	635	4	476	15	1112	19
17.00	916	33	767	42	1683	75	684	6	357	8	1041	14
18.00	771	31	941	30	1711	61	548	4	412	4	960	8
19.00	507	20	487	19	994	39	371	13	256	5	627	18
20.00	352	14	264	10	616	24	232	4	147	4	379	8
21.00	312	9	264	18	576	27	193	2	145	2	338	4
22.00	174	9	222	18	396	27	149	4	142	7	291	11
23.00	90	6	108	9	198	14	114	2	95	3	209	5
7hr Night	976	94	664	89	1641	183	776	52	513	74	1289	126
12 hr	10189	737	10021	759	20210	1496	7307	131	5920	151	13227	282
18 hr	12603	859	11945	891	24548	1750	8631	176	6860	184	15491	360
24 hr	13490	947	12501	972	25990	1919	9294	226	7278	255	16571	481

2026 Baseline + Construction												
Link 8												
A4810 Queens Way east of the Meadows Road Roundabout												
Time Begin	Weekday Average						Saturday Average					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	33	8	42	8	75	16	38	0	56	13	95	13
01.00	41	9	35	10	76	19	52	13	39	2	92	15
02.00	29	4	38	13	66	18	35	13	29	13	63	26
03.00	50	16	43	11	93	27	43	20	46	28	89	47
04.00	110	26	61	18	171	44	60	13	46	19	107	32
05.00	456	38	194	31	650	69	274	13	119	28	393	41
06.00	852	64	404	51	1256	115	211	20	190	11	401	30
07.00	986	78	513	44	1500	122	151	7	154	32	305	39
08.00	681	73	550	45	1231	118	228	16	192	12	420	28
09.00	542	63	493	54	1035	118	304	14	284	18	588	32
10.00	472	54	538	51	1010	105	346	14	508	14	854	28
11.00	491	55	495	52	986	107	423	16	489	20	912	36
12.00	554	53	528	66	1082	120	504	9	494	17	998	26
13.00	606	51	635	73	1241	124	561	15	595	17	1156	32
14.00	572	54	697	65	1269	120	527	9	546	15	1073	24
15.00	572	47	734	69	1306	116	534	15	406	15	940	30
16.00	653	34	1016	68	1669	102	428	7	365	19	794	26
17.00	654	26	1013	64	1668	90	516	9	348	13	864	22
18.00	552	26	849	45	1401	71	373	2	336	9	709	11
19.00	346	20	367	27	712	47	226	11	192	4	419	15
20.00	247	13	177	15	424	27	119	2	141	9	261	11
21.00	204	11	162	8	366	19	131	2	90	0	221	2
22.00	117	9	141	10	258	19	88	4	94	4	182	9
23.00	63	10	79	10	142	20	78	4	54	4	132	9
7hr Night	782	112	492	101	1274	213	580	76	390	107	971	183
12 hr	7336	614	8062	698	15398	1311	4895	132	4718	201	9613	333
18 hr	9165	740	9392	818	18556	1558	5748	175	5481	233	11229	408
24 hr	9884	842	9805	909	19688	1751	6250	247	5817	336	12067	583

Appendix L – Construction Link Impact Assessment

Construction Traffic Percentage Impact												
Link 2												
West Nash Road - west of Nash village												
Time Begin	Weekday Average						Saturday Average					
	2026 Baseline		Development		% Impact		2026 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
01.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
02.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
03.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
04.00	1	2	0	0	0%	0%	1	4	0	0	0%	0%
05.00	16	2	0	0	0%	0%	13	3	0	0	0%	0%
06.00	24	5	0	0	0%	0%	8	7	0	0	0%	0%
07.00	61	3	10	0	16%	0%	13	4	10	0	80%	0%
08.00	62	3	3	3	5%	92%	15	0	4	4	26%	0%
09.00	54	1	3	3	6%	222%	27	0	4	4	14%	0%
10.00	59	4	3	3	5%	83%	48	0	4	4	8%	0%
11.00	62	2	3	3	5%	192%	65	0	4	4	6%	0%
12.00	66	1	3	3	5%	222%	58	0	10	0	17%	0%
13.00	60	5	3	3	5%	59%	79	0	0	0	0%	0%
14.00	66	6	3	3	5%	49%	104	0	0	0	0%	0%
15.00	76	1	3	3	4%	384%	68	0	0	0	0%	0%
16.00	59	1	3	3	5%	528%	67	0	0	0	0%	0%
17.00	44	0	3	3	7%	0%	44	0	0	0	0%	0%
18.00	15	1	10	0	68%	0%	11	0	0	0	0%	0%
19.00	6	0	0	0	0%	0%	4	0	0	0	0%	0%
20.00	5	0	0	0	0%	0%	0	0	0	0	0%	0%
21.00	4	0	0	0	0%	0%	7	0	0	0	0%	0%
22.00	2	0	0	0	0%	0%	2	0	0	0	0%	0%
23.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
7hr Night	18	4	0	0	0	0	14	7	0	0	0	0
12 hr	684	27	50	30	1	18	598	4	35	15	2	0
18 hr	726	32	50	30	1	18	620	11	35	15	2	0
24 hr	744	36	50	30	6.7%	83.3%	634	17	35	15	6%	86%

