Newport City Council

Local Development Plan

Hearing Session 5: Gypsy and Traveller Sites

10am – Tuesday 8th April 2014

Main discussion matters

1. Need for provision in Plan.

- **Is the currently assessed immediate residential need for 23 pitches in total? On what basis is the need for residential pitches predicted to increase to 43 pitches by 2026? Are these numbers consistent with the gypsy and traveller accommodation assessment of January 2010 (SD106) - if not, why not?**

1.1 The identified need for Gypsy and Traveller accommodation is as follows:

Residential need for families requiring a residential base at which they can live: 23 pitches needed now, increasing to 43 pitches by 2026.

Transit need providing short-term stopping places for families passing through Newport: 7 pitches. The transit site provision is dealt with later in this paper.

1.2 The residential need identified and provided for within the LDP relates to three known families who already reside within Newport and are part of our communities. The allocated LDP site at Hartridge Farm Road would accommodate these three families, including their projected growth to 2026. This site would form social rented provision provided by the Council in accordance with its duties under the Housing Act. At present, the Council does not have any such provision.

1.3 The identified need is broken down as follows (para 1.3 of SD23):
Family A has an immediate need for 13 pitches, which is predicted to increase to 23 pitches by 2026.
Family B has an immediate need for 3 pitches, which is predicted to increase to 7 pitches by 2026.
Family C has an immediate need for 7 pitches, which is predicated to increase to 13 pitches by 2026.

1.4 The future growth projection is approximately a 4% annual growth year on year, or 1.5 pitches per year (20 pitches divided by the remaining 13 years' duration of the LDP period). However, a linear growth rate is unlikely for the reasons given below. This growth projection was derived from a number of sources, including the Fordham Assessment (SD106) and, more significantly, the detailed knowledge of the Council's Housing Officers, who are in close liaison with the families.

1.5 It is acknowledged that forecasting future need up to 2026 is not an exact science. From the Council's own liaison with the Gypsy/Traveller community, more pitches are required than the Fordham Assessment suggests. The projections include a number of assumptions mainly based on potential marriages, current ages of children, plus any expected child birth which may or may not be realised. This included consideration of birth rates and death rates, with the age of marriage and age of becoming first time parents typically lower than that of the settled community, and a lower age of mortality.

1.6 Within the Gypsy/Traveller community, the gender of a child can determine the size of pitches required. Male and female children often occupy separate caravans, similar to families in bricks and mortar accommodation who give girls and boys separate bedrooms. Therefore a pitch may need to accommodate these caravans. Male children often occupy a

pitch of their own in their late teens whereas females often remain with their parents until marriage. Therefore accurately forecasting requirements up until 2026 is difficult. Any waiting list whether it is for bricks and mortar accommodation or for caravan pitches is a dynamic situation with people applying or removing their names from the list over time. The Council considers that it has allocated sufficient space for Gypsy and Traveller need up to 2026 at Hartridge Farm Road.

1.7 The predicted increase in pitch need by the end of the Plan period was fed into the Council's Scrutiny Committee review of Gypsy and Traveller site provision in the LDP. The conscious decision to predict maximum growth was to ensure that outcome of the Scrutiny Committee would meet the Council's housing duty throughout the Plan period. An under-provision would potentially result in additional sites being required within the life of the LDP, and families outgrowing the chosen site(s). It was recognised that the LDP must meet predicted need in order to be sound, in the same way as it must meet general housing growth need.

- **How many residential pitches does the Plan need to make provision for by way of allocated residential gypsy and traveller sites?**

1.8 The need and future growth are informed by, but do not match exactly, the findings of the Fordham Assessment 2010 (SD106). The Fordham Assessment records families present in Newport. The LDP is based upon more robust and up to date evidence based on knowledge of Housing Officers and planning enforcement cases, as well as the annual Gypsy Traveller count. As explained above, the Council has identified three families requiring residential pitches and for whom the Council has a duty to accommodate. Other families have secured permanent planning permission for privately owned sites. Further research, liaison, and improved information-sharing and regional working have identified a number of unauthorised or temporary private sites where the occupiers have alternative accommodation. These have been, or still are, subject to on-going enforcement action as temporary planning permissions expire. The Council does not have a duty to accommodate these families and therefore they are not included within the identified need.

1.9 The LDP does not allocate any sites for privately owned residential pitches. There is no such current need, and if such need arises in the future, these proposals would be considered under Policy H17 (pg 76 SD3).

1.10 Consequently, the total residential pitch need that must be allocated in the LDP is 43 pitches.

2. Overall residential site selection process.

- **What search and site selection methodology was followed in relation to the identification of a gypsy and traveller residential site allocation? What were the initial search requirements? What selection criteria were applied, and at what stages, in narrowing down to a list of potentially suitable sites and subsequently in arriving at the final decision? Was this process sufficiently robust, objective and effective in considering all realistic alternatives?**

2.1 Information regarding this process is contained in SD12, SD22 and SD23.

2.2 Following the Local Government elections in May 2012, the Council's new Administration requested that the Gypsy and Traveller sites allocated in the 2012 Deposit LDP be subject to a transparent and democratic review by the Scrutiny Committee for Community Planning and Development (SD22). The site evaluation work was undertaken by a Policy Review Working Group, comprising members of the Scrutiny Committee, with advice from planning, housing and legal officers.

2.3 The starting point for this review was a list of 220 areas of land, primarily in public ownership. In July 2012, public consultation invited people to suggest potential locations for sites. This was publicised in the South Wales Argus on 14 July 2012, on the Council's website, and by email to all City Councillors and Community Councils. In response, 33 sites were suggested (Appendix 4 of SD22), some of which were already on the list of 220 sites. http://www.southwalesargus.co.uk/news/9817268.Newport_residents_asked_for_gipsy_site_ideas/

2.4 The result of the above consultation was a list of 240 potential sites, including the original 5 from the 2012 Deposit LDP. These sites were assessed against criteria that were agreed by Scrutiny Committee on **9th July 2012**. These criteria were based on the following sources of information:

- Welsh Government Circular 30/2007: Planning for Gypsy and Traveller sites
- Good Practice Guide in Designing Gypsy and Traveller sites in Wales

  - The assessment was undertaken against the following GIS spatial layers and information:
    - Zone C1 and C2 Flood Risk
    - Sites of Special Scientific Interest and Natura 2000 Sites
    - Conservation Areas and Listed Buildings
    - Green Wedge/Green Belt
    - Hazards
    - Existing use
    - Allocation within 2012 Deposit LDP
    - Proximity to local facilities (Health, shops, doctors, schools, public transport)
    - Vehicular access
    - Privacy
    - Within Settlement Boundary/Rural Exception Site/Rural
    - Allotments
    - Play Area/Environment Space
    - Public transport links
    - Site Ownership, Availability
    - Comments received at the public consultation for suggested sites

- A simple traffic light system was used with red meaning that a desired criterion was not met, amber that a criterion was not met but could potentially be resolved, and green that the site was acceptable against that criterion. Sites within flood zone C2 were immediately ruled out in accordance with national planning policy (TAN15). It was quickly realised that none of the sites were perfect.

2.5 During subsequent meetings, the Working Group discussed the initial assessment results, and carried out a further assessment exercise looking at additional criteria: proximity of services, whether the sites were on the outskirts of built up areas, topography and highlighting hazardous sites (A roads, river/watercourses and industrial land). Consideration was given to the New Ideas consultation from February 2011, in which the Gypsy and Traveller families were asked about their site preferences. In addition, Gypsy and Traveller cultural awareness training was held on 06 August 2012, undertaken by an external trainer. All elected Members were invited to this training. The Working Group also visited a site in Rhondda Cynon Taff and the Shire Newton site in Cardiff and discussed site design and management experiences with officers from those Authorities, to learn from their experiences.

2.6 Following this further assessment and consideration, 44 sites were visited, including the five sites from the 2012 Deposit LDP. Following the site visits, the Working Group identified 11 sites that it considered best meet the Welsh Government requirements and should be subject to public consultation. The spreadsheets showing the site assessment process and site visit notes were published to the Council's website. Public consultation took place for four weeks during **September and October 2012.** It was advertised via the South Wales Argus, Council's website, Newport Matters (Council newspaper delivered to every home in Newport), by emails to all City Councillors and Community Councils, and by email or letter to all parties on the LDP database at that time.
http://www.southwalesargus.co.uk/news/9916644.Council_releases_new_list_of_potential_Newport_Gipsy_sites/

In addition, specific planning consultees were consulted, for example the Environment Agency (as was), utility providers, and the Police. Housing officers met with the three families to be accommodated and explained the consultation content and process to them.

2.7 In October 2012, the Working Group met to consider the consultation feedback. Over 7000 responses were received. Every response was read and logged by officers. The Working Group considered the consultation responses, its site visits and previous assessment against the Welsh Government criteria, and identified its preferred sites.

2.8 **29th October 2012** the Scrutiny Committee received the analysis of representation received during the consultation and the recommendations of the Working Group (SD22). The report recommended the following sites be included in the LDP:

- Hartridge Farm Road (residential)
- Former Ringland Allotments (residential or transit)
- Brickyard Lane (residential contingency site if needed to accommodate a family whose temporary planning permission on a private site was about to expire. This family has since secured permanent planning permission to remain on its private site)
- A449 (preferred transit site)
- Celtic Way (contingency transit site in case vehicular access could not be secured for the A449 site).

The Scrutiny Committee accepted the Working Group's recommendations.

2.9 **12th November 2012** Cabinet (the ten most senior Councillors) endorsed the Scrutiny Committee's recommendations, with a request that officers undertake a detailed site appraisal on the deliverability of all 11 sites including land valuations. This site appraisal work was undertaken by officers over the following months, looking at the following factors:

- Site Ownership
- Land Use in Deposit Local Development Plan
- Acceptability in principle against planning policy criteria
- Access/Highways implications
- Ecology Issues
- Flooding Issues
- Utility Provision
- Police Comments
- Noise Assessments
- Survey Requirements
- Topographical Survey
- Site availability update
- LDP Sustainability Appraisal Comments
- Likely Officer recommendations for planning applications
- Likely site acquisition and delivery costs
- Site management need
- External funding options and timescales
- Public consultation responses

In addition, an SA/SEA appraisal of the 11 shortlisted sites was undertaken by Atkins (see summary in Appendix 2 of SD23).

2.10 Scrutiny Committee had particular regard to the size of the proposed site at Hartridge Farm Road and sought clarification that the three families could be accommodated in separate plots within the wider site. To clarify this, indicative site layout plans were provided (see Appendix 1 below) taking into account the site appraisal information.

2.11 **24th April 2013** The site appraisal information was reported back to Scrutiny Committee for consideration alongside the previous consultation responses and site assessments. Different options were presented (paras 6.1 to 6.13 of SD23). The decision was made to remove the sites at the A449 depot and Brickyard Lane, due to highway safety concerns. With regards the latter site, it was considered preferable for a family to be given permanent planning permission to remain on its privately owned site if possible. (This privately owned site on Coal Pit Lane has since been granted permanent planning permission). The remaining sites were agreed as best meeting the Welsh Government guidance and the Council's identified need.

- Hartridge Farm Road (residential site for the three families – 43 pitches)
- Celtic Way (transit site – 7 pitches)
- Former Ringland Allotments (contingency residential or transit site should an unforeseen issue arise with either of the above two sites – 7 pitches)

2.12 **13th May 2013** The Scrutiny Committee conclusion was reported to the Cabinet, which endorsed the report and for the chosen sites to be placed in the Revised LDP for consideration by full Council. Cabinet also requested that, to complement the informal

consultation with the three families in question, their views on the available options be formally obtained. Consequently, Housing officers undertook a formal ballot of all adult (over 18) members of the three families, explaining the options in the Cabinet report and their implications, and asking for each adult to vote for their preferred option. The result was unanimous support for the Hartridge Farm Road site.

2.13 The Revised Deposit Plan was approved for consultation on 04th June 2013 by full Council. The full Council comprises all 50 elected Members and is the body with decision-making powers on the LDP. Everyone that had responded to the Scrutiny Committee October 2012 consultation was notified of the outcome and informed how to get involved in the subsequent LDP consultation.

2.14 The above process thorough and robust. The aim of the process was to ensure the process was transparent and democratic it is considered that the level of consultation and full Member involvement has achieved this objective. It should be noted that this was in addition to the statutory LDP consultation.

- **Why were the results of the earlier site search and selection process (initial deposit Plan April 2012) subsequently deemed unsound?**

2.15 Paragraph 3.3 of the Gypsy and Traveller Accommodation Background Paper, June 2013 (SD105), notes that following the Local Government elections in May 2012 a pledge was made by the new administration to review the Gypsy and Traveller sites contained in the 2012 Deposit LDP. The objective was to carry out the site selection in a transparent and democratic way. The sites in the initial 2012 Deposit LDP were not subject to a robust or detailed assessment hence the problems with their suitability identified since.

2.16 The original three residential sites were re-assessed as part of the Scrutiny process. The reasons they were rejected are set out in the table below:

Site Name	**Reasons for rejection set out in Assessment of 240 potential sites**	**Additional reasons for rejection set out in Site Visit Assessment**
Yew Tree Cottage (residential) (Alternative Site RAS(N)002)	• No pavements to site. Access improvements would be needed.	Remote access by road difficult for pedestrians to access facilities.
Former Army Barracks (residential) (Alternative Site RAS(N)004)	• Concerns re access to bus services and essential facilities as access is off Broad Street Common. • Rural Exception Site. • Hazards- No footpath, reens, pylons, M4 Relief Road? • Not in proximity to health facilities.	Flood plain issues
Former Army Camp (residential) (Alternative Site RAS(N)005)	• Site levels mean site would need to be raised but mitigation may be possible. However not close enough to amenities and no pavement or public transport. • C1 Flood Risk. • In Site of Special Scientific Interest. • Hazard – Reen, pylons.	Flood plain issues

	• Not in proximity to health facilities • Not realistically available.	

2.17 The above sites were put forward as Alternative Sites during the June 2013 LDP consultation. Site constraints are noted in the Alternative Sites Assessment (SD31).

2.18 In addition to the above issues, the following problems were encountered with the Yew Tree Cottage site: a planning application was submitted by the Council for the use of this site as Gypsy/Traveller accommodation. This privately owned residence was for sale. However, it became apparent that there was an encroachment dispute with Dwr Cymru Welsh Water, as well as encroachment onto Council-owned land (albeit that the latter was not problematic for this purpose). The intention was to use the existing bungalow as the amenity block, which would mean caravans would be sited on either side of the highway, with occupiers crossing the road to access toilet facilities. This was not considered appropriate. Although close to amenities in Bettws in a direct line, vehicular access is via narrow country lanes with no footpaths.

3. Residential site allocation H16(i) Hartridge Farm Road.

- **To what extent does the residential site provision proposed in the Plan align with the accommodation assessment recommendation that where possible the Council should seek to regulate existing unauthorised developments in the area? Are there overriding reasons why existing unauthorised residential sites should not be regularised and permitted to continue?**

3.1 The residential site provision proposed in the Plan seeks to accommodate those families whose need is to be met through the social rental sector. The sites on which the families are currently located are unauthorised tolerated sites. The Fordham report (SD106) noted that following interview with Gypsy and Traveller families within Newport, those on unauthorised encampments were less settled and expected to move soon, although for many the preference was to stay in Newport. None were satisfied with where they lived, particularly as they lacked basic sanitation and waste facilities.

3.2 In addition the recommendations from the Fordham research (SD106) noted that, where possible (e.g. where not on floodplains) the Council should seek to regulate existing unauthorised developments in the area, or provide the residents with alternative authorised accommodation. The families from the three tolerated sites which are to be moved to the authorised site within the LDP are all currently located in areas subject to flood risk (Zone C1).

3.3 One of the three unauthorised sites is in the Lliswerry area within an industrial area and adjacent to the River Usk. A temporary planning permission was objected to by the (then) Environment Agency on flood risk rounds with particular regard to the vulnerability of the proposed use. By definition, caravans are single storey and are not fixed to the ground in the same way as bricks and mortar accommodation, making them highly vulnerable to toppling and damage in flood conditions. The setting is unsuitable for residential use as it is an industrial area. This temporary planning permission was quashed by the Court of Appeal. The family remains on this Council-owned land as a temporary tolerated unauthorised site pending the provision of the Hartridge Farm Road site.

3.4 Another one of the three unauthorised sites in Lliswerry is located on a cul-de-sac within an industrial area, again within an area of flood risk (zone C1). This site is owned by the Welsh Government. The family was moved here by the Welsh Government as a temporary solution as the family was previously residing on another area of WG land that is to be redeveloped. This current location is unsuitable for residential use due to flood risk and its industrial setting.

3.5 The third family occupies a redundant length of highway in a very remote location. The family has lived here for some 30 years however due to health issues the family wishes to move. This is within a flood risk area (zone C1) and lacks all basic facilities including water supply, mains drainage and electricity.

3.6 Housing officers have worked with planning officers and, using the Fordham report (SD106), all-Wales Gypsy and Traveller count information, local knowledge and planning enforcement records, have assessed all Gypsy and Traveller families residing in Newport. The Council is satisfied that the need identified in the LDP is complete and accurate. Where possible and appropriate, privately owned sites occupied by other families have been granted planning permission. The Council has assessed the other unauthorised sites

or sites with temporary planning permissions and has taken or will be taking appropriate enforcement action against unjustified or inappropriate unauthorised sites. This latter work does not affect the Council's housing duty or need for social rented sites.

- **Why does the Plan seek to meet all of the identified need for residential pitches on a single site, contrary to Welsh Government good practice guidance on size of sites and contrary to the accommodation assessment recommendations?**

3.7 The Scrutiny Report (24th April 2013) (SD107) sets out the preferred sites for inclusion in the LDP. The Hartridge Farm Road site was identified as the preferred site for residential accommodation. Cabinet and Full Council endorsed this approach in May and June 2013 respectively.

3.8 The Hartridge Farm Road site was the most suitable for residential use, as recognised by the site's allocation for residential development in the 2012 Deposit LDP.

3.9 The Scrutiny Committee had specific regard to the size of the proposed site in the light of the Welsh Government guidance. The advantages and disadvantages of large sites were considered (Appendix to SD107) and were discussed on the site visits to the sites in Rhondda Cynon Taff and Shire Newton. The Scrutiny Committee report (April 2013) (included in SD108) provides options for combinations of the 11 shortlisted sites to meet the identified need (SD108 paragraphs 6.1 – 6.13) and discusses the merits and shortcomings of each option. The report notes (paragraphs 2.14.2 & 2.14.3) that Hartridge Farm Road is the only site capable of accommodating Family A at its current size. Indeed, this family already exceeds the maximum number of pitches recommended by Welsh Government guidance. Consideration was given to the option of splitting this family up, however the Council considers that to do so would be detrimental to the family in question and unacceptable when a site exists that can accommodate the whole family and its future growth. Similarly, the Hartridge Farm Road site is the only site capable of accommodating Family C taking into account its potential growth to 2026 is Hartridge Farm Road if this family is to be kept together.

3.10 The size of the Hartridge Farm Road site means that both families, including their predicted growth up to 2026, can be accommodated. It can also accommodate Family B. One option was to split the individual families. Draft indicative site layout plans of the 11 shortlisted sites illustrated that that many of the sites could accommodate between 8 and 10 pitches. Splitting two of the individual families, together with accommodating the third family, would mean that at least 5 different sites would be required. Housing and legal officers advised that it is not appropriate to split a family onto two or more smaller sites as this potentially contravenes the Humans Rights Act. If the families are not split up, it appears that the Hartridge Farm Road site is the only option.

3.11 Scrutiny Committee gave careful consideration to the size of this site, and sought reassurance that the site could accommodate the three families in individual plots within the wider site. An indicative site layout plan was provided to demonstrate this can be achieved (Appendix 1), whilst avoiding the Zone C1 flood zone and keeping an effective buffer from the mainline railway. It was recognised that providing a carefully designed single site also had benefits in terms of site management.

- **Have integration and inclusion considerations in relation to the wider community been adequately taken into account in relation to this issue?**

3.12 A number of public consultation events have been undertaken to inform the wider community of the proposed site at Hartridge Farm Road.

- September – October 2012: 11 Shortlisted sites including the site at Hartridge Farm Road
- June – July 2013: Revised Deposit Local Development Plan, including the site at Hartridge Farm Road
- In terms of public consultation, the Council held a number of events in which officers presented the Revised Deposit Plan and the main changes from the April 2012 version (including the amendment to the proposed Gypsy and Traveller sites). The following public events were held:
  - 5 June 2013 - Penhow Ward, Penhow Village Hall
  - 6 June 2013 - Stow Hill Ward, Belle Vue Pavillion
  - 6 June 2013 - Allt yr Yn Ward, Council Civic Centre
  - 10 June 2013 - Caerleon Ward, Caerleon Town Hall
  - 11 June 2013 - Graig Ward, Graig Community Hall, Bassaleg
  - 12 June 2013 - Shaftsbury Ward, Pantycelyn, Blaen Y Pant
  - 18 June 2013 - Langstone Ward, Council Civic Centre
  - 24 June 2013 - Bishton Ward, Underwood Community Centre
  - 26 June 2013 - Llanwern Ward, Llanwern Village Hall
  - 1 July 2013 - Malpas Ward, Malpas Court
  - 3 July 2013 - Rogerstone Ward, Ty du Community Hall
  - 4 July 2013 - Nash & Goldcliff Wards, Nash Community Hall
  - 8 July 2013 - Ringland Ward, Ringland Community Centre
  - 9 July 2013 - Coedkernew Ward, Duffryn Community Centre
  - 6 July 2013 - Llanvaches, Llanvaches Church Hall
  - 17 July 2013 - Coedkernew/Duffryn Wards – Council Civic Centre

3.13 In addition, the proposals were presented to the Community Cohesion Group at key stages, explaining the proposals and consultation events/next steps. This Group includes Council officers from Gwent Ethnic Minority Service (GEMS), corporate policy, social services, South East Wales Racial Equality Council (SEWREC), and Heddlu Gwent Police. This included discussions about future work with the surrounding community and schools to seek to ensure community cohesion.

3.14 Although a significant number of public objections were received regarding the proposed Hartridge Farm Road site expressing concerns regarding the size of the site and community cohesion, it should be noted that the site is to provide accommodation for three known families, who already reside in Newport with their children attending local schools: these families are already part of our community.

3.15 All representations received were considered and responded to by officers. Prior to approving the LDP on 19 December 2013, elected Members were able to view all evidence and LDP documents, including the report of all representations received together with the proposed Council response. A separate document was also provided extracting all of the representations relating to the Gypsy and Traveller sites, given the importance of this topic in terms of public interest. Consequently, the issues regarding community cohesion were fully considered in the Council's decision-making.

- **Have all other considerations relevant to the site's suitability to accommodate the proposed use been properly taken into account, including proximity to a dual-**

carriageway; proximity to railway line/sidings; resulting noise environment for residents; standard of pedestrian and vehicular access to the site; flood risk?

3.16 Yes. Through the Scrutiny, Cabinet, Officer Assessment and Full Council processes consideration of the sites suitability has been thoroughly investigated.

- The site assessment and appraisal process included consultation with:
  - The Environment Agency (now part of Natural Resources Wales),
  - Heddlu Gwent Police,
  - Utilities providers (Dwr Cymru Welsh Water and Western Power),
  - The Council's Streetscene Section regarding highways implications, drainage and species survey requirements,
  - The Council's Environmental Health Section to identify which sites require noise assessments or contamination assessments, and a noise consultation to undertake the noise assessments,
  - The Council's Property Services Section to provide site valuations.
- Proximity to the Southern Distributor Road (SDR) dual carriageway and mainline railway were fully considered. This proximity is considered acceptable for any other form of residential development and it is unclear why it would not be acceptable for a different cultural group. Means of enclosure would be provided to pitches, in the same way as to house plots, and the mainline railway is fenced off in the normal manner to avoid trespass.
- An independent consultant was employed to undertake a noise assessment of this site, taking into account the SDR, mainline railway and adjacent RSPCA centre. This recommended 1.8m high noise attenuation fences which can easily be provided within the site and were factored into the site delivery costs. The indicative site layout allows for a large buffer between the plots and mainline railway to avoid an area of Zone C1 flood plain, a high pressure gas mains, and established trees.
- Vehicular access has been considered by the Council's highway section, Heddlu Gwent Police and, in the light of remaining concerns expressed by Cabinet Members and residents regarding highway capacity and safety, a Transport Statement (TS) was prepared by an independent consultant (Capita) and reported to Council in December 2013 (please see Appendix 5). Improvements are required to the access road including the provision of a length of pavement (para 3.20 of TS) but this is not an obstacle that will prevent development. The TA confirms that the road network has ample capacity (para 6.2 of TS), taking into account surrounding proposed developments on housing sites H1(19) for 65 dwellings and H1(55) for 300 dwellings.
- The southernmost part of the site, adjacent to the mainline railway, lies within flood zone C1. The remainder of the site slopes up away from the railway and is not within a flood risk area. The indicative site layout demonstrates that 43 pitches can be provided whilst avoiding any development within the small section at risk of flooding.
- The provision of utilities (water and sewers) at the site is not considered a problem. The location of a high pressure gas main adjacent to the mainline railway, falls within a buffer area in the draft layout plan so is not a problem.
- A topographical survey was undertaken which confirms minor land regarding works will be required in places to achieve level pitches.
- Protected species surveys were undertaken to inform future mitigation measures.

The Council is therefore satisfied that this proposal has been fully and properly considered.

- **How would the site be delivered, developed and managed? How would this be funded?**

3.17 The site would be delivered by the Council. Planning approval would be sought following adoption of the LDP to enable access to funding sources. It is intended to undertake a Planning For Real type exercise to include the future occupiers in site layout and design. The identified accommodation need is immediate. It is intended to seek Welsh Government grant funding towards site delivery: guidance confirms that 100% funding can be awarded for up to £1.5m per site (but funding is not available for site acquisition). This site belongs to Newport City Council so there is no risk to deliverability. Should Welsh Government grant not be secured, or should the grant not be sufficient, the Council has set aside funding in its four-year Capital programme, agreed by Council in February 2014.

3.18 The existing use of the site by the Road Safety Centre would need to cease, however it is understood that their lease has already expired. This use would have needed to cease had the original 2012 Deposit LDP residential allocation remained. This is an operational matter for the Council rather than an issue for the LDP.

3.19 The site would be built out in phases: the Council would not build all 43 pitches immediately. Key infrastructure such as road access and improvements and noise attenuation fences would be installed, but the number of pitches provided at the outset would reflect current need. The site would then be expanded over future years as needed until the 43 pitches are built.

3.20 Welsh Government (Representation 244.L23) notes that operational management arrangements for Gypsy and Traveller accommodation are not appropriate content for an LDP. The Council can, however, confirm that residential Gypsy and Traveller sites will be subject to management by the Council in a similar manner to former Council-house requirements. Rent and Council tax would be payable by the occupiers, who would be subject to tenancy agreements.

4. Transit site allocation H15(i) Celtic Way, Coedkernew.

- **What search and site selection methodology was followed in relation to the identification of a gypsy and traveller transit site allocation? Was this a separate exercise, based on the identified scale of need, known travel patterns and different pattern of use to a long term residential site? What selection criteria were applied, and at what stages, in arriving at the final decision?**

4.1 The Scrutiny Committee used the same criteria and as part of the same process as set out above to assess residential and transit sites, with the addition of consideration of proximity to the main transit routes used by Gypsy and Traveller families passing through Newport. This is known from the location of unauthorised roadside encampments over recent years as well as information regarding where the families have travelled from and are going to, obtained as part of the welfare assessment that the Council must undertake.

4.2 Although assessed against the same criteria, it was considered that some factors that would rule out a site for permanent residential use might not rule out a transit use. The main example of this is location within an industrial area: such an environment would not be suitable for a permanent place of residence, but would not be unacceptable for a short-term stopping place. This is in the same way as higher noise levels would be accepted in a hotel room than in someone's home.

4.3 The Fordham Report (SD106) noted that the provision of a transit site (7 pitches) would meet the needs of Gypsies and Travellers who regularly visit Newport each year and stay for a few weeks, often staying on Council-owned land. Paragraph 9.6 also noted that those requiring transit provisions said they preferred sites close to the main arterial road routes, or on the outskirts of Newport (essentially where existing unauthorised encampments occur). Paragraph 4.4 notes that making available authorised, transit accommodation would also give authorities greater enforcement powers against Gypsies and Travellers staying in unsuitable locations, while offering them a secure place to stay with necessary facilities provided.

4.4 As with residential accommodation, the level of need was reassessed based on knowledge of the frequency and size of unauthorised encampments stopping in Newport over recent years. This was informed by Housing and Public Protection officers who undertake the welfare assessments and issues arising with unauthorised encampments. It was concluded that the need remains unchanged at 7 pitches.

- **Why were the results of the earlier transit site search and selection process (initial deposit Plan April 2012) subsequently deemed unsound?**

4.5 Paragraph 3.3 of the Gypsy and Traveller Accommodation Background Paper, June 2013 (SD105), notes that following the Local Government elections in May 2012 a pledge was made by the new administration to review the Gypsy and Traveller sites contained in the 2012 Deposit LDP. The objective was to carry out the site selection in a transparent and democratic way. The sites in the initial 2012 Deposit LDP were not subject to a robust or detailed assessment hence the problems with their suitability identified since.

4.6 The original sites at Pound Hill and Queensway Meadows were reassessed as part of the new Scrutiny process. The reason this site was rejected are set out in the table below:

Site Name	**Reasons for rejection set out in Assessment of 240 potential sites**	**Additional reasons for rejection set out in Site Visit Assessment**
Pound Hill (transit) (Alternative Site RAS(N)003)	• Developable area too small due to very steep topography. • Not in proximity to health facilities. • There are vehicular access issues. • Not suitable in topographical terms.	Very steep site with access issues.
Queensway Meadows (transit) (Alternative Site RAS(N)001)	• The site is greenfield • Flood zone C1. It could be argued that a transit site would be acceptable because the tidal flood risk is predictable. If necessary, the site could be vacated and closed until the flood risk passes, but the same could not apply to a permanent residential use. • Because it is in private ownership, the site is not readily available, although CPO powers could be used if it were allocated.	The proximity to an industrial area means this site is not appropriate for permanent residential use. The industrial setting of this site was a concern of the Scrutiny Panel and hence why this site did not progress further.

4.7 The above sites were put forward as Alternative Sites during the June 2013 LDP consultation. Site constraints are noted in the Alternative Sites Assessment (SD31).

4.8 In addition to the above issues, the following problems were encountered:

4.9 Pound Hill: in drawing up plans to proceed with a planning application, the extent of the steep gradient to the site was appreciated, along with access concerns regarding vehicles towing caravans entering Pound Hill off the A48 dual carriageway. This made the site unsuitable for transit use.

4.10 Queensway Meadows: following submission of the LDP, it became apparent that the protected M4 route includes a proposed motorway junction which affects this site. This is reflected in the January 2014 update to the Alternative Sites Assessment. (SD31).

- **Do the identified highway access/slip road issues categorically rule out the initially recommended transit site at the former highways depot site adjacent to the A449?**

4.11 Yes. While this site was identified by the Scrutiny Committee in October 2012 as the preferred transit site, Highways officers advised that the access arrangements were unacceptable. It was therefore identified in the initial shortlist of five sites, subject to the access arrangements being resolved.

4.12 The issue relates to the use of the new A449 junction which was built for the 2010 Ryder Cup. The access slip roads are substandard in length, due to the land available when the junction was constructed. This means that vehicles joining or leaving the A449 cannot gain or reduce speed sufficiently before joining fast-moving traffic, or reaching the end of the slip-road, respectively. The access slip-roads and A449 are within the Welsh Government's jurisdiction as a trunk road. For Ryder Cup events, traffic management arrangements had to be put in place at some cost. This highway safety objection is set out in correspondence from the Welsh Government, dated 31st January 2013 (Appendix 2). The end of this letter questions the likely frequency of use, which was clarified. The Welsh Government's position was reiterated in an email received on the 16 August 2013.

4.13 The remaining road network comprises narrow country lanes that are unsuitable for vehicles towing caravans. Being a transit site, it was recognised that occupiers would be unfamiliar with the road network, compounding this concern.

4.14 Notwithstanding the above, following further work at the site appraisal stage, it became evident that the existing depot is unlikely to be able to accommodate 7 pitches unless surrounding trees are removed and land levelled. This land is also owned by the Council. However, tree clearance would raise resultant issues regarding dormice, which are a protected species. Whilst not insurmountable, this additional factor made the site less feasible.

- **What is the basis for the Council's conclusion that the Celtic Way site is the best available option for a transit accommodation site in Newport?**

- **Does this conclusion properly take into account the likely effects of a transit accommodation site in this location on the allocation of the surrounding area as a prestige strategic employment area and a key component of Plan policies SP18 and**

EM1, seeking to attract major investment and economic growth? Where in the site selection process is this evident?

4.15 Following the assessments undertaken through the Scrutiny process, Cabinet on 12 November 2012 noted the preferred transit sites for Newport:

1. A449
2. Celtic Way, a contingency site if the A449 could not be delivered

4.16 Cabinet requested that further investigations of the 11 shortlisted sites were to be undertaken before a final decision was taken. During this investigation is became clear that the A449, although the preferred site, was not deliverable due to the objections from NCC Highways and Welsh Government on highway safety grounds. In April 2013, Scrutiny Committee concluded that the A449 site should be removed from the shortlist and the Celtic Way site allocated as the transit site in the Revised Deposit LDP. It has been recognised throughout the process that there is not going to a 'perfect' site but that the sifting process would allow the least constrained sites to be considered and that where concerns remain that they can be overcome through mitigation, specific development requirements.

4.17 The Scrutiny Report on 29 October 2012 sets out in Appendix 6, comments by organisation, key business and technical officers and post consultation site assessments. This sets out that Celtic Way has no obvious problems and is not subject to hazards such as flood risk or impacts on ecology. The assessment noted that the site was on an employment allocation within the LDP. Section 7 (page 86) of the Scrutiny Report (29 October 2012) notes the officer response on the Economic implications for the site. It noted that the site is located some distance from existing businesses and sources of noise, although it is acknowledged that vacant plots exist far closer to the proposed site. With enhanced screening and landscaping, the site could have an appropriate level of privacy and it is not considered that a properly managed site would deter customers visiting nearby businesses.

4.18 Scrutiny Committee, Cabinet and Council had specific regard to the potential impact on the delivery of the surrounding employment land and on the existing businesses, as well as the concerns raised by local residents. This formed a key part of the discussion and debate at these respective meetings. While the concerns are noted, a well-designed site need not be visually intrusive, and with effective management should not result in problems for surrounding businesses. Moreover, it would present an improvement on the current situation: without a transit site, the Police advises that it cannot move on unauthorised roadside encampments, resulting in reactive management rather than the managing a secure site with amenities and refuse storage. It should be noted that many of the unauthorised roadside transit encampments are located in close proximity to the proposed site, most frequently on the road spur behind Quinn Radiators. The proposed transit site would provide a way of properly managing this issue, as well as allowing the Police to move on unauthorised roadside encampments.

- **Have all other considerations relevant to the site's suitability to accommodate the proposed use been properly taken into account, including proximity to surrounding industrial uses and associated traffic, lack of footways and proximity to areas of open water?**

4.19 The main issues raised through consultation related to the economic impact; facilities (the site requires a new off-site water mains and off-site sewer connection); access; safety; and

a potential poor image of Newport. Ecological surveys would be required but it was considered any issues could be addressed by mitigation. There are no significant constraints for this site, although consideration has to be given to the potential business investor referred to by the Welsh Government. The technical officers considered that with enhanced screening and landscaping, the site could have an appropriate level of privacy and did not consider that a properly managed site would deter customers visiting local businesses, nor new businesses coming to the area.

4.20 Vehicular access was assessed and found to be acceptable. Consideration was given to the lack of safe pedestrian access however due to the transit nature of the site this was not considered to be essential. By definition, all occupiers of the transit site would have access to private transport and would not be reliant on public transport or walking. The short-term duration of occupation means school attendance is unlikely. The site is within reasonable distance of a supermarket and petrol station, doctors' surgery and playing fields. The site is well located for the A48, A48(M) and M4 junction 28.

4.21 The site is adjacent to an area of open water, which is designated as a Site of Importance for Nature Conservation. Development alongside water can enhance the setting of an area. Safety around lakes is something that children from all cultures need to be aware of and is not considered an obstacle to development of any type.

4.22 An indicative site layout for the Celtic Way site is attached at Appendix 3 demonstrating that the site can accommodate seven pitches. The detailed site layout would be provided at the planning application stage.

- **How would the site be delivered, developed and managed? How would this be funded?**

4.23 The site would be delivered by the Council. Planning approval would be sought following adoption of the LDP to enable access to funding sources. The Council has an immediate need for a transit site. It is intended to seek Welsh Government grant funding towards site delivery: guidance confirms that 100% funding can be awarded for up to £1.5m per site (but funding is not available for site acquisition). Should Welsh Government grant not be secured, or should the grant not be sufficient, the Council has set aside funding in its four-year Capital programme, agreed by Council in February 2014.

4.24 Welsh Government (Representation 244.L23) notes that operational management arrangements for Gypsy and Traveller accommodation are not appropriate content for an LDP. The Council can however confirm that it would manage the transit site. Occupiers would be subject to a tenancy-type agreement and would have to pay rent for the duration of their stay up front. The duration of a stay, and the frequency of return visits during the year, would be restricted.

4.25 The proposed site is on land owned by the Welsh Government. Discussion with regard to transferring the site to Newport City Council has taken place, however at present the Welsh Government Land Division has indicated that it is not a willing landowner. The option of Compulsory Purchase could be explored. Officers of the Welsh Government Land Division have suggested that Crown Land cannot be subject to a CPO, however it is understood that a decision to declare the land Crown Land would be a decision of the National Assembly, not Welsh Government officers or an individual Minister.

4.26 If the Celtic Way site cannot be acquired, the contingency site at the Former Ringland Allotments would be developed as the transit site.

5. Ringland Allotments (Allocation H15(ii) & H16(ii)).

- **Is the site suitable for the proposed use(s), taking into account site constraints including topography, proximity to the southern distributor road dual carriageway, pylons crossing the site? What is the estimated capacity of the site (number of pitches)?**

5.1 The Cabinet report dated 13th May 2013 notes that the assessment of the Ringland Allotment site found that the site constraints are not insurmountable, and could be a reserve site for either residential use or as a transit site.

5.2 There is a requirement for a 2.5m high noise attenuation fence along the SDR boundary. An offsite sewer is required for foul connection. A medium pressure gas main cuts the north-eastern corner of the site so the site access needs to avoid this area. The draft site layout allows for this. Topographical surveys were undertaken for those sites where the existing topography appeared to present a challenge to site development. The results of these surveys have confirmed that some ground re-profiling works will be required. These works will add to the development costs but are not considered to be insurmountable.

5.3 The assessment found the site to be a suitable location for a Gypsy and Traveller site, and this took into account the location of the pylons traversing the site. No concerns with regard to health implications of pylons have been raised by Environmental Health or the Utility Providers.

5.4 Although this site is currently owned by Newport City Council, as part of the Section 106 planning agreement for the Llanwern Village development, this site would pass to Gallaghers, with replacement allotments provided elsewhere on that development. It remains open to the Council to seek to vary the terms of the legal agreement, or to buy or compulsorily purchase the site. The land is required by Gallaghers to improve the highway junction for the development but would have little effect on the developable area of the site, and it would still be possible to provide an access into the site and Gypsy and Traveller site.

5.5 The indicative layout for the site illustrates that the site is capable of providing 7 pitches which will meet the transit need or need for the smallest of the three families over the plan period (Appendix 4).

- **Is there a sound rationale for a) allocating the site on a contingency basis, and b) as either a residential or a transit accommodation site? Does this create excessive uncertainty and ambiguity?**

5.6 The Council has a duty under Sections 225 and 226 of the Housing Act 2004 to identify the need within its area for Gypsy and Traveller sites, and to then take steps to address that need. In order to ensure that this need is met a contingency sites has been provided within the Plan so that if either of the other sites are undeliverable. There is confidence of the delivery of the Hartridge Farm Road site so the need for a contingency residential site of 7 pitches is very unlikely to arise. There is a greater level of risk associated with Celtic Way

due to the objections from the Welsh Government Land Division, officers of which state that at present they are not a willing landowner.

5.7 It is accepted that the Former Ringland Allotment contingency site approach does result in a level of ambiguity which is undesirable in the medium to long term. However due to the emotive and sensitive nature of the development; this approach is considered the most appropriate to ensure the Plan meets its required level of need. One solution might be that, should the Hartridge Farm Road and Celtic Way sites be delivered as hoped, the Council could delete the Former Ringland Allotments allocation at a Plan review stage.

- **Can the site be satisfactorily developed for either alternative purpose (residential or transit) alongside the strategic housing allocation at Llanwern Village?**

5.8 The site can be developed as a Gypsy and Traveller site (transit or residential) alongside the strategic housing allocation at Llanwern Village. The site will be screened to ensure privacy and the access improvements required for the strategic site can be implemented without impacting on the delivery of 7 pitches on the site.

- **How would the site be delivered, developed and managed? How would this be funded?**

5.9 The site would be delivered by the Council. Planning approval would be sought following adoption of the LDP to enable access to funding sources. The Council has an immediate need for a transit site. It is intended to seek Welsh Government grant funding towards site delivery: guidance confirms that 100% funding can be awarded for up to £1.5m per site (but funding is not available for site acquisition). Should Welsh Government grant not be secured, or should the grant not be sufficient, the Council has set aside funding in its four-year Capital programme, agreed by Council in February 2014.

5.10 An indicative site layout for the Former Ringland Allotment site is attached at Appendix 4. The detailed site layout would be provided at the planning application stage, taking into account the results of the topographic survey and noise assessment.

5.11 Welsh Government (Representation 244.L23) notes that operational management arrangements for Gypsy and Traveller accommodation are not appropriate content for an LDP. The Council can however confirm that it would manage the transit site. Occupiers would be subject to a tenancy-type agreement and would have to pay rent for the duration of their stay up front. The duration of a stay, and the frequency of return visits during the year, would be restricted.

5.12 The land is currently owned by Newport City Council, however would pass to Gallaghers under the terms of a Section 106 planning agreement for the adjacent Llanwern Village development. Gallaghers has objected to the proposed allocation and has indicated that it is unlikely to be a willing landowner. The Council might therefore have to consider the use of Compulsory Purchase Order powers.

APPENDICIES

Appendix 1 – Indicative Site Layout Plan of Hartridge Farm Road

Appendix 2 – Correspondence from Welsh Government objecting to use of A449 depot as transit Gypsy and Traveller site on highways grounds

Appendix 3 – Indicative Site Layout Plan of Celtic Way

Appendix 4 – Indicative Site Layout Plan of the Former Ringland Allotments

Appendix 5 – Transport Statements dated November 2013

Appendix 1 – Indicative Site Layout Plan of Hartridge Farm Road

- ROADS
- BUFFER/ SCREENING
- FLOOD ZONE

Appendix 2 – Correspondence from Welsh Government objecting to use of A449 depot as transit Gypsy and Traveller site on highways grounds

Lindsay Christian

Subject: FW: Newport LDP - A449 query

From: Ley, Nina (EST - Transport) [mailto:nina.ley@Wales.GSI.Gov.UK];
Sent: 16/08/2013 13:47:38
To: Lindsay Christian [mailto:Lindsay.Christian@newport.gov.uk];
CC: Gareth (ES&T - Transport) Day [mailto:Gareth.Day@Wales.GSI.Gov.UK];
Subject: RE: Newport LDP - A449 query

Lindsay,

Thank you for the clarification.

I refer to the previous letter of 31st January 2013 and would reiterate the points made in the letter. The A449 Abernant interchange cannot operate for a Celtic Manor Resort event without traffic control measures and should not operate permanently due to its non standard design. This includes consideration of all the slip roads, including access from the North.

I trust this clarifies our position and look forward to receiving the Revised LDP formal consultation.

Regards,

Nina Ley
Rheolwr Cynnal a Chadw De Cymru- South Wales Maintenance Manager
Is-adran Rheoli'r Rhwydwaith - Network Management Division
Trafnidiaeth - Transport
Adran yr Economi, Gwyddoniaeth a Thrafnidiaeth - Department for Economy, Science and Transport
Llywodraeth Cymru - Welsh Government
Ffôn/ Tel (029) 2082 6447
Ffacs/ Fax (029) 2082 3792
E-bost/ E-mail nina.ley@cymru.gsi.gov.uk/ nina.ley@wales.gsi.gov.uk

Llywodraeth Cymru
Welsh Government

Development Services Manager
Regeneration and Regulatory Services
Civic Centre
Newport
NP20 4UR

For the attention of Mr Mark Hand

Eich cyf . Your ref: MH
Ein cyf . Our ref: qA970228
Dyddiad . Date: **31st January 2013**

Dear Mr Hand

A449 PROPOSED GYPSY AND TRAVELLER TRANSIT SITE

In response to your letter dated 4th January 2013 we note that the preferred Transit Site identified by Newport Councillors is the former depot site off the A449, with access provided by the closed slip roads that join the A449 at Abernant. We confirm that the former depot site has recently been sold to Newport City Council.

Whilst we appreciate that the Council has a responsibility to identify a suitable site, the policy to only open the A449 Abernant Interchange for major events at the Celtic Manor Resort (CMR) is still considered to be appropriate.

The interchange and slip roads are part of the Welsh Government's trunk road network and the interchange was built to facilitate easy access to the CMR coach park. It was designed within the limited land available and cannot operate for general use without appropriate traffic control measures that operate when a CMR event takes place. These measures are in conjunction with the approved junction management plan, for instance traffic marshals and reduced speed limit over the period of an event. It is not feasible to provide these measures permanently or at a greater frequency.

Both the Welsh Government and Newport City Council Highways Department agree that the interchange should not operate permanently due to its non standard design. Newport City Council has recently re-iterated this view. Furthermore, an increase in slow moving traffic on the slip roads as well as traffic on the immediate narrow lane county roads close to the interchange would, because of their low capacity, be inappropriate for carrying increased volumes of traffic.

BUDDSODDWR MEWN POBL
INVESTOR IN PEOPLE

Nina Ley
Llinell Union . Direct Line: 029 2082 6447
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Parc Cathays
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CF10 3NQ

Your letter does not give an indication of the number of occasions per year for which use of the interchange would be required for the purposes of the Transit Site, however, we consider that an increase in the frequency that this interchange is used is unacceptable, particularly in its current format.

Should you wish to discuss our position on this matter, please do not hesitate to contact me to arrange a meeting.

Yours sincerely

pp **NINA LEY**
South Wales Maintenance Manager

Appendix 3 – Indicative Site Layout Plan of Celtic Way

150m
13.7m
18m
28m
27m
25m
CELTIC WAY
Pond
Pond
FB
Pond
Weir
Pond
– ROAD
– BUFFER / LANDSCAPING.
Newport City Council
Scale 1:500
Development Services
Celtic Way
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Newport City Council 100024210 [2012]

Appendix 4 – Indicative Site Layout Plan of the Former Ringland Allotments

HOLST CLOSE

LINLEY CLOSE

HALLE CLOSE

WAGNER CRESCENT

26.0m

41.9m

COT HILL

BS

BS

LB

Grey Top

Mount Elliot

St Quinton

Sunnydale

Bona Vista

Milton Bungalow

Townsville

Parkfield

Hillcrest

Tremalr

Allotment Gardens

Allotment Gardens

Trees

Gas Buffer

Road

7

6

5

4

3

2

1

DEF

ED Bdy

KEY:

~ ROAD

~ SCREENING / BUFFER.

Newport City Council	Scale 1:500
Development Services	
Ringland Allotments	

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Newport City Council. 100024210 (2013)

Appendix 5 – Transport Statements dated November 2013

CAPITA

Gypsy and Traveller Site, Hartridge Farm Road, Ringland

Transport Statement | November 2013

We | Listen Create Deliver

CAPITA

Project No: CS/69508 Doc Ref: Rev:

Client: Newport City Council
Issue Date: November 2013

Gypsy and Traveller Site, Hartridge Farm Road, Ringland
Transport Statement

	Name	Signature	Date
Author	Dave James		29/11/2013
Checker	Mike Lloyd		29/11/2013
Approver	Paul Turner		29/11/2013

Issue Record

Rev	Date	Description/Comments	Author/Prepared by:	Approved for Issue by:

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Appendix B Traffic Flows
Appendix C Accident Statistics
Appendix D TRICS – Gypsy and Traveller Sites
Appendix E TRICS – Residential Housing
Appendix F Capacity Analysis

1. Introduction

1.1 Capita have been commissioned by Newport City Council (NCC) to review the traffic and transport implications of a proposed new permanent Gypsy and Traveller site accessed via Hartridge Farm Road, to the southeast of Newport (Figure 1).

1.2 This Transport Statement sets out to examine the transport issues relating to the development, including the provision for pedestrians, cyclists and other non-car users and how to best utilise and enhance existing resources. The report considers the effect of the proposed development in terms of forecast traffic generation and how to minimise the need of users of the development to travel by private motor vehicle. It also includes an examination of the Personal Injury Accident (PIA) statistics relevant to the site.

1.3 The Transport Statement has been prepared in accordance with the Welsh Government's *'Technical Advice Note (TAN) 18: Transport (March 2007)'*, and Department for Transport's *'Guidance on Transport Assessment: Chapter 3 Preparing a Transport Statement'*.

1.4 It should be noted that the Planning Policy Wales, Technical Advice Note (TAN) 18 (March 2007) recommends that a full Transport Assessment is required for residential development with more than 100 dwellings. The new Gypsy and Traveller site will initially have 23 pitches, increasing to a forecast total of 43 pitches by 2026. As a pitch is equivalent to a house, the development is below the threshold needed for a Transport Assessment and therefore a Transport Statement has been undertaken for the proposed development site.

Scope of Work

1.5 The key objectives of the Transport Statement are:

- To review the proposed development site and provide a detailed analysis of the existing transport infrastructure;
- To assess the proposed development based against national and local planning policies;
- To assess the development proposal in traffic and highway terms, including an examination of the Personal Injury Accident (PIA) statistics relevant to the site; and
- To explore the opportunities for sustainable travel to and from the site by non-car modes.

1.6 The purpose of this Transport Statement is therefore to provide an outline assessment of the impact of the proposed residential development on the local transport infrastructure. In line with the expectations of Newport City Council and national guidance, sustainable modes of transport have been considered along with encompassing vehicle trips to and from the development site.

1.7 The structure of the report is as follows:

- **Section 2**: sets out the relevant policies;
- **Section 3**: sets out the existing conditions;
- **Section 4**: describes the development proposals;
- **Section 5**: details the forecast traffic generations from the proposed
- development, and assesses the impact of the highway network; and
- **Section 6**: Provides a summary and conclusions.

2. Relevant Policies

Policy Background

National Policy

2.1 Planning Policy Wales (2012) sets out the land use planning polices of the Welsh Government and is supplemented by a series of technical advice notes.

2.2 Transport guidance within the document is outlined in Chapter 8 whereby the Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps tackle the causes of climate change by encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration:

- Within and between different types of transport;
- Between transport measures and land use planning;
- Between transport measures and polices to protect and improve the environment; and
- Between transport measures and polices for education, health, social inclusion and wealth creation.

2.3 The important link between effective transport provision and land use planning is highlighted by the following series of aspirations including:

- Reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
- Locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- Improving accessibility by walking, cycling and public transport;
- Ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- Supporting the provision of high quality public transport;
- Supporting traffic management measures;
- Promoting sustainable transport options for freight and commerce;
- Supporting sustainable travel options in rural areas;
- Supporting necessary infrastructure improvements; and
- Ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.

2.4 Emphasis is placed on the promotion of walking and cycling, and the support of public transport facilities to reduce trips made car. This approach is further supported under the PPW Housing section in chapter 9 of the report stating that Local Authorities should support *'development that is easily accessible by public transport, cycling and walking, although in rural areas required development might not be able to achieve all accessibility criteria in all circumstances'* (PPW; p128; ch.9).

2.5 Details on Transport Assessments are outlined in Planning Policy Wales: Technical Advice Note (TAN) 18, issued in March 2007 and deals specifically with transport issues. Concerning the objectives and processes of this guidance, TAN 18 states the importance of integration between land-use planning and development of transport infrastructure for which this integration can help address key environmental concerns by (page 2; para. 2.3):

- *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;*
- *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.*

2.6 *"The inter-relationships between land use planning and transport are complex and varied. The development of land is dependent, in part, upon transport infrastructure and services to function efficiently. By influencing the location, scale, density and mix of land uses and new development, land use planning can help to reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport"* (page 3; para. 2.4).

2.7 The Welsh Assembly Government Circular 30/2007, Planning for Gypsy and Traveller Caravan Sites states:

21. Sites, whether public or private, should be identified having regard to highways considerations. In setting their policies, local planning authorities should have regard to the potential for noise and other disturbance from the movement of vehicles to and from the site, the stationing of vehicles on the site, and on-site business activities. However, projected vehicle

movements for Gypsy and Traveller sites should be assessed on an individual basis for each site. Proposals should not be rejected if they would give rise to only modest additional daily vehicle movements and/or the impact on minor roads would not be significant.

Regional Policy

2.8 Sewta (South East Wales Transport Alliance) is one of four regional transport consortia established in Wales following powers acquired by the Welsh Government under the Transport Wales Act 2006 and the Railways Act 2005. The Welsh Government has subsequently approved a Regulatory Order to remove the requirement for the 22 local authorities in Wales to produce Local Transport Plans and instead, has introduced the requirement for Regional Transport Plans (RTPs) to be prepared by the four Transport Consortia.

2.9 The RTP vision is (page 18; chapter 3):

"To provide a modern, integrated and sustainable transport system for South East Wales that increases opportunity, promotes prosperity and protects the environment; where public transport, walking, cycling and sustainable freight provide real travel alternatives".

2.10 The RTP continues by emphasising the importance of an integrated approach toward planning policies and the effective interaction between transport planning and land-use planning. To that extent the report states (page 37; para. 4.4.3):

"Planning decisions strongly influence the demand for transport. The Local Planning Authorities will be encouraged to influence transportation matters by guiding development to appropriate locations that can be accessed by sustainable transport provision. In addition, planning authorities will need to ensure that all new developments have appropriate transport facilities such as regular bus services from the first occupation of the development, safe and secure links to train stations, provision for walking and cycling, and [where applicable] travel plans."

Local Policy

2.11 Under current housing and planning legislation Newport City Council has a duty to identify suitable residential and transit sites for Gypsies and Travellers, if a need is demonstrated.

2.12 In 2009, the council was required to carry out a Gypsy and Traveller Needs Assessment which concluded that the council had a 10 year need for 29 permanent pitches for families living in, or with an affiliation to, Newport. Fourteen of these pitches need to be provided for in a social rented format, with 15 pitches to be owner occupied pitches. A further 7 pitches were required for families that travel through the city on a seasonal basis.

2.13 The current Unitary Development Plan will be replaced by the Local Development Plan (LDP). Although the actual LDP is not yet adopted, the LDP vision and objectives have been. These include:

2.14 **Objective 2** *To ensure that development and land uses in Newport make a positive contribution to helping to minimise the causes of climate change and to mitigating the impacts, by incorporating the principles of sustainable design, reducing the need to travel, providing safe and active travel routes, and managing the risks and consequences of flooding.*

2.15 **Objective 4** *To ensure that there is an adequate supply of land for housing in the most sustainable locations, and to ensure that the quantity, quality and variety of housing provision meets the needs of the population. Also to foster the creation of places which contribute to local distinctiveness and thriving communities.*

The Newport 2011-26 Local Development Plan: Revised Deposit Plan dated June 2013 identifies the proposed location as a Gypsy and Traveller transit/residential site:

"H15 Gypsy and Traveller Transit Accommodation

SITES ARE ALLOCATED FOR GYPSY AND TRAVELLER TRANSIT ACCOMMODATION AT:

iii) LAND AT CELTIC WAY, COEDKERNEW – 1.5ha; AND

iv) CONTINGENCY SITE AT FORMER RINGLAND ALLOTMENTS FOR EITHER TRANSIT OR RESIDENTIAL ACCOMMODATION – 1.22ha.

5.10 Some Gypsy and Traveller families still have a nomadic style of living and the Council must provide transit sites for their use. Occupants at these locations will be allowed to pitch for a set number of weeks per year as determined by the Council, for which a fee will be payable in advance. A Newport Gypsy and Traveller Accommodation Needs Assessment was completed by Fordham Consultants in January 2010 and up to date information such as the annual caravan count, informs the Council that 7 pitches are required at this location during the plan period.

5.11 A contingency site has been identified at the Former Ringland Allotments for either transit or residential accommodation. This is in the event that all identified families in social accommodation need or in need of transit provision, cannot be accommodated in their entirety on the preferred transit and residential sites as identified in Policies H15 and H16.

H16 Gypsy and Traveller Residential Accommodation

SITES ARE ALLOCATED FOR PERMANENT GYPSY AND TRAVELLER RESIDENTIAL ACCOMMODATION AT:

iii) HARTRIDGE FARM ROAD, RINGLAND – 8.64ha; AND

iv) CONTINGENCY SITE AT FORMER RINGLAND ALLOTMENTS FOR EITHER TRANSIT OR RESIDENTIAL ACCOMMODATION - 1.22ha.

5.12 Some Gypsy and Traveller families, for various reasons, live in one place for longer periods of time. Permanent residential accommodation will be provided to those families and individuals that have no alternative place to live (this assessment is carried out by Housing Services). Occupants will be provided with pitches on a year round basis paying rent and council taxes to the local Authority. A Newport Gypsy and Traveller Accommodation Needs Assessment was completed by Fordham Consultants in January 2010 and up to date evidence provides the Council with information of who is in accommodation need.

5.13 Newport City Council has an immediate unmet need for permanent residential pitches in Newport. These families have already been identified by the Council. The immediate need will

be accommodated at Hartridge Farm Road between 2013 and 2015. Additional on-site pitches will be provided in a phased approach throughout the Plan Period. Details of the proposed phasing approach at the Hartridge Farm Road site are provided in the Delivery and Implementation Background Paper[1] of the Plan.

5.14 A contingency site has been identified at the Former Ringland Allotments for either transit or residential accommodation. This is in the event that all identified families in social accommodation need or in need of transit provision, cannot be accommodated in their entirety on the preferred transit and residential sites as identified in Policies H15 and H16.

H17 Gypsy and Traveller Accommodation Proposals

PROPOSALS FOR GYPSY AND TRAVELLER CARAVAN SITES, INCLUDING ON LAND OUTSIDE DEFINED SETTLEMENT BOUNDARIES, WILL BE PERMITTED PROVIDED:

v) THE SITE IS WELL RELATED TO SUITABLE COMMUNITY FACILITIES AND SERVICES FOR THE PROSPECTIVE OCCUPANTS;

vi) THE SITE IS CAPABLE OF BEING SERVED BY UTILITIES INCLUDING SUSTAINABLE WASTE DISPOSAL AND RECOVERY AND EMERGENCY SERVICES;

vii) THE SITE IS NOT WITHIN AREAS AT HIGH RISK OF FLOODING, GIVEN THE PARTICULAR VULNERABILITY OF CARAVANS;

viii) THERE IS AN IDENTIFIED AND GENUINE, LOCAL NEED FOR ACCOMMODATION FOR THE OCCUPIERS.

5.15 Many Gypsy and Traveller families have a cultural aversion to living in bricks and mortar accommodation. This aversion has been recognised in the law courts and means that every Local Authority in Wales must view Gypsy and Traveller accommodation as a form of affordable housing. In assessing accommodation need under criterion iv), occupiers will need to comply with all relevant housing legislation, for example, the Housing Acts 1996 and 2004, or as amended. It may be that sites can be sustainably located in rural or semi-rural settings, contributing to the meeting of affordable housing needs. Sites should be reasonably close to suitable facilities and services especially when considering proposals for permanent residential pitches. Transit pitches need not be as well related to facilities and services given the nature of the temporary accommodation. However, they should be well linked to the strategic transport network. Welsh Government Circular 30/2007[2] also provides relevant guidance. "

[1] *Available at: http://www.newport.gov.uk/stellent/groups/public/documents/plans_and_strategies/cont712235.pdf*

[2] *Available at: http://wales.gov.uk/about/foi/publications-catalogue/circular/2007/gypsy/?lang=en*

[1] *Available at: http://www.newport.gov.uk/stellent/groups/public/documents/plans_and_strategies/cont712235.pdf*

[2] *Available at: http://wales.gov.uk/about/foi/publications-catalogue/circular/2007/gypsy/?lang=en*

3. Existing Conditions

3.1 As shown in Figure 2, the site will be accessed via Hartridge Farm Road, which links into A48 Hartridge Roundabout. Hartridge Farm Road currently provides access to:

- Llanwern High School
- Ysgol Gymraeg Casnewydd
- An RSPCA Centre
- A Road Safety Centre
- 16 dwellings

3.2 The location of the site is not within or near a designated Air Quality Management Area and does not provide a through route for traffic.

Pedestrians and Cyclists

3.3 One of the main factors demonstrating the suitability of a development site is its accessibility by non-car modes of transport. This helps to reduce the reliance on the use of the private car as well as promoting the aims of sustainable travel choices.

3.4 When assessing the accessibility of a site an average walking speed of 1.4m/s can be assumed, which equates to approximately 400m in 5 minutes, or 3mph (Source: The Institution of Highways and Transportation publication 'Guidelines for Providing for Journeys on Foot (2000)). This document also suggests that 1000m is an acceptable commuting distance to walk with 2000m as a preferred maximum. Straight line cycle isochrones have been provided in Figure 3.

3.5 There is an existing subway providing a pedestrian link between Hartridge Farm Road and Ringland, under the A48. The subway is well used providing an access between the schools and Ringland. A footway extends from the subway to the school on the east side of Hartridge Farm Road, where it terminates. There is no footway provision on the western side.

Photograph 1: End of Footway at School Access

Photograph 2: Lack of Footway Provision Adjacent to the Road Safety Centre

3.6 The Department for Transport outlines an average cycle speed on level ground of 18kph (5 metres per second). Assuming a slightly lower speed of 12kph (3.3 metres per second) accounting for local topography, straight line cycle isochrones have been provided as Figure 3 illustrating the extent of 5 (1.5 kilometres) and 10 (3 kilometres) minute cycling distances from the proposed development. The plan shows that for a realistic 10 minute cycle journey, travel a significant area of Newport via sustainable means is a viable option.

Public Transport

3.7 The nearest bus stops to the development site are located on Ringland Circle, Hendre Farm Drive and Aberthaw Road (Figure 2) in Ringland, on the opposite side of the A48. The nearest bus stops (on Ringland Circle and Hendre Farm Drive) are approximately 225 metres from the northern site access. Bus services from these bus stops are summarised in the following table, with the associated timetables and routings included as Appendix A.

Service	Route	Times	Frequency
6	Newport Bus Station - Alway - Ringland	05:50-18:50	Hourly
7	Newport Bus Station - Alway - Ringland	06:22-22:32	Hourly
8A	Newport Bus Station – Ringland	04:58-23:18	Every 20 mins
8C	Newport - Maindee - Ringland	05:38-22:48	Every 20 mins
20	Newport Queensway - Spytty Retail Park - Newport Queensway	08:20-17:53	Hourly
21	Newport Queensway - Spytty Retail Park - Ringland Centre	08:25-20:25	Hourly

Table 3.1: Public Transport Provision Adjacent to the Site

Vehicular Access

3.8 The existing site generates minimal vehicular movements. The northern access is currently blocked and the southern access links into a Road Safety Centre.

Local Highway Network

3.9 The Hartridge Farm Road is accessed from via the A48 which is subject to a 50mph speed limit. This dual carriageway opened in December 2004 and is part of Newport's strategic highway network. The A48 links to the M4 at Junction 24 Coldra Roundabout, 2.5km to the north east. To the south west, Spytty Road Retail Park is located 1.2 km distant.

Traffic Flows

3.10 A junction classified count was undertaken at the Hartridge Farm Roundabout on Tuesday 1st November 2005. The results of the surveys are contained in Appendix B and summarised in the following table:

	Ringland Circle	SDR (East)	Hartridge Farm Road	SDR (West)
0800-0900	297	987	135	584
1500-1600	197	581	160	1101
1700-1800	209	482	35	1296
0700-0900	2215	7293	747	9176

Table 3.2: Hartridge Farm Roundabout: Approach Flows 1st November 2005

3.11 An Automatic Traffic Count (ATC) was undertaken on Hartridge Farm Road in October 2007. The daily and peak hour traffic flows from the survey (attached as Appendix B) are summarised in the following table:

	Northbound	Southbound
Monday	823	804
Tuesday	837	794
Wednesday	962	919
Thursday	813	767
Friday	761	743
Saturday	135	137
Sunday	142	141

Table 3.3: Daily Traffic Flows on Hartridge Farm Road Adjacent to the Proposed Site

	AM Peak Period (08:00-09:00)		PM Peak Period (15:00-16:00)	
	Northbound	Southbound	Northbound	Southbound
Monday	102	216	197	124
Tuesday	161	252	-*	-*
Wednesday	132	218	208	127
Thursday	138	213	210	130
Friday	137	235	224	122
Average	134	227	210	128

*Poor data in the Tuesday PM due to traffic counter issues

Table 3.4: AM and PM Peak Period Traffic Flows on Hartridge Farm Road Adjacent to the Proposed Site

3.12 The results highlight similar flows in both directions over the day, but with an imbalance in the peak hours, related to teachers at the two schools arriving southbound in the AM peak and departing northbound in the PM peak.

Accident Analysis

3.13 PIA data for the road network within the vicinity of the proposed development site (approximately 500m radius) for the period between 01/11/2008 and 27/10/2013 has been obtained and are included in Appendix C.

3.14 An examination of the PIA data indicates that:

- A total of 15 accidents (resulting in 1 fatal, 2 serious and 17 slight injuries) occurred within the five year period. Of these, 2 were cyclists (both slight) and 4 were pedestrians (1 serious and 3 slight).
- Five slight accidents occurred at Hartridge Roundabout, consisting of:
  - 1 shunt
  - 1 skid due to ice
  - 1 clipped kerb
  - 1 unsecure load
  - 1 collision with the roundabout
- There has been one slight accident on Hartridge Farm Road, caused by a vehicle colliding with a school pupil stood at the side of the road.
- The one fatality occurred at Balfe Road Roundabout when a vehicle clipped the kerb on the roundabout.

3.15 The national accident rate for junctions of a type similar to Hartridge Roundabout has been calculated based on COBALT (COst and Benefit to Accidents – Light Touch), developed by the Department for Transport to assesses accident-reduction benefits as part of the economic appraisal for a road scheme. The number of accidents is calculated using the following formula:

$$A = a * f^b$$

3.16 where ‘A’ is the annual number of accidents and ‘a’ and ‘b’ vary among junction types. Hartridge Roundabout is a junction type 55 (four arm roundabout with at least one dual carriageway arm and speed limits in excess of 40 mph). Therefore:

‘a’ = 0.063

‘b’ = 0.690

3.17 ‘f’ is a function of traffic flow, being the combined inflow from the two major opposing links multiplied bythe inflow from the remaining one or two links (in units of thousands of vehicles per annual average day).Based on factoring the November 2005 surveyed flows

f = 20 x3

3.18 Therefore, the national average annual rate of accidents for this type of roundabout is 1.06. With actual accidents over 5 years being 5, the average rate per year is slightly below the national average.

3.19 In the context of the traffic volumes using the SDR, Hartridge Roundabout does not have a significant accident problem.

3.20 Improvements to the footway on Hartridge Farm Road, as associated with the proposed development, will help to ensure the previous collision with a pedestrian is not repeated.

4. Development Proposal

4.1 Sites are required to provide accommodation for Gypsy and Traveller families already living in the city and for those passing through to fulfil the council's legal and planning responsibilities.

4.2 Both residential and transit sites are identified in the council's LDP. Residential sites are used by Gypsies or Travellers who want or need to remain in one place for a long period. They usually have links to the area and are often part of the community, for example, children will attend local schools. Transit sites are provided for Gypsies and Travellers who are passing through a town or city and they are allowed to stay for a limited number of days or weeks.

Proposed Development

4.3 The proposed permanent Gypsy and Traveller site at Hartridge Farm Road will initially have 23 pitches, increasing to a forecast total of 43 pitches by 2026. It will provide a permanent place of accommodation for three families who already reside in Newport.

4.4 **Family A** currently resides on an unauthorised but temporarily tolerated site in Lliswerry. This site is not suitable as a permanent solution being within an industrial estate and on land at risk of flooding, and the Local Authority has established that it has a duty to accommodate the family. The immediate housing need is 13 pitches, predicted to increase to 23 pitches by 2026;

4.5 **Family B** currently resides on an unauthorised but longstanding site in Llanwern. This site is not suitable as a permanent solution being very remote and having no utilities (water, power, sewer connection) and the family is seeking alternative accommodation. The immediate housing need is 3 pitches, predicted to increase to 7 pitches by 2026;

4.6 **Family C** currently resides on an unauthorised but temporarily tolerated site in Lliswerry. This site is not suitable as a permanent solution being within an industrial area and on land at significant risk of flooding, and the Local Authority has established that it has a duty to accommodate the family. A temporary planning permission for this site was quashed by the Court of Appeal. The immediate housing need for Family C is 7 pitches, predicted to increase to 13 pitches by 2026;

4.7 It is proposed to provide three distinct areas, one for each family. There would be two access points off Hartridge Farm Rd. No internal loop roads are proposed.

4.8 A pitch is equivalent to a house and will typically contain amenity space/garden, parking spaces, space for a touring caravan to be parked, an amenity block (permanent feature) to provide a utility room/bathroom/maybe living room. There are then likely to be two static type caravans which are very unlikely to move off site.

4.9 Touring caravans will be taken off site as and when the family travels, e.g. for work or for a show, although day to day movements will be cars or transit type vans, with trips to the shops/schools etc.

4.10 It is not proposed that businesses will be run from the site.

Previously Proposed Development

4.11 The Newport Local Development Plan 2011 – 2026 was placed on deposit on Friday 13 April 2012 for a 6 week consultation period. In this initial version of the plan the proposed location of the Gypsy and Traveller site was associated with a housing allocation of 290 dwellings (H57).

LDP Ref	Site Name	Hectares Estimated	Units not started at 1 October 2011	Estimated units likely to be produced by 1 April 2026
H57	Hartridge Farm Road	9.7	290	290

Table 4.1: LDP Proposed Development – H57

4.12 Following representations received and discussion with the Welsh Government, the council has produced a Revised Deposit Plan, which will be tested at its Examination by an Inspector in 2014.

Committed Development

4.13 Newport City Council is currently marketing surplus land at the Llanwern School site for residential development. The site was granted planning permission in September 2008 (application 07/1590). In the Newport Local Development Plan 2011 – 2026, this land to the south of school (H19) had an allocation of 100 units:

LDP Ref	Site Name	Hectares Estimated	Units not started at 1 October 2011	Estimated units likely to be produced by 1 April 2026
H19	Hartridge High School	2.54	100	100

Table 4.2: LDP Proposed Development – H19

4.14 In the revised deposit plan, the housing allocation to the south of the school (H19) remains, but with a reduction to 65 units.

LDP Ref	Site Name	Hectares	Total capacity of the site	Units delivered Within plan period	Affordable housing units
H19	Hartridge High School	2.54	65	65	10

Table 4.3: Revised LDP Proposed Development – H19

4.15 In both the Newport Local Development Plan 2011 – 2026 and the revised deposit plan, housing at the Woodland Site in Ringland with an access via Hartridge Farm Road has an allocation of 300 units:

LDP Ref	Site Name	Hectares	Total capacity of the site	Units delivered within plan period	Affordable housing units
H55*	Woodland Site Ringland	7.8	300	300	90

*Site H56 in the Newport Local Development Plan 2011 – 2026

Table 4.4: LDP / Revised LDP Proposed Development – H56 / H55

Vehicular Access onto Highway Network

4.16 The highway layout for the site will take into account the Welsh Government document, 'Good Practice Guide in Designing Gypsy Traveller Sites in Wales' (July 2009), which states:

'All sites need to have traffic calming measures leading to and on the site. Public roads should have clearly displayed signs requesting cars to slow down for site access. (NB it should be made clear that only local authorities are authorised to erect signs on public highways). Internal roads should also have signs at regular intervals requesting drivers to slow down and speed-limiting ramps.

Good quality roads should be built which are fit for purpose. Normally concrete or tar macadam on suitable sub-base appropriate to soil conditions is preferable. Roads should be wide enough to allow chalet/mobile homes access on low loader vehicles and yet not encourage on road parking. They should also be wide enough to allow two lorries to pass each other, and should be a minimum of 5.6 metres wide which should accommodate vehicle towing caravans between 7 to 8 metres long.

The design of roads leading to and on the site should allow easy access for emergency vehicles. Caravans and trailers must not be more than 50 metres from a road. Roads should not have overhead cables less than 4.5 metres above the ground. Vehicular access and gateways must be at least 3.1 metres wide and have a minimum clearance of 3.7 metres.