Construction Traffic Percentage Impact												
Link 3												
West Nash Road - east of Nash village												
Time Begin	Weekday Average						Saturday Average					
	2024 Baseline		Development		% Impact		2024 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	2	0	0	0	0%	0%	0	0	0	0	0%	0%
01.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
02.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
03.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
04.00	1	2	0	0	0%	0%	1	0	0	0	0%	0%
05.00	19	7	0	0	0%	0%	14	6	0	0	0%	0%
06.00	35	7	0	0	0%	0%	35	14	0	0	0%	0%
07.00	69	9	10	0	14%	0%	33	8	10	0	30%	0%
08.00	84	4	3	3	4%	77%	28	0	4	4	13%	0%
09.00	65	3	3	3	5%	109%	45	0	4	4	8%	0%
10.00	73	6	3	3	4%	48%	70	0	4	4	5%	0%
11.00	77	3	3	3	4%	94%	84	0	4	4	4%	0%
12.00	77	1	3	3	4%	259%	64	0	10	0	16%	0%
13.00	82	0	3	3	4%	0%	105	0	0	0	0%	0%
14.00	82	7	3	3	4%	41%	119	0	0	0	0%	0%
15.00	110	2	3	3	3%	187%	88	0	0	0	0%	0%
16.00	95	0	3	3	3%	0%	93	0	0	0	0%	0%
17.00	67	0	3	3	4%	0%	57	0	0	0	0%	0%
18.00	37	1	10	0	27%	0%	21	0	0	0	0%	0%
19.00	21	0	0	0	0%	0%	10	0	0	0	0%	0%
20.00	20	0	0	0	0%	0%	0	0	0	0	0%	0%
21.00	13	0	0	0	0%	0%	20	0	0	0	0%	0%
22.00	11	0	0	0	0%	0%	10	0	0	0	0%	0%
23.00	5	0	0	0	0%	0%	0	0	0	0	0%	0%
7hr Night	27	8	0	0	0	0	16	6	0	0	0	0
12 hr	919	36	50	30	1	8	806	8	35	15	1	0
18 hr	1024	43	50	30	1	8	882	22	35	15	1	0
24 hr	1046	52	50	30	4.8%	58.2%	897	28	35	15	3.9%	54.5%

Construction Traffic Percentage Impact												
Link 4												
Nash Road												
Time Begin	Weekday Average						Saturday Average					
	2026 Baseline		Development		% Impact		2024 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	6	0	0	0	0%	0%	10	0	0	0	0%	0%
01.00	3	0	0	0	0%	0%	9	0	0	0	0%	0%
02.00	1	0	0	0	0%	0%	1	0	0	0	0%	0%
03.00	3	0	0	0	0%	0%	2	0	0	0	0%	0%
04.00	3	1	0	0	0%	0%	2	4	0	0	0%	0%
05.00	22	3	0	0	0%	0%	20	4	0	0	0%	0%
06.00	50	5	0	0	0%	0%	18	7	0	0	0%	0%
07.00	120	5	10	0	8%	0%	48	4	10	0	21%	0%
08.00	140	4	3	3	2%	80%	70	0	4	4	5%	0%
09.00	130	1	3	3	2%	202%	98	4	4	4	4%	97%
10.00	135	8	3	3	2%	37%	140	4	4	4	3%	105%
11.00	143	4	3	3	2%	69%	142	0	4	4	3%	0%
12.00	140	4	3	3	2%	67%	148	0	10	0	7%	0%
13.00	145	6	3	3	2%	52%	185	0	0	0	0%	0%
14.00	143	8	3	3	2%	40%	210	0	0	0	0%	0%
15.00	163	2	3	3	2%	137%	165	0	0	0	0%	0%
16.00	158	2	3	3	2%	133%	174	0	0	0	0%	0%
17.00	123	1	3	3	2%	211%	141	0	0	0	0%	0%
18.00	97	1	10	0	10%	0%	120	0	0	0	0%	0%
19.00	60	0	0	0	0%	0%	72	0	0	0	0%	0%
20.00	50	0	0	0	0%	0%	57	0	0	0	0%	0%
21.00	37	0	0	0	0%	0%	46	0	0	0	0%	0%
22.00	28	0	0	0	0%	0%	25	0	0	0	0%	0%
23.00	14	0	0	0	0%	0%	31	0	0	0	0%	0%
7hr Night	51	4	0	0	0	0	76	7	0	0	0	0
12 hr	1638	47	50	30	0	10	1640	11	35	15	0	2
18 hr	1877	52	50	30	0	10	1889	18	35	15	0	2
24 hr	1914	56	50	30	2.6%	53.3%	1934	26	35	15	1.8%	58.0%