If feasible, there should be more than one access point to the site. In addition a ramp will be required near to the entrance to the public road to ensure a reduction in vehicular speed. If the site is a cul-de-sac layout then there should be adequate turning space to accommodate large vehicles used by the residents. There should be footpaths at the entrance from the public road into the site along with footpaths on the site.

Residents will be aware that they should be cautious when driving on to and around the site due to children playing. However visitors to the site may not realise the potential danger and therefore warning signs should be placed at the entrance to the site and throughout warning drivers of the presence of children.'

4.17 It is envisaged that two accesses and improvements to the existing highway in terms of widening and footway improvements on Hartridge Farm Road, will be provided.

4.18 The proposed junctions will be designed to the standards as set out in the Design Manual for Roads and Bridges (DMRB) TD42/95 Geometric Design of Major/Minor Priority junctions.

4.19 Traffic calming measures on the access roads, easy access for emergency vehicles and appropriate signage will all be reviewed at the detailed design stage.

Pedestrian Facilities

4.20 There are currently no existing footpaths on Hartridge Farm Road, except between the A48 and Hartridge School, on the eastern side of the road. Therefore, as part of the highway improvements to Hartridge Farm Road, the footway will be extended from the school to the Road Safety Centre, improving facilities for residents in the area and providing linkage from the southern end of the site to the pedestrian subway connecting into Ringland.

Public Transport

4.21 With the provision of bus stops in close proximity, well linked by pedestrian footways and an underpass, no additional provision for buses is proposed. It should be noted that due to their culture, Gypsies and Travellers rarely use public transport. Andree Morgan Andrews, Powys County Council's Gypsy Liaison Officer has previously stated:

'Romany Gypsy children and young women are not allowed off site on their own. The majority of Romany Gypsies wouldn't use public transport as it means being in the company of unrelated men. When Romanies go shopping they buy in bulk and go en masse and would get a taxi not a bus. Children get taken to and from school to prevent socialising with members of the opposite sex. Gypsy children aren't allowed to socialise outside of their family.'

Parking

4.22 The Welsh Government document, 'Good Practice Guide in Designing Gypsy Traveller Sites in Wales' (July 2009), states:

'Each pitch as a minimum should be capable of accommodating an amenity block, large trailer, touring caravan and parking for two vehicles ……. with permanent and readily identifiable markings for caravans and parking spaces…… it is recommended that all new sites and sites undergoing refurbishment programmes to pitches should consider adopting a clear colour coding approach to highlight clear delineation between caravans and other vehicles. For example red lines should represent fire breaks between caravans with green lines representing space for cars etc.'

4.23 The detailed design for the development will be based on these guidelines.

Internal Highway Layout and Prevention of Access by Unwanted Vehicles

4.24 The internal highway layout has yet to be detailed. However, it is proposed that the council manage the site, ensuring unwanted vehicles are prevented from accessing.

5. Impact on the Highway Network

Traffic Generation

5.1 Trip generation rates for the proposed Gypsy and Traveller site have been based on the two surveys contained within the national TRCIS database (Appendix D) and those previously undertaken by Capita Symonds of an existing Gypsy and Traveller site at Cefn Cantref adjacent to Brecon:

Reference	Location	Pitches	Residents	Survey Date	Type
HC-16-A-01	Hartfordbridge	20	82	05/01/89	Permanent
SC-16-A-01	Leatherhead	10	Not stated	04/02/10	Static
-	Brecon	11	Not known	16/12/10 and 13/01/11	Not known

Table 5.1: Surveys of Gypsy Traveller Sites

Time	Location	Arrivals	Departures	Total (2 way)
08:30-09:30	Brecon	0	0.1818	0.1818
08:00-09:00	Hartfordbridge	0.15	0.2	0.35
08:00-09:00	**Leatherhead**	**0.5**	**0.8**	**1.3**
15:00-16:00	**Hartfordbridge**	**0.8**	**0.8**	**1.6**
17:00-18:00	Brecon	0.4545	0.2727	0.7272
17:00-18:00	Hartfordbridge	0.3	0.4	0.7
17:00-18:00	Leatherhead	0.3	0.1	0.4

Table 5.2: Gypsy Traveller Site Traffic Generation – Trip rates per Pitch

5.2 The proposed new site is designed to accommodate initially 23 pitches with a maximum of 43 pitches by 2026. The new site has been designed for two car parking spaces per pitch as per the existing site at Cefn Cantref.

5.3 As the three sites provide a range of trip generations, to provide a worst case scenario, the greatest trip generations in the AM and PM peak from all sites surveyed have been utilised, to provide confidence that the highway network can accommodate the increase in traffic flow. Therefore, the AM peak (08:00-09:00 hours) trip rates observed at the Leatherhead site and the PM peak (15:00 – 16:00 hours) rates observed at the Hartfordbridge have been assessed (as shown in bold).

5.4 Based on these rates per pitch, the following trip figures are estimated for the proposed site:

Time	Arrivals	Departures	Total (2 way)
08:00-09:00	12	19	31
15:00-16:00	18	19	37

Table 5.3: Proposed Gypsy Traveller Site Traffic Generation (23 Pitches)

Time	Arrivals	Departures	Total (2 way)
08:00-09:00	22	35	57
15:00-16:00	34	35	69

Table 5.4: Proposed Gypsy Traveller Site Traffic Generation (43 Pitches)

Consideration of Fallback Position for Residential Development

5.5 In comparison, the impact of the 290 houses previously allocated for the site in the initial LDP, is significantly greater. Based on average and 85th percentile trip rates for houses privately owned from within the TRICS database (Appendix E), the trip generation would be:

	Average Rates			85th Percentile Rates		
TRICS*	Arrivals	Departures	Total (2 way)	Arrivals	Departures	Total (2 way)
0800-0900	0.144	0.405	0.549	0.187	0.523	0.710
1700-1800	0.388	0.230	0.618	0.483	0.307	0.790

*Excluding Greater London / Northern Ireland and the Republic of Ireland sites

Table 5.5: Houses Privately Owned – Trip rates per dwelling

	Average			85th Percentile		
TRICS*	Arrivals	Departures	Total (2 way)	Arrivals	Departures	Total (2 way)
0800-0900	42	117	159	54	152	206
1700-1800	113	67	180	140	89	229

*Excluding Greater London / Northern Ireland and the Republic of Ireland sites

Table 5.6: 290 Houses Privately Owned - Trips

5.6 The difference between the trip generation from a housing development on the site and the proposed Gypsy and Traveller site is:

	Average House Rates			85th Percentile House Rates		
	Arrivals	Departures	Total (2 way)	Arrivals	Departures	Total (2 way)
AM Peak	+20	+82	+102	+32	+117	+149
PM Peak	+79	+32	+111	+106	+54	+160

Table 5.7: Comparison of Trips (290 Houses – 43 pitches)

5.7 Therefore, should the proposed Gypsy and Traveller site not progress it is envisaged that significantly more trips will be generated to/from the site, should the site revert to a housing allocation, as was previously proposed.

Consideration of Cumulative Impact

5.8 Should the proposed housing allocations H19 - Hartridge High School (65 units) and H55 - Woodland Site, Ringland (300 units) be built, the increase in trips on Hartridge Farm Road will be:

	Average			85th Percentile		
TRICS*	Arrivals	Departures	Total (2 way)	Arrivals	Departures	Total (2 way)
0800-0900	52	148	200	68	191	259
1700-1800	142	84	226	176	112	288

*Excluding Greater London / Northern Ireland and the Republic of Ireland sites

Table 5.9: 365 Houses Privately Owned – Trips

Impact on the Network

5.9 In a worse case scenario, the full 43 pitch development is likely to generate in the region of 57 two way trips every weekday AM Peak Period and 69 two way trips every weekday PM Peak Period, which will have a minimal impact on the highway network during these times. The percentage increases at Hartridge Roundabout is less than 5%:

	AM Peak Period (08:00-09:00)	PM Peak Period (15:00-16:00)
Existing Traffic (2005) – From traffic count on 1/11/2005	2003	1867
Site traffic (43 pitches) – From Table 5.4	57	69
Predicted % increase	2.8%	3.7%

Table 5.10: Percentage Increase in Traffic on the Combined Hartridge Roundabout Approaches

Hartridge Roundabout

5.10 Capacity analyses of the roundabout, with and without the proposed development have been undertaken, based on the turning movements observed on Tuesday 1st November 2005. The peak hour turning movements at the junction are 0800-0900 and 1630-1730 hours (Figure 4):

Hour	Ringland Circle	SDR (Coldra)	Hartridge Farm Road	SDR (Leeway)	Total
0800-0900	297	987	135	584	2003
1630-1730	189	525	59	1355	2128

Table 5.11: Approach Flows to Hartridge Roundabout: November 2005

5.11 To provide a worse case analysis, the 15:00-16:00 hours peak development flows have been added to the 16:30-17:30 hours highway network peak period.

5.12 The 2005 highway traffic flows have been growthed based on factors calculated from Tempro 6.2 utilising the NTM AF09 Dataset for Newport. As the results show minimal change in flow between 2005 and 2013, the 2005 base count has been deemed sufficient to form the base of the analyses.

Years	AM Peak Growth Rate	PM Peak Growth Rate
2005-2010	0.9783	0.9933
2006-2010	0.9814	0.9947
2005-2013	0.9926	1.0108
2005-2026	1.2160	1.2282

Table 5.12: Tempro National Growth Factors

5.13 A comparison of ATCs undertaken on the Southern Distributor Road (adjacent to Coldra Roundabout) in June 2006 and June 2010 (Appendix B), replicates this minimal change.

ATC on SDR	AM Peak (0800-0900) Weekday Average			PM Weekday (1600-1800/2) Average Peak		
	E/B	W/B	Total	E/B	W/B	Total
June 2006	486	1068	1554	953	584	1537
June 2010	453	979	1432	958	632	1590
Growth	0.9321	0.9166	0.9215	1.0052	1.0822	1.034
Total Growth	0.9777					

Table 5.13: Local Growth Factors

5.14 Therefore, the 2005 traffic counts have been factored by 1.2160 in the AM peak and 1.2282 in the PM peak to estimate 2026 traffic flows (Figure 5). Development flows with 43 pitches (Figure 6), have been added based on existing turning proportions (Figure 7).

5.15 Junction analysis of Hartridge Roundabout has been undertaken utilising ARCADY 6 software. The ARCADY results provide the Ratio to Flow Capacity (RFC), which indicates how a junction is operating. An RFC no more than 0.85 is conventionally taken to indicate that there is sufficient spare capacity, an RFC above 0.85 indicates that capacity problems may occur and an RFC approaching or above 1.0 indicates that capacity is likely to be exceeded and remedial action is likely to be required. The calculated queues are average values of broad distributions and considerable variations about these values will be encountered in practice. The analysis results are attached in Appendix F and summarised in the following tables:

No Development	AM Peak Period (08:00-09:00)		PM Peak Period (16:30-17:30)	
	RFC	Queue	RFC	Queue
Ringland Circle	0.377	0.6	0.337	0.5
SDR (NE)	0.625	1.6	0.316	0.5
Hartridge Farm Rd	0.241	0.3	0.070	0.1
SDR (SW)	0.374	0.6	0.736	2.8

With 43 pitches	AM Peak Period (08:00-09:00)		PM Peak Period (16:30-17:30)	
	RFC	Queue	RFC	Queue
Ringland Circle	0.385	0.6	0.377	0.6
SDR (NE)	0.631	1.7	0.321	0.5
Hartridge Farm Rd	0.292	0.4	0.105	0.1
SDR (SW)	0.380	0.6	0.742	2.8

Table 5.14: Hartridge Roundabout 2026 With (43 pitches) / Without Development (assuming equal lane use)

5.16 The results highlight the minimal impact of the proposed development, with no significant increase in queues. With RFCs below 0.85 on all arms in both peak periods, the junction has spare capacity to accommodate further traffic growth.

5.17 The RFCs and associated queues in Table 5.14 will increase if the proposed 290 dwelling residential proposal on Hartridge Farm Road is built instead of the Gypsy and Traveller site.

5.18 If the additional 65 dwellings proposed as the Hartridge High School (H19) allocation and 300 dwellings proposed as the Woodland Site, Ringland (H55) allocation are also constructed, as well as the 290 units (Figures 8 and 9), then the resulting queue estimates are summarised in the following table:

With 655 dwellings	AM Peak Period (08:00-09:00)		PM Peak Period (16:30-17:30)	
	RFC	Queue	RFC	Queue
Ringland Circle	0.429	0.7	0.732	2.6
SDR (NE)	0.658	1.9	0.359	0.6
Hartridge Farm Rd	0.744	2.8	0.270	0.4
SDR (SW)	0.421	0.7	0.786	3.6

Table 5.15: Hartridge Roundabout 2026 with 655 Dwellings (assuming 85th percentile rates and equal lane use)

5.19 The results show the junction remains within capacity although in the AM peak the Hartridge Farm Road arm has the least spare capacity.

Impact on Highway Safety

5.20 The PIA analysis undertaken in Section 3 has shown that there is not a significant history of accidents on the surrounding roads. With only a minor increase in traffic and junction designs to standard, the development is unlikely to have a significant impact on road safety.

5.21 A Stage 1 Road Safety Audit will be carried out on the new access junctions in accordance with HD19/03 of the Design Manual for Roads and Bridges.

6. Summary

6.1 This Transport Statement has examined the transport issued relating to the proposed development of land adjacent to Hartridge Farm Road, as a Gypsy and Traveller Site, with a maximum of 43 pitches.

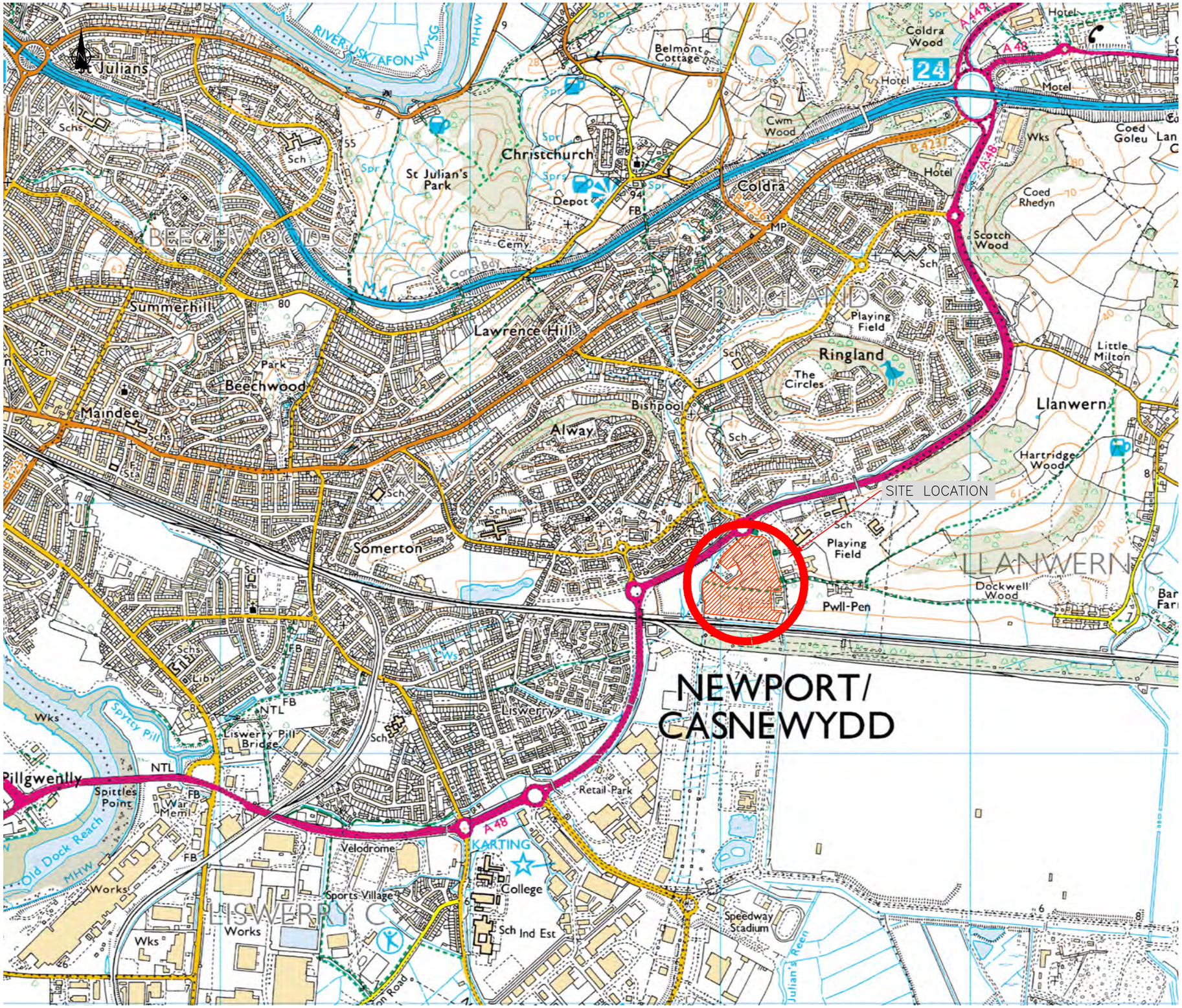
6.2 A review of the expected traffic generation from the site has shown that there will be only a minor increase to vehicular flow and there are no existing significant accident issues in the adjacent area. Consideration has been given to maximum predicted site growth to 43 pitches, predicted traffic growth to 2026 and the cumulative impact of the two proposed housing sites included in the Revised LDP, with the results identifying that there is sufficient capacity at the adjacent junction connecting to the strategic highway network

6.3 Should the proposed Gypsy and Traveller site not progress it is envisaged that significantly more trips will be generated to/from the site via a housing development.

6.4 It is envisaged that two accesses and improvements to the existing highway in terms of widening and footway improvements on Hartridge Farm Road, will be provided. The properly established site will help the council tackle the issue of unauthorised encampments and provide a site that meets highways standards and conforms to Welsh Government good practice guidance.

6.5 It is therefore considered that the local highway in the vicinity of the site is suitable with regard to capacity and highway safety and therefore, in principle, there are no highway reasons why the development should not take place.

Figures



ISSUE	AMENDMENTS	DRAWN	CHECK	DATE

DRG. No. FIGURE 1

REVISION REF.

CLIENT

Newport CITY COUNCIL CYNGOR DINAS Casnewydd

PROJECT

HARTRIDGE
FARM ROAD
GYPSY AND TRAVELLER SITE

TITLE

SITE LOCATION PLAN

PURPOSE

INFORMATION

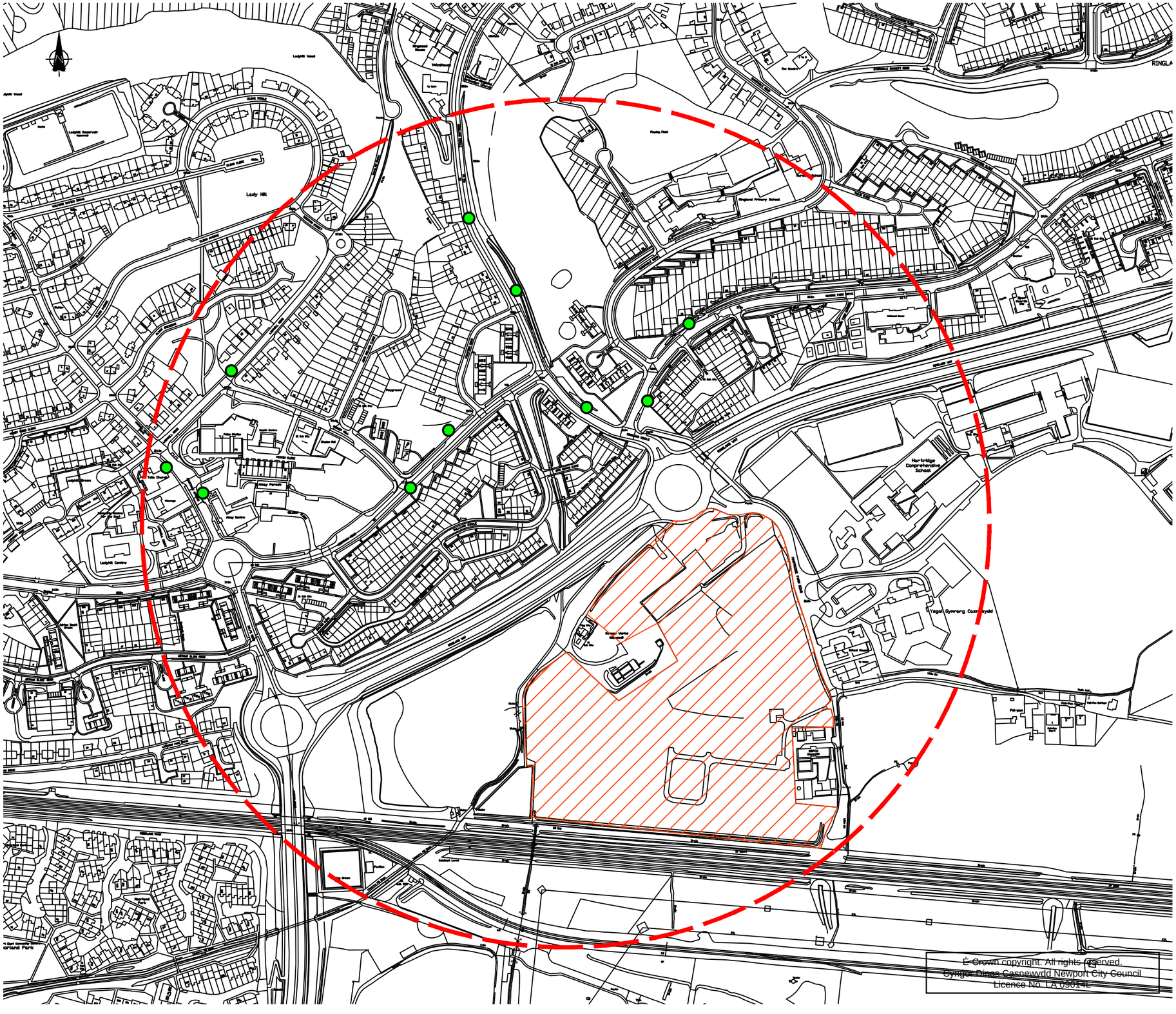
CAPITA
Property and Infrastructure
St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
T: 02920 803500 w: www.capita.co.uk/infrastructure
Capita Property and Infrastructure Ltd.

DRAWN	DATE	SCALE
HK	NOV 2013	NTS
CHECKED	DATE	PROJECT No.
DHJ	NOV 2013	CS/69508

DRG. No. FIGURE 1

REVISION REF.

FILE: P:\SCHEMES_CS\CS0695XX\CS069508\CAD\HARTRIDGE\FIGURE 1 HARTRIDGE ROUNDABOUT LOCATION PLAN.DWG



DRG. No. FIGURE 2 | REVISION REF.

KEY

NEAREST BUS STOP LOCATION

DEVELOPMENT SITE

ISSUE	AMENDMENTS	DRAWN	CHECK	DATE

CLIENT

Newport City Council / Cyngor Dinas Casnewydd

PROJECT

HARTRIDGE
FARM ROAD
GYPSY AND TRAVELLER SITE

TITLE

BUS STOP LOCATIONS

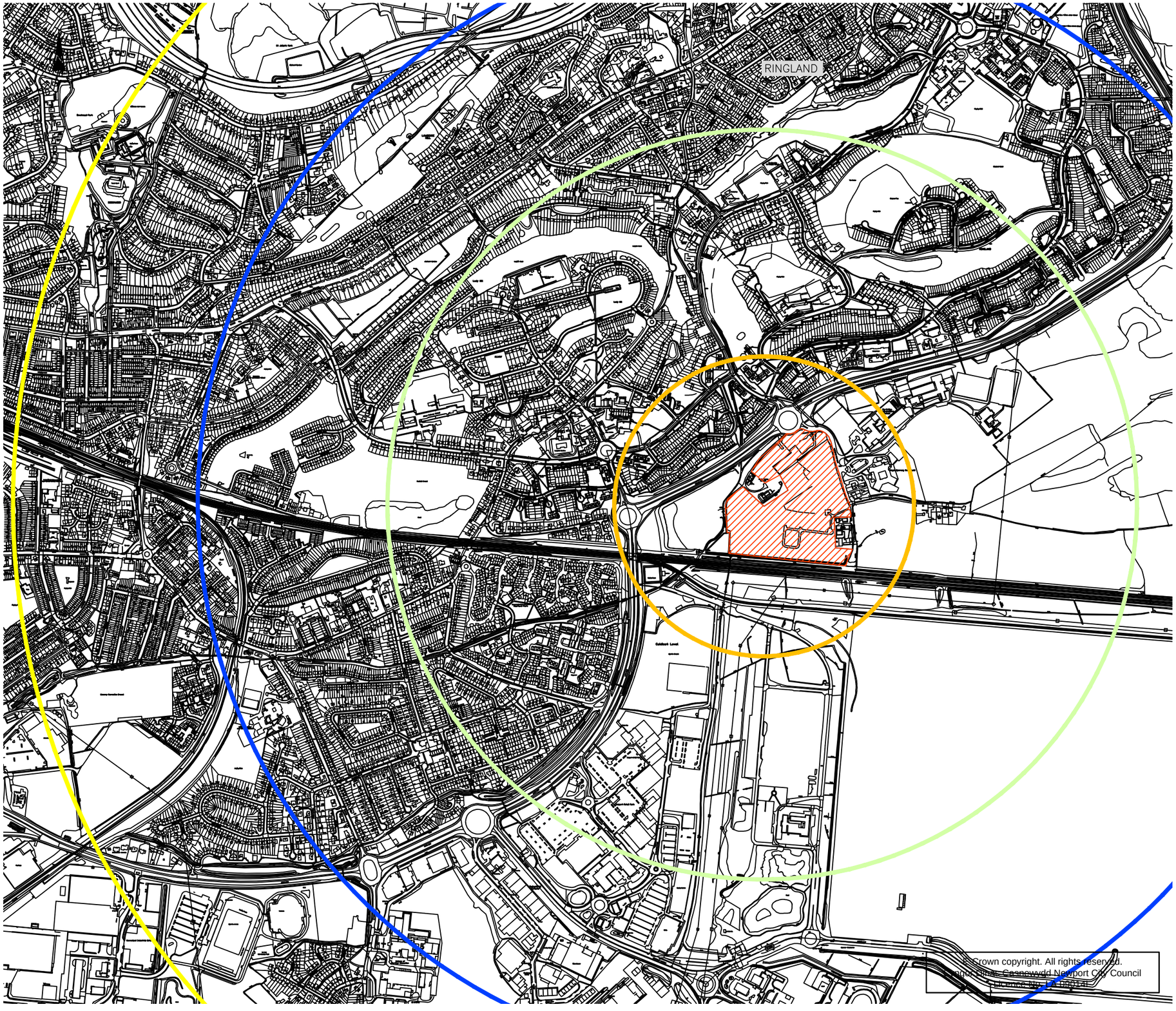
PURPOSE

INFORMATION

CAPITA
Property and Infrastructure
St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
T: 02920 803500 w: www.capita.co.uk/infrastructure
Capita Property and Infrastructure Ltd.

DRAWN	DATE	SCALE
HK	NOV 2013	1:30,000
CHECKED	DATE	PROJECT No.
DHJ	NOV 2013	CS/69508
DRG. No. FIGURE 2		REVISION REF.

FILE: P:\SCHEMES_CS\CS0695XX\CS069508\CAD\HARTRIDGE\FIGURE 2 HARTRIDGE ROUNDABOUT BUS STOPS.DWG



DRG. No. FIGURE 3 | REVISION REF.

KEY

- PROPOSED DEVELOPMENT SITE
- 5 MINUTE WALKING DISTANCE 400m
- ACCEPTABLE COMMUTER DISTANCE 1.0Km
- 5 MINUTE CYCLING DISTANCE 1.5km
- 10 MINUTE CYCLING DISTANCE 2km

FIGURES BASED UPON AVERAGE CYCLING SPEED OF 12KM/H

ISSUE	AMENDMENTS	DRAWN	CHECK	DATE

CLIENT

Newport City Council
Cyngor Dinas Casnewydd

PROJECT

HARTRIDGE
FARM ROAD
GYPSY AND TRAVELLER SITE

TITLE

STRAIGHT LINE WALKING AND CYCLING ISOCHRONES

PURPOSE

INFORMATION

CAPITA
Property and Infrastructure
St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
T: 02920 803500 w: www.capita.co.uk/infrastructure
Capita Property and Infrastructure Ltd.

DRAWN	DATE	SCALE
HK	NOV 2013	1:10,000
CHECKED	DATE	PROJECT No.
DHJ	NOV 2013	CS/69508

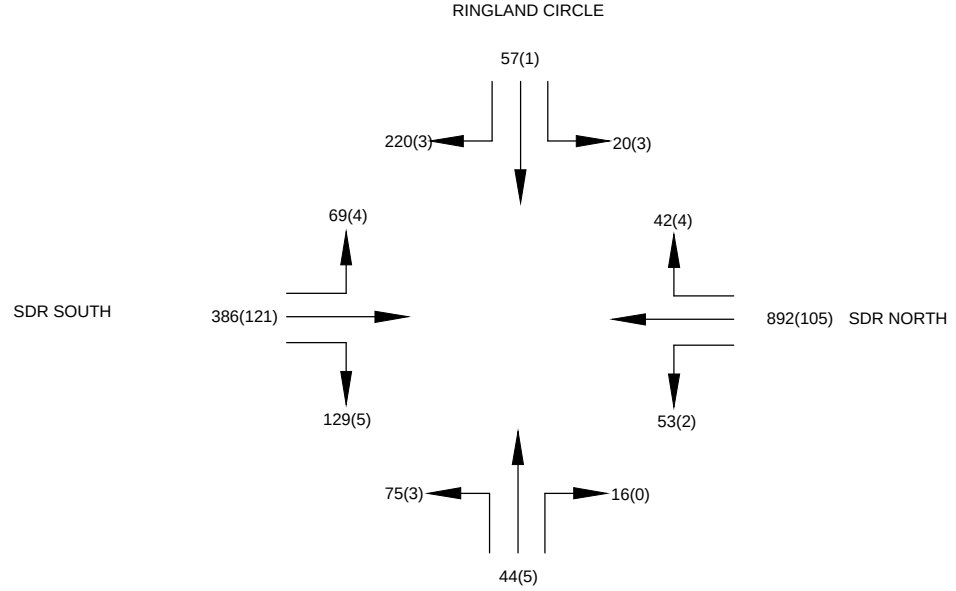
DRG. No. FIGURE 3 | REVISION REF.

FILE: P:\SCHEMES_CS\CS0695XX\CS069508\CAD\HARTRIDGE\FIGURE 3 HARTRIDGE ROUNDABOUT ISOCHROMES.DWG

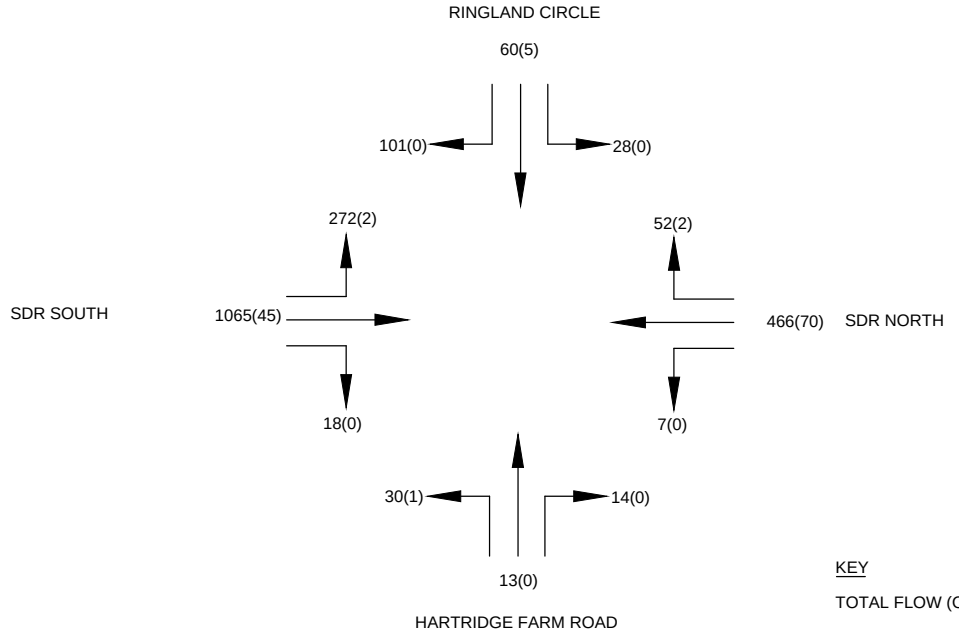
ISSUE	AMENDMENTS	DRAWN	CHECKED	DATE

HARTRIDGE ROUNDABOUT

AM PEAK HOUR 08:00 - 09:00



PM PEAK HOUR 16:30 - 17:30



KEY

TOTAL FLOW (OGV1+OGV2+PSV)

CLIENT: Newport City Council / Cyngor Dinas Casnewydd

PROJECT: HARTRIDGE FARM ROAD GYPSY AND TRAVELLER SITE

TITLE: AM AND PM WEEKDAY PEAK HOUR TRAFFIC FLOWS TRAFFIC SURVEY UNDERTAKEN ON TUESDAY 1ST NOVEMBER 2005

PURPOSE: INFORMATION

CAPITA SYMONDS
St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
Tel: 02920 803500
www.capitasymonds.co.uk

DRAWN	DATE	SCALE
HK	NOV 2013	Not to Scale
CHECKED: D.H.J.	DATE: NOV 2013	PROJECT No.: CS/69508
DRG. No.: FIGURE 4		REVISION REF.

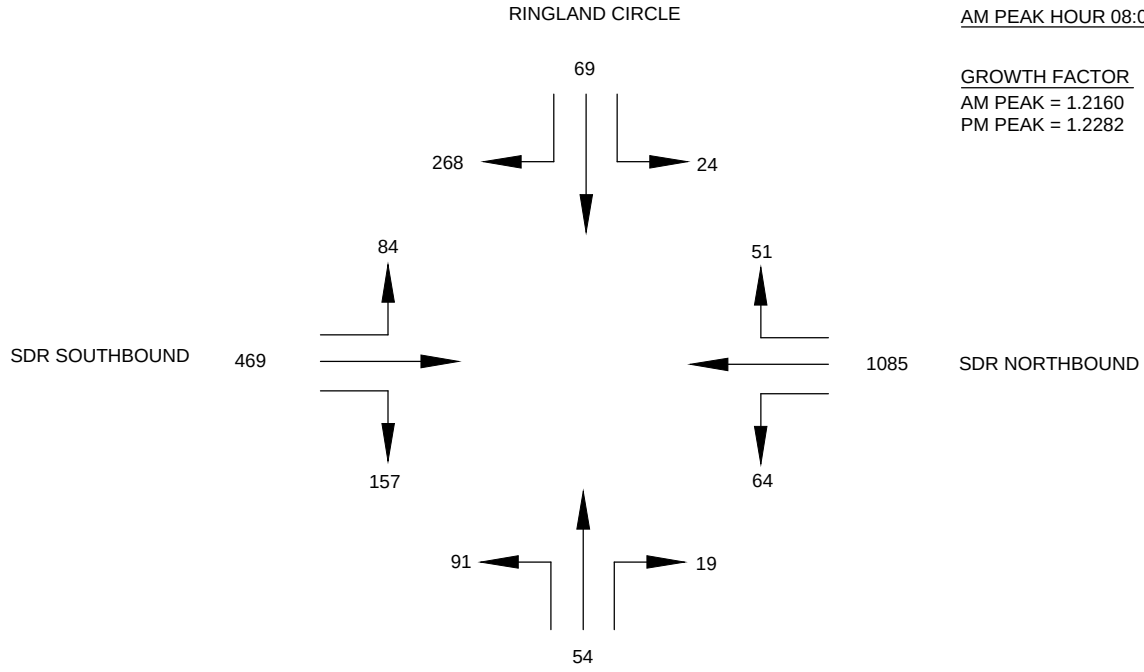
FILE: P:\Schemes_CS\cs0695xx\cs069508\CAD\Hartridge\Figure 4 Weekday AM and PM Peak Hour Traffic Flows.dwg

ISSUE	AMENDMENTS	DRAWN	CHECKED	DATE

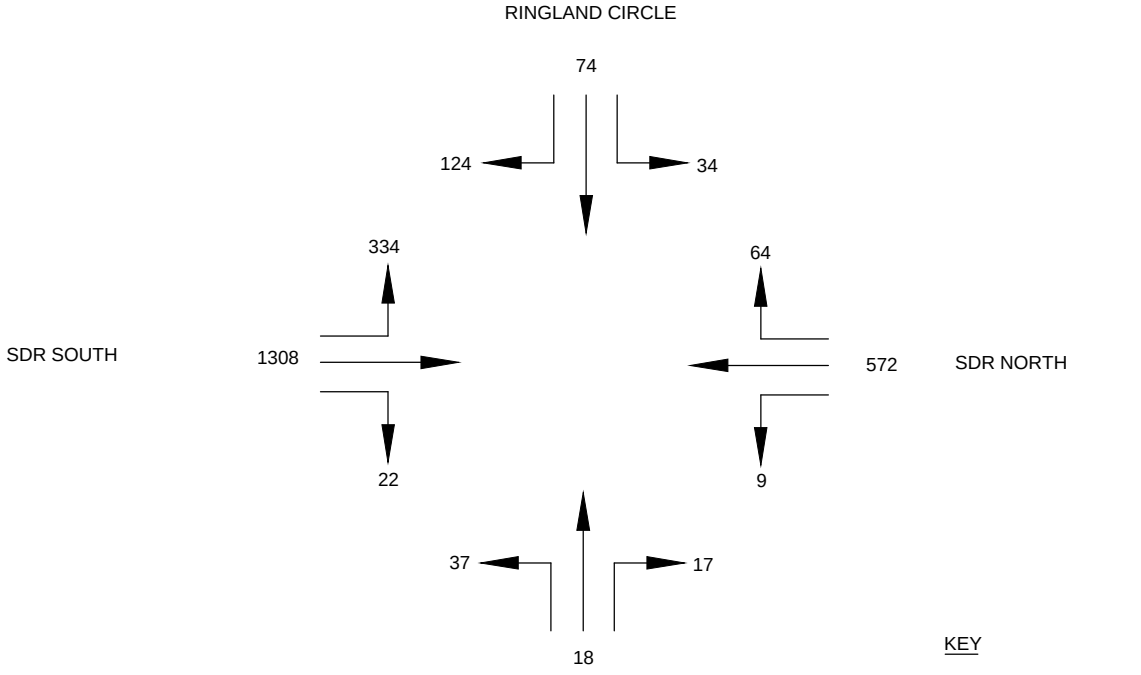
HARTRIDGE ROUNDABOUT

AM PEAK HOUR 08:00 - 09:00

GROWTH FACTOR
AM PEAK = 1.2160
PM PEAK = 1.2282



PM PEAK HOUR 16:30 - 17:30



KEY

TOTAL FLOW (OGV1+OGV2+PSV)

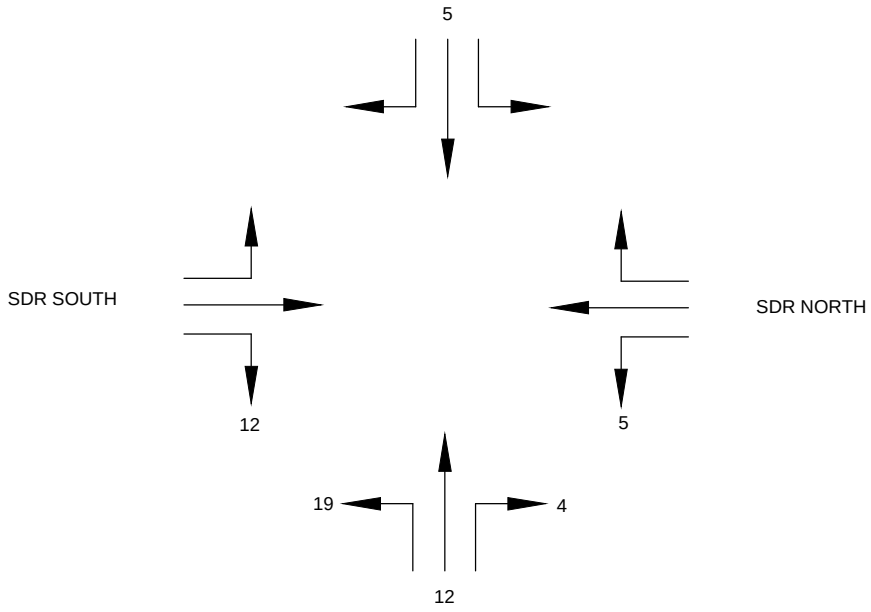
CLIENT: Newport City Council / Cyngor Dinas Casnewydd	PROJECT: HARTRIDGE FARM ROAD GYPSY AND TRAVELLER SITE	CAPITA SYMONDS St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW Tel: 02920 803500 www.capitasymonds.co.uk		
	TITLE: 2026 BASE FLOWS	DRAWN: HK	DATE: NOV 2013	SCALE: Not to Scale
		CHECKED: D.H.J.	DATE: NOV 2013	PROJECT No.: CS/69508
	PURPOSE: INFORMATION	DRG. No.: FIGURE 5		REVISION REF.

FILE: P:\Schemes_CS\cs0695xx\cs069508\CAD\Hartridge\Figure 5 2026 BASEFLOWS.dwg

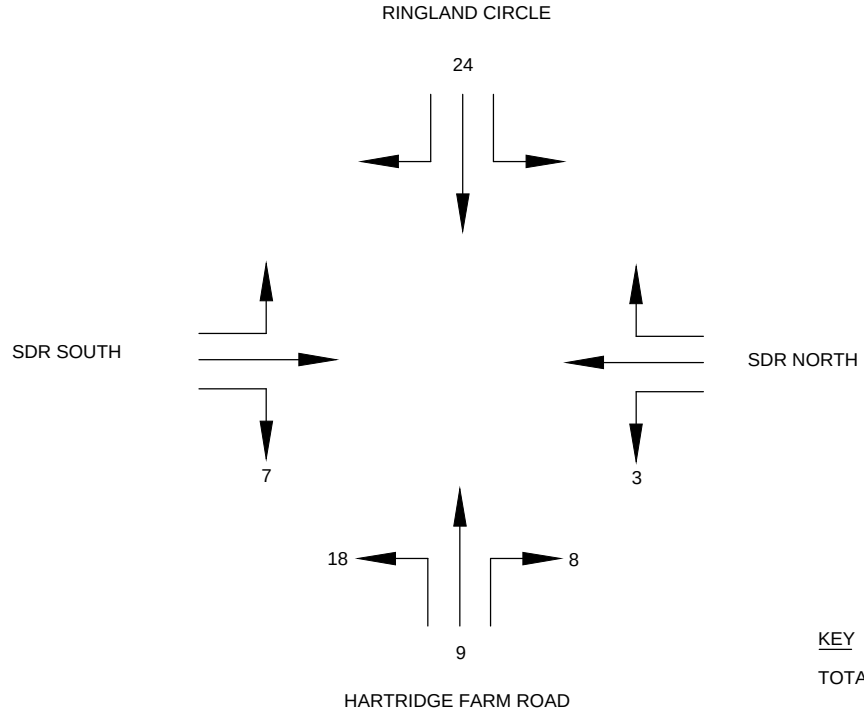
ISSUE	AMENDMENTS	DRAWN	CHECKED	DATE

HARTRIDGE ROUNDABOUT

TRAFFIC FLOWS :
DEVELOPMENT (43 PITCHES)



PM PEAK HOUR 16:30 - 17:30



KEY

TOTAL FLOW (OGV1+OGV2+PSV)

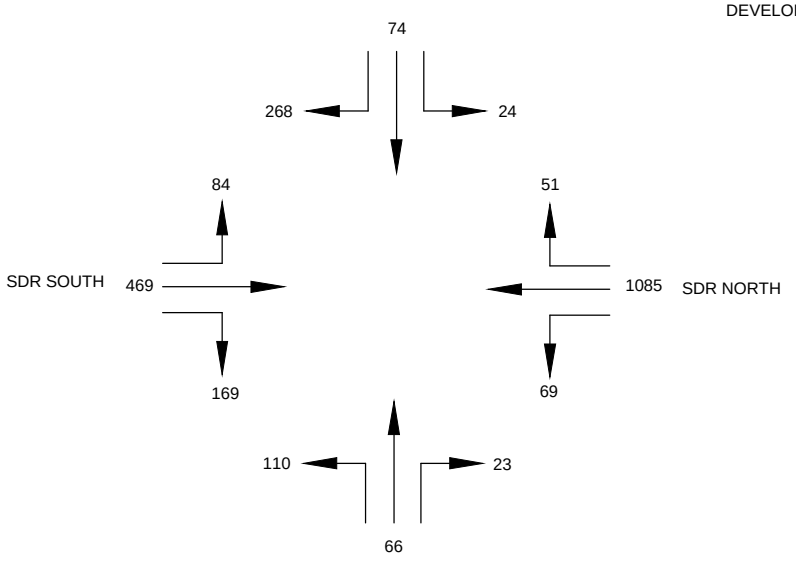
CLIENT: Newport City Council / Cyngor Dinas Casnewydd	PROJECT: HARTRIDGE FARM ROAD GYPSY AND TRAVELLER SITE	CAPITA SYMONDS St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW Tel: 02920 803500 www.capitasymonds.co.uk	
	TITLE: PROPOSED TRAFFIC GENERATION (43 PITCHES)	DRAWN: HK / DATE: NOV 2013 / SCALE: Not to Scale	
		CHECKED: D.H.J. / DATE: NOV 2013 / PROJECT No.: CS/69508	
	PURPOSE: INFORMATION	DRG. No.: FIGURE 6	REVISION REF.

FILE: P:\Schemes_CS\cs0695xx\cs069508\CAD\Hartridge\Figure 6 Development.dwg

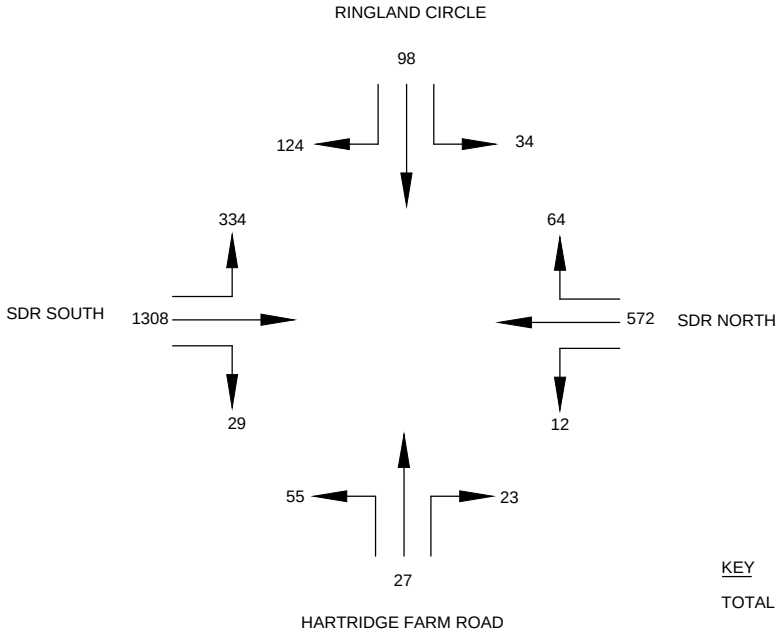
ISSUE	AMENDMENTS	DRAWN	CHECKED	DATE

HARTRIDGE ROUNDABOUT

TRAFFIC FLOWS :
DEVELOPMENT (43 PITCHES)



PM PEAK HOUR 16:30 - 17:30



KEY

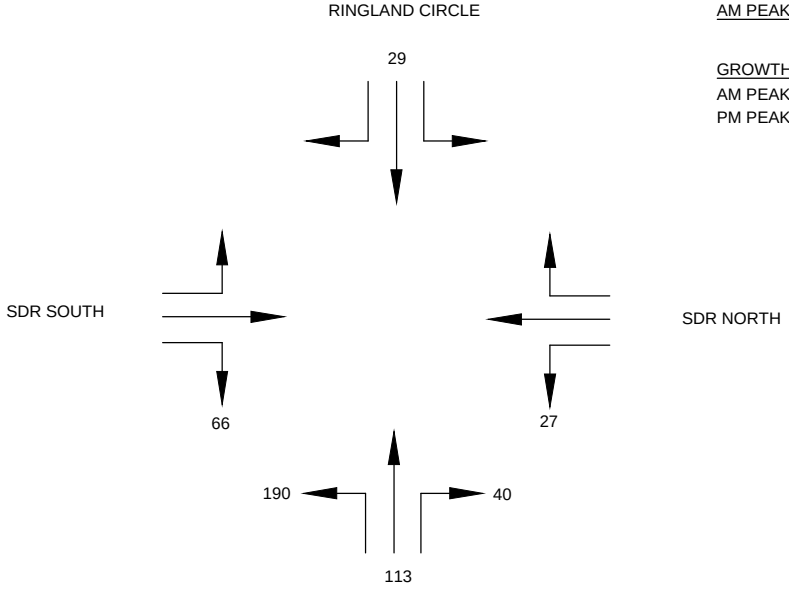
TOTAL FLOW (OGV1+OGV2+PSV)

CLIENT: Newport City Council / Cyngor Dinas Casnewydd	PROJECT: HARTRIDGE FARM ROAD GYPSY AND TRAVELLER SITE	CAPITA SYMONDS St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW Tel: 02920 803500 www.capitasymonds.co.uk	
	TITLE: 2026 BASE FLOWS (43 PITCHES)	DRAWN: HK / DATE: NOV 2013 / SCALE: Not to Scale	
		CHECKED: D.H.J. / DATE: NOV 2013 / PROJECT No.: CS/69508	
	PURPOSE: INFORMATION	DRG. No.: FIGURE 7	REVISION REF.

FILE: P:\Schemes_CS\cs0695xx\cs069508\CAD\Hartridge\Figure 7 Development.dwg

ISSUE	AMENDMENTS	DRAWN	CHECKED	DATE

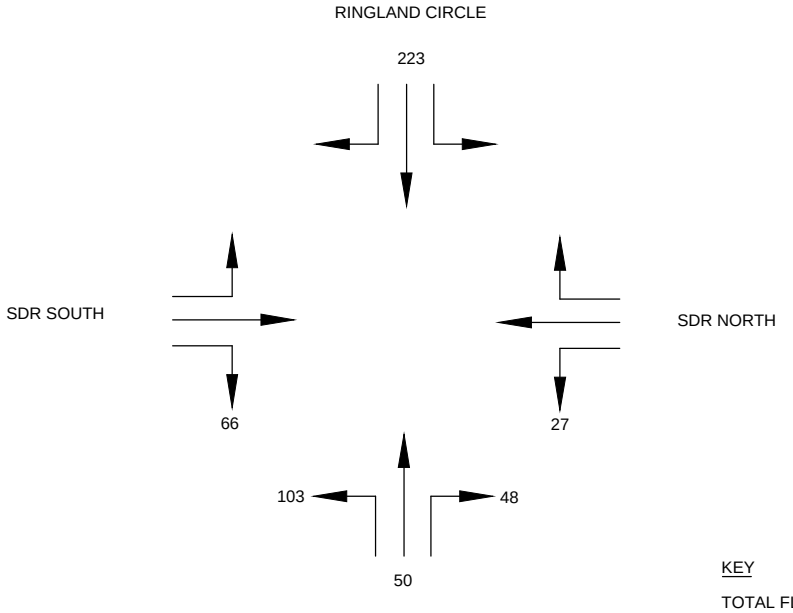
HARTRIDGE ROUNDABOUT



AM PEAK HOUR 08:00 - 09:00

GROWTH FACTOR
AM PEAK = 1.2160
PM PEAK = 1.2282

PM PEAK HOUR 16:30 - 17:30



KEY

TOTAL FLOW (OGV1+OGV2+PSV)

CLIENT

Newport CITY COUNCIL
CYNGOR DINAS Casnewydd

PROJECT

HARTRIDGE FARM ROAD
GYPSY AND TRAVELLER SITE

TITLE

HOUSING DEVELOPMENT
655 DWELLINGS

PURPOSE

INFORMATION

CAPITA SYMONDS

St Davids House, Pascal Close,
St Mellons, Cardiff, CF3 0LW

Tel: 02920 803500
www.capitasymonds.co.uk

DRAWN	DATE	SCALE
HK	NOV 2013	Not to Scale
CHECKED	DATE	PROJECT No.
D.H.J.	NOV 2013	CS/69508
DRG. No.		REVISION REF.
FIGURE 8		

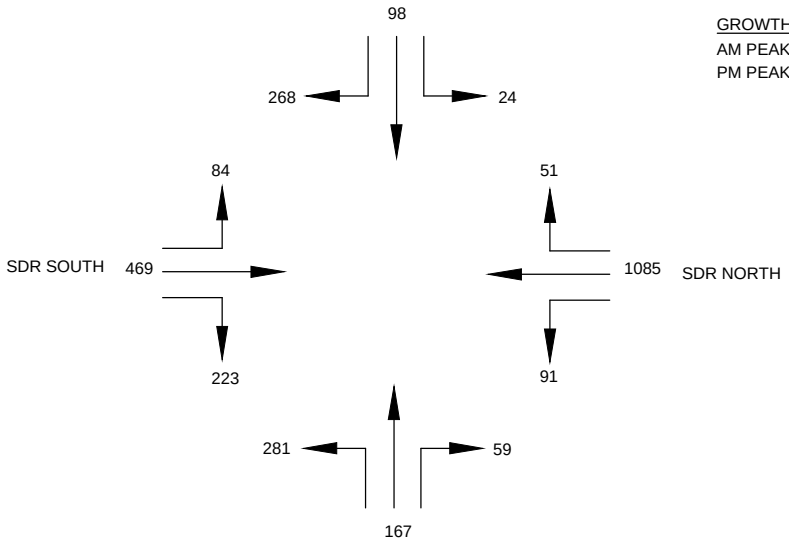
FILE: P:\Schemes_CS\cs0695xx\cs069508\CAD\Hartridge\Figure 8 Development.dwg

ISSUE	AMENDMENTS	DRAWN	CHECKED	DATE

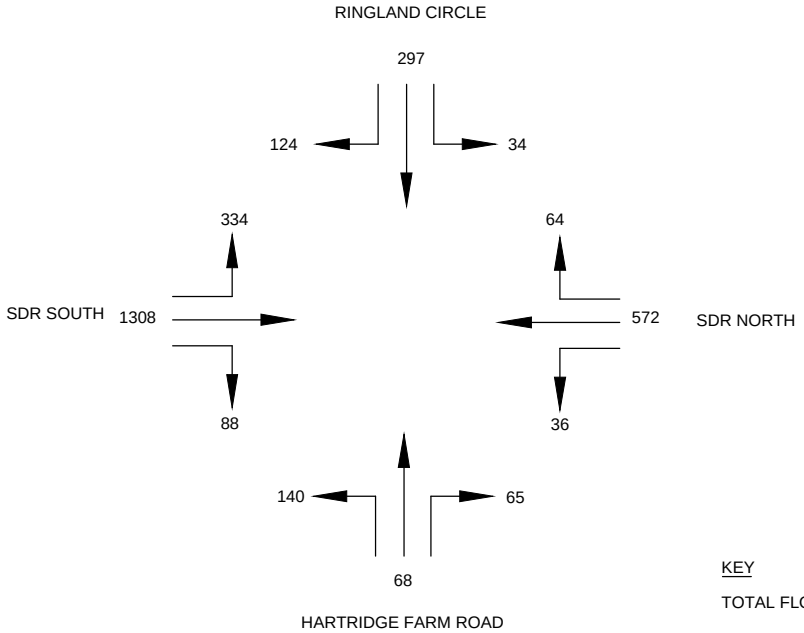
HARTRIDGE ROUNDABOUT

AM PEAK HOUR 08:00 - 09:00

GROWTH FACTOR
AM PEAK = 1.2160
PM PEAK = 1.2282



PM PEAK HOUR 16:30 - 17:30



KEY

TOTAL FLOW (OGV1+OGV2+PSV)

CLIENT

Newport CITY COUNCIL
CYNGOR DINAS Casnewydd

PROJECT

HARTRIDGE FARM ROAD
GYPSY AND TRAVELLER SITE

TITLE

2026 BASE FLOWS AND
HOUSING DEVELOPMENT
655 DWELLINGS

PURPOSE

INFORMATION

CAPITA SYMONDS

St Davids House, Pascal Close,
St Mellons, Cardiff, CF3 0LW

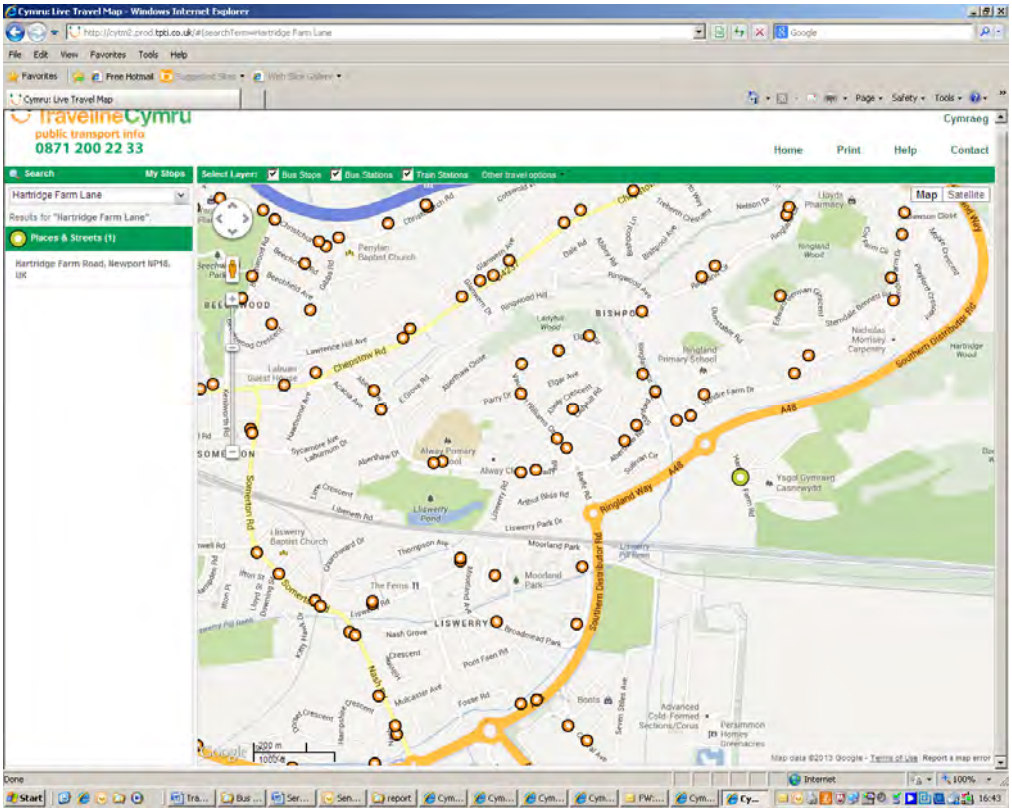
Tel: 02920 803500
www.capitasymonds.co.uk

DRAWN	DATE	SCALE
HK	NOV 2013	Not to Scale
CHECKED: D.H.J.	DATE: NOV 2013	PROJECT No.: CS/69508
DRG. No.: FIGURE 9		REVISION REF.

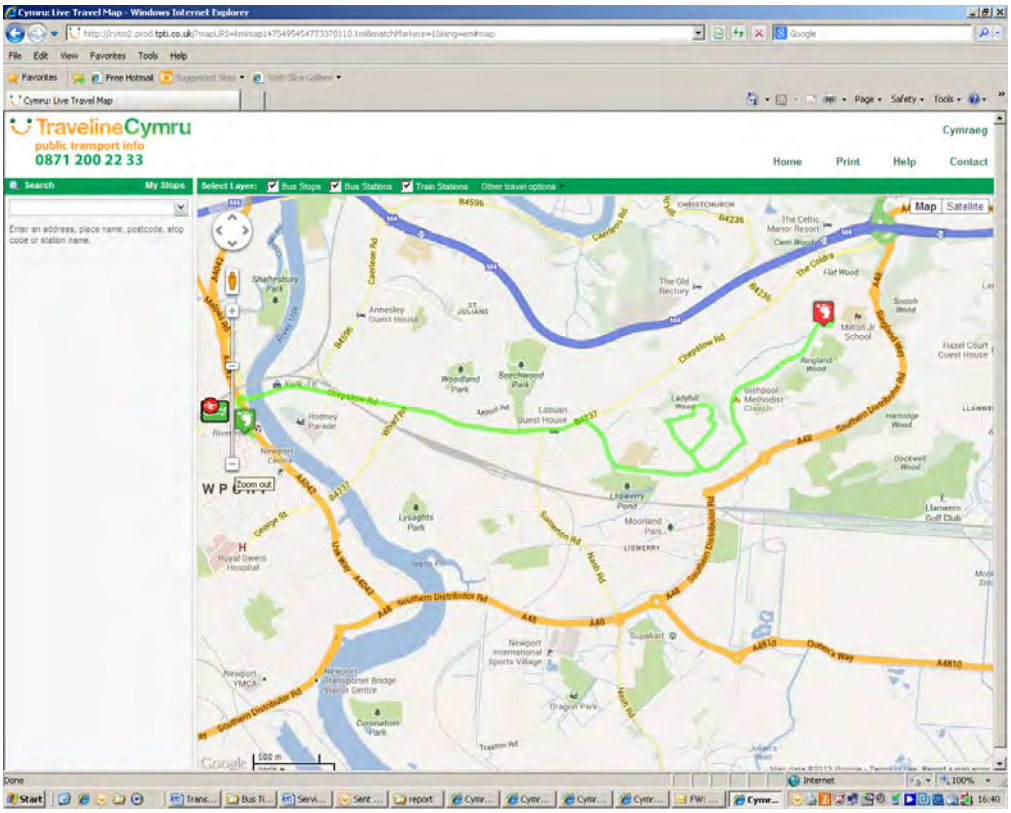
FILE: P:\Schemes_CS\cs0695xx\cs069508\CAD\Hartridge\Figure 9 Development.dwg

Appendix A
Public Transport

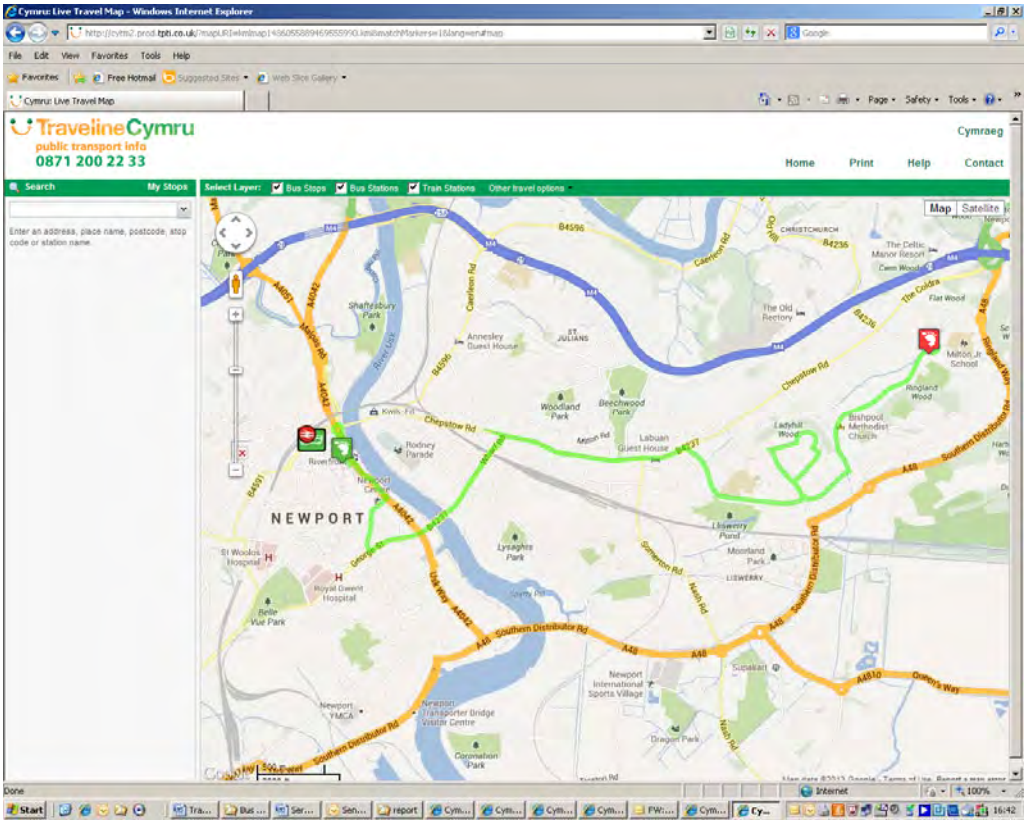
Bus Stop Locations



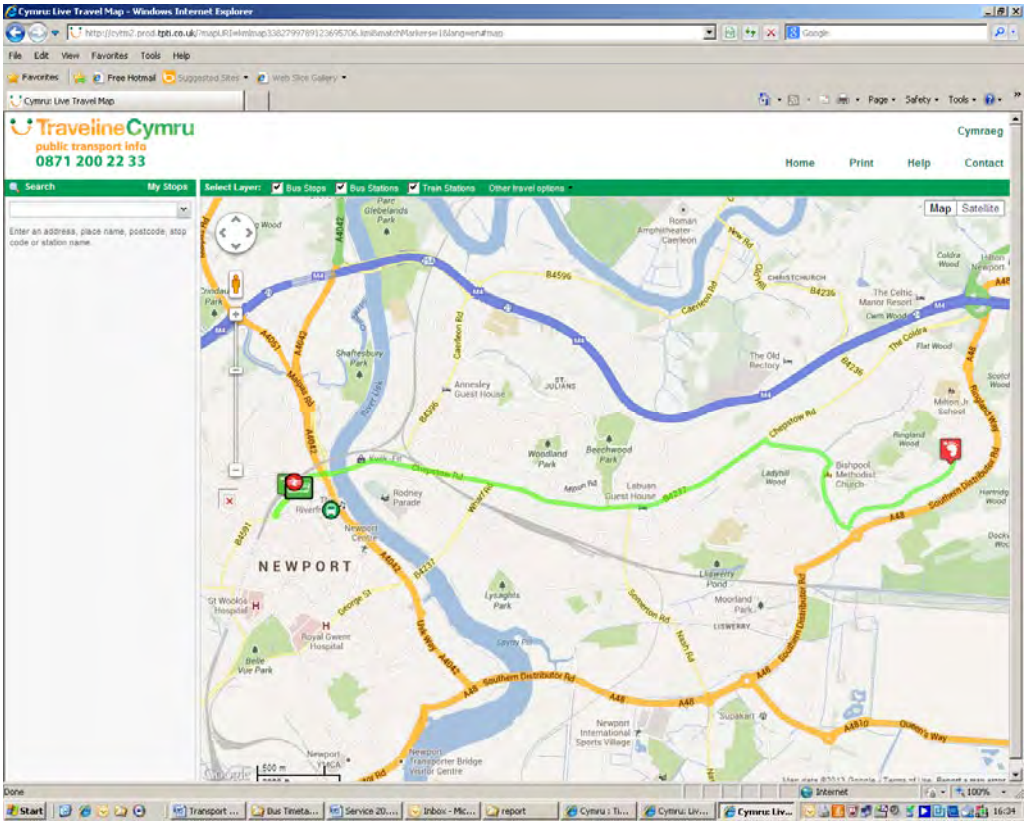
Service 6



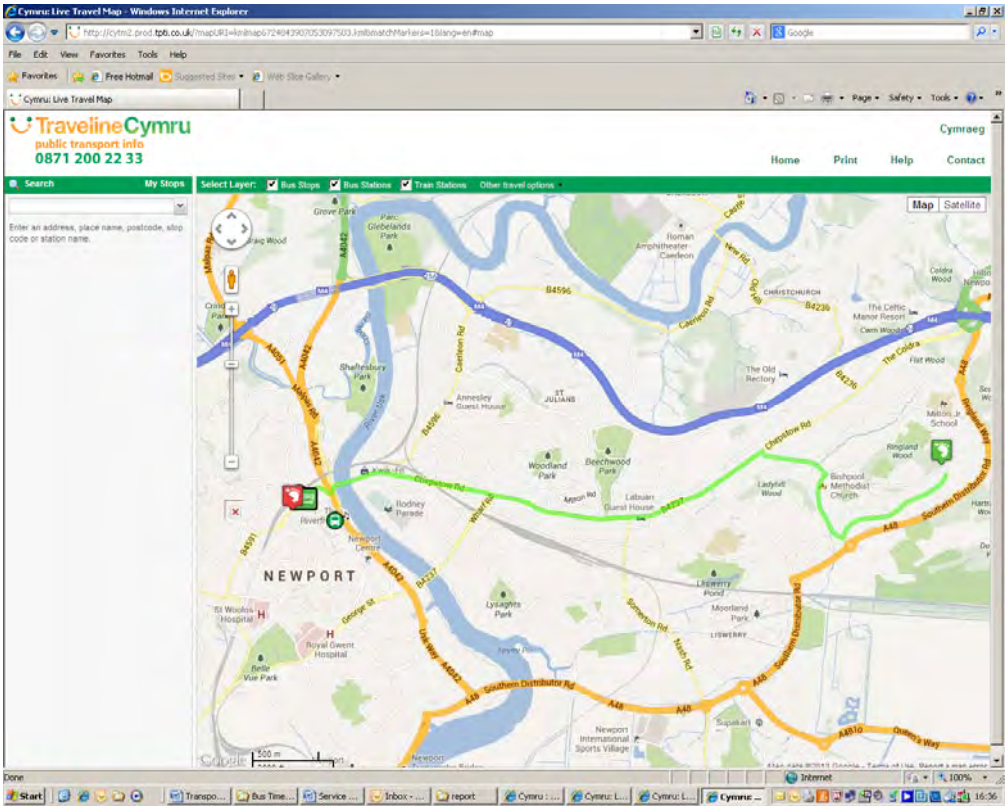
Service 7



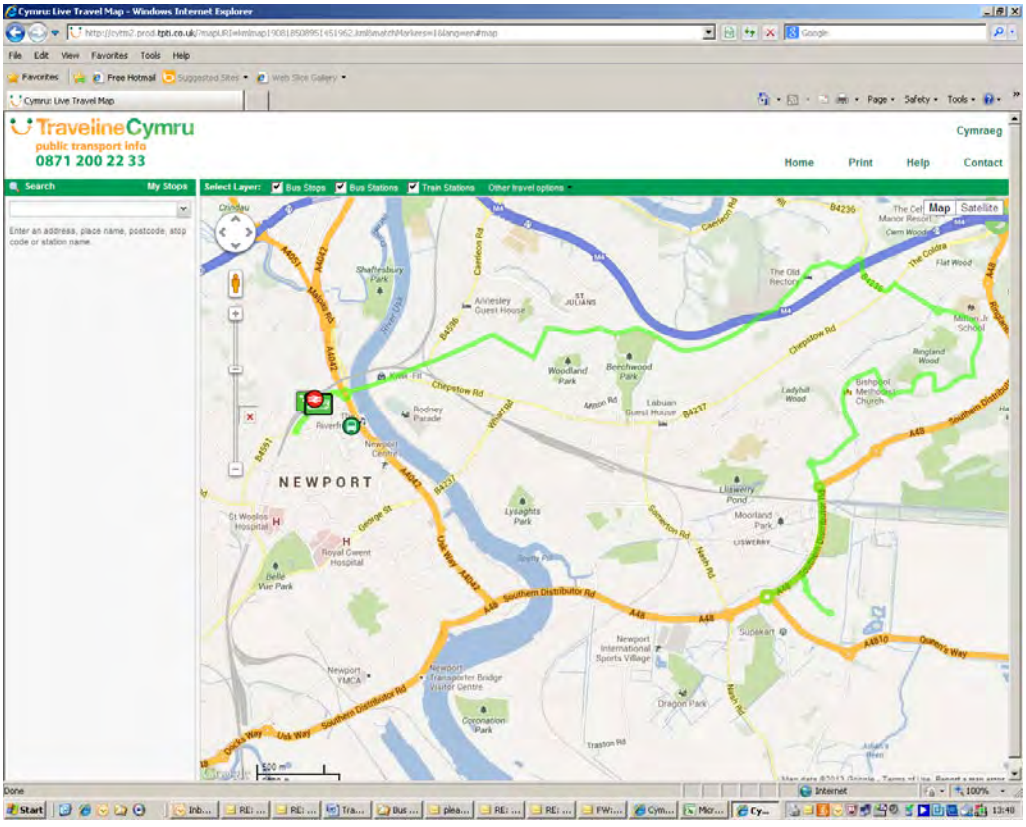
Service 8A



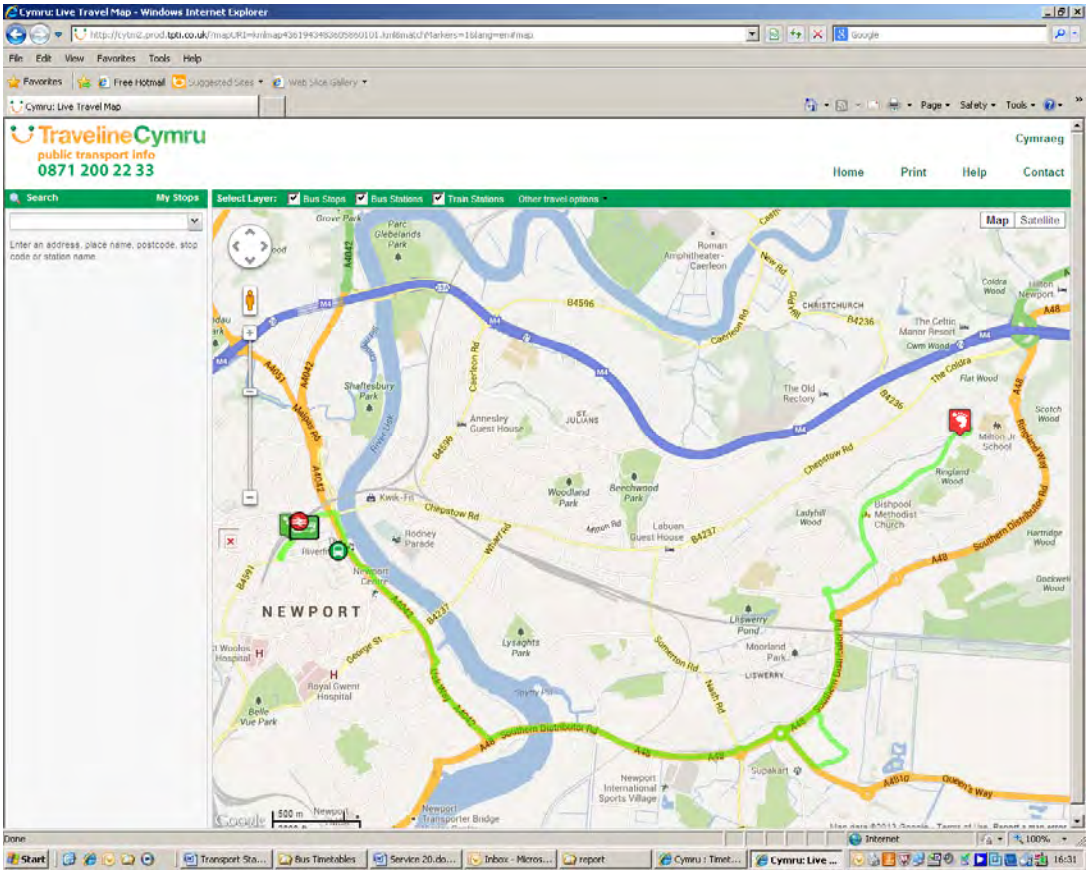
Service 8C



Service 20



Service 21


Cymru: Live Travel Map - Windows Internet Explorer
TravelineCymru
public transport info
0871 200 22 33
Cymraeg
Home
Print
Help
Contact
Search
My Stops
Select Layer:
Bus Stops
Bus Stations
Train Stations
Other travel options
Map
Satellite
NEWPORT
Royal Gwent Hospital
Newport Transporter Bridge
Newport International Sports Village
Done

TravelineCymru

Newport - Alway - Ringland

Monday to Friday (not Bank Hols) (Outbound)

Service 6 (NTBO006)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		6	6	6	6	6	6	6	6
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T	05:25	06:25	07:25	08:25	09:25	10:25	11:25	12:25
Maindee, Maindee Square, SE-bound, Chepstow Road		T	05:31	06:31	07:31	08:33	09:33	10:31	11:31	12:31
Alway, Shops, NW-bound, Aberthaw Avenue		T	05:43	06:43	07:43	08:45	09:45	10:43	11:43	12:43
Ringland, Community Centre, Ringland Circle	Arrive:	T	05:50	06:50	07:50	08:52	09:52	10:50	11:50	12:50

	Service:		6	6	6	6	6	6	6
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T	13:25	14:25	15:25	16:25	17:25	18:25	23:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	13:31	14:31	15:31	16:33	17:33	18:31	23:06
Alway, Shops, NW-bound, Aberthaw Avenue		T	13:43	14:43	15:43	16:45	17:45	18:43	23:16
Ringland, Community Centre, Ringland Circle	Arrive:	T	13:50	14:50	15:50	16:52	17:52	18:50	23:20

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

Generated by Trapeze Group © 08/11/2013 21:31. This timetable is valid on the date of printing. However, this may be affected by alteration at short notice at some future date. You are welcome to contact the Traveline call centre on 0871 200 22 33. (Calls cost 10p per minute plus any charges your network provider makes.)