Construction Traffic Percentage Impact												
Link 5												
Meadows Road - South of Industrial Park												
Time Begin	Weekday Average						Saturday Average					
	2024 Baseline		Development		% Impact		2024 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	6	1	0	0	0%	0%	9	0	0	0	0%	0%
01.00	3	1	0	0	0%	0%	7	0	0	0	0%	0%
02.00	2	0	0	0	0%	0%	1	0	0	0	0%	0%
03.00	3	4	0	0	0%	0%	4	4	0	0	0%	0%
04.00	4	4	0	0	0%	0%	2	4	0	0	0%	0%
05.00	28	5	0	0	0%	0%	18	5	0	0	0%	0%
06.00	62	7	0	0	0%	0%	16	4	0	0	0%	0%
07.00	108	8	10	0	9%	0%	45	9	10	0	22%	0%
08.00	199	10	3	3	2%	30%	51	0	4	4	7%	0%
09.00	163	10	3	3	2%	30%	80	0	4	4	5%	0%
10.00	173	13	3	3	2%	24%	138	5	4	4	3%	82%
11.00	181	6	3	3	2%	47%	146	0	4	4	3%	0%
12.00	183	6	3	3	2%	47%	170	0	10	0	6%	0%
13.00	206	10	3	3	1%	30%	188	0	0	0	0%	0%
14.00	215	17	3	3	1%	17%	192	0	0	0	0%	0%
15.00	226	7	3	3	1%	41%	156	0	0	0	0%	0%
16.00	217	4	3	3	1%	83%	149	4	0	0	0%	0%
17.00	184	2	3	3	2%	167%	108	0	0	0	0%	0%
18.00	125	2	10	0	8%	0%	91	0	0	0	0%	0%
19.00	68	1	0	0	0%	0%	61	0	0	0	0%	0%
20.00	37	0	0	0	0%	0%	50	0	0	0	0%	0%
21.00	29	0	0	0	0%	0%	32	0	0	0	0%	0%
22.00	21	0	0	0	0%	0%	22	9	0	0	0%	0%
23.00	13	0	0	0	0%	0%	18	0	0	0	0%	0%
7hr Night	59	14	0	0	0	0	59	14	0	0	0	0
12 hr	2181	95	50	30	0	5	1513	18	35	15	0	1
18 hr	2411	103	50	30	0	5	1712	32	35	15	0	1
24 hr	2457	118	50	30	2.0%	25.5%	1754	45	35	15	2.0%	33.2%

Construction Traffic Percentage Impact												
Link 6												
Meadows Road - North of Industrial Park												
Time Begin	Weekday Average						Saturday Average					
	2024 Baseline		Development		% Impact		2024 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	14	2	0	0	0%	0%	18	7	0	0	0%	0%
01.00	8	3	0	0	0%	0%	22	5	0	0	0%	0%
02.00	15	3	0	0	0%	0%	18	8	0	0	0%	0%
03.00	25	9	0	0	0%	0%	25	0	0	0	0%	0%
04.00	55	13	0	0	0%	0%	39	8	0	0	0%	0%
05.00	188	15	0	0	0%	0%	118	18	0	0	0%	0%
06.00	304	35	0	0	0%	0%	129	3	0	0	0%	0%
07.00	434	25	10	0	2%	0%	148	3	10	0	7%	0%
08.00	618	52	3	3	0%	6%	216	5	4	4	2%	78%
09.00	491	46	3	3	1%	7%	274	7	4	4	1%	56%
10.00	473	65	3	3	1%	5%	399	8	4	4	1%	46%
11.00	473	55	3	3	1%	5%	475	10	4	4	1%	39%
12.00	527	57	3	3	1%	5%	435	7	10	0	2%	0%
13.00	620	61	3	3	0%	5%	487	0	0	0	0%	0%
14.00	620	81	3	3	0%	4%	413	5	0	0	0%	0%
15.00	567	54	3	3	1%	6%	334	8	0	0	0%	0%
16.00	629	51	3	3	0%	6%	259	8	0	0	0%	0%
17.00	552	21	3	3	1%	14%	198	0	0	0	0%	0%
18.00	351	18	10	0	3%	0%	126	0	0	0	0%	0%
19.00	167	8	0	0	0%	0%	74	0	0	0	0%	0%
20.00	83	7	0	0	0%	0%	61	0	0	0	0%	0%
21.00	100	4	0	0	0%	0%	41	0	0	0	0%	0%
22.00	71	0	0	0	0%	0%	27	3	0	0	0%	0%
23.00	26	3	0	0	0%	0%	27	5	0	0	0%	0%
7hr Night	332	48	0	0	0	0	266	51	0	0	0	0
12 hr	6353	585	50	30	0	1	3764	60	35	15	0	2
18 hr	7105	641	50	30	0	1	4123	72	35	15	0	2
24 hr	7410	687	50	30	0.7%	4.4%	4362	117	35	15	0.8%	12.8%

Construction Traffic Percentage Impact												
Link 7												
A4810 west of the Meadows Road Roundabout												
Time Begin	Weekday Average						Saturday Average					
	2024 Baseline		Development		% Impact		2024 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	105	15	0	0	0.0%	0.0%	142	5	0	0	0.0%	0.0%
01.00	93	13	0	0	0.0%	0.0%	132	13	0	0	0.0%	0.0%
02.00	83	15	0	0	0.0%	0.0%	97	26	0	0	0.0%	0.0%
03.00	115	26	0	0	0.0%	0.0%	112	35	0	0	0.0%	0.0%
04.00	218	36	0	0	0.0%	0.0%	124	22	0	0	0.0%	0.0%
05.00	828	64	0	0	0.0%	0.0%	473	20	0	0	0.0%	0.0%
06.00	1557	122	0	0	0.0%	0.0%	420	32	0	0	0.0%	0.0%
07.00	1954	125	7	0	0.4%	0.0%	367	16	7	0	2.0%	0.0%
08.00	1757	128	2	2	0.1%	1.2%	572	29	2	2	0.3%	6.6%
09.00	1484	135	2	2	0.1%	1.1%	826	30	2	2	0.2%	6.3%
10.00	1455	133	2	2	0.1%	1.1%	1166	21	2	2	0.2%	8.8%
11.00	1405	129	2	2	0.1%	1.2%	1286	31	2	2	0.1%	6.1%
12.00	1592	156	2	2	0.1%	1.0%	1421	25	7	0	0.5%	0.0%
13.00	1733	135	2	2	0.1%	1.1%	1554	24	0	0	0.0%	0.0%
14.00	1644	160	2	2	0.1%	0.9%	1503	28	0	0	0.0%	0.0%
15.00	1752	129	2	2	0.1%	1.2%	1396	30	0	0	0.0%	0.0%
16.00	2020	118	2	2	0.1%	1.3%	1112	19	0	0	0.0%	0.0%
17.00	1682	74	2	2	0.1%	2.0%	1041	14	0	0	0.0%	0.0%
18.00	1704	61	7	0	0.4%	0.0%	960	8	0	0	0.0%	0.0%
19.00	994	39	0	0	0.0%	0.0%	627	18	0	0	0.0%	0.0%
20.00	616	24	0	0	0.0%	0.0%	379	8	0	0	0.0%	0.0%
21.00	576	27	0	0	0.0%	0.0%	338	4	0	0	0.0%	0.0%
22.00	396	27	0	0	0.0%	0.0%	291	11	0	0	0.0%	0.0%
23.00	198	14	0	0	0.0%	0.0%	209	5	0	0	0.0%	0.0%
7hr Night	1641	183	0	0	0	0	1289	126	0	0	0	0
12 hr	20181	1481	30	15	0	0	13205	275	22	8	0	0
18 hr	24518	1735	30	15	0	0	15469	353	22	8	0	0
24 hr	25961	1904	30	15	0.1%	0.8%	16549	473	22	8	0.1%	1.6%

Construction Traffic Percentage Impact												
Link 8												
A4810 Queens Way east of the Meadows Road Roundabout												
Time Begin	Weekday Average						Saturday Average					
	2024 Baseline		Development		% Impact		2024 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	75	16	0	0	0.0%	0.0%	95	13	0	0	0.0%	0.0%
01.00	76	19	0	0	0.0%	0.0%	92	15	0	0	0.0%	0.0%
02.00	66	18	0	0	0.0%	0.0%	63	26	0	0	0.0%	0.0%
03.00	93	27	0	0	0.0%	0.0%	89	47	0	0	0.0%	0.0%
04.00	171	44	0	0	0.0%	0.0%	107	32	0	0	0.0%	0.0%
05.00	650	69	0	0	0.0%	0.0%	393	41	0	0	0.0%	0.0%
06.00	1256	115	0	0	0.0%	0.0%	401	30	0	0	0.0%	0.0%
07.00	1497	122	3	0	0.2%	0.0%	302	39	3	0	0.9%	0.0%
08.00	1230	117	2	2	0.1%	1.3%	419	26	2	2	0.4%	7.2%
09.00	1033	116	2	2	0.1%	1.3%	586	30	2	2	0.3%	6.2%
10.00	1009	104	2	2	0.1%	1.4%	852	26	2	2	0.2%	7.2%
11.00	984	105	2	2	0.2%	1.4%	910	34	2	2	0.2%	5.4%
12.00	1081	118	2	2	0.1%	1.3%	995	26	3	0	0.3%	0.0%
13.00	1240	123	2	2	0.1%	1.2%	1156	32	0	0	0.0%	0.0%
14.00	1268	118	2	2	0.1%	1.3%	1073	24	0	0	0.0%	0.0%
15.00	1305	115	2	2	0.1%	1.3%	940	30	0	0	0.0%	0.0%
16.00	1667	100	2	2	0.1%	1.5%	794	26	0	0	0.0%	0.0%
17.00	1666	89	2	2	0.1%	1.7%	864	22	0	0	0.0%	0.0%
18.00	1398	71	3	0	0.2%	0.0%	709	11	0	0	0.0%	0.0%
19.00	712	47	0	0	0.0%	0.0%	419	15	0	0	0.0%	0.0%
20.00	424	27	0	0	0.0%	0.0%	261	11	0	0	0.0%	0.0%
21.00	366	19	0	0	0.0%	0.0%	221	2	0	0	0.0%	0.0%
22.00	258	19	0	0	0.0%	0.0%	182	9	0	0	0.0%	0.0%
23.00	142	20	0	0	0.0%	0.0%	132	9	0	0	0.0%	0.0%
7hr Night	1274	213	0	0	0	0	971	183	0	0	0	0
12 hr	15378	1296	20	15	0	0	9600	325	13	8	0	0
18 hr	18536	1543	20	15	0	0	11216	401	13	8	0	0
24 hr	19668	1736	20	15	0.1%	0.9%	12054	575	13	8	0.1%	1.3%