TravelineCymru

Ringland - Alway - Newport

Monday to Friday (not Bank Hols) (Inbound)

Service 6 (NTBO006)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		6	6	6	6	6	6	6	6
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	05:50	06:50	07:50	08:52	09:52	10:50	11:50	12:50
Alway, Shops, SE-bound, Aberthaw Avenue		T	05:57	06:57	07:57	08:59	09:59	10:57	11:57	12:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	06:09	07:09	08:09	09:11	10:11	11:09	12:09	13:09
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	06:15	07:15	08:19	09:21	10:17	11:15	12:15	13:15

	Service:		6	6	6	6	6	6	6
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	13:50	14:50	15:50	16:52	17:52	18:50	23:20
Alway, Shops, SE-bound, Aberthaw Avenue		T	13:57	14:57	15:57	16:59	17:59	18:57	23:24
Maindee, Maindee Square, NW-bound, Chepstow Road		T	14:09	15:09	16:09	17:11	18:11	19:09	23:34
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	14:15	15:15	16:19	17:21	18:17	19:15	23:40

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

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TravelineCymru

Newport - Alway - Ringland

Saturdays (Outbound)

Service 6 (NTBO006)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 28 Oct 2013 until further notice

	Service:		6	6	6	6	6	6	6	6
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T	06:25	07:25	08:25	09:25	10:25	11:25	12:25	13:25
Maindee, Maindee Square, SE-bound, Chepstow Road		T	06:31	07:31	08:31	09:31	10:31	11:31	12:31	13:31
Alway, Shops, NW-bound, Aberthaw Avenue		T	06:43	07:43	08:43	09:43	10:43	11:43	12:43	13:43
Ringland, Community Centre, Ringland Circle	Arrive:	T	06:50	07:50	08:50	09:50	10:50	11:50	12:50	13:50

	Service:		6	6	6	6	6	6
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T	14:25	15:25	16:25	17:25	18:25	23:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	14:31	15:31	16:31	17:31	18:31	23:06
Alway, Shops, NW-bound, Aberthaw Avenue		T	14:43	15:43	16:43	17:43	18:43	23:16
Ringland, Community Centre, Ringland Circle	Arrive:	T	14:50	15:50	16:50	17:50	18:50	23:20

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TravelineCymru

Ringland - Alway - Newport

Saturdays (Inbound)

Service 6 (NTBO006)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 28 Oct 2013 until further notice

	Service:		6	6	6	6	6	6	6	6
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	06:50	07:50	08:50	09:50	10:50	11:50	12:50	13:50
Alway, Shops, SE-bound, Aberthaw Avenue		T	06:57	07:57	08:57	09:57	10:57	11:57	12:57	13:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	07:09	08:09	09:09	10:09	11:09	12:09	13:09	14:09
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	07:15	08:15	09:15	10:15	11:15	12:15	13:15	14:15

	Service:		6	6	6	6	6	6
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	14:50	15:50	16:50	17:50	18:50	23:20
Alway, Shops, SE-bound, Aberthaw Avenue		T	14:57	15:57	16:57	17:57	18:57	23:24
Maindee, Maindee Square, NW-bound, Chepstow Road		T	15:09	16:09	17:09	18:09	19:09	23:34
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	15:15	16:15	17:15	18:15	19:15	23:40

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TravelineCymru

Newport - Alway - Ringland

Sundays (Outbound)

Service 6 (NTBO006)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 29 Oct 2013 until further notice

	Service:	6
	Operator:	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T 22:15
Maindee, Maindee Square, SE-bound, Chepstow Road		T 22:21
Alway, Shops, NW-bound, Aberthaw Avenue		T 22:31
Ringland, Community Centre, Ringland Circle	Arrive:	T 22:35

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TravelineCymru

Ringland - Alway - Newport

Sundays (Inbound)

Service 6 (NTBO006)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 29 Oct 2013 until further notice

	Service:		6
	Operator:		NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	22:35
Alway, Shops, SE-bound, Aberthaw Avenue		T	22:39
Maindee, Maindee Square, NW-bound, Chepstow Road		T	22:49
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	22:55

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TravelineCymru

Newport - Alway - Ringland

Bank Hol Mondays only (Outbound)

Service 6 (NTBO006)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 21 Apr 2014 until further notice

	Service:	6
	Operator:	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T 22:15
Maindee, Maindee Square, SE-bound, Chepstow Road		T 22:21
Alway, Shops, NW-bound, Aberthaw Avenue		T 22:31
Ringland, Community Centre, Ringland Circle	Arrive:	T 22:35

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TravelineCymru

Ringland - Alway - Newport

Bank Hol Mondays only (Inbound)

Service 6 (NTBO006)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 21 Apr 2014 until further notice

	Service:		6
	Operator:		NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	22:35
Alway, Shops, SE-bound, Aberthaw Avenue		T	22:39
Maindee, Maindee Square, NW-bound, Chepstow Road		T	22:49
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	22:55

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TravelineCymru

Newport - Alway - Ringland

Monday to Friday (not Bank Hols) (Outbound)

Service 7 (NTAO007)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		7	7	7	7	7	7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T	05:55	06:55	07:55	08:55	09:55	10:55	11:55	12:55	13:55
Newport, Wharf Road, NE-bound		T	06:03	07:03	08:04	09:04	10:03	11:03	12:03	13:03	14:03
Alway, Shops, SE-bound, Aberthaw Avenue		T	06:15	07:15	08:16	09:16	10:15	11:15	12:15	13:15	14:15
Ringland, Community Centre, Ringland Circle	Arrive:	T	06:22	07:22	08:23	09:23	10:22	11:22	12:22	13:22	14:22

	Service:		7	7	7	7	7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T	14:55	15:55	16:55	17:55	19:10	20:10	21:10	22:10
Newport, Wharf Road, NE-bound		T	15:03	16:03	17:04	18:04	19:18	20:18	21:18	22:18
Alway, Shops, SE-bound, Aberthaw Avenue		T	15:15	16:15	17:16	18:16	19:28	20:28	21:28	22:28
Ringland, Community Centre, Ringland Circle	Arrive:	T	15:22	16:22	17:23	18:23	19:32	20:32	21:32	22:32

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

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TravelineCymru

Ringland - Alway - Newport

Monday to Friday (not Bank Hols) (Inbound)

Service 7 (NTAO007)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		7	7	7	7	7	7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	06:22	07:22	08:23	09:23	10:22	11:22	12:22	13:22	14:22
Alway, Shops, SE-bound, Aberthaw Avenue		T	06:29	07:29	08:30	09:30	10:29	11:29	12:29	13:29	14:29
Newport, Wharf Road, SE-bound		T	06:41	07:41	08:42	09:42	10:41	11:41	12:41	13:41	14:41
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	06:49	07:50	08:51	09:50	10:49	11:49	12:49	13:49	14:49

	Service:		7	7	7	7	7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	15:22	16:22	17:23	18:23	19:32	20:32	21:32	22:32
Alway, Shops, SE-bound, Aberthaw Avenue		T	15:29	16:29	17:30	18:30	19:36	20:36	21:36	22:36
Newport, Wharf Road, SE-bound		T	15:41	16:41	17:42	18:42	19:46	20:46	21:46	22:46
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	15:49	16:50	17:51	18:50	19:54	20:54	21:54	22:54

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

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Newport - Alway - Ringland

Saturdays (Outbound)

Service 7 (NTAO007)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 28 Oct 2013 until further notice

	Service:		7	7	7	7	7	7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T	05:55	06:55	07:55	08:55	09:55	10:55	11:55	12:55	13:55
Newport, Wharf Road, NE-bound		T	06:03	07:03	08:03	09:03	10:03	11:03	12:03	13:03	14:03
Alway, Shops, SE-bound, Aberthaw Avenue		T	06:15	07:15	08:15	09:15	10:15	11:15	12:15	13:15	14:15
Ringland, Community Centre, Ringland Circle	Arrive:	T	06:22	07:22	08:22	09:22	10:22	11:22	12:22	13:22	14:22

	Service:		7	7	7	7	7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T	14:55	15:55	16:55	17:55	19:10	20:10	21:10	22:10
Newport, Wharf Road, NE-bound		T	15:03	16:03	17:03	18:03	19:18	20:18	21:18	22:18
Alway, Shops, SE-bound, Aberthaw Avenue		T	15:15	16:15	17:15	18:15	19:28	20:28	21:28	22:28
Ringland, Community Centre, Ringland Circle	Arrive:	T	15:22	16:22	17:22	18:22	19:32	20:32	21:32	22:32

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Ringland - Alway - Newport

Saturdays (Inbound)

Service 7 (NTAO007)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 28 Oct 2013 until further notice

	Service:		7	7	7	7	7	7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	06:22	07:22	08:22	09:22	10:22	11:22	12:22	13:22	14:22
Alway, Shops, SE-bound, Aberthaw Avenue		T	06:29	07:29	08:29	09:29	10:29	11:29	12:29	13:29	14:29
Newport, Wharf Road, SE-bound		T	06:41	07:41	08:41	09:41	10:41	11:41	12:41	13:41	14:41
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	06:49	07:49	08:49	09:49	10:49	11:49	12:49	13:49	14:49

	Service:		7	7	7	7	7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	15:22	16:22	17:22	18:22	19:32	20:32	21:32	22:32
Alway, Shops, SE-bound, Aberthaw Avenue		T	15:29	16:29	17:29	18:29	19:36	20:36	21:36	22:36
Newport, Wharf Road, SE-bound		T	15:41	16:41	17:41	18:41	19:46	20:46	21:46	22:46
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	15:49	16:49	17:49	18:49	19:54	20:54	21:54	22:54

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Newport - Alway - Ringland

Sundays (Outbound)

Service 7 (NTAO007)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 29 Oct 2013 until further notice

	Service:		7	7	7	7	7	7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:10
Newport, Wharf Road, NE-bound		T	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18
Alway, Shops, SE-bound, Aberthaw Avenue		T	09:28	10:28	11:28	12:28	13:28	14:28	15:28	16:28	17:28
Ringland, Community Centre, Ringland Circle	Arrive:	T	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32	17:32

	Service:		7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T	18:10	19:10	20:10	21:10
Newport, Wharf Road, NE-bound		T	18:18	19:18	20:18	21:18
Alway, Shops, SE-bound, Aberthaw Avenue		T	18:28	19:28	20:28	21:28
Ringland, Community Centre, Ringland Circle	Arrive:	T	18:32	19:32	20:32	21:32

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Ringland - Alway - Newport

Sundays (Inbound)

Service 7 (NTAO007)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 29 Oct 2013 until further notice

	Service:		7	7	7	7	7	7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32	17:32
Alway, Shops, SE-bound, Aberthaw Avenue		T	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36
Newport, Wharf Road, SE-bound		T	09:46	10:46	11:46	12:46	13:46	14:46	15:46	16:46	17:46
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	09:54	10:54	11:54	12:54	13:54	14:54	15:54	16:54	17:54

	Service:		7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	18:32	19:32	20:32	21:32
Alway, Shops, SE-bound, Aberthaw Avenue		T	18:36	19:36	20:36	21:36
Newport, Wharf Road, SE-bound		T	18:46	19:46	20:46	21:46
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	18:54	19:54	20:54	21:54

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Newport - Alway - Ringland

Bank Hol Mondays only (Outbound)

Service 7 (NTAO007)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 21 Apr 2014 until further notice

	Service:		7	7	7	7	7	7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:10
Newport, Wharf Road, NE-bound		T	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18
Alway, Shops, SE-bound, Aberthaw Avenue		T	09:28	10:28	11:28	12:28	13:28	14:28	15:28	16:28	17:28
Ringland, Community Centre, Ringland Circle	Arrive:	T	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32	17:32

	Service:		7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0
Newport, Bus Station, Stand 10, Kingsway	Depart:	T	18:10	19:10	20:10	21:10
Newport, Wharf Road, NE-bound		T	18:18	19:18	20:18	21:18
Alway, Shops, SE-bound, Aberthaw Avenue		T	18:28	19:28	20:28	21:28
Ringland, Community Centre, Ringland Circle	Arrive:	T	18:32	19:32	20:32	21:32

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Ringland - Alway - Newport

Bank Hol Mondays only (Inbound)

Service 7 (NTAO007)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 21 Apr 2014 until further notice

	Service:		7	7	7	7	7	7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32	17:32
Alway, Shops, SE-bound, Aberthaw Avenue		T	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36
Newport, Wharf Road, SE-bound		T	09:46	10:46	11:46	12:46	13:46	14:46	15:46	16:46	17:46
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	09:54	10:54	11:54	12:54	13:54	14:54	15:54	16:54	17:54

	Service:		7	7	7	7
	Operator:		NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	18:32	19:32	20:32	21:32
Alway, Shops, SE-bound, Aberthaw Avenue		T	18:36	19:36	20:36	21:36
Newport, Wharf Road, SE-bound		T	18:46	19:46	20:46	21:46
Newport, Bus Station, Stand 10, Kingsway	Arrive:	T	18:54	19:54	20:54	21:54

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Newport Bus Station - Ringland
Newport Bus Station - Ringland
Newport - Maindee - Ringland
Newport - Maindee - Ringland

Services
8A (NTAO008A)
8A (NTBO008A)
8C (NTAO008C)
8C (NTBO008C)

Monday to Friday (not Bank Hols) (Outbound)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 26 Oct 2013 until further notice

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	Prd2	Prd1	XPrd3	Prd1	Prd2
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	04:40	04:40	05:20	05:20	05:40	05:40
Maindee, Maindee Square, SE-bound, Chepstow Road		T	04:46	04:46	05:26	05:26	05:46	05:46
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	04:49	04:49	05:29	05:29	05:49	05:49
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	04:58	04:58			05:58	05:58
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			05:38	05:38		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	06:00	06:00	06:20	06:20	06:40	06:40
Maindee, Maindee Square, SE-bound, Chepstow Road		T	06:06	06:06	06:26	06:26	06:46	06:46
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	06:09	06:09	06:29	06:29	06:49	06:49
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			06:38	06:38		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	06:18	06:18			06:58	06:58

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	XPrd3	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2	Date1	
Newport, Queensway Q6, opp, Queensway	Depart:	T	06:49	06:50	07:00	07:00	07:10	07:12
Maindee, Maindee Square, SE-bound, Chepstow Road		T	06:55	06:56	07:06	07:06	07:16	07:18
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	06:58	06:59	07:09	07:09	07:19	07:21
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	07:07	07:08			07:29	07:31
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			07:19	07:19		

	Service:		8C	8C	8C	8A	8A	8C
	Notes:		XPrd3	Prd1	XPrd3	Prd1	XPrd3	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date2		Date2		Date1	
Newport, Queensway Q6, opp, Queensway	Depart:	T	07:20	07:24	07:30	07:36	07:40	07:48
Maindee, Maindee Square, SE-bound, Chepstow Road		T	07:26	07:30	07:36	07:42	07:46	07:54
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	07:29	07:33	07:39	07:45	07:49	07:57
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T				07:56	08:00	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	07:39	07:44	07:50			08:08

	Service:		8C	8A	8A	8A	8C	8C
	Notes:		XPrd3	Prd1	XPrd3	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date2		Date1	Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	07:50	08:00	08:00	08:10	08:14	08:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	07:56	08:06	08:06	08:16	08:20	08:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	07:59	08:09	08:09	08:19	08:23	08:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		08:20	08:20	08:30		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	08:10				08:34	08:40

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	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	08:26	08:30	08:38	08:40	08:50	08:50
Maindee, Maindee Square, SE-bound, Chepstow Road		T	08:32	08:36	08:44	08:46	08:56	08:56
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	08:35	08:39	08:47	08:49	08:59	08:59
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	08:46	08:50			09:10	09:10
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			08:58	09:00		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	09:00	09:00	09:10	09:10	09:20	09:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	09:06	09:06	09:16	09:16	09:26	09:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	09:09	09:09	09:19	09:19	09:29	09:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			09:30	09:30		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	09:20	09:20			09:40	09:40

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	09:30	09:30	09:40	09:40	09:50	09:50
Maindee, Maindee Square, SE-bound, Chepstow Road		T	09:36	09:36	09:46	09:46	09:56	09:56
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	09:39	09:39	09:49	09:49	09:59	09:59
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	09:49	09:49			10:09	10:09
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			09:59	09:59		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	10:00	10:00	10:10	10:10	10:20	10:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	10:06	10:06	10:16	10:16	10:26	10:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	10:09	10:09	10:19	10:19	10:29	10:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			10:29	10:29		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	10:19	10:19			10:39	10:39

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	10:30	10:30	10:40	10:40	10:50	10:50
Maindee, Maindee Square, SE-bound, Chepstow Road		T	10:36	10:36	10:46	10:46	10:56	10:56
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	10:39	10:39	10:49	10:49	10:59	10:59
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	10:49	10:49			11:09	11:09
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			10:59	10:59		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	11:00	11:00	11:10	11:10	11:20	11:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	11:06	11:06	11:16	11:16	11:26	11:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	11:09	11:09	11:19	11:19	11:29	11:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			11:29	11:29		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	11:19	11:19			11:39	11:39

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	11:30	11:30	11:40	11:40	11:50	11:50
Maindee, Maindee Square, SE-bound, Chepstow Road		T	11:36	11:36	11:46	11:46	11:56	11:56
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	11:39	11:39	11:49	11:49	11:59	11:59
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	11:49	11:49			12:09	12:09
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			11:59	11:59		

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	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	12:00	12:00	12:10	12:10	12:20	12:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	12:06	12:06	12:16	12:16	12:26	12:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	12:09	12:09	12:19	12:19	12:29	12:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			12:29	12:29		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	12:19	12:19			12:39	12:39

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	12:30	12:30	12:40	12:40	12:50	12:50
Maindee, Maindee Square, SE-bound, Chepstow Road		T	12:36	12:36	12:46	12:46	12:56	12:56
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	12:39	12:39	12:49	12:49	12:59	12:59
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	12:49	12:49			13:09	13:09
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			12:59	12:59		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	13:00	13:00	13:10	13:10	13:20	13:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	13:06	13:06	13:16	13:16	13:26	13:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	13:09	13:09	13:19	13:19	13:29	13:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			13:29	13:29		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	13:19	13:19			13:39	13:39

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	13:30	13:30	13:40	13:40	13:50	13:50
Maindee, Maindee Square, SE-bound, Chepstow Road		T	13:36	13:36	13:46	13:46	13:56	13:56
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	13:39	13:39	13:49	13:49	13:59	13:59
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	13:49	13:49			14:09	14:09
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			13:59	13:59		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	14:00	14:00	14:08	14:10	14:20	14:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	14:06	14:06	14:14	14:16	14:26	14:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	14:09	14:09	14:17	14:19	14:29	14:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			14:27	14:29		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	14:19	14:19			14:39	14:39

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		XPrd3	Prd1	XPrd3	Prd1	XPrd3	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1		Date2		Date1	
Newport, Queensway Q6, opp, Queensway	Depart:	T	14:30	14:32	14:40	14:44	14:50	14:56
Maindee, Maindee Square, SE-bound, Chepstow Road		T	14:36	14:38	14:46	14:50	14:56	15:02
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	14:39	14:41	14:49	14:53	14:59	15:05
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	14:49	14:51			15:09	15:15
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			14:59	15:03		

	Service:		8C	8C	8A	8A	8C	8A
	Notes:		XPrd3	Prd1	XPrd3	Prd1	XPrd3	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date2		Date1		Date2	Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	15:00	15:08	15:10	15:20	15:20	15:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	15:06	15:14	15:16	15:26	15:26	15:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	15:09	15:17	15:19	15:29	15:29	15:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			15:29	15:39		15:49
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	15:19	15:27			15:39	

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	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	15:32	15:40	15:44	15:50	15:56	16:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	15:38	15:46	15:50	15:56	16:02	16:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	15:41	15:49	15:53	15:59	16:05	16:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			16:03	16:09		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	15:51	15:59			16:16	16:20

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	16:08	16:10	16:20	16:20	16:30	16:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	16:14	16:16	16:26	16:26	16:36	16:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	16:17	16:19	16:29	16:29	16:39	16:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	16:28	16:30			16:50	16:50
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			16:40	16:40		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	16:40	16:40	16:50	16:50	17:00	17:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	16:46	16:46	16:56	16:56	17:06	17:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	16:49	16:49	16:59	16:59	17:09	17:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			17:10	17:10		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	17:00	17:00			17:20	17:20

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	17:10	17:10	17:20	17:20	17:30	17:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	17:16	17:16	17:26	17:26	17:36	17:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	17:19	17:19	17:29	17:29	17:39	17:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	17:30	17:30			17:50	17:50
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			17:40	17:40		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	17:40	17:40	17:50	17:50	18:00	18:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	17:46	17:46	17:56	17:56	18:06	18:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	17:49	17:49	17:59	17:59	18:09	18:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			18:10	18:10		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	18:00	18:00			18:19	18:19

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	18:20	18:20	18:40	18:40	19:00	19:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	18:26	18:26	18:46	18:46	19:06	19:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	18:29	18:29	18:49	18:49	19:09	19:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	18:38	18:38			19:18	19:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			18:58	18:58		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	19:30	19:30	20:00	20:00	20:30	20:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	19:36	19:36	20:06	20:06	20:36	20:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	19:39	19:39	20:09	20:09	20:39	20:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			20:18	20:18		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	19:48	19:48			20:48	20:48

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	21:00	21:00	21:30	21:30	22:00	22:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	21:06	21:06	21:36	21:36	22:06	22:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	21:09	21:09	21:39	21:39	22:09	22:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	21:18	21:18			22:18	22:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			21:48	21:48		

	Service:		8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	22:30	22:30	23:00	23:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	22:36	22:36	23:06	23:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	22:39	22:39	23:09	23:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			23:18	23:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	22:48	22:48		

Only operates within these dates (additional restrictions may also apply) :
Date1 26/10/2013 to 11/04/2014
Date2 29/10/2013 until further notice

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

Prd1 Only operates within these dates:
02/09/2013 to 26/10/2013
04/11/2013 to 21/12/2013
06/01/2014 to 22/02/2014
01/03/2014 to 12/04/2014
28/04/2014 to 24/05/2014
02/06/2014 to 18/07/2014

Prd2 Only operates within these dates:
02/09/2013 to 26/10/2013
04/11/2013 to 21/12/2013
06/01/2014 to 22/02/2014
01/03/2014 to 12/04/2014
28/04/2014 to 24/05/2014
02/06/2014 to 18/07/2014

XPrd3 Does not operate on these dates:
02/09/2013 to 26/10/2013
04/11/2013 to 21/12/2013
06/01/2014 to 22/02/2014
01/03/2014 to 12/04/2014
28/04/2014 to 24/05/2014
02/06/2014 to 18/07/2014

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TravelineCymru

Ringland - Newport Bus Station
Ringland - Maindee - Newport
Mon to Fri, outside period only (not Bank Hols) (Inbound)

Services
8A (NTBO008A)
8C (NTBO008C)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 26 Oct 2013 until further notice

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	04:58		05:58		06:38	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		05:38		06:18		06:58
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	05:07	05:47	06:07	06:27	06:47	07:07
Maindee, Maindee Square, NW-bound, Chepstow Road		T	05:10	05:50	06:10	06:30	06:50	07:11
Newport, Queensway Q6, opp, Queensway	Arrive:	T	05:16	05:56	06:16	06:36	06:56	07:22

	Service:		8A	8C	8A	8C	8C	8A
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date2	Date1
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	07:08		07:29			08:00
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		07:19		07:39	07:50	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	07:18	07:29	07:39	07:50	08:01	08:11
Maindee, Maindee Square, NW-bound, Chepstow Road		T	07:22	07:33	07:43	07:54	08:05	08:15
Newport, Queensway Q6, opp, Queensway	Arrive:	T	07:33	07:44	07:54	08:05	08:16	08:26

	Service:		8C	8A	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date2	Date1	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		08:20	08:30		08:50	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	08:10			08:40		09:00
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	08:21	08:31	08:41	08:51	09:01	09:11
Maindee, Maindee Square, NW-bound, Chepstow Road		T	08:25	08:35	08:45	08:55	09:05	09:15
Newport, Queensway Q6, opp, Queensway	Arrive:	T	08:36	08:46	08:56	09:06	09:16	09:26

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	09:10		09:30		09:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		09:20		09:40		09:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	09:21	09:31	09:40	09:50	09:59	10:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	09:25	09:35	09:44	09:54	10:03	10:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	09:36	09:46	09:55	10:05	10:14	10:24

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	10:09		10:29		10:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		10:19		10:39		10:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	10:19	10:29	10:39	10:49	10:59	11:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	10:23	10:33	10:43	10:53	11:03	11:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	10:34	10:44	10:54	11:04	11:14	11:24

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	11:09		11:29		11:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		11:19		11:39		11:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	11:19	11:29	11:39	11:49	11:59	12:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	11:23	11:33	11:43	11:53	12:03	12:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	11:34	11:44	11:54	12:04	12:14	12:24

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	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	12:09		12:29		12:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		12:19		12:39		12:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	12:19	12:29	12:39	12:49	12:59	13:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	12:23	12:33	12:43	12:53	13:03	13:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	12:34	12:44	12:54	13:04	13:14	13:24

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	13:09		13:29		13:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		13:19		13:39		13:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	13:19	13:29	13:39	13:49	13:59	14:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	13:23	13:33	13:43	13:53	14:03	14:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	13:34	13:44	13:54	14:04	14:14	14:24

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	14:09		14:29		14:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		14:19		14:39		14:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	14:19	14:29	14:39	14:49	14:59	15:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	14:23	14:33	14:43	14:53	15:03	15:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	14:34	14:44	14:54	15:04	15:14	15:24

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	15:09		15:29		15:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		15:19		15:39		15:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	15:19	15:29	15:39	15:49	15:59	16:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	15:23	15:33	15:43	15:53	16:03	16:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	15:34	15:44	15:54	16:04	16:14	16:24

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	16:09		16:30		16:50	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		16:20		16:40		17:00
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	16:20	16:31	16:41	16:51	17:01	17:11
Maindee, Maindee Square, NW-bound, Chepstow Road		T	16:24	16:35	16:45	16:55	17:05	17:15
Newport, Queensway Q6, opp, Queensway	Arrive:	T	16:35	16:46	16:56	17:06	17:16	17:26

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	17:10		17:30		17:50	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		17:20		17:40		18:00
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	17:21	17:31	17:41	17:51	18:01	18:10
Maindee, Maindee Square, NW-bound, Chepstow Road		T	17:25	17:35	17:45	17:55	18:05	18:14
Newport, Queensway Q6, opp, Queensway	Arrive:	T	17:36	17:46	17:56	18:06	18:16	18:25

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	18:10		18:38		19:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		18:19		18:58		19:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	18:20	18:29	18:47	19:07	19:27	19:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	18:23	18:32	18:50	19:10	19:30	20:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	18:29	18:38	18:56	19:16	19:36	20:06

Service:		8A	8C	8A	8C	8A	8C
Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	20:18		21:18		22:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		20:48		21:48		22:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	20:27	20:57	21:27	21:57	22:27	22:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	20:30	21:00	21:30	22:00	22:30	23:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	20:36	21:06	21:36	22:06	22:36	23:06

Service:		8A
Notes:		XPrd1
Operator:		NT-0
Dates:		Date1
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	23:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	23:27
Maindee, Maindee Square, NW-bound, Chepstow Road		T	23:30
Newport, Queensway Q6, opp, Queensway	Arrive:	T	23:36

Only operates within these dates (additional restrictions may also apply) :
Date1 26/10/2013 to 11/04/2014
Date2 29/10/2013 until further notice

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

XPrd1 Does not operate on these dates:
02/09/2013 to 26/10/2013
04/11/2013 to 21/12/2013
06/01/2014 to 22/02/2014
01/03/2014 to 12/04/2014
28/04/2014 to 24/05/2014
02/06/2014 to 18/07/2014

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Services

Ringland - Newport Bus Station
8A (NTAO008A)

Ringland - Maindee - Newport
8C (NTAO008C)

Monday to Friday, period only (not Bank Hols) (Inbound)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 26 Oct 2013 until 18 Jul 2014

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	04:58		05:58		06:38	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		05:38		06:18		06:58
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	05:07	05:47	06:07	06:27	06:47	07:07
Maindee, Maindee Square, NW-bound, Chepstow Road		T	05:10	05:50	06:10	06:30	06:50	07:11
Newport, Queensway Q6, opp, Queensway	Arrive:	T	05:16	05:56	06:16	06:36	06:56	07:22

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	07:07		07:31		07:56	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		07:19		07:44		08:08
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	07:17	07:29	07:41	07:55	08:07	08:19
Maindee, Maindee Square, NW-bound, Chepstow Road		T	07:21	07:33	07:45	07:59	08:11	08:23
Newport, Queensway Q6, opp, Queensway	Arrive:	T	07:32	07:44	07:56	08:10	08:22	08:34

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	08:20		08:46		09:10	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		08:34		08:58		09:20
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	08:31	08:45	08:57	09:09	09:21	09:31
Maindee, Maindee Square, NW-bound, Chepstow Road		T	08:35	08:49	09:01	09:13	09:25	09:35
Newport, Queensway Q6, opp, Queensway	Arrive:	T	08:46	09:00	09:12	09:24	09:36	09:46

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	09:30		09:49		10:09	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		09:40		09:59		10:19
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	09:40	09:50	09:59	10:09	10:19	10:29
Maindee, Maindee Square, NW-bound, Chepstow Road		T	09:44	09:54	10:03	10:13	10:23	10:33
Newport, Queensway Q6, opp, Queensway	Arrive:	T	09:55	10:05	10:14	10:24	10:34	10:44

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	10:29		10:49		11:09	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		10:39		10:59		11:19
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	10:39	10:49	10:59	11:09	11:19	11:29
Maindee, Maindee Square, NW-bound, Chepstow Road		T	10:43	10:53	11:03	11:13	11:23	11:33
Newport, Queensway Q6, opp, Queensway	Arrive:	T	10:54	11:04	11:14	11:24	11:34	11:44

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	11:29		11:49		12:09	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		11:39		11:59		12:19
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	11:39	11:49	11:59	12:09	12:19	12:29
Maindee, Maindee Square, NW-bound, Chepstow Road		T	11:43	11:53	12:03	12:13	12:23	12:33
Newport, Queensway Q6, opp, Queensway	Arrive:	T	11:54	12:04	12:14	12:24	12:34	12:44

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	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	12:29		12:49		13:09	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		12:39		12:59		13:19
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	12:39	12:49	12:59	13:09	13:19	13:29
Maindee, Maindee Square, NW-bound, Chepstow Road		T	12:43	12:53	13:03	13:13	13:23	13:33
Newport, Queensway Q6, opp, Queensway	Arrive:	T	12:54	13:04	13:14	13:24	13:34	13:44

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	13:29		13:49		14:09	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		13:39		13:59		14:19
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	13:39	13:49	13:59	14:09	14:19	14:29
Maindee, Maindee Square, NW-bound, Chepstow Road		T	13:43	13:53	14:03	14:13	14:23	14:33
Newport, Queensway Q6, opp, Queensway	Arrive:	T	13:54	14:04	14:14	14:24	14:34	14:44

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	14:27		14:51		15:15	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		14:39		15:03		15:27
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	14:37	14:49	15:01	15:13	15:25	15:37
Maindee, Maindee Square, NW-bound, Chepstow Road		T	14:41	14:53	15:05	15:17	15:29	15:41
Newport, Queensway Q6, opp, Queensway	Arrive:	T	14:52	15:04	15:16	15:28	15:40	15:52

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	15:39		16:03		16:28	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		15:51		16:16		16:40
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	15:49	16:01	16:14	16:27	16:39	16:51
Maindee, Maindee Square, NW-bound, Chepstow Road		T	15:53	16:05	16:18	16:31	16:43	16:55
Newport, Queensway Q6, opp, Queensway	Arrive:	T	16:04	16:16	16:29	16:42	16:54	17:06