Appendix M – Cumulative Link Impact Assessment

Cumulative Development Traffic Percentage Impact												
Link 2												
West Nash Road - west of Nash village												
Time Begin	Weekday Average						Saturday Average					
	2026 Baseline		Development		% Impact		2026 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
01.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
02.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
03.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
04.00	1	2	0	0	0%	0%	1	4	0	0	0%	0%
05.00	16	2	0	0	0%	0%	13	3	0	0	0%	0%
06.00	24	5	0	0	0%	0%	8	7	0	0	0%	0%
07.00	61	3	20	0	33%	0%	13	4	20	0	160%	0%
08.00	62	3	5	5	8%	147%	15	0	6	6	41%	0%
09.00	54	1	5	5	9%	356%	27	0	6	6	22%	0%
10.00	59	4	5	5	8%	133%	48	0	6	6	13%	0%
11.00	62	2	5	5	8%	307%	65	0	6	6	9%	0%
12.00	66	1	5	5	7%	356%	58	0	20	0	34%	0%
13.00	60	5	5	5	8%	95%	79	0	0	0	0%	0%
14.00	66	6	5	5	7%	79%	104	0	0	0	0%	0%
15.00	76	1	5	5	6%	614%	68	0	0	0	0%	0%
16.00	59	1	5	5	8%	845%	67	0	0	0	0%	0%
17.00	44	0	5	5	11%	0%	44	0	0	0	0%	0%
18.00	15	1	20	0	135%	0%	11	0	0	0	0%	0%
19.00	6	0	0	0	0%	0%	4	0	0	0	0%	0%
20.00	5	0	0	0	0%	0%	0	0	0	0	0%	0%
21.00	4	0	0	0	0%	0%	7	0	0	0	0%	0%
22.00	2	0	0	0	0%	0%	2	0	0	0	0%	0%
23.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
7hr Night	18	4	0	0	0	0	14	7	0	0	0	0
12 hr	684	27	88	48	2	29	598	4	64	24	3	0
18 hr	726	32	88	48	2	29	620	11	64	24	3	0
24 hr	744	36	88	48	11.8%	133.3%	634	17	64	24	10%	138%

Cumulative Development Traffic Percentage Impact												
Link 3												
West Nash Road - east of Nash village												
Time Begin	Weekday Average						Saturday Average					
	2026 Baseline		Development		% Impact		2026 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	2	0	0	0	0%	0%	0	0	0	0	0%	0%
01.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
02.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
03.00	0	0	0	0	0%	0%	0	0	0	0	0%	0%
04.00	1	2	0	0	0%	0%	1	0	0	0	0%	0%
05.00	19	7	0	0	0%	0%	14	6	0	0	0%	0%
06.00	35	7	0	0	0%	0%	35	14	0	0	0%	0%
07.00	69	9	20	0	29%	0%	33	8	20	0	61%	0%
08.00	84	4	5	5	6%	122%	28	0	6	6	21%	0%
09.00	65	3	5	5	7%	174%	45	0	6	6	13%	0%
10.00	73	6	5	5	7%	77%	70	0	6	6	9%	0%
11.00	77	3	5	5	6%	150%	84	0	6	6	7%	0%
12.00	77	1	5	5	6%	414%	64	0	20	0	31%	0%
13.00	82	0	5	5	6%	0%	105	0	0	0	0%	0%
14.00	82	7	5	5	6%	65%	119	0	0	0	0%	0%
15.00	110	2	5	5	4%	299%	88	0	0	0	0%	0%
16.00	95	0	5	5	5%	0%	93	0	0	0	0%	0%
17.00	67	0	5	5	7%	0%	57	0	0	0	0%	0%
18.00	37	1	20	0	54%	0%	21	0	0	0	0%	0%
19.00	21	0	0	0	0%	0%	10	0	0	0	0%	0%
20.00	20	0	0	0	0%	0%	0	0	0	0	0%	0%
21.00	13	0	0	0	0%	0%	20	0	0	0	0%	0%
22.00	11	0	0	0	0%	0%	10	0	0	0	0%	0%
23.00	5	0	0	0	0%	0%	0	0	0	0	0%	0%
7hr Night	27	8	0	0	0	0	16	6	0	0	0	0
12 hr	919	36	88	48	1	13	806	8	64	24	1	0
18 hr	1024	43	88	48	1	13	882	22	64	24	1	0
24 hr	1046	52	88	48	8.4%	93.1%	897	28	64	24	7.1%	87.1%