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	16:50		17:10		17:30	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		17:00		17:20		17:40
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	17:01	17:11	17:21	17:31	17:41	17:51
Maindee, Maindee Square, NW-bound, Chepstow Road		T	17:05	17:15	17:25	17:35	17:45	17:55
Newport, Queensway Q6, opp, Queensway	Arrive:	T	17:16	17:26	17:36	17:46	17:56	18:06

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	17:50		18:10		18:38	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		18:00		18:19		18:58
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	18:01	18:10	18:20	18:29	18:47	19:07
Maindee, Maindee Square, NW-bound, Chepstow Road		T	18:05	18:14	18:23	18:32	18:50	19:10
Newport, Queensway Q6, opp, Queensway	Arrive:	T	18:16	18:25	18:29	18:38	18:56	19:16

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	19:18		20:18		21:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		19:48		20:48		21:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	19:27	19:57	20:27	20:57	21:27	21:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	19:30	20:00	20:30	21:00	21:30	22:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	19:36	20:06	20:36	21:06	21:36	22:06

	Service:		8A	8C	8A
	Notes:		Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	22:18		23:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		22:48	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	22:27	22:57	23:27
Maindee, Maindee Square, NW-bound, Chepstow Road		T	22:30	23:00	23:30
Newport, Queensway Q6, opp, Queensway	Arrive:	T	22:36	23:06	23:36

Prd1 Only operates within these dates:
02/09/2013 to 26/10/2013
04/11/2013 to 21/12/2013
06/01/2014 to 22/02/2014
01/03/2014 to 12/04/2014
28/04/2014 to 24/05/2014
02/06/2014 to 18/07/2014

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TravelineCymru

Newport - Maindee - Ringland
Newport Bus Station - Ringland
Saturdays (Outbound)

Services
8C (NTAO008C)
8A (NTAO008A)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	06:00	06:20	06:40	07:00	07:20	07:40
Maindee, Maindee Square, SE-bound, Chepstow Road		T	06:06	06:26	06:46	07:06	07:26	07:46
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	06:09	06:29	06:49	07:09	07:29	07:49
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		06:38		07:18		07:58
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	06:18		06:58		07:38	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	08:00	08:20	08:40	09:00	09:12	09:24
Maindee, Maindee Square, SE-bound, Chepstow Road		T	08:06	08:26	08:46	09:06	09:18	09:30
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	08:09	08:29	08:49	09:09	09:21	09:33
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		08:39		09:19		09:43
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	08:18		08:59		09:31	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	09:36	09:48	10:00	10:12	10:24	10:36
Maindee, Maindee Square, SE-bound, Chepstow Road		T	09:42	09:54	10:06	10:18	10:30	10:42
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	09:45	09:57	10:09	10:21	10:33	10:45
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		10:07		10:31		10:55
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	09:55		10:19		10:43	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	10:48	11:00	11:12	11:24	11:36	11:48
Maindee, Maindee Square, SE-bound, Chepstow Road		T	10:54	11:06	11:18	11:30	11:42	11:54
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	10:57	11:09	11:21	11:33	11:45	11:57
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		11:19		11:43		12:07
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	11:07		11:31		11:55	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	12:00	12:12	12:24	12:36	12:48	13:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	12:06	12:18	12:30	12:42	12:54	13:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	12:09	12:21	12:33	12:45	12:57	13:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		12:31		12:55		13:19
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	12:19		12:43		13:07	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	13:12	13:24	13:36	13:48	14:00	14:12
Maindee, Maindee Square, SE-bound, Chepstow Road		T	13:18	13:30	13:42	13:54	14:06	14:18
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	13:21	13:33	13:45	13:57	14:09	14:21
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		13:43		14:07		14:31
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	13:31		13:55		14:19	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	14:24	14:36	14:48	15:00	15:12	15:24
Maindee, Maindee Square, SE-bound, Chepstow Road		T	14:30	14:42	14:54	15:06	15:18	15:30
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	14:33	14:45	14:57	15:09	15:21	15:33
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		14:55		15:19		15:43
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	14:43		15:07		15:31	

TravelineCymru

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	15:36	15:48	16:00	16:12	16:24	16:36
Maindee, Maindee Square, SE-bound, Chepstow Road		T	15:42	15:54	16:06	16:18	16:30	16:42
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	15:45	15:57	16:09	16:21	16:33	16:45
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		16:07		16:31		16:55
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	15:55		16:19		16:43	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	16:48	17:00	17:12	17:24	17:36	17:48
Maindee, Maindee Square, SE-bound, Chepstow Road		T	16:54	17:06	17:18	17:30	17:42	17:54
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	16:57	17:09	17:21	17:33	17:45	17:57
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		17:19		17:43		18:07
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	17:07		17:31		17:55	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	18:00	18:20	18:40	19:00	19:30	20:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	18:06	18:26	18:46	19:06	19:36	20:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	18:09	18:29	18:49	19:09	19:39	20:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		18:38		19:18		20:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	18:19		18:58		19:48	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	20:30	21:00	21:30	22:00	22:30	23:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	20:36	21:06	21:36	22:06	22:36	23:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	20:39	21:09	21:39	22:09	22:39	23:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		21:18		22:18		23:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	20:48		21:48		22:48	

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TravelineCymru

Ringland - Maindee - Newport
Ringland - Newport Bus Station
Saturdays (Inbound)

Services
8C (NTAO008C)
8A (NTAO008A)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		06:38		07:18		07:58
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	06:18		06:58		07:38	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	06:27	06:47	07:07	07:27	07:47	08:07
Maindee, Maindee Square, NW-bound, Chepstow Road		T	06:30	06:50	07:10	07:30	07:50	08:10
Newport, Queensway Q6, opp, Queensway	Arrive:	T	06:36	06:56	07:16	07:36	07:56	08:16

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		08:39		09:19		09:43
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	08:18		08:59		09:31	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	08:27	08:49	09:09	09:29	09:41	09:53
Maindee, Maindee Square, NW-bound, Chepstow Road		T	08:30	08:53	09:13	09:33	09:45	09:57
Newport, Queensway Q6, opp, Queensway	Arrive:	T	08:41	09:04	09:24	09:44	09:56	10:08

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		10:07		10:31		10:55
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	09:55		10:19		10:43	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	10:05	10:17	10:29	10:41	10:53	11:05
Maindee, Maindee Square, NW-bound, Chepstow Road		T	10:09	10:21	10:33	10:45	10:57	11:09
Newport, Queensway Q6, opp, Queensway	Arrive:	T	10:20	10:32	10:44	10:56	11:08	11:20

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		11:19		11:43		12:07
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	11:07		11:31		11:55	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	11:17	11:29	11:41	11:53	12:05	12:17
Maindee, Maindee Square, NW-bound, Chepstow Road		T	11:21	11:33	11:45	11:57	12:09	12:21
Newport, Queensway Q6, opp, Queensway	Arrive:	T	11:32	11:44	11:56	12:08	12:20	12:32

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		12:31		12:55		13:19
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	12:19		12:43		13:07	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	12:29	12:41	12:53	13:05	13:17	13:29
Maindee, Maindee Square, NW-bound, Chepstow Road		T	12:33	12:45	12:57	13:09	13:21	13:33
Newport, Queensway Q6, opp, Queensway	Arrive:	T	12:44	12:56	13:08	13:20	13:32	13:44

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		13:43		14:07		14:31
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	13:31		13:55		14:19	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	13:41	13:53	14:05	14:17	14:29	14:41
Maindee, Maindee Square, NW-bound, Chepstow Road		T	13:45	13:57	14:09	14:21	14:33	14:45
Newport, Queensway Q6, opp, Queensway	Arrive:	T	13:56	14:08	14:20	14:32	14:44	14:56

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		14:55		15:19		15:43
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	14:43		15:07		15:31	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	14:53	15:05	15:17	15:29	15:41	15:53
Maindee, Maindee Square, NW-bound, Chepstow Road		T	14:57	15:09	15:21	15:33	15:45	15:57
Newport, Queensway Q6, opp, Queensway	Arrive:	T	15:08	15:20	15:32	15:44	15:56	16:08

TravelineCymru

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		16:07		16:31		16:55
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	15:55		16:19		16:43	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	16:05	16:17	16:29	16:41	16:53	17:05
Maindee, Maindee Square, NW-bound, Chepstow Road		T	16:09	16:21	16:33	16:45	16:57	17:09
Newport, Queensway Q6, opp, Queensway	Arrive:	T	16:20	16:32	16:44	16:56	17:08	17:20

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		17:19		17:43		18:07
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	17:07		17:31		17:55	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	17:17	17:29	17:41	17:53	18:05	18:17
Maindee, Maindee Square, NW-bound, Chepstow Road		T	17:21	17:33	17:45	17:57	18:09	18:21
Newport, Queensway Q6, opp, Queensway	Arrive:	T	17:32	17:44	17:56	18:08	18:20	18:27

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		18:38		19:18		20:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	18:19		18:58		19:48	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	18:29	18:47	19:07	19:27	19:57	20:27
Maindee, Maindee Square, NW-bound, Chepstow Road		T	18:32	18:50	19:10	19:30	20:00	20:30
Newport, Queensway Q6, opp, Queensway	Arrive:	T	18:38	18:56	19:16	19:36	20:06	20:36

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		21:18		22:18		23:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	20:48		21:48		22:48	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	20:57	21:27	21:57	22:27	22:57	23:27
Maindee, Maindee Square, NW-bound, Chepstow Road		T	21:00	21:30	22:00	22:30	23:00	23:30
Newport, Queensway Q6, opp, Queensway	Arrive:	T	21:06	21:36	22:06	22:36	23:06	23:36

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TravelineCymru

Newport Bus Station - Ringland
Newport - Maindee - Ringland
Sundays (Outbound)

Services
8A (NTAO008A)
8C (NTAO008C)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 28 Oct 2013 until further notice

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	09:00	09:30	10:00	10:30	11:00	11:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	09:06	09:36	10:06	10:36	11:06	11:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	09:09	09:39	10:09	10:39	11:09	11:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	09:18		10:18		11:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		09:48		10:48		11:48

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	12:00	12:30	13:00	13:30	14:00	14:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	12:06	12:36	13:06	13:36	14:06	14:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	12:09	12:39	13:09	13:39	14:09	14:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	12:18		13:18		14:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		12:48		13:48		14:48

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	15:00	15:30	16:00	16:30	17:00	17:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	15:06	15:36	16:06	16:36	17:06	17:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	15:09	15:39	16:09	16:39	17:09	17:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	15:18		16:18		17:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		15:48		16:48		17:48

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	18:00	18:30	19:30	20:30	21:30	22:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	18:06	18:36	19:36	20:36	21:36	22:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	18:09	18:39	19:39	20:39	21:39	22:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	18:18		19:48		21:48	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		18:48		20:48		22:48

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TravelineCymru

Ringland - Newport Bus Station
Ringland - Maindee - Newport
Sundays (Inbound)

Services
8A (NTAO008A)
8C (NTAO008C)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 28 Oct 2013 until further notice

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	09:18		10:18		11:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		09:48		10:48		11:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	09:27	09:57	10:27	10:57	11:27	11:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	09:30	10:00	10:30	11:00	11:30	12:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	09:36	10:06	10:36	11:06	11:36	12:06

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	12:18		13:18		14:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		12:48		13:48		14:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	12:27	12:57	13:27	13:57	14:27	14:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	12:30	13:00	13:30	14:00	14:30	15:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	12:36	13:06	13:36	14:06	14:36	15:06

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	15:18		16:18		17:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		15:48		16:48		17:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	15:27	15:57	16:27	16:57	17:27	17:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	15:30	16:00	16:30	17:00	17:30	18:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	15:36	16:06	16:36	17:06	17:36	18:06

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	18:18		19:48		21:48	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		18:48		20:48		22:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	18:27	18:57	19:57	20:57	21:57	22:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	18:30	19:00	20:00	21:00	22:00	23:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	18:36	19:06	20:06	21:06	22:06	23:06

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TravelineCymru

Newport Bus Station - Ringland
Newport - Maindee - Ringland
Bank Hol Mondays only (Outbound)

Services
8A (NTAO008A)
8C (NTAO008C)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 21 Apr 2014 until further notice

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	09:00	09:30	10:00	10:30	11:00	11:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	09:06	09:36	10:06	10:36	11:06	11:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	09:09	09:39	10:09	10:39	11:09	11:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	09:18		10:18		11:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		09:48		10:48		11:48

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	12:00	12:30	13:00	13:30	14:00	14:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	12:06	12:36	13:06	13:36	14:06	14:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	12:09	12:39	13:09	13:39	14:09	14:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	12:18		13:18		14:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		12:48		13:48		14:48

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	15:00	15:30	16:00	16:30	17:00	17:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	15:06	15:36	16:06	16:36	17:06	17:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	15:09	15:39	16:09	16:39	17:09	17:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	15:18		16:18		17:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		15:48		16:48		17:48

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	18:00	18:30	19:30	20:30	21:30	22:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	18:06	18:36	19:36	20:36	21:36	22:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	18:09	18:39	19:39	20:39	21:39	22:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	18:18		19:48		21:48	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		18:48		20:48		22:48

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TravelineCymru

Ringland - Newport Bus Station
Ringland - Maindee - Newport
Bank Hol Mondays only (Inbound)

Services
8A (NTAO008A)
8C (NTAO008C)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 21 Apr 2014 until further notice

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	09:18		10:18		11:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		09:48		10:48		11:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	09:27	09:57	10:27	10:57	11:27	11:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	09:30	10:00	10:30	11:00	11:30	12:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	09:36	10:06	10:36	11:06	11:36	12:06

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	12:18		13:18		14:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		12:48		13:48		14:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	12:27	12:57	13:27	13:57	14:27	14:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	12:30	13:00	13:30	14:00	14:30	15:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	12:36	13:06	13:36	14:06	14:36	15:06

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	15:18		16:18		17:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		15:48		16:48		17:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	15:27	15:57	16:27	16:57	17:27	17:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	15:30	16:00	16:30	17:00	17:30	18:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	15:36	16:06	16:36	17:06	17:36	18:06

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	18:18		19:48		21:48	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		18:48		20:48		22:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	18:27	18:57	19:57	20:57	21:57	22:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	18:30	19:00	20:00	21:00	22:00	23:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	18:36	19:06	20:06	21:06	22:06	23:06

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TravelineCymru

Newport - Spytty Retail Park - Newport

Monday to Friday (not Bank Hols) (Outbound)

Service 20 (NTAO020)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 26 Oct 2013 until further notice

Service:		20	20	20	20	20	20	20
Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart: T		09:20	10:20	11:20	12:20	13:20	14:20
Beechwood, Gibbs Road Top, E-bound, Christchurch Road	T		09:28	10:28	11:28	12:28	13:28	14:28
Christchurch, Old Rectory, NE-bound, Christchurch Road	T		09:31	10:31	11:31	12:31	13:31	14:31
Ringland, Edward German Crescent	T		09:36	10:36	11:36	12:36	13:36	14:36
Liswerry, Newport Retail Park, NW-bound, Central Avenue	T		09:45	10:45	11:45	12:45	13:45	14:45
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	T	08:20	09:53	10:53	11:53	12:53	13:53	14:53
Christchurch, Old Rectory, SW-bound, Christchurch Road	T	08:27	10:00	11:00	12:00	13:00	14:00	15:00
Beechwood, Gibbs Road Top, NW-bound, Christchurch Road	T	08:30	10:03	11:03	12:03	13:03	14:03	15:03
Newport, Queensway Q8, opp, Queensway	Arrive: T	08:42	10:15	11:15	12:15	13:15	14:15	15:15

Service:		20	20	20
Operator:		NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart: T	15:20	16:20	17:20
Beechwood, Gibbs Road Top, E-bound, Christchurch Road	T	15:28	16:28	17:28
Christchurch, Old Rectory, NE-bound, Christchurch Road	T	15:31	16:31	17:31
Ringland, Edward German Crescent	T	15:36	16:36	17:36
Liswerry, Newport Retail Park, NW-bound, Central Avenue	T	15:45	16:45	17:45
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	T	15:53	16:53	17:53
Christchurch, Old Rectory, SW-bound, Christchurch Road	T	16:00	17:00	18:00
Beechwood, Gibbs Road Top, NW-bound, Christchurch Road	T	16:03	17:03	18:03
Newport, Queensway Q8, opp, Queensway	Arrive: T	16:15	17:15	18:15

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

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TravelineCymru

Newport - Spytty Retail Park - Newport

Saturdays (Outbound)

Service 20 (NTAO020)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		20	20	20	20	20	20	20
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	09:20	10:20	11:20	12:20	13:20	14:20	15:20
Beechwood, Gibbs Road Top, E-bound, Christchurch Road		T	09:28	10:28	11:28	12:28	13:28	14:28	15:28
Christchurch, Old Rectory, NE-bound, Christchurch Road		T	09:31	10:31	11:31	12:31	13:31	14:31	15:31
Ringland, Edward German Crescent		T	09:36	10:36	11:36	12:36	13:36	14:36	15:36
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	09:45	10:45	11:45	12:45	13:45	14:45	15:45
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive		T	09:53	10:53	11:53	12:53	13:53	14:53	15:53
Christchurch, Old Rectory, SW-bound, Christchurch Road		T	10:00	11:00	12:00	13:00	14:00	15:00	16:00
Beechwood, Gibbs Road Top, NW-bound, Christchurch Road		T	10:03	11:03	12:03	13:03	14:03	15:03	16:03
Newport, Queensway Q8, opp, Queensway	Arrive:	T	10:15	11:15	12:15	13:15	14:15	15:15	16:15

	Service:		20	20
	Operator:		NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	16:20	17:20
Beechwood, Gibbs Road Top, E-bound, Christchurch Road		T	16:28	17:28
Christchurch, Old Rectory, NE-bound, Christchurch Road		T	16:31	17:31
Ringland, Edward German Crescent		T	16:36	17:36
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	16:45	17:45
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive		T	16:53	17:53
Christchurch, Old Rectory, SW-bound, Christchurch Road		T	17:00	18:00
Beechwood, Gibbs Road Top, NW-bound, Christchurch Road		T	17:03	18:03
Newport, Queensway Q8, opp, Queensway	Arrive:	T	17:15	18:15

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TravelineCymru

Newport - Spytty Retail Park - Ringland Centre

Monday to Friday (not Bank Hols) (Outbound)

Service 21 (NTAO021)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 26 Oct 2013 until further notice

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	08:00	09:00	09:30	10:00	10:30	11:00	11:30
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	08:12	09:12	09:42	10:12	10:42	11:12	11:42
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	08:18	09:18	09:48	10:18	10:48	11:18	11:48
Ringland, Community Centre, Ringland Circle	Arrive:	T	08:23	09:23	09:53	10:23	10:53	11:23	11:53

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	12:00	12:30	13:00	13:30	14:00	15:00	16:00
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	12:12	12:42	13:12	13:42	14:12	15:12	16:12
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	12:18	12:48	13:18	13:48	14:18	15:18	16:18
Ringland, Community Centre, Ringland Circle	Arrive:	T	12:23	12:53	13:23	13:53	14:23	15:23	16:23

	Service:		21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	16:30	17:00	17:30	18:00	19:00	20:00
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	16:42	17:12	17:42	18:12	19:12	20:12
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	16:48	17:18	17:48	18:18	19:18	20:18
Ringland, Community Centre, Ringland Circle	Arrive:	T	16:53	17:23	17:53	18:23	19:23	20:23

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

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TravelineCymru

Ringland Centre - Spytty Retail Park - Newport

Monday to Friday (not Bank Hols) (Inbound)

Service 21 (NTAO021)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 26 Oct 2013 until further notice

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	08:25	09:25	09:55	10:25	10:55	11:25	11:55
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	08:32	09:32	10:02	10:32	11:02	11:32	12:02
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	08:40	09:40	10:10	10:40	11:10	11:40	12:10
Newport, Queensway Q8, opp, Queensway	Arrive:	T	08:53	09:53	10:23	10:53	11:23	11:53	12:23

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	12:25	12:55	13:25	13:55	14:25	15:25	16:25
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	12:32	13:02	13:32	14:02	14:32	15:32	16:32
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	12:40	13:10	13:40	14:10	14:40	15:40	16:40
Newport, Queensway Q8, opp, Queensway	Arrive:	T	12:53	13:23	13:53	14:23	14:53	15:53	16:53

	Service:		21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	16:55	17:25	17:55	18:25	19:25	20:25
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	17:02	17:32	18:02	18:32	19:32	20:32
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	17:10	17:40	18:10	18:40	19:40	20:40
Newport, Queensway Q8, opp, Queensway	Arrive:	T	17:23	17:53	18:23	18:53	19:53	20:53

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

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TravelineCymru

Newport - Spytty Retail Park - Ringland Centre

Saturdays (Outbound)

Service 21 (NTAO021)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	08:00	08:30	09:00	09:30	10:00	10:30	11:00
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	08:12	08:42	09:12	09:42	10:12	10:42	11:12
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	08:18	08:48	09:18	09:48	10:18	10:48	11:18
Ringland, Community Centre, Ringland Circle	Arrive:	T	08:23	08:53	09:23	09:53	10:23	10:53	11:23

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	11:30	12:00	12:30	13:00	13:30	14:00	14:30
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	11:42	12:12	12:42	13:12	13:42	14:12	14:42
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	11:48	12:18	12:48	13:18	13:48	14:18	14:48
Ringland, Community Centre, Ringland Circle	Arrive:	T	11:53	12:23	12:53	13:23	13:53	14:23	14:53

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	15:00	15:30	16:00	16:30	17:00	17:30	18:00
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	15:12	15:42	16:12	16:42	17:12	17:42	18:12
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	15:18	15:48	16:18	16:48	17:18	17:48	18:18
Ringland, Community Centre, Ringland Circle	Arrive:	T	15:23	15:53	16:23	16:53	17:23	17:53	18:23

	Service:		21	21
	Operator:		NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	19:00	20:00
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	19:12	20:12
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	19:18	20:18
Ringland, Community Centre, Ringland Circle	Arrive:	T	19:23	20:23

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TravelineCymru

Ringland Centre - Spytty Retail Park - Newport

Saturdays (Inbound)

Service 21 (NTAO021)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	08:25	08:55	09:25	09:55	10:25	10:55	11:25
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	08:32	09:02	09:32	10:02	10:32	11:02	11:32
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	08:40	09:10	09:40	10:10	10:40	11:10	11:40
Newport, Queensway Q8, opp, Queensway	Arrive:	T	08:53	09:23	09:53	10:23	10:53	11:23	11:53

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	11:55	12:25	12:55	13:25	13:55	14:25	14:55
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	12:02	12:32	13:02	13:32	14:02	14:32	15:02
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	12:10	12:40	13:10	13:40	14:10	14:40	15:10
Newport, Queensway Q8, opp, Queensway	Arrive:	T	12:23	12:53	13:23	13:53	14:23	14:53	15:23

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	15:25	15:55	16:25	16:55	17:25	17:55	18:25
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	15:32	16:02	16:32	17:02	17:32	18:02	18:32
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	15:40	16:10	16:40	17:10	17:40	18:10	18:40
Newport, Queensway Q8, opp, Queensway	Arrive:	T	15:53	16:23	16:53	17:23	17:53	18:23	18:53

	Service:		21	21
	Operator:		NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	19:25	20:25
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	19:32	20:32
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	19:40	20:40
Newport, Queensway Q8, opp, Queensway	Arrive:	T	19:53	20:53

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Appendix B
Traffic Flows

MetroCount®
Traffic Data Specialists

ARX

MTE User Manual - Classification Schemes

3.18

October 2007

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ARX

ARX is a modification of AustRoads94. It removes class 12, moves all other classes up by one, and inserts a cycle class as class 1.

- **Units:** Metric (m)
- **Car class:** 2
- **Unclassifiable vehicle class:** 13

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		

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Speed Class Report

Globals

Report Id	CustomList-306
Descriptor	Speed Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2013-11-11T08:30:18
Legal	Copyright (c)1997 - 2009 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Create Version	3.21.15315.0
Metric	FALSE
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	0000
Site Attribute	ADHOC
File Name	P:\Transportation\MetroCount\2007\Newport\000015Oct2007.EC0
File Type	Plus
Algorithm	Factory default
Description	NEWPORT, Hartridge Farm Road near to School entrance<30mph>
Lane	0
Direction	5
Direction Text	5 - South bound A>B, North bound B>A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2007-10-05T11:01:29
Start Time	2007-10-05T11:01:29
Finish Time	2007-10-15T10:25:29
Operator	xxx
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2007-10-06T00:00:00
Filter End	2007-10-13T00:00:00
Class Scheme	ARX
Low Speed	5
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Speed Class Report

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Mean	Average speed
Vpp 85	Percentile speed
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals

Speed Class Report

Report Id - CustomList-306
Site Name - 0000
Description - NEWPORT, Hartridge Farm Road near to School entrance<30mph>
Direction - South

06 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	27.3	-	0	3	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	26.4	-	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	27.1	-	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	28.9	-	0	0	0	1	0	0	0	0	0	0	0	0
0600	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	24.3	-	0	2	0	1	0	0	0	0	0	0	0	0
0800	6	30	-	0	6	0	0	0	0	0	0	0	0	0	0
0900	8	25.1	-	0	7	0	1	0	0	0	0	0	0	0	0
1000	10	26.3	-	0	10	0	0	0	0	0	0	0	0	0	0
1100	14	27.5	35.6	0	13	0	1	0	0	0	0	0	0	0	0
1200	12	26	31.3	0	12	0	0	0	0	0	0	0	0	0	0
1300	16	27	30.9	0	16	0	0	0	0	0	0	0	0	0	0
1400	22	27.3	31.5	0	22	0	0	0	0	0	0	0	0	0	0
1500	10	26.1	-	0	10	0	0	0	0	0	0	0	0	0	0
1600	7	29	-	0	7	0	0	0	0	0	0	0	0	0	0
1700	4	26.4	-	1	3	0	0	0	0	0	0	0	0	0	0
1800	3	26	-	0	3	0	0	0	0	0	0	0	0	0	0
1900	4	30.8	-	0	4	0	0	0	0	0	0	0	0	0	0
2000	6	27.2	-	0	6	0	0	0	0	0	0	0	0	0	0
2100	1	21.8	-	0	1	0	0	0	0	0	0	0	0	0	0
2200	1	21.3	-	0	1	0	0	0	0	0	0	0	0	0	0
2300	4	27.2	-	0	3	0	1	0	0	0	0	0	0	0	0
07-19	**115**	**26.9**	**31.3**	**1**	**111**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**126**	**27**	**31.3**	**1**	**122**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**131**	**27**	**31.5**	**1**	**126**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**137**	**27**	**31.5**	**1**	**131**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

07 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	18	-	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	28.1	-	0	1	0	0	0	0	0	0	0	0	0	0
0500	2	26.4	-	0	1	0	1	0	0	0	0	0	0	0	0
0600	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	23.6	-	0	3	0	0	0	0	0	0	0	0	0	0
0800	3	27.4	-	0	3	0	0	0	0	0	0	0	0	0	0
0900	3	24.2	-	0	2	0	0	1	0	0	0	0	0	0	0
1000	2	28.5	-	0	2	0	0	0	0	0	0	0	0	0	0
1100	20	23.4	26.2	0	20	0	0	0	0	0	0	0	0	0	0
1200	21	23.1	29.1	1	18	0	2	0	0	0	0	0	0	0	0
1300	22	26.8	30.9	0	20	0	2	0	0	0	0	0	0	0	0
1400	12	27.6	32.2	0	12	0	0	0	0	0	0	0	0	0	0
1500	9	29.6	-	0	9	0	0	0	0	0	0	0	0	0	0
1600	16	25.6	30.4	0	16	0	0	0	0	0	0	0	0	0	0
1700	4	28.1	-	0	4	0	0	0	0	0	0	0	0	0	0
1800	3	24.9	-	0	3	0	0	0	0	0	0	0	0	0	0
1900	6	28.8	-	0	6	0	0	0	0	0	0	0	0	0	0
2000	6	25.2	-	0	5	0	1	0	0	0	0	0	0	0	0
2100	1	30	-	0	1	0	0	0	0	0	0	0	0	0	0
2200	2	23.2	-	0	2	0	0	0	0	0	0	0	0	0	0
2300	4	28.3	-	0	3	0	1	0	0	0	0	0	0	0	0
07-19	**118**	**25.6**	**31.1**	**1**	**112**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**131**	**25.7**	**31.1**	**1**	**124**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**137**	**25.8**	**31.1**	**1**	**129**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**141**	**25.7**	**31.1**	**1**	**132**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

08 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	26.3	-	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	28.5	-	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	21.5	-	0	1	0	1	0	0	0	0	0	0	0	0
0600	3	25.3	-	0	2	0	1	0	0	0	0	0	0	0	0
0700	27	23.1	28.6	0	27	0	0	0	0	0	0	0	0	0	0
0800	216	19.7	23.7	1	206	1	7	1	0	0	0	0	0	0	0
0900	67	19	23.9	0	56	2	8	1	0	0	0	0	0	0	0
1000	30	24.7	28.4	0	27	0	3	0	0	0	0	0	0	0	0
1100	52	35.4	48.5	2	14	0	35	0	1	0	0	0	0	0	0
1200	45	43.4	52.3	0	10	0	33	1	0	0	1	0	0	0	0
1300	47	37.3	48.5	1	3	1	42	0	0	0	0	0	0	0	0
1400	55	36.5	44.5	0	16	0	39	0	0	0	0	0	0	0	0
1500	124	24.2	30.4	1	34	0	87	1	1	0	0	0	0	0	0
1600	24	42.7	49.2	0	10	0	14	0	0	0	0	0	0	0	0
1700	33	41.4	45.6	0	3	0	30	0	0	0	0	0	0	0	0
1800	34	39.8	46.8	0	6	0	28	0	0	0	0	0	0	0	0
1900	27	42.1	49	0	10	0	17	0	0	0	0	0	0	0	0
2000	4	34.1	-	0	2	0	2	0	0	0	0	0	0	0	0
2100	8	50.6	-	0	2	0	6	0	0	0	0	0	0	0	0
2200	2	51.6	-	0	2	0	0	0	0	0	0	0	0	0	0
2300	2	51.6	-	0	2	0	0	0	0	0	0	0	0	0	0
07-19	**754**	**28.1**	**41.6**	**5**	**412**	**4**	**326**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**796**	**28.8**	**43.2**	**5**	**428**	**4**	**352**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**800**	**28.9**	**43.4**	**5**	**432**	**4**	**352**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**804**	**28.9**	**43.4**	**5**	**435**	**4**	**353**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**

09 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	51.5	-	0	0	0	3	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	39.7	-	0	1	0	1	0	0	0	0	0	0	0	0
0600	3	37.8	-	0	0	0	3	0	0	0	0	0	0	0	0
0700	33	37.3	41.6	0	7	0	25	0	0	0	1	0	0	0	0
0800	252	30	38.3	1	51	0	196	1	2	0	1	0	0	0	0
0900	57	29.7	43.8	1	15	0	40	0	0	0	0	1	0	0	0
1000	27	40.7	51.2	0	1	0	26	0	0	0	0	0	0	0	0
1100	52	40.1	48.5	0	16	0	35	0	1	0	0	0	0	0	0
1200	39	40.1	52.6	0	11	0	26	1	0	1	0	0	0	0	0
1300	38	40	46.8	0	13	0	25	0	0	0	0	0	0	0	0
1400	53	36.9	40	0	19	0	34	0	0	0	0	0	0	0	0
1500	25	27.8	41.2	2	7	0	16	0	0	0	0	0	0	0	0
1600	64	40	44.3	0	32	0	29	3	0	0	0	0	0	0	0
1700	11	44.2	51	0	5	0	6	0	0	0	0	0	0	0	0
1800	36	39.6	49.7	0	9	0	27	0	0	0	0	0	0	0	0
1900	67	42.5	46.5	0	35	0	31	0	1	0	0	0	0	0	0
2000	19	40.8	44.5	0	5	0	13	1	0	0	0	0	0	0	0
2100	9	37.8	-	0	4	0	4	0	1	0	0	0	0	0	0
2200	3	39.8	-	0	1	0	2	0	0	0	0	0	0	0	0
2300	1	37	-	0	0	0	1	0	0	0	0	0	0	0	0
07-19	**687**	**34.7**	**44.5**	**4**	**186**	**0**	**485**	**5**	**3**	**1**	**2**	**1**	**0**	**0**	**0**
06-22	**785**	**35.6**	**45**	**4**	**230**	**0**	**536**	**6**	**5**	**1**	**2**	**1**	**0**	**0**	**0**
06-00	**789**	**35.6**	**45**	**4**	**231**	**0**	**539**	**6**	**5**	**1**	**2**	**1**	**0**	**0**	**0**
00-00	**794**	**35.7**	**45.2**	**4**	**232**	**0**	**543**	**6**	**5**	**1**	**2**	**1**	**0**	**0**	**0**

10 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	34.7	-	0	0	0	1	0	0	0	0	0	0	0	0
0600	2	43.3	-	0	0	0	2	0	0	0	0	0	0	0	0
0700	24	38.1	40.7	0	2	0	22	0	0	0	0	0	0	0	0
0800	218	32.7	39.1	1	48	0	166	2	1	0	0	0	0	0	0
0900	60	30.6	40.3	3	5	0	50	0	1	0	1	0	0	0	0
1000	29	44.9	54.6	0	5	0	24	0	0	0	0	0	0	0	0
1100	43	36.5	45.6	1	9	0	32	0	0	0	1	0	0	0	0
1200	44	40.7	52.1	0	15	0	28	0	0	1	0	0	0	0	0
1300	38	33.5	39.1	1	6	0	30	0	0	1	0	0	0	0	0
1400	58	36.1	46.1	0	5	0	51	2	0	0	0	0	0	0	0
1500	127	24.2	31.8	0	37	0	89	0	0	1	0	0	0	0	0
1600	54	46.3	53.9	0	11	0	41	1	0	1	0	0	0	0	0
1700	33	42.2	53.5	0	3	0	30	0	0	0	0	0	0	0	0
1800	111	40.3	47.4	0	18	0	92	1	0	0	0	0	0	0	0
1900	29	38.3	45.4	0	2	0	27	0	0	0	0	0	0	0	0
2000	9	37.5	-	0	1	0	8	0	0	0	0	0	0	0	0
2100	8	40.1	-	0	4	0	4	0	0	0	0	0	0	0	0
2200	27	29.9	36.5	0	15	0	12	0	0	0	0	0	0	0	0
2300	4	43.8	-	0	2	0	2	0	0	0	0	0	0	0	0
07-19	**839**	**35**	**45.2**	**6**	**164**	**0**	**655**	**6**	**2**	**4**	**2**	**0**	**0**	**0**	**0**
06-22	**887**	**35.2**	**45.4**	**6**	**171**	**0**	**696**	**6**	**2**	**4**	**2**	**0**	**0**	**0**	**0**
06-00	**918**	**35.1**	**45**	**6**	**188**	**0**	**710**	**6**	**2**	**4**	**2**	**0**	**0**	**0**	**0**
00-00	**919**	**35.1**	**45**	**6**	**188**	**0**	**711**	**6**	**2**	**4**	**2**	**0**	**0**	**0**	**0**

11 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	42	-	0	1	0	0	0	0	0	0	0	0	0	0
0100	1	52.3	-	0	0	0	1	0	0	0	0	0	0	0	0
0200	1	45	-	0	0	0	1	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	37.3	-	0	0	0	2	1	0	0	0	0	0	0	0
0600	3	41.9	-	0	0	0	3	0	0	0	0	0	0	0	0
0700	37	35.7	39.6	0	5	0	32	0	0	0	0	0	0	0	0
0800	213	31.3	38.3	1	49	0	161	2	0	0	0	0	0	0	0
0900	59	26.9	35.1	2	13	0	40	2	1	1	0	0	0	0	0
1000	16	38.4	46.5	0	3	0	12	0	0	1	0	0	0	0	0
1100	54	41.6	53.2	1	10	0	43	0	0	0	0	0	0	0	0
1200	46	42.8	49.7	0	15	0	30	1	0	0	0	0	0	0	0
1300	27	38.5	42.9	0	5	0	22	0	0	0	0	0	0	0	0
1400	48	37	42.1	0	7	0	39	1	0	1	0	0	0	0	0
1500	130	25	31.1	0	34	0	96	0	0	0	0	0	0	0	0
1600	28	46.2	54.8	0	7	0	20	1	0	0	0	0	0	0	0
1700	42	42.5	51.2	0	5	0	36	1	0	0	0	0	0	0	0
1800	20	39.9	42.9	0	7	0	13	0	0	0	0	0	0	0	0
1900	15	38.8	42.9	0	3	0	12	0	0	0	0	0	0	0	0
2000	9	41.4	-	0	0	0	9	0	0	0	0	0	0	0	0
2100	9	46.2	-	0	4	0	3	1	1	0	0	0	0	0	0
2200	3	44.5	-	0	2	0	0	1	0	0	0	0	0	0	0
2300	2	43.9	-	0	2	0	0	0	0	0	0	0	0	0	0
07-19	**720**	**33.8**	**43.4**	**4**	**160**	**0**	**544**	**8**	**1**	**3**	**0**	**0**	**0**	**0**	**0**
06-22	**756**	**34.2**	**44.5**	**4**	**167**	**0**	**571**	**9**	**2**	**3**	**0**	**0**	**0**	**0**	**0**
06-00	**761**	**34.2**	**44.7**	**4**	**171**	**0**	**571**	**10**	**2**	**3**	**0**	**0**	**0**	**0**	**0**
00-00	**767**	**34.3**	**44.7**	**4**	**172**	**0**	**575**	**11**	**2**	**3**	**0**	**0**	**0**	**0**	**0**

12 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	44.4	-	0	1	0	2	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	38.7	-	0	1	0	1	0	0	0	0	0	0	0	0
0600	3	41.5	-	0	1	0	2	0	0	0	0	0	0	0	0
0700	24	36.2	38.3	0	4	0	20	0	0	0	0	0	0	0	0
0800	235	31.6	39.8	0	50	0	183	1	1	0	0	0	0	0	0
0900	69	30.3	38.3	0	17	0	51	0	1	0	0	0	0	0	0
1000	36	40.1	45	0	7	0	29	0	0	0	0	0	0	0	0
1100	37	40.7	46.5	0	7	0	29	1	0	0	0	0	0	0	0
1200	40	45.1	55.5	0	11	0	25	3	0	1	0	0	0	0	0
1300	34	41.6	52.3	0	8	0	26	0	0	0	0	0	0	0	0
1400	54	36.3	42.5	0	7	0	44	1	1	1	0	0	0	0	0
1500	122	21	31.1	1	50	0	71	0	0	0	0	0	0	0	0
1600	16	49.5	61.1	0	2	0	14	0	0	0	0	0	0	0	0
1700	24	44.9	52.8	0	5	0	17	2	0	0	0	0	0	0	0
1800	9	43.7	-	0	1	0	8	0	0	0	0	0	0	0	0
1900	10	47.2	-	0	2	0	7	1	0	0	0	0	0	0	0
2000	10	48.5	-	0	1	0	9	0	0	0	0	0	0	0	0
2100	2	57	-	0	0	0	2	0	0	0	0	0	0	0	0
2200	9	51	-	0	3	0	6	0	0	0	0	0	0	0	0
2300	4	44	-	0	1	0	2	1	0	0	0	0	0	0	0
07-19	**700**	**33.3**	**44.3**	**1**	**169**	**0**	**517**	**8**	**3**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**725**	**33.8**	**45.2**	**1**	**173**	**0**	**537**	**9**	**3**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**738**	**34.1**	**45.6**	**1**	**177**	**0**	**545**	**10**	**3**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**743**	**34.1**	**45.6**	**1**	**179**	**0**	**548**	**10**	**3**	**2**	**0**	**0**	**0**	**0**	**0**

Virtual Week (1)

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
Mon	804	28.9	43.4	5	435	4	353	4	2	0	1	0	0	0	0
Tue	794	35.7	45.2	4	232	0	543	6	5	1	2	1	0	0	0
Wed	919	35.1	45	6	188	0	711	6	2	4	2	0	0	0	0
Thu	767	34.3	44.7	4	172	0	575	11	2	3	0	0	0	0	0
Fri	743	34.1	45.6	1	179	0	548	10	3	2	0	0	0	0	0
|Sat	137	27	31.5	1	131	0	5	0	0	0	0	0	0	0	0
|Sun	141	25.7	31.1	1	132	0	7	1	0	0	0	0	0	0	0
--	**4305**	**33.2**	**44.5**	**22**	**1469**	**4**	**2742**	**38**	**14**	**10**	**5**	**1**	**0**	**0**	**0**

Grand Total

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
--	**4305**	**33.2**	**44.5**	**22**	**1469**	**4**	**2742**	**38**	**14**	**10**	**5**	**1**	**0**	**0**	**0**

Speed Class Report

Globals

Report Id	CustomList-306
Descriptor	Speed Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2013-11-11T08:31:16
Legal	Copyright (c)1997 - 2009 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Create Version	3.21.15315.0
Metric	FALSE
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	0000
Site Attribute	ADHOC
File Name	P:\Transportation\MetroCount\2007\Newport\000015Oct2007.EC0
File Type	Plus
Algorithm	Factory default
Description	NEWPORT, Hartridge Farm Road near to School entrance<30mph>
Lane	0
Direction	5
Direction Text	5 - South bound A>B, North bound B>A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2007-10-05T11:01:29
Start Time	2007-10-05T11:01:29
Finish Time	2007-10-15T10:25:29
Operator	xxx
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2007-10-06T00:00:00
Filter End	2007-10-13T00:00:00
Class Scheme	ARX
Low Speed	5
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Speed Class Report

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Mean	Average speed
Vpp 85	Percentile speed
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals

Speed Class Report

Report Id - CustomList-306
Site Name - 0000
Description - NEWPORT, Hartridge Farm Road near to School entrance<30mph>
Direction - North

06 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	6	24.4	-	0	6	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	21.5	-	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	29.3	-	0	0	0	1	0	0	0	0	0	0	0	0
0600	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	16.8	-	0	0	0	1	0	0	0	0	0	0	0	0
0800	3	21.6	-	0	3	0	0	0	0	0	0	0	0	0	0
0900	6	24.1	-	0	6	0	0	0	0	0	0	0	0	0	0
1000	14	23.6	28.4	0	14	0	0	0	0	0	0	0	0	0	0
1100	6	22.1	-	0	5	0	1	0	0	0	0	0	0	0	0
1200	16	23.8	29.8	0	15	0	1	0	0	0	0	0	0	0	0
1300	16	21.9	24.6	0	16	0	0	0	0	0	0	0	0	0	0
1400	21	21.7	24.2	0	21	0	0	0	0	0	0	0	0	0	0
1500	14	25.1	30.2	0	14	0	0	0	0	0	0	0	0	0	0
1600	7	23.7	-	0	7	0	0	0	0	0	0	0	0	0	0
1700	9	26.1	-	1	8	0	0	0	0	0	0	0	0	0	0
1800	3	24.7	-	0	3	0	0	0	0	0	0	0	0	0	0
1900	3	23.3	-	0	3	0	0	0	0	0	0	0	0	0	0
2000	4	22.4	-	0	4	0	0	0	0	0	0	0	0	0	0
2100	1	24.4	-	0	1	0	0	0	0	0	0	0	0	0	0
2200	2	16.3	-	0	2	0	0	0	0	0	0	0	0	0	0
2300	1	15.7	-	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**116**	**23.3**	**27.5**	**1**	**112**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**124**	**23.3**	**27.1**	**1**	**120**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**127**	**23.1**	**27.1**	**1**	**123**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**135**	**23.2**	**27.5**	**1**	**130**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

07 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	33.1	-	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	17.4	-	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	26.5	-	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	22.1	-	0	0	0	2	0	0	0	0	0	0	0	0
0700	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	13.2	-	0	1	0	0	0	0	0	0	0	0	0	0
0900	3	24.8	-	1	2	0	0	0	0	0	0	0	0	0	0
1000	3	25.8	-	0	3	0	0	0	0	0	0	0	0	0	0
1100	12	22.8	27.5	0	12	0	0	0	0	0	0	0	0	0	0
1200	27	19.3	24.6	0	25	0	2	0	0	0	0	0	0	0	0
1300	18	20.8	24.4	0	17	0	1	0	0	0	0	0	0	0	0
1400	16	21.3	25.3	0	15	0	1	0	0	0	0	0	0	0	0
1500	13	23.7	28	0	13	0	0	0	0	0	0	0	0	0	0
1600	14	20.4	25.5	0	14	0	0	0	0	0	0	0	0	0	0
1700	9	25.8	-	0	9	0	0	0	0	0	0	0	0	0	0
1800	5	24.1	-	0	5	0	0	0	0	0	0	0	0	0	0
1900	5	25.9	-	0	5	0	0	0	0	0	0	0	0	0	0
2000	6	23.5	-	0	6	0	0	0	0	0	0	0	0	0	0
2100	1	29.3	-	0	1	0	0	0	0	0	0	0	0	0	0
2200	3	18.8	-	0	3	0	0	0	0	0	0	0	0	0	0
2300	1	29.6	-	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**121**	**21.7**	**26.8**	**1**	**116**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**135**	**22**	**27.3**	**1**	**128**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**139**	**22**	**27.3**	**1**	**132**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**142**	**22**	**27.5**	**1**	**135**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

08 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	20.7	-	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	22.1	-	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	26.9	-	0	0	0	1	0	0	0	0	0	0	0	0
0600	2	28	-	0	1	0	1	0	0	0	0	0	0	0	0
0700	9	25	-	0	9	0	0	0	0	0	0	0	0	0	0
0800	102	19.1	22.4	0	96	0	6	0	0	0	0	0	0	0	0
0900	69	18.4	23	0	56	1	10	1	0	1	0	0	0	0	0
1000	35	22.2	26.4	0	30	0	5	0	0	0	0	0	0	0	0
1100	56	26.4	30.9	0	20	0	36	0	0	0	0	0	0	0	0
1200	54	27.6	32.4	0	10	0	43	0	1	0	0	0	0	0	0
1300	46	24.5	30.4	0	16	1	29	0	0	0	0	0	0	0	0
1400	55	26.5	32.9	1	26	0	25	1	2	0	0	0	0	0	0
1500	197	19.4	24.2	3	62	0	131	0	1	0	0	0	0	0	0
1600	58	26.1	31.3	1	18	0	39	0	0	0	0	0	0	0	0
1700	30	29.2	35.1	0	5	0	25	0	0	0	0	0	0	0	0
1800	22	29.9	34	0	6	0	16	0	0	0	0	0	0	0	0
1900	45	29.7	34.7	0	15	0	28	2	0	0	0	0	0	0	0
2000	9	26.9	-	0	4	0	5	0	0	0	0	0	0	0	0
2100	26	29.1	33.6	0	6	0	20	0	0	0	0	0	0	0	0
2200	4	26.9	-	0	3	0	1	0	0	0	0	0	0	0	0
2300	1	30.3	-	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**733**	**22.7**	**29.3**	**5**	**354**	**2**	**365**	**2**	**4**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**815**	**23.4**	**30.2**	**5**	**380**	**2**	**419**	**4**	**4**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**820**	**23.4**	**30.2**	**5**	**384**	**2**	**420**	**4**	**4**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**823**	**23.4**	**30.2**	**5**	**386**	**2**	**421**	**4**	**4**	**1**	**0**	**0**	**0**	**0**	**0**

09 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	27.1	-	0	1	0	1	0	0	0	0	0	0	0	0
0200	1	33.1	-	0	0	0	1	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	32.8	-	0	1	0	1	0	0	0	0	0	0	0	0
0600	2	39.6	-	0	0	0	2	0	0	0	0	0	0	0	0
0700	11	27	28.2	0	8	0	3	0	0	0	0	0	0	0	0
0800	161	21.7	26.6	0	63	1	94	3	0	0	0	0	0	0	0
0900	64	23.7	30.2	0	21	0	43	0	0	0	0	0	0	0	0
1000	23	24.8	30	0	4	1	18	0	0	0	0	0	0	0	0
1100	63	27.4	32.7	2	18	0	43	0	0	0	0	0	0	0	0
1200	43	27.9	34.9	0	16	1	25	0	0	1	0	0	0	0	0
1300	45	27.3	31.5	1	15	0	28	1	0	0	0	0	0	0	0
1400	54	25.3	31.1	2	17	0	34	0	1	0	0	0	0	0	0
1500	62	23.4	28.9	0	16	0	44	2	0	0	0	0	0	0	0
1600	107	28.2	33.8	0	34	0	73	0	0	0	0	0	0	0	0
1700	30	29.1	37.1	0	7	0	23	0	0	0	0	0	0	0	0
1800	22	25.8	32	0	12	0	10	0	0	0	0	0	0	0	0
1900	40	24	27.5	0	30	0	9	0	1	0	0	0	0	0	0
2000	38	28	33.8	0	13	0	25	0	0	0	0	0	0	0	0
2100	65	27.2	32	0	10	0	54	0	1	0	0	0	0	0	0
2200	2	26.3	-	0	1	0	1	0	0	0	0	0	0	0	0
2300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**685**	**25.3**	**31.3**	**5**	**231**	**3**	**438**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**830**	**25.5**	**31.3**	**5**	**284**	**3**	**528**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**832**	**25.5**	**31.3**	**5**	**285**	**3**	**529**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**837**	**25.5**	**31.3**	**5**	**287**	**3**	**532**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**

10 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	30	-	0	0	0	2	0	0	0	0	0	0	0	0
0700	9	29.3	-	0	3	0	6	0	0	0	0	0	0	0	0
0800	132	23.2	28.6	1	53	0	77	0	1	0	0	0	0	0	0
0900	63	24.3	30	1	12	0	47	2	1	0	0	0	0	0	0
1000	23	26	29.5	0	7	0	15	1	0	0	0	0	0	0	0
1100	46	25.7	31.5	0	12	1	32	0	0	0	1	0	0	0	0
1200	51	29	34.4	0	15	0	35	1	0	0	0	0	0	0	0
1300	49	27.2	34.4	1	16	0	30	2	0	0	0	0	0	0	0
1400	45	24.8	30.4	2	9	0	32	1	1	0	0	0	0	0	0
1500	208	19.1	25.7	1	53	0	151	1	1	1	0	0	0	0	0
1600	87	27.7	33.6	0	14	0	71	2	0	0	0	0	0	0	0
1700	38	27.7	33.6	0	11	0	25	1	1	0	0	0	0	0	0
1800	70	26.2	31.1	1	21	0	47	1	0	0	0	0	0	0	0
1900	31	27.6	32	0	3	0	27	0	1	0	0	0	0	0	0
2000	38	26.9	31.8	0	7	0	30	0	1	0	0	0	0	0	0
2100	38	28	32.7	0	11	0	27	0	0	0	0	0	0	0	0
2200	28	21.9	24.8	0	20	0	8	0	0	0	0	0	0	0	0
2300	4	27.5	-	0	2	0	2	0	0	0	0	0	0	0	0
07-19	**821**	**24.2**	**30.2**	**7**	**226**	**1**	**568**	**12**	**5**	**1**	**1**	**0**	**0**	**0**	**0**
06-22	**930**	**24.5**	**30.9**	**7**	**247**	**1**	**654**	**12**	**7**	**1**	**1**	**0**	**0**	**0**	**0**
06-00	**962**	**24.5**	**30.6**	**7**	**269**	**1**	**664**	**12**	**7**	**1**	**1**	**0**	**0**	**0**	**0**
00-00	**962**	**24.5**	**30.6**	**7**	**269**	**1**	**664**	**12**	**7**	**1**	**1**	**0**	**0**	**0**	**0**

11 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	26.5	-	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	19.6	-	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	36	-	0	0	0	1	0	0	0	0	0	0	0	0
0600	3	32.5	-	0	0	0	3	0	0	0	0	0	0	0	0
0700	17	28.2	32.2	0	7	0	10	0	0	0	0	0	0	0	0
0800	138	23.9	28	1	52	0	81	3	1	0	0	0	0	0	0
0900	68	24.4	28.4	1	21	0	44	2	0	0	0	0	0	0	0
1000	11	29.9	33.6	0	2	0	8	0	0	1	0	0	0	0	0
1100	45	26.2	33.3	0	19	0	26	0	0	0	0	0	0	0	0
1200	55	28.5	34	0	20	0	34	1	0	0	0	0	0	0	0
1300	38	26.3	29.5	0	14	0	23	0	1	0	0	0	0	0	0
1400	38	28.2	32.2	1	12	0	22	1	2	0	0	0	0	0	0
1500	210	21	25.1	1	51	0	155	0	2	1	0	0	0	0	0
1600	60	25.6	30.4	0	12	0	46	2	0	0	0	0	0	0	0
1700	42	28.4	34.2	0	11	0	31	0	0	0	0	0	0	0	0
1800	38	25.7	27.1	0	10	0	27	1	0	0	0	0	0	0	0
1900	13	27	34.7	0	3	0	10	0	0	0	0	0	0	0	0
2000	9	27.5	-	0	1	0	8	0	0	0	0	0	0	0	0
2100	17	26.7	31.3	0	6	0	11	0	0	0	0	0	0	0	0
2200	6	33.6	-	0	2	0	4	0	0	0	0	0	0	0	0
2300	2	34	-	0	2	0	0	0	0	0	0	0	0	0	0
07-19	**760**	**24.6**	**30.4**	**4**	**231**	**0**	**507**	**10**	**6**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**802**	**24.7**	**30.6**	**4**	**241**	**0**	**539**	**10**	**6**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**810**	**24.8**	**30.9**	**4**	**245**	**0**	**543**	**10**	**6**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**813**	**24.8**	**30.9**	**4**	**247**	**0**	**544**	**10**	**6**	**2**	**0**	**0**	**0**	**0**	**0**

12 October 2007

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	2	33.2	-	0	0	0	2	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	19.3	-	0	0	0	1	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	31	-	0	1	0	1	0	0	0	0	0	0	0	0
0600	3	33.5	-	0	2	0	1	0	0	0	0	0	0	0	0
0700	8	27.9	-	0	3	0	5	0	0	0	0	0	0	0	0
0800	137	22.1	26.4	1	49	0	84	2	1	0	0	0	0	0	0
0900	72	25.2	31.3	0	19	0	52	0	1	0	0	0	0	0	0
1000	41	27.5	35.1	0	13	0	27	0	1	0	0	0	0	0	0
1100	39	27.5	30.6	0	14	0	24	1	0	0	0	0	0	0	0
1200	50	28.2	33.3	1	12	0	35	1	1	0	0	0	0	0	0
1300	31	27.1	31.5	0	6	0	25	0	0	0	0	0	0	0	0
1400	42	28.4	34.2	0	13	0	29	0	0	0	0	0	0	0	0
1500	224	19.4	25.9	0	87	0	133	4	0	0	0	0	0	0	0
1600	26	27.4	30.2	0	13	0	13	0	0	0	0	0	0	0	0
1700	36	29.5	37.1	0	10	0	26	0	0	0	0	0	0	0	0
1800	9	33.1	-	0	3	0	6	0	0	0	0	0	0	0	0
1900	16	30.5	37.6	0	4	0	11	1	0	0	0	0	0	0	0
2000	8	26.3	-	0	1	0	7	0	0	0	0	0	0	0	0
2100	4	31.3	-	0	0	0	4	0	0	0	0	0	0	0	0
2200	9	28.6	-	0	4	0	5	0	0	0	0	0	0	0	0
2300	1	18.7	-	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**715**	**24**	**30.4**	**2**	**242**	**0**	**459**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**746**	**24.2**	**30.6**	**2**	**249**	**0**	**482**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**756**	**24.2**	**30.9**	**2**	**254**	**0**	**487**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**761**	**24.3**	**30.9**	**2**	**255**	**0**	**491**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**0**

Virtual Week (1)

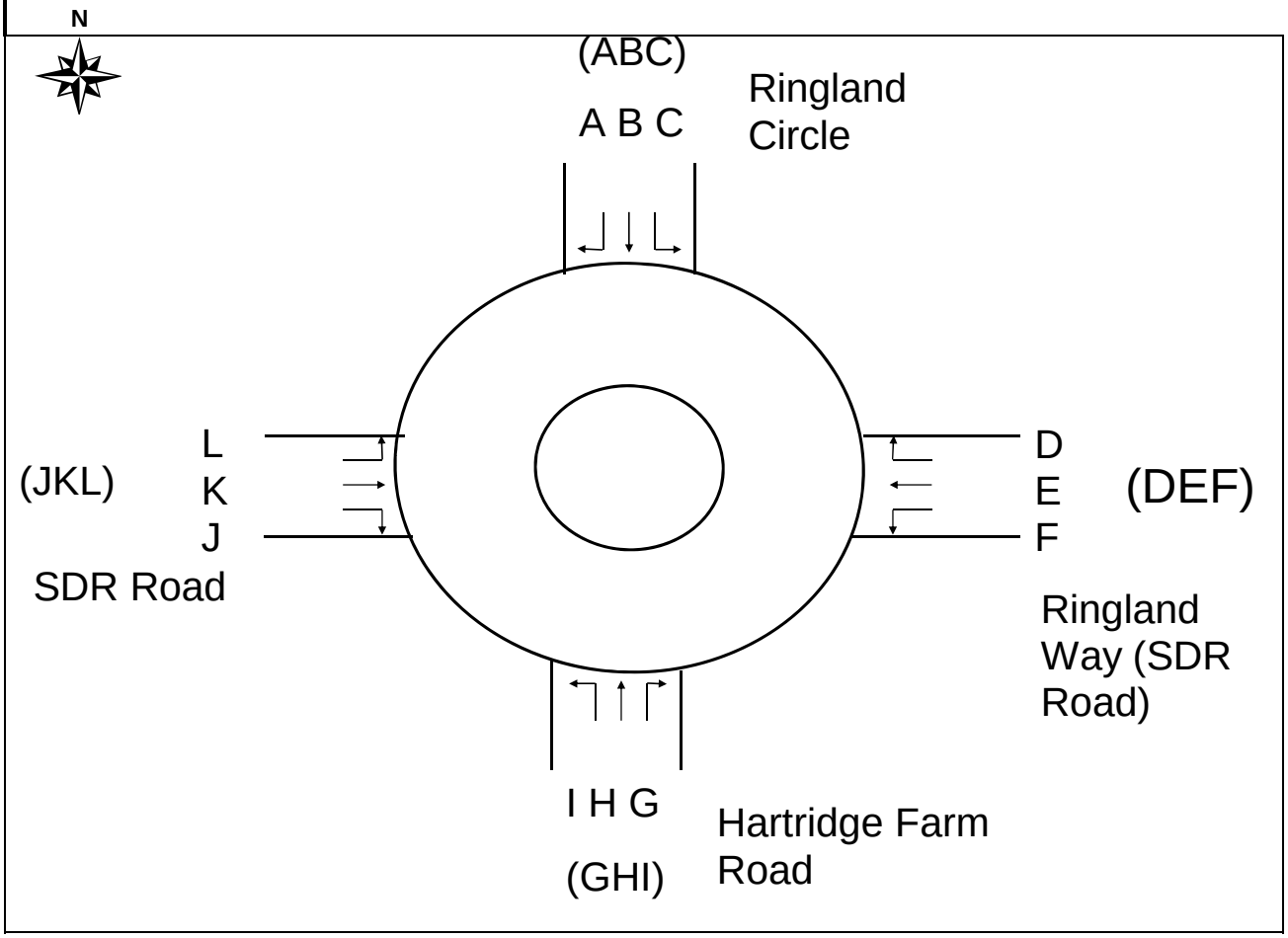
Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
Mon	823	23.4	30.2	5	386	2	421	4	4	1	0	0	0	0	0
Tue	837	25.5	31.3	5	287	3	532	6	3	1	0	0	0	0	0
Wed	962	24.5	30.6	7	269	1	664	12	7	1	1	0	0	0	0
Thu	813	24.8	30.9	4	247	0	544	10	6	2	0	0	0	0	0
Fri	761	24.3	30.9	2	255	0	491	9	4	0	0	0	0	0	0
|Sat	135	23.2	27.5	1	130	0	4	0	0	0	0	0	0	0	0
|Sun	142	22	27.5	1	135	0	6	0	0	0	0	0	0	0	0
--	**4473**	**24.4**	**30.6**	**25**	**1709**	**6**	**2662**	**41**	**24**	**5**	**1**	**0**	**0**	**0**	**0**

Grand Total

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
--	**4473**	**24.4**	**30.6**	**25**	**1709**	**6**	**2662**	**41**	**24**	**5**	**1**	**0**	**0**	**0**	**0**

CAPITA SYMONDS

Capita Symonds	**Job No.**	**CS/15181/E17**
Newport	**Main Job No.**	**GWENT**
Site 5 - Hartridge Farm Roundabout	**Date**	**Tues 1st Nov 2005**



CAPITA SYMONDS

Capita Symonds	Job No.	**CS/15181/E17**
Newport	Main Job No.	**GWENT**
Site 5 - Hartridge Farm Roundabout	Date	**Tues 1st Nov 2005**

	Movement A						Movement B						Movement C					
Times	**Cars**	**LGV**	**OGV 1**	**OGV 2**	**PSV**	**M/Bike**	**Cars**	**LGV**	**OGV 1**	**OGV 2**	**PSV**	**M/Bike**	**Cars**	**LGV**	**OGV 1**	**OGV 2**	**PSV**	**M/Bike**
07:00 : 07:15	20	2	1	1			6	1					5		1	1		
07:15 : 07:30	19	3	1			1	6	3					2	1				
07:30 : 07:45	34	2	1	1			10	3						2				
07:45 : 08:00	44	4	1				13	3					7	1				
Hourly Total	**117**	**11**	**4**	**2**		**1**	**35**	**10**					**14**	**4**	**1**	**1**		
08:00 : 08:15	43	5				2	6	5					5				1	
08:15 : 08:30	55	4	2				11	1					5					
08:30 : 08:45	37	3					14	2			1		6					
08:45 : 09:00	66	1	1			1	14	2				1		1	1		1	
Hourly Total	**201**	**13**	**3**			**3**	**45**	**10**			**1**	**1**	**16**	**1**	**1**		**2**	
09:00 : 09:15	37	2	1		1		11					1	4	1				
09:15 : 09:30	25		1				9	1					1	1				
09:30 : 09:45	29	2	1				8	3					4					
09:45 : 10:00	11	1	1				6	1										
Hourly Total	**102**	**5**	**4**		**1**		**34**	**5**				**1**	**9**	**2**				
10:00 : 10:15	35	3			1		2	1					3	1				
10:15 : 10:30	21						4	2					3					
10:30 : 10:45	19						6	1	1				4					
10:45 : 11:00	27	2	1				7	3	1				3					
Hourly Total	**102**	**5**	**1**		**1**		**19**	**7**	**2**				**13**	**1**				
11:00 : 11:15	32	3				2	2	2			1		4		2			
11:15 : 11:30	22		1				5	3	1				7		1			
11:30 : 11:45	23	2	2				9	3	1				1					
11:45 : 12:00	22						12	2		1	1	1	4	1	2			
Hourly Total	**99**	**5**	**3**			**2**	**28**	**10**	**2**	**1**	**2**	**1**	**16**	**1**	**5**			
12:00 : 12:15	29		1				8	3					2		1			
12:15 : 12:30	28	3	1				3		2				5	2				
12:30 : 12:45	25	2	1				6	2					1					
12:45 : 13:00	32	1		1			7	1					2	1	1			
Hourly Total	**114**	**6**	**3**	**1**			**24**	**6**	**2**				**10**	**3**	**2**			
13:00 : 13:15	25	2					11	1										
13:15 : 13:30	34	2			1		8	4	1				1	1				
13:30 : 13:45	29					1	6	1					3					
13:45 : 14:00	27	3					8	2	2				2					
Hourly Total	**115**	**7**			**1**	**1**	**33**	**8**	**3**				**6**	**1**				
14:00 : 14:15	25		1				8	2	1				1					
14:15 : 14:30	24	1					3	2					4					
14:30 : 14:45	20						4	1				1	7	1				
14:45 : 15:00	22	2	1				8	1					4	2			1	
Hourly Total	**91**	**3**	**2**				**23**	**6**	**1**			**1**	**16**	**3**			**1**	
15:00 : 15:15	29		1				8	2	1			2	3					
15:15 : 15:30	33	3	1				9	2					9	3				
15:30 : 15:45	33						6	2				1	7	2				
15:45 : 16:00	21		1				8	1	1				7	1				
Hourly Total	**116**	**3**	**3**				**31**	**7**	**2**			**3**	**26**	**6**				
16:00 : 16:15	27	2					4	3					7	2				
16:15 : 16:30	27	1				1	8		2				6	2				
16:30 : 16:45	16	2					9						10	1				
16:45 : 17:00	27	2					14	1					4	1				
Hourly Total	**97**	**7**				**1**	**35**	**4**	**2**				**27**	**6**				
17:00 : 17:15	23	3					9		2		1		6					
17:15 : 17:30	25	3					19	3	1		1		5	1				
17:30 : 17:45	34						10				1		4	3				
17:45 : 18:00	40	2					11						1	1				
Hourly Total	**122**	**8**					**49**	**3**	**3**		**3**		**16**	**5**				
18:00 : 18:15	17	1					9	2					6					
18:15 : 18:30	14	5					21	1					2		1			
18:30 : 18:45	10	2					16	3					6					
18:45 : 19:00	11	1	1				19	1					2					
Hourly Total	**52**	**9**	**1**				**65**	**7**					**16**		**1**			

CAPITA SYMONDSDS

Capita Symonds	Job No. **CS/15181/E17**
Newport	Main Job No. **GWENT**
Site 5 - Hartridge Farm Roundabout	Date **Tues 1st Nov 2005**

	Movement D						Movement E						Movement F					
Times	**Cars**	**LGV**	**OGV 1**	**OGV 2**	**PSV**	**M/Bike**	**Cars**	**LGV**	**OGV 1**	**OGV 2**	**PSV**	**M/Bike**	**Cars**	**LGV**	**OGV 1**	**OGV 2**	**PSV**	**M/Bike**
07:00 : 07:15	5	2	1				75	10	1	15		1	1					
07:15 : 07:30	5		1				97	17	1	16			2	1				
07:30 : 07:45	8	1					148	22	6	11		1	4		1			
07:45 : 08:00	6	5	2	1	1		162	26	11	18	1	3	12					
Hourly Total	**24**	**8**	**4**	**1**	**1**		**482**	**75**	**19**	**60**	**1**	**5**	**19**	**1**	**1**			
08:00 : 08:15	6	2	1				183	23	5	13	1	1	11		1			
08:15 : 08:30	5	2	1		1		206	14	7	23			18					
08:30 : 08:45	12	1					162	19	11	21	3		15					
08:45 : 09:00	9	1		1			154	24	7	13	1	1	7				1	
Hourly Total	**32**	**6**	**2**	**1**	**1**		**705**	**80**	**30**	**70**	**5**	**2**	**51**		**1**		**1**	
09:00 : 09:15	5	4					145	26	9	17	2		2	2				
09:15 : 09:30	6		1				127	18	5	19	1	1	2	1				
09:30 : 09:45	2	1	1		1		103	21	10	19	1		3					
09:45 : 10:00	6	1	1				72	13	5	19			1					
Hourly Total	**19**	**6**	**3**		**1**		**447**	**78**	**29**	**74**	**4**	**1**	**8**	**3**				
10:00 : 10:15	2	1					103	16	12	15		2	2					
10:15 : 10:30	6	1	1	1			89	16	8	14			2	1				
10:30 : 10:45	4	2	1				92	18	3	11			1					
10:45 : 11:00	5	4					109	23	13	10			2	1				
Hourly Total	**17**	**8**	**2**	**1**			**393**	**73**	**36**	**50**		**2**	**7**	**2**				
11:00 : 11:15	4	1	1				90	22	3	20				1				
11:15 : 11:30	4	2	1	1	1		87	14	2	15		1	1					
11:30 : 11:45	2	2		1			85	9	11	16		1	1					
11:45 : 12:00	3	1					91	12	8	14				2				
Hourly Total	**13**	**6**	**2**	**2**	**1**		**353**	**57**	**24**	**65**		**2**	**2**	**3**				
12:00 : 12:15	3	4					77	11	10	17		4	1					1
12:15 : 12:30	6	1	1				101	18	8	13		1	1					
12:30 : 12:45	6		2				102	13	12	28		1	2					
12:45 : 13:00	7	5					70	8	11	8		2	2					
Hourly Total	**22**	**10**	**3**				**350**	**50**	**41**	**66**		**8**	**6**					**1**
13:00 : 13:15	4	1					94	9	9	19		2		1				
13:15 : 13:30	5	4	1	1	1		96	23	1	15			2					
13:30 : 13:45	9	3	1				114	10	8	16		2	1	1				
13:45 : 14:00	9	1				1	106	21	10	18		4						
Hourly Total	**27**	**9**	**2**	**1**	**1**	**1**	**410**	**63**	**28**	**68**		**8**	**3**	**2**				
14:00 : 14:15	7	2	2			1	104	13	6	13		2						
14:15 : 14:30	6	3					99	16	8	15			1					
14:30 : 14:45	6	1					67	12	10	18		1	1	1				
14:45 : 15:00	12	3					76	9	10	14		2		1				
Hourly Total	**31**	**9**	**2**			**1**	**346**	**50**	**34**	**60**		**5**	**2**	**2**				
15:00 : 15:15	11	2					86	21	15	25	1		4	1			1	
15:15 : 15:30	8	2			1		78	13	10	16	1		7	1			2	
15:30 : 15:45	15	2	2		1		73	17	18	16		1	1					
15:45 : 16:00	21						76	12	7	12			1					
Hourly Total	**55**	**6**	**2**		**2**		**313**	**63**	**50**	**69**	**2**	**1**	**13**	**2**			**3**	
16:00 : 16:15	11	3	1				80	15	8	15	1		4		1			
16:15 : 16:30	9						82	16	5	15	2		4	1				
16:30 : 16:45	11	1					86	12	3	16	1	2	3					
16:45 : 17:00	8	3					95	16	3	12				1				
Hourly Total	**39**	**7**	**1**				**343**	**59**	**19**	**58**	**4**	**2**	**11**	**2**	**1**			
17:00 : 17:15	14	6	1				83	5	4	16			3					
17:15 : 17:30	3	4			1		91	6	6	8	1							
17:30 : 17:45	7	3					95	2	2	10								
17:45 : 18:00	1						97	5	1	4			3					
Hourly Total	**25**	**13**	**1**		**1**		**366**	**18**	**13**	**38**	**1**		**6**					
18:00 : 18:15	1	4					108	2	1	8			1					
18:15 : 18:30	7	2				1	103	3	1	12		1	1					
18:30 : 18:45	7	1					87	2		11	1		2					
18:45 : 19:00	11	2					74	4		11		1	10					
Hourly Total	**26**	**9**				**1**	**372**	**11**	**2**	**42**	**1**	**2**	**14**					

CAPITA SYMONDSDS

Capita Symonds		Job No.	**CS/15181/E17**
Newport		Main Job No.	**GWENT**
Site 5 - Hartridge Farm Roundabout		Date	**Tues 1st Nov 2005**

	Movement G						Movement H						Movement I					
Times	**Cars**	**LGV**	**OGV 1**	**OGV 2**	**PSV**	**M/Bike**	**Cars**	**LGV**	**OGV 1**	**OGV 2**	**PSV**	**M/Bike**	**Cars**	**LGV**	**OGV 1**	**OGV 2**	**PSV**	**M/Bike**
07:00 : 07:15	1		2				2								1			
07:15 : 07:30								1						1	1			
07:30 : 07:45								1										
07:45 : 08:00	1								1				6			1		
Hourly Total	**2**		**2**				**2**	**2**	**1**				**6**	**1**	**2**	**1**		
08:00 : 08:15							5	1	2				3	1				
08:15 : 08:30	5						10	2					11	1	1			
08:30 : 08:45	3						11	3					26					
08:45 : 09:00	8						7				3		25	5	1		1	
Hourly Total	**16**						**33**	**6**	**2**		**3**		**65**	**7**	**2**		**1**	
09:00 : 09:15	4				1		3				1		11	1				
09:15 : 09:30	4						1	1					21	1	1			
09:30 : 09:45	2						3	1	1				4	3				
09:45 : 10:00	2						2						4					
Hourly Total	**12**				**1**		**9**	**2**	**1**		**1**		**40**	**5**	**1**			
10:00 : 10:15	1						1						3	2	1			
10:15 : 10:30	2						1	1		1			2	1	1			
10:30 : 10:45	2						4	1					3		1			
10:45 : 11:00							3	1					6	1				
Hourly Total	**5**						**9**	**3**		**1**			**14**	**4**	**3**			
11:00 : 11:15	2						2					1	4	1				1
11:15 : 11:30	1						2	1					4					
11:30 : 11:45	2						4						2					
11:45 : 12:00	4						8	3					13	1				
Hourly Total	**9**						**16**	**4**				**1**	**23**	**2**				**1**
12:00 : 12:15	2					1	1						3					
12:15 : 12:30	2	1					1	1					6	1	1			
12:30 : 12:45	1						1						2					
12:45 : 13:00	2						2						14					
Hourly Total	**7**	**1**				**1**	**5**	**1**					**25**	**1**	**1**			
13:00 : 13:15							1						1	2				
13:15 : 13:30							2						15	3	1			
13:30 : 13:45	1						1						7					
13:45 : 14:00							2						4					
Hourly Total	**1**						**6**						**27**	**5**	**1**			
14:00 : 14:15	1						3						6	2	1			1
14:15 : 14:30	5						1		1				7	1				
14:30 : 14:45							2		1			1	6	1				
14:45 : 15:00	3										3	1	1	1				
Hourly Total	**9**						**6**		**2**		**3**	**2**	**20**	**5**	**1**			**1**
15:00 : 15:15	4						5	1					5	1				
15:15 : 15:30	5						1	1					48	3				
15:30 : 15:45	9	3					6	2			3	1	44	1	1		4	
15:45 : 16:00	8						1						3					
Hourly Total	**26**	**3**					**13**	**4**			**3**	**1**	**100**	**5**	**1**		**4**	
16:00 : 16:15	8								3				5	2				
16:15 : 16:30	2						5						4					
16:30 : 16:45	7						5	1					21	1				
16:45 : 17:00	2						2						2	1				
Hourly Total	**19**						**12**	**1**	**3**				**32**	**4**				
17:00 : 17:15	2						3						1		1			
17:15 : 17:30	3						4						3					
17:30 : 17:45	2						1						2					
17:45 : 18:00	3						3						7					
Hourly Total	**10**						**11**						**13**		**1**			
18:00 : 18:15	3						10		1				2					
18:15 : 18:30	2						2	1					1					
18:30 : 18:45	1						2						1					
18:45 : 19:00	1						1						1					
Hourly Total	**7**						**15**	**1**	**1**				**5**					