Cumulative Development Traffic Percentage Impact												
Link 4												
Nash Road												
Time Begin	Weekday Average						Saturday Average					
	2026 Baseline		Development		% Impact		2026 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	6	0	0	0	0%	0%	10	0	0	0	0%	0%
01.00	3	0	0	0	0%	0%	9	0	0	0	0%	0%
02.00	1	0	0	0	0%	0%	1	0	0	0	0%	0%
03.00	3	0	0	0	0%	0%	2	0	0	0	0%	0%
04.00	3	1	0	0	0%	0%	2	4	0	0	0%	0%
05.00	22	3	0	0	0%	0%	20	4	0	0	0%	0%
06.00	50	5	0	0	0%	0%	18	7	0	0	0%	0%
07.00	120	5	20	0	17%	0%	48	4	20	0	42%	0%
08.00	140	4	5	5	3%	128%	70	0	6	6	9%	0%
09.00	130	1	5	5	4%	323%	98	4	6	6	6%	155%
10.00	135	8	5	5	4%	59%	140	4	6	6	4%	169%
11.00	143	4	5	5	3%	111%	142	0	6	6	4%	0%
12.00	140	4	5	5	3%	108%	148	0	20	0	14%	0%
13.00	145	6	5	5	3%	83%	185	0	0	0	0%	0%
14.00	143	8	5	5	3%	64%	210	0	0	0	0%	0%
15.00	163	2	5	5	3%	218%	165	0	0	0	0%	0%
16.00	158	2	5	5	3%	212%	174	0	0	0	0%	0%
17.00	123	1	5	5	4%	337%	141	0	0	0	0%	0%
18.00	97	1	20	0	21%	0%	120	0	0	0	0%	0%
19.00	60	0	0	0	0%	0%	72	0	0	0	0%	0%
20.00	50	0	0	0	0%	0%	57	0	0	0	0%	0%
21.00	37	0	0	0	0%	0%	46	0	0	0	0%	0%
22.00	28	0	0	0	0%	0%	25	0	0	0	0%	0%
23.00	14	0	0	0	0%	0%	31	0	0	0	0%	0%
7hr Night	51	4	0	0	0	0	76	7	0	0	0	0
12 hr	1638	47	88	48	1	16	1640	11	64	24	1	3
18 hr	1877	52	88	48	1	16	1889	18	64	24	1	3
24 hr	1914	56	88	48	4.6%	85.3%	1934	26	64	24	3.3%	92.9%

Cumulative Development Traffic Percentage Impact												
Link 5												
Meadows Road - South of Industrial Park												
Time Begin	Weekday Average						Saturday Average					
	2026 Baseline		Development		% Impact		2026 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	6	1	0	0	0%	0%	9	0	0	0	0%	0%
01.00	3	1	0	0	0%	0%	7	0	0	0	0%	0%
02.00	2	0	0	0	0%	0%	1	0	0	0	0%	0%
03.00	3	4	0	0	0%	0%	4	4	0	0	0%	0%
04.00	4	4	0	0	0%	0%	2	4	0	0	0%	0%
05.00	28	5	0	0	0%	0%	18	5	0	0	0%	0%
06.00	62	7	0	0	0%	0%	16	4	0	0	0%	0%
07.00	108	8	20	0	19%	0%	45	9	20	0	45%	0%
08.00	199	10	5	5	2%	48%	51	0	6	6	12%	0%
09.00	163	10	5	5	3%	48%	80	0	6	6	7%	0%
10.00	173	13	5	5	3%	38%	138	5	6	6	4%	132%
11.00	181	6	5	5	3%	75%	146	0	6	6	4%	0%
12.00	183	6	5	5	3%	75%	170	0	20	0	12%	0%
13.00	206	10	5	5	2%	48%	188	0	0	0	0%	0%
14.00	215	17	5	5	2%	28%	192	0	0	0	0%	0%
15.00	226	7	5	5	2%	66%	156	0	0	0	0%	0%
16.00	217	4	5	5	2%	133%	149	4	0	0	0%	0%
17.00	184	2	5	5	3%	267%	108	0	0	0	0%	0%
18.00	125	2	20	0	16%	0%	91	0	0	0	0%	0%
19.00	68	1	0	0	0%	0%	61	0	0	0	0%	0%
20.00	37	0	0	0	0%	0%	50	0	0	0	0%	0%
21.00	29	0	0	0	0%	0%	32	0	0	0	0%	0%
22.00	21	0	0	0	0%	0%	22	9	0	0	0%	0%
23.00	13	0	0	0	0%	0%	18	0	0	0	0%	0%
7hr Night	59	14	0	0	0	0	59	14	0	0	0	0
12 hr	2181	95	88	48	1	8	1513	18	64	24	1	1
18 hr	2411	103	88	48	1	8	1712	32	64	24	1	1
24 hr	2457	118	88	48	3.6%	40.8%	1754	45	64	24	3.6%	53.1%

Cumulative Development Traffic Percentage Impact												
Link 6												
Meadows Road - North of Industrial Park												
Time Begin	Weekday Average						Saturday Average					
	2026 Baseline		Development		% Impact		2026 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	14	2	0	0	0%	0%	18	7	0	0	0%	0%
01.00	8	3	0	0	0%	0%	22	5	0	0	0%	0%
02.00	15	3	0	0	0%	0%	18	8	0	0	0%	0%
03.00	25	9	0	0	0%	0%	25	0	0	0	0%	0%
04.00	55	13	0	0	0%	0%	39	8	0	0	0%	0%
05.00	188	15	0	0	0%	0%	118	18	0	0	0%	0%
06.00	304	35	0	0	0%	0%	129	3	0	0	0%	0%
07.00	434	25	20	0	5%	0%	148	3	20	0	14%	0%
08.00	618	52	5	5	1%	9%	216	5	6	6	3%	125%
09.00	491	46	5	5	1%	10%	274	7	6	6	2%	90%
10.00	473	65	5	5	1%	7%	399	8	6	6	2%	74%
11.00	473	55	5	5	1%	9%	475	10	6	6	1%	63%
12.00	527	57	5	5	1%	8%	435	7	20	0	5%	0%
13.00	620	61	5	5	1%	8%	487	0	0	0	0%	0%
14.00	620	81	5	5	1%	6%	413	5	0	0	0%	0%
15.00	567	54	5	5	1%	9%	334	8	0	0	0%	0%
16.00	629	51	5	5	1%	9%	259	8	0	0	0%	0%
17.00	552	21	5	5	1%	23%	198	0	0	0	0%	0%
18.00	351	18	20	0	6%	0%	126	0	0	0	0%	0%
19.00	167	8	0	0	0%	0%	74	0	0	0	0%	0%
20.00	83	7	0	0	0%	0%	61	0	0	0	0%	0%
21.00	100	4	0	0	0%	0%	41	0	0	0	0%	0%
22.00	71	0	0	0	0%	0%	27	3	0	0	0%	0%
23.00	26	3	0	0	0%	0%	27	5	0	0	0%	0%
7hr Night	332	48	0	0	0	0	266	51	0	0	0	0
12 hr	6353	585	88	48	0	1	3764	60	64	24	0	4
18 hr	7105	641	88	48	0	1	4123	72	64	24	0	4
24 hr	7410	687	88	48	1.2%	7.0%	4362	117	64	24	1.5%	20.5%

Cumulative Development Traffic Percentage Impact												
Link 7												
A4810 west of the Meadows Road Roundabout												
Time Begin	Weekday Average						Saturday Average					
	2026 Baseline		Development		% Impact		2026 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	105	15	0	0	0.0%	0.0%	142	5	0	0	0.0%	0.0%
01.00	93	13	0	0	0.0%	0.0%	132	13	0	0	0.0%	0.0%
02.00	83	15	0	0	0.0%	0.0%	97	26	0	0	0.0%	0.0%
03.00	115	26	0	0	0.0%	0.0%	112	35	0	0	0.0%	0.0%
04.00	218	36	0	0	0.0%	0.0%	124	22	0	0	0.0%	0.0%
05.00	828	64	0	0	0.0%	0.0%	473	20	0	0	0.0%	0.0%
06.00	1557	122	0	0	0.0%	0.0%	420	32	0	0	0.0%	0.0%
07.00	1954	125	15	0	0.7%	0.0%	367	16	15	0	4.0%	0.0%
08.00	1757	128	2	2	0.1%	1.9%	572	29	3	3	0.5%	10.5%
09.00	1484	135	2	2	0.2%	1.8%	826	30	3	3	0.4%	10.0%
10.00	1455	133	2	2	0.2%	1.8%	1166	21	3	3	0.3%	14.0%
11.00	1405	129	2	2	0.2%	1.9%	1286	31	3	3	0.2%	9.8%
12.00	1592	156	2	2	0.2%	1.5%	1421	25	15	0	1.0%	0.0%
13.00	1733	135	2	2	0.1%	1.8%	1554	24	0	0	0.0%	0.0%
14.00	1644	160	2	2	0.1%	1.5%	1503	28	0	0	0.0%	0.0%
15.00	1752	129	2	2	0.1%	1.9%	1396	30	0	0	0.0%	0.0%
16.00	2020	118	2	2	0.1%	2.0%	1112	19	0	0	0.0%	0.0%
17.00	1682	74	2	2	0.1%	3.3%	1041	14	0	0	0.0%	0.0%
18.00	1704	61	15	0	0.9%	0.0%	960	8	0	0	0.0%	0.0%
19.00	994	39	0	0	0.0%	0.0%	627	18	0	0	0.0%	0.0%
20.00	616	24	0	0	0.0%	0.0%	379	8	0	0	0.0%	0.0%
21.00	576	27	0	0	0.0%	0.0%	338	4	0	0	0.0%	0.0%
22.00	396	27	0	0	0.0%	0.0%	291	11	0	0	0.0%	0.0%
23.00	198	14	0	0	0.0%	0.0%	209	5	0	0	0.0%	0.0%
7hr Night	1641	183	0	0	0	0	1289	126	0	0	0	0
12 hr	20181	1481	53	24	0	0	13205	275	41	12	0	0
18 hr	24518	1735	53	24	0	0	15469	353	41	12	0	0
24 hr	25961	1904	53	24	0.2%	1.3%	16549	473	41	12	0.2%	2.5%

Cumulative Development Traffic Percentage Impact

Link 8

A4810 Queens Way east of the Meadows Road Roundabout

Time Begin	Weekday Average						Saturday Average					
	2026 Baseline		Development		% Impact		2026 Baseline		Development		% Impact	
	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's	Total	HGV's
00.00	75	16	0	0	0.0%	0.0%	95	13	0	0	0.0%	0.0%
01.00	76	19	0	0	0.0%	0.0%	92	15	0	0	0.0%	0.0%
02.00	66	18	0	0	0.0%	0.0%	63	26	0	0	0.0%	0.0%
03.00	93	27	0	0	0.0%	0.0%	89	47	0	0	0.0%	0.0%
04.00	171	44	0	0	0.0%	0.0%	107	32	0	0	0.0%	0.0%
05.00	650	69	0	0	0.0%	0.0%	393	41	0	0	0.0%	0.0%
06.00	1256	115	0	0	0.0%	0.0%	401	30	0	0	0.0%	0.0%
07.00	1497	122	5	0	0.4%	0.0%	302	39	5	0	1.8%	0.0%
08.00	1230	117	2	2	0.2%	2.1%	419	26	3	3	0.7%	11.6%
09.00	1033	116	2	2	0.2%	2.1%	586	30	3	3	0.5%	9.9%
10.00	1009	104	2	2	0.2%	2.3%	852	26	3	3	0.4%	11.6%
11.00	984	105	2	2	0.2%	2.3%	910	34	3	3	0.3%	8.7%
12.00	1081	118	2	2	0.2%	2.0%	995	26	5	0	0.5%	0.0%
13.00	1240	123	2	2	0.2%	2.0%	1156	32	0	0	0.0%	0.0%
14.00	1268	118	2	2	0.2%	2.0%	1073	24	0	0	0.0%	0.0%
15.00	1305	115	2	2	0.2%	2.1%	940	30	0	0	0.0%	0.0%
16.00	1667	100	2	2	0.1%	2.4%	794	26	0	0	0.0%	0.0%
17.00	1666	89	2	2	0.1%	2.7%	864	22	0	0	0.0%	0.0%
18.00	1398	71	5	0	0.4%	0.0%	709	11	0	0	0.0%	0.0%
19.00	712	47	0	0	0.0%	0.0%	419	15	0	0	0.0%	0.0%
20.00	424	27	0	0	0.0%	0.0%	261	11	0	0	0.0%	0.0%
21.00	366	19	0	0	0.0%	0.0%	221	2	0	0	0.0%	0.0%
22.00	258	19	0	0	0.0%	0.0%	182	9	0	0	0.0%	0.0%
23.00	142	20	0	0	0.0%	0.0%	132	9	0	0	0.0%	0.0%
7hr Night	1274	213	0	0	0	0	971	183	0	0	0	0
12 hr	15378	1296	35	24	0	0	9600	325	23	12	0	0
18 hr	18536	1543	35	24	0	0	11216	401	23	12	0	0
24 hr	19668	1736	35	24	0.2%	1.4%	12054	575	23	12	0.2%	2.1%

Contact

RPS Consulting Services Ltd
101 Park Drive
Milton Park
Abingdon
Oxfordshire OX14 4RY
T: +44(0) 1235 432190
transport@rpsgroup.com