CAPITA SYMONDSDS

Capita Symonds	Job No. **CS/15181/E17**
Newport	Main Job No. **GWENT**
Site 5 - Hartridge Farm Roundabout	Date **Tues 1st Nov 2005**

	Movement J						Movement K						Movement L					
Times	**Cars**	**LGV**	**OGV 1**	**OGV 2**	**PSV**	**M/Bike**	**Cars**	**LGV**	**OGV 1**	**OGV 2**	**PSV**	**M/Bike**	**Cars**	**LGV**	**OGV 1**	**OGV 2**	**PSV**	**M/Bike**
07:00 : 07:15	1	2	2				29	8	7	18		1	6					
07:15 : 07:30	2	4	1				30	5	5	18	1		4	4	1			
07:30 : 07:45	4						39	13	2	17	3		19	2	1			
07:45 : 08:00	12					1	46	14	7	14	4		12	5	1			
Hourly Total	**19**	**6**	**3**			**1**	**144**	**40**	**21**	**67**	**8**	**1**	**41**	**11**	**3**			
08:00 : 08:15	19	2			1		43	17	14	21			13	4	2			1
08:15 : 08:30	22	5					47	9	9	16	1		6	1				
08:30 : 08:45	39	1	1				53	17	12	17			13	3	1			
08:45 : 09:00	34	2	1		2		52	26	6	24	1	1	20	4	1			
Hourly Total	**114**	**10**	**2**		**3**		**195**	**69**	**41**	**78**	**2**	**1**	**52**	**12**	**4**			**1**
09:00 : 09:15	25	2					42	16	8	28			21	4	1			
09:15 : 09:30	14	4	1				61	16	4	12			19	3				
09:30 : 09:45	14			1			53	22	3	27		1	28	1	1			
09:45 : 10:00	3	5					39	2	2	18			18	3				
Hourly Total	**56**	**11**	**1**	**1**			**195**	**56**	**17**	**85**		**1**	**86**	**11**	**2**			
10:00 : 10:15	4	3	1				54	15	12	12		1	10	2	1			
10:15 : 10:30	3		2				64	23	13	8			27	2		1		
10:30 : 10:45	7			1			56	20	13	11		1	25	2				1
10:45 : 11:00	6	3				1	68	27	11	11			28	4	1			
Hourly Total	**20**	**6**	**3**	**1**		**1**	**242**	**85**	**49**	**42**		**2**	**90**	**10**	**2**	**1**		**1**
11:00 : 11:15	7	1	1				74	24	18	5			28	3				
11:15 : 11:30	3			1			80	22	19	3			23	4				
11:30 : 11:45	2	3					101	23	12	9			23	3	1			
11:45 : 12:00	2	5	2				87	22	10	21		2	35	7	1			
Hourly Total	**14**	**9**	**3**	**1**			**342**	**91**	**59**	**38**		**2**	**109**	**17**	**2**			
12:00 : 12:15	3	3					93	11	19	15		2	34	6				
12:15 : 12:30	11	4					101	21	14	16		1	30	3				
12:30 : 12:45	11			1			81	19	12	18		1	27	1	1			
12:45 : 13:00	2	3					90	12	11	10			37	5				
Hourly Total	**27**	**10**		**1**			**365**	**63**	**56**	**59**		**4**	**128**	**15**	**1**			
13:00 : 13:15	7						87	9	8	19			21	2	1			
13:15 : 13:30	4						114	12	7	26		4	36	3				
13:30 : 13:45	1						128	21	3	14		2	30	2				
13:45 : 14:00	7	1					124	10	8	15			27	7	2			1
Hourly Total	**19**	**1**					**453**	**52**	**26**	**74**		**6**	**114**	**14**	**3**			**1**
14:00 : 14:15		2				1	115	25	7	24			39					2
14:15 : 14:30		3	2				118	19	1	22		3	37		1			
14:30 : 14:45	3	3					129	21	6	16		2	33	5			1	
14:45 : 15:00	2	1					122	14	3	18	2	4	38	5			1	
Hourly Total	**5**	**9**	**2**			**1**	**484**	**79**	**17**	**80**	**2**	**9**	**147**	**10**	**1**		**2**	**2**
15:00 : 15:15	5	1	1			1	174	13	2	9		1	38	5				
15:15 : 15:30	5						172	15	1	8	1		40	4	1			1
15:30 : 15:45	5	2					142	21	3	10		2	36	4				1
15:45 : 16:00	7						120	22	3	15		3	31	4				
Hourly Total	**22**	**3**	**1**			**1**	**608**	**71**	**9**	**42**	**1**	**6**	**145**	**17**	**1**			**2**
16:00 : 16:15	3	1	1				120	15	1	4		1	51	7				2
16:15 : 16:30	7	3					174	22	7	5	1		44	1				
16:30 : 16:45	5						214	26	3	8	1		59	6			1	
16:45 : 17:00	2	2					225	13	6	1		1	52	6				
Hourly Total	**17**	**6**	**1**				**733**	**76**	**17**	**18**	**2**	**2**	**206**	**20**			**1**	**2**
17:00 : 17:15	2	1					289	16	10	1		3	74	7				
17:15 : 17:30	5	1					218	12	9	5	1	3	59	7	1			
17:30 : 17:45	6	1					197	19	9	4			51	6				3
17:45 : 18:00	4	1					201	5	12	2		1	42	6	1			1
Hourly Total	**17**	**4**					**905**	**52**	**40**	**12**	**1**	**7**	**226**	**26**	**2**			**4**
18:00 : 18:15	6	1					172	11	4	5		1	61	7				1
18:15 : 18:30	7						118	9	4	5		1	32	7				
18:30 : 18:45	4						103	10	1				49	4	1			
18:45 : 19:00	1	1					107	9	5	4			39	4			1	
Hourly Total	**18**	**2**					**500**	**39**	**14**	**14**		**2**	**181**	**22**	**1**		**1**	**1**

Monthly Volume Report CS_GK 20048280: 2006-06-01 to 2006-06-30

Site Name A 48 004855
Site ID 20048280
Description A48 NEWPORT SDR West Of Coldra Roundabout

Setup SDR
Channel East Bound
Bins Total
Time Period 1 hour
Exclude data: None

	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Average		Total
	1 Jun	2 Jun	3 Jun	4 Jun	5 Jun	6 Jun	7 Jun	8 Jun	9 Jun	10 Jun	11 Jun	12 Jun	13 Jun	14 Jun	15 Jun	16 Jun	17 Jun	18 Jun	19 Jun	20 Jun	21 Jun	22 Jun	23 Jun	24 Jun	25 Jun	26 Jun	27 Jun	28 Jun	29 Jun	30 Jun	Workday	7 Day	Count
00:00	66	59	57	72	26	25	32	35	41	70	50	24	31	28	42	33	43	48	29	36	31	105	45	46	61	24	42	36	37	57	40	45	1331
01:00	25	31	36	24	24	18	23	24	13	69	31	15	26	23	20	26	30	42	25	13	31	39	35	38	26	21	13	26	19	43	24	28	829
02:00	30	29	39	20	15	31	17	25	25	15	15	21	21	17	24	29	23	21	15	18	28	22	26	23	26	21	26	24	26	24	23	23	696
03:00	24	28	14	12	31	25	18	28	35	19	19	24	21	17	18	26	25	12	17	24	15	22	26	22	15	22	23	20	24	29	24	22	655
04:00	42	50	23	20	51	43	49	61	49	20	13	69	34	39	53	47	16	12	53	47	38	48	42	20	21	48	40	48	50	49	48	39	1195
05:00	122	118	50	42	130	109	130	128	132	56	43	125	117	130	123	117	57	30	123	121	123	116	124	50	41	126	120	108	125	127	122	101	3063
06:00	231	229	103	62	228	225	227	216	200	91	68	205	224	219	227	223	90	49	205	228	213	235	201	94	59	204	210	219	201	232	218	178	5418
07:00	329	324	146	88	336	326	359	355	319	125	57	344	379	359	389	353	127	74	351	338	343	365	337	143	70	339	337	358	336	317	345	276	8423
08:00	487	446	214	115	437	500	475	506	505	206	97	444	468	506	561	528	223	91	438	482	529	516	495	204	123	433	424	531	497	477	486	392	11958
09:00	463	436	321	186	438	492	524	517	485	260	160	459	434	482	537	464	326	147	444	484	472	509	452	317	135	433	448	472	503	447	472	404	12247
10:00	528	582	466	324	505	470	473	514	544	460	283	461	483	469	540	564	449	294	445	505	472	513	502	461	281	486	485	480	458	530	500	465	14027
11:00	536	652	592	494	609	541	527	584	613	531	421	574	517	560	624	616	623	449	546	538	559	620	606	643	454	575	515	555	581	570	574	560	16825
12:00	682	669	652	626	598	589	645	696	736	620	540	619	616	630	630	681	654	518	635	615	676	665	711	719	548	602	614	623	610	730	649	638	19149
13:00	697	721	639	538	684	627	635	696	720	657	570	672	590	383	671	712	618	514	629	618	632	692	689	681	567	680	709	583	579	718	652	636	19121
14:00	676	754	531	538	653	647	655	784	783	467	497	664	596	207	717	743	493	506	652	563	701	729	820	685	524	661	687	687	372	751	659	622	18743
15:00	704	787	513	647	734	777	778	816	849	392	503	762	744	501	822	861	507	528	706	756	811	818	911	617	569	789	791	788	630	874	773	705	21285
16:00	977	941	498	614	1017	1033	1089	1028	995	426	424	991	1016	827	1115	933	507	456	949	527	998	1094	937	600	440	980	1045	1039	912	932	972	836	25340
17:00	1017	796	536	365	1048	999	1061	1045	713	398	332	1048	1056	893	834	777	480	281	919	1032	991	944	702	552	244	977	1001	1012	1002	678	934	781	23733
18:00	712	496	347	268	572	677	671	637	487	351	300	588	599	599	413	496	423	292	631	588	542	641	540	451	264	652	559	624	654	500	585	514	15574
19:00	453	404	229	227	351	379	406	409	341	258	293	354	419	432	354	375	292	207	380	391	398	385	341	330	194	385	415	400	396	639	400	358	10837
20:00	282	465	174	228	304	325	284	315	279	164	185	286	337	305	281	338	232	207	314	273	296	279	321	264	198	285	423	292	291	508	322	289	8735
21:00	247	412	115	148	234	326	305	211	203	167	153	222	255	244	177	208	147	119	175	164	229	202	209	189	122	200	252	245	205	243	235	209	6328
22:00	172	232	117	113	131	164	191	149	127	116	93	155	144	177	130	160	130	99	135	117	187	192	178	162	97	103	140	158	152	185	158	146	4406
23:00	116	167	142	90	66	135	131	97	125	136	84	90	106	115	100	153	135	100	86	87	147	86	185	190	83	81	107	163	105	163	119	119	3571
07-19	7808	7604	5455	4803	7631	7678	7892	8178	7749	4893	4184	7626	7498	6416	7853	7728	5430	4150	7345	7046	7726	8106	7702	6073	4219	7607	7615	7752	7134	7524	7601	6829	206425
06-22	9021	9114	6076	5468	8748	8933	9114	9329	8772	5573	4883	8693	8733	7616	8892	8872	6191	4732	8419	8102	8862	9207	8774	6950	4792	8681	8915	8908	8227	9146	8776	7863	237743
06-24	9309	9513	6335	5671	8945	9232	9436	9575	9024	5825	5060	8938	8983	7908	9122	9185	6456	4931	8640	8306	9196	9485	9137	7302	4972	8865	9162	9229	8484	9494	9053	8128	245720
00-24	9618	9828	6554	5861	9222	9483	9705	9876	9319	6074	5231	9216	9233	8162	9402	9463	6650	5096	8902	8565	9462	9837	9435	7501	5162	9127	9426	9491	8765	9823	9334	8386	253489
am Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	
Peak Volume	536	652	592	494	609	541	527	584	613	531	421	574	517	560	624	616	623	449	546	538	559	620	606	643	454	575	515	555	581	570	574	560	
pm Peak	17:00	16:00	12:00	15:00	17:00	16:00	16:00	17:00	16:00	13:00	13:00	17:00	17:00	17:00	16:00	16:00	12:00	15:00	16:00	17:00	16:00	16:00	16:00	12:00	15:00	16:00	16:00	16:00	17:00	16:00	16:00	16:00	
Peak Volume	1017	941	652	647	1048	1033	1089	1045	995	657	570	1048	1056	893	1115	933	654	528	949	1032	998	1094	937	719	569	980	1045	1039	1002	932	972	836	

Event key: Accident, Road Works, Special, Road Closed, Holiday, Weekends and defined holidays

Notes on data:

Start	End	Type	Lanes	Action	Description
01/02/2006 12:00	01/12/2006 12:00	Road Works	1	Included	Carriageeway road works

Data prepared by Drakewell Cloud Hosting November 21, 2013 10:20:32 AM.

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Monthly Volume Report CS_GK 20048280: 2006-06-01 to 2006-06-30

Site Name A 48 004855
Site ID 20048280
Description A48 NEWPORT SDR West Of Coldra Roundabout

Setup SDR
Channel West Bound
Bins Total
Time Period 1 hour
Exclude data: None

	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Average		Total
	1 Jun	2 Jun	3 Jun	4 Jun	5 Jun	6 Jun	7 Jun	8 Jun	9 Jun	10 Jun	11 Jun	12 Jun	13 Jun	14 Jun	15 Jun	16 Jun	17 Jun	18 Jun	19 Jun	20 Jun	21 Jun	22 Jun	23 Jun	24 Jun	25 Jun	26 Jun	27 Jun	28 Jun	29 Jun	30 Jun	Workday	7 Day	Count
00:00	36	54	39	47	31	29	40	44	30	45	50	18	27	34	38	45	59	47	21	40	32	31	35	52	42	28	36	39	54	41	36	39	1164
01:00	32	22	36	24	22	31	25	23	24	41	29	20	22	21	34	29	27	28	23	24	26	39	40	26	38	15	19	26	22	31	26	27	819
02:00	21	29	17	18	10	22	25	17	25	21	17	14	24	19	23	19	28	22	14	27	26	14	21	30	26	10	21	18	22	20	20	21	620
03:00	26	22	20	18	22	17	21	20	29	19	16	14	14	22	21	22	22	16	18	23	19	25	25	25	14	15	22	26	19	19	21	20	611
04:00	31	28	16	17	24	23	32	31	26	19	20	25	38	33	31	27	23	21	23	37	28	23	29	18	17	20	29	36	28	29	29	26	782
05:00	96	80	58	35	92	99	100	95	107	55	31	92	102	90	103	107	66	32	74	91	82	96	100	60	34	85	106	103	114	113	97	82	2498
06:00	220	206	94	45	204	203	225	225	213	100	51	192	241	232	220	233	104	63	211	200	218	214	228	119	58	208	214	226	213	213	216	177	5393
07:00	602	611	167	81	624	660	654	641	678	167	79	633	698	696	668	706	183	60	602	646	668	666	663	194	93	607	43	653	682	638	624	483	14763
08:00	853	886	338	100	1042	1060	1181	1109	1117	404	160	1125	1140	1101	979	1029	379	92	1177	1094	1138	1123	1094	368	130	1058	1009	1079	1070	1027	1068	833	25462
09:00	652	593	486	196	704	803	847	894	815	490	238	844	971	785	850	745	506	227	856	769	843	824	762	561	233	813	752	803	757	728	791	670	20347
10:00	668	637	595	536	642	549	593	593	577	599	511	653	555	623	700	562	669	457	595	562	631	662	612	789	533	630	542	583	596	565	606	600	18019
11:00	626	577	656	605	553	524	541	610	569	688	543	578	557	549	571	615	624	547	589	557	571	636	586	737	645	583	584	571	622	628	582	596	17842
12:00	600	633	595	653	575	597	561	587	596	538	535	620	582	654	606	600	538	541	575	593	593	657	597	655	625	571	612	553	586	574	596	593	17802
13:00	654	678	553	567	624	588	610	563	638	543	617	603	600	407	597	627	570	581	566	582	639	668	654	701	537	631	630	606	434	589	599	595	17857
14:00	607	646	583	509	545	562	609	584	626	434	555	560	594	336	531	642	503	540	605	579	596	572	659	629	519	590	540	568	458	596	573	562	16877
15:00	584	890	494	432	553	598	582	621	629	327	426	520	575	438	580	598	478	502	555	531	600	607	610	555	440	583	590	568	611	587	591	553	16664
16:00	617	654	437	292	558	593	602	575	587	394	286	598	603	616	601	568	440	311	548	299	787	572	633	478	249	559	612	611	592	526	587	522	15798
17:00	485	838	362	329	577	572	608	549	478	319	282	539	665	597	474	498	347	291	567	616	717	605	527	358	209	555	625	559	586	529	580	504	15263
18:00	522	837	314	325	479	528	504	479	406	282	281	490	542	514	331	481	341	309	481	461	786	460	452	354	269	459	566	510	462	595	516	457	13820
19:00	411	405	235	234	291	375	399	354	333	233	235	283	353	375	319	340	246	256	277	315	360	333	372	313	210	271	319	386	348	402	346	318	9583
20:00	290	329	207	209	222	238	249	236	280	218	184	213	207	217	213	270	230	201	244	167	232	212	322	255	177	249	217	267	250	269	245	235	7074
21:00	168	187	123	121	133	177	167	169	170	113	134	136	151	155	165	184	116	130	151	107	164	163	173	154	127	128	154	158	163	183	159	150	4524
22:00	119	132	84	73	96	101	100	115	104	81	82	91	100	112	100	97	100	65	98	113	124	121	148	117	82	100	99	123	119	111	110	103	3107
23:00	75	70	77	59	54	66	64	62	80	65	41	55	56	73	43	90	77	46	50	57	68	63	69	80	55	60	74	72	80	95	67	66	1976
07-19	7470	8480	5580	4625	7476	7634	7892	7805	7716	5185	4513	7763	8082	7316	7488	7671	5578	4458	7716	7289	8569	8052	7849	6379	4482	7639	7105	7664	7456	7582	7713	6968	210514
06-22	8559	9607	6239	5234	8326	8627	8932	8789	8712	5849	5117	8587	9034	8295	8405	8698	6274	5108	8599	8078	9543	8974	8944	7220	5054	8495	8009	8701	8430	8649	8679	7848	237088
06-24	8753	9809	6400	5366	8476	8794	9096	8966	8896	5995	5240	8733	9190	8480	8548	8885	6451	5219	8747	8248	9735	9158	9161	7417	5191	8655	8182	8896	8629	8855	8856	8017	242171
00-24	8995	10044	6586	5525	8677	9015	9339	9196	9137	6195	5403	8916	9417	8699	8798	9134	6676	5385	8920	8490	9948	9386	9411	7628	5362	8828	8415	9144	8888	9108	9085	8232	248665
am Peak	08:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	10:00	11:00	08:00	08:00	08:00	08:00	08:00	10:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	
Peak Volume	853	886	656	605	1042	1060	1181	1109	1117	688	543	1125	1140	1101	979	1029	669	547	1177	1094	1138	1123	1094	789	645	1058	1009	1079	1070	1027	1068	833	
pm Peak	13:00	15:00	12:00	12:00	13:00	15:00	13:00	15:00	13:00	13:00	13:00	12:00	17:00	12:00	12:00	14:00	13:00	13:00	14:00	17:00	16:00	13:00	14:00	13:00	12:00	13:00	13:00	16:00	15:00	14:00	13:00	13:00	
Peak Volume	654	890	595	653	624	598	610	621	638	543	617	620	665	654	606	642	570	581	605	616	787	668	659	701	625	631	630	611	611	596	599	595	

Event key: Accident, Road Works, Special, Road Closed, Holiday, Weekends and defined holidays

Notes on data:

None

Data prepared by Drakewell Cloud Hosting November 21, 2013 10:21:38 AM.

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Monthly Volume Report CS_GK 20048280: 2010-06-01 to 2010-06-30

Site Name A 48 004855
Site ID 20048280
Description A48 NEWPORT SDR West Of Coldra Roundabout

Setup SDR
Channel West Bound
Bins Total
Time Period 1 hour
Exclude data: None

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	1 Jun	2 Jun	3 Jun	4 Jun	5 Jun	6 Jun	7 Jun	8 Jun	9 Jun	10 Jun	11 Jun	12 Jun	13 Jun	14 Jun	15 Jun	16 Jun	17 Jun	18 Jun	19 Jun	20 Jun	21 Jun	22 Jun	23 Jun	24 Jun	25 Jun	26 Jun	27 Jun	28 Jun	29 Jun	30 Jun	Workday	7 Day	Count
00:00	31	50	56	56	78	66	296	213	309	275	301	47	61	109	88	82	175	102	45	62	84	93	84	97	119	57	67	97	39	43	127	108	3282
01:00	28	35	32	39	35	35	242	206	218	237	244	34	41	53	70	79	98	82	39	37	55	67	73	68	82	38	36	64	29	44	98	80	2440
02:00	25	38	32	29	34	23	188	195	210	220	265	24	18	72	62	57	77	68	27	32	39	75	78	67	72	42	22	56	28	19	90	72	2194
03:00	17	24	29	24	26	18	141	39	122	202	229	25	16	52	67	68	83	61	23	12	33	70	61	77	57	30	11	44	22	16	70	56	1699
04:00	21	24	28	31	20	18	197	28	24	31	188	34	15	88	108	99	98	96	25	15	67	87	103	104	103	30	7	71	29	42	76	60	1831
05:00	102	113	114	116	64	40	228	105	122	120	130	77	45	178	138	176	133	174	71	45	119	115	135	140	144	78	44	127	109	109	134	112	3411
06:00	247	260	259	270	126	72	272	261	237	243	246	109	66	284	281	278	250	256	112	61	261	255	284	248	238	99	65	281	276	278	262	213	6475
07:00	605	657	659	669	210	119	732	808	826	733	667	182	100	716	737	730	740	678	174	97	684	722	695	696	712	201	116	707	699	728	709	549	16799
08:00	785	731	888	826	399	155	999	1118	1076	1036	929	322	148	1156	1024	989	1106	981	335	99	995	1034	1003	968	940	361	143	989	984	977	979	769	23496
09:00	571	587	676	559	527	259	650	663	696	699	700	504	258	680	679	735	1054	758	482	244	712	696	631	708	704	559	292	637	638	727	689	604	18285
10:00	627	638	635	656	635	493	615	558	592	644	634	595	502	620	570	547	683	674	632	456	590	602	525	596	630	681	542	565	581	608	609	597	17926
11:00	577	624	612	639	797	590	563	572	617	561	608	677	562	522	563	557	586	610	715	578	534	514	561	579	598	645	632	527	515	595	574	596	17830
12:00	657	617	616	634	915	593	558	571	593	612	625	612	588	587	584	532	578	696	671	592	565	531	588	549	600	602	585	535	588	589	591	606	18163
13:00	694	618	636	631	820	690	590	572	618	581	621	591	593	587	573	576	602	642	704	581	529	531	539	554	649	596	530	583	554	599	594	607	18184
14:00	643	626	568	627	571	618	573	568	614	554	678	570	542	550	536	566	578	574	616	535	548	556	543	583	633	528	464	564	589	580	584	576	17295
15:00	629	618	590	653	458	423	640	620	609	664	661	494	411	592	592	592	659	656	565	387	569	583	568	553	690	466	312	594	584	625	616	565	17057
16:00	625	631	603	839	447	328	580	614	661	630	632	396	325	595	601	590	600	734	468	284	603	640	516	606	748	405	215	597	615	634	632	554	16762
17:00	586	685	621	804	374	292	575	598	623	627	611	343	290	616	595	665	568	741	403	301	573	607	615	606	750	320	289	609	584	644	632	545	16515
18:00	525	523	501	886	314	322	733	561	500	498	529	298	253	481	523	728	498	649	347	304	467	546	491	497	725	338	254	473	537	505	563	489	14806
19:00	372	409	373	613	209	251	286	342	323	341	348	250	330	281	354	352	316	305	234	289	303	426	293	356	417	236	222	275	303	351	352	323	9760
20:00	223	240	215	256	131	948	629	852	972	791	213	127	526	377	443	485	423	193	196	705	383	416	454	490	572	164	152	190	211	371	427	410	12348
21:00	178	165	165	175	123	876	664	733	801	883	147	91	376	314	355	326	391	159	138	512	291	315	349	386	519	127	153	127	152	380	362	344	10371
22:00	93	137	117	110	87	834	482	500	551	638	108	94	252	212	219	269	239	104	103	287	203	230	252	231	343	87	255	90	119	249	250	250	7495
23:00	62	68	69	93	94	459	370	349	403	421	78	73	166	133	128	292	157	86	80	146	140	134	176	179	231	84	167	59	66	170	176	171	5133
07-19	7524	7555	7605	8423	6467	4882	7808	7823	8025	7839	7895	5584	4572	7702	7577	7807	8252	8393	6112	4458	7369	7562	7275	7495	8379	5702	4374	7380	7468	7811	7772	7057	213118
06-22	8544	8629	8617	9737	7056	7029	9659	10011	10358	10097	8849	6161	5870	8958	9010	9248	9632	9306	6792	6025	8607	8974	8655	8975	10125	6328	4966	8253	8410	9191	9175	8347	252072
06-24	8699	8834	8803	9940	7237	8322	10511	10860	11312	11156	9035	6328	6288	9303	9357	9809	10028	9496	6975	6458	8950	9338	9083	9385	10699	6499	5388	8402	8595	9610	9601	8768	264700
00-24	8923	9118	9094	10235	7494	8522	11803	11646	12317	12241	10392	6569	6484	9855	9890	10370	10692	10079	7205	6661	9347	9845	9617	9938	11276	6774	5575	8861	8851	9883	10196	9256	279557
am Peak	08:00	08:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	10:00	11:00	08:00	08:00	08:00	08:00	08:00	
Peak Volume	785	731	888	826	797	590	999	1118	1076	1036	929	677	562	1156	1024	989	1106	981	715	578	995	1034	1003	968	940	681	632	989	984	977	979	769	
pm Peak	13:00	17:00	13:00	18:00	12:00	20:00	18:00	20:00	20:00	21:00	14:00	12:00	13:00	17:00	16:00	18:00	15:00	17:00	13:00	20:00	16:00	16:00	17:00	16:00	17:00	12:00	12:00	17:00	16:00	17:00	16:00	13:00	
Peak Volume	694	685	636	886	915	948	733	852	972	883	678	612	593	616	601	728	659	741	704	705	603	640	615	606	750	602	585	609	615	644	632	607	

Event key: Accident, Road Works, Special, Road Closed, Holiday, Weekends and defined holidays

Notes on data:

None

Data prepared by Drakewell Cloud Hosting November 11, 2013 8:41:24 AM.

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Monthly Volume Report CS_GK 20048280: 2010-06-01 to 2010-06-30

Site Name A 48 004855
Site ID 20048280
Description A48 NEWPORT SDR West Of Coldra Roundabout

Setup SDR
Channel East Bound
Bins Total
Time Period 1 hour
Exclude data: None

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average		Total
	1 Jun	2 Jun	3 Jun	4 Jun	5 Jun	6 Jun	7 Jun	8 Jun	9 Jun	10 Jun	11 Jun	12 Jun	13 Jun	14 Jun	15 Jun	16 Jun	17 Jun	18 Jun	19 Jun	20 Jun	21 Jun	22 Jun	23 Jun	24 Jun	25 Jun	26 Jun	27 Jun	28 Jun	29 Jun	30 Jun	Workday	7 Day	Count
00:00	27	36	61	46	67	48	71	60	55	64	287	282	65	36	41	36	81	68	61	67	31	77	48	71	93	67	82	43	37	50	64	72	2158
01:00	27	31	38	29	48	34	34	34	29	48	173	227	30	16	33	27	43	24	42	36	15	49	35	43	34	39	48	18	12	33	38	45	1329
02:00	29	22	20	24	25	21	30	32	26	28	198	169	19	21	20	13	19	30	30	23	18	47	23	28	35	39	22	23	20	23	33	36	1077
03:00	34	30	27	24	29	21	46	19	30	33	329	45	15	30	28	24	32	42	21	16	31	56	25	55	39	37	17	27	30	21	46	40	1213
04:00	74	51	53	69	33	26	67	60	48	72	362	28	21	67	57	49	70	68	28	18	66	70	65	70	49	26	19	57	51	58	75	61	1852
05:00	173	152	155	136	92	46	169	149	153	160	171	90	45	191	155	154	161	144	77	53	165	165	165	154	153	80	51	160	126	140	157	131	3985
06:00	229	253	242	213	105	84	236	283	247	249	247	92	60	261	247	267	241	269	85	74	245	254	259	240	251	92	73	257	269	264	251	203	6188
07:00	357	346	419	404	158	88	356	380	395	421	373	156	91	324	406	406	420	397	121	70	355	428	409	430	386	148	76	358	378	382	388	309	9438
08:00	364	443	436	465	211	134	433	452	463	458	467	200	107	474	463	476	461	418	239	126	488	441	474	466	458	216	105	415	463	479	453	371	11295
09:00	404	459	476	460	391	236	439	461	460	449	476	338	170	477	450	458	490	500	287	153	466	437	472	544	455	323	163	436	419	460	461	403	12209
10:00	456	457	528	540	519	277	451	460	501	487	505	406	263	468	482	448	500	576	428	297	496	475	460	481	563	442	338	490	487	488	491	457	13769
11:00	517	580	595	658	542	471	584	535	559	571	632	530	409	527	575	570	578	638	549	465	552	597	580	562	614	604	510	548	558	586	578	559	16796
12:00	618	602	621	748	659	597	649	613	645	601	690	697	564	597	560	576	634	721	715	602	611	548	628	671	714	680	621	594	587	645	631	634	19008
13:00	663	662	655	735	576	582	603	574	685	636	743	629	559	629	589	605	652	793	670	540	637	632	644	598	765	635	548	627	627	664	655	637	19157
14:00	660	654	660	747	554	560	596	640	744	687	830	606	511	622	613	742	699	834	645	527	667	689	720	670	775	603	517	612	623	702	690	655	19709
15:00	758	716	698	757	484	603	759	740	833	806	883	537	534	721	765	778	811	977	649	484	719	688	749	731	897	556	395	715	740	813	775	705	21296
16:00	921	974	976	914	510	520	1009	1003	1042	1087	914	601	554	963	974	968	1063	1063	648	448	969	1063	812	935	827	487	345	975	999	979	974	843	25543
17:00	965	975	862	777	504	408	1027	1010	1011	1059	763	492	353	1056	977	956	971	1011	551	330	947	967	844	945	726	464	330	916	944	1009	942	795	24150
18:00	603	663	584	503	474	307	596	684	620	637	530	412	286	616	640	597	653	697	444	277	608	668	585	616	523	416	226	552	649	652	613	539	16318
19:00	361	402	411	424	280	317	329	393	423	406	367	209	203	360	381	411	407	361	287	228	376	405	395	399	399	221	235	359	378	461	391	350	10588
20:00	266	316	283	285	187	274	278	346	357	727	747	128	186	293	309	320	310	232	205	211	509	367	339	374	298	194	236	248	326	328	357	313	9479
21:00	211	242	218	216	149	220	218	265	291	833	801	134	136	190	248	246	293	170	168	157	392	298	263	283	207	152	242	189	208	233	296	260	7873
22:00	178	199	177	164	118	207	169	178	235	624	552	125	103	150	144	200	185	144	159	90	207	202	210	188	159	132	186	110	144	159	213	192	5798
23:00	130	131	89	113	89	134	97	99	142	609	431	83	69	59	87	149	93	87	105	74	104	106	123	137	114	112	90	76	94	123	145	131	3949
07-19	7286	7531	7510	7708	5582	4783	7502	7552	7958	7899	7806	5604	4401	7474	7494	7580	7932	8625	5946	4319	7515	7633	7377	7649	7703	5574	4174	7238	7474	7859	7651	6907	208688
06-22	8353	8744	8664	8846	6303	5678	8563	8839	9276	10114	9968	6167	4986	8578	8679	8824	9183	9657	6691	4989	9037	8957	8633	8945	8858	6233	4960	8291	8655	9145	8946	8033	242816
06-24	8661	9074	8930	9123	6510	6019	8829	9116	9653	11347	10951	6375	5158	8787	8910	9173	9461	9888	6955	5153	9348	9265	8966	9270	9131	6477	5236	8477	8893	9427	9304	8356	252563
00-24	9025	9396	9284	9451	6804	6215	9246	9470	9994	11752	12471	7216	5353	9148	9244	9476	9867	10264	7214	5366	9674	9729	9327	9691	9534	6765	5475	8805	9169	9752	9717	8741	264177
am Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	
Peak Volume	517	580	595	658	542	471	584	535	559	571	632	530	409	527	575	570	578	638	549	465	552	597	580	562	614	604	510	548	558	586	578	559	
pm Peak	17:00	17:00	16:00	16:00	12:00	15:00	17:00	17:00	16:00	16:00	16:00	12:00	12:00	17:00	17:00	16:00	16:00	16:00	12:00	12:00	16:00	16:00	17:00	17:00	15:00	12:00	12:00	16:00	16:00	17:00	16:00	16:00	
Peak Volume	965	975	976	914	659	603	1027	1010	1042	1087	914	697	564	1056	977	968	1063	1063	715	602	969	1063	844	945	897	680	621	975	999	1009	974	843	

Event key: Accident, Road Works, Special, Road Closed, Holiday, Weekends and defined holidays

Notes on data:

None

Data prepared by Drakewell Cloud Hosting November 11, 2013 8:42:43 AM.

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Appendix C
Accident Statistics

AccsMap - Accident Analysis System

Accidents between dates **01/11/2008 and 27/10/2013** (60) months

Selection:

Notes:
HARTRIDGE

Accidents by Severity

Fatal	1	6.67%
Serious	2	13.33%
Slight	12	80.00%
Total	15	

Accidents by Lighting

Daylight	9	60.00%
Darkness	6	40.00%
Total	15	

Accidents by Road Surface

Dry	11	73.33%
Wet/Damp	3	20.00%
Frost/Ice	1	6.67%
Total	15	

Casualties by Class

Driver / Rider	10	50.00%
Vehicle Passenger	6	30.00%
Pedestrian	4	20.00%
Total	20	

Casualties by Severity

Fatal	1	5.00%
Serious	2	10.00%
Slight	17	85.00%
Total	20	

Accidents between dates **01/11/2008 and 27/10/2013** (60) months
Selection: **Notes:**
HARTRIDGE FARM ROAD SITE

00963/08 12/2008 Time 1345 Vehicles 2 Casualties 1 Serious
Other Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Dual carriageway
VEH 2 IN LANE 1, VEH 1 OVERTOOK VEH 2 USING LANE 2 WHEN VEH 2 HAS PULLED ACROSS INTO THE REARSIDE OF VEH 2 KNOCKING THE RIDER OF VEH 2TO THE GROUND.
Occurred on S/B ON A455 200 METRES NORTH OF HARTRIDGE FARM ROAD NEWPORT GWENT

Vehicle Reference 1 Car Overtaking moving vehicle on its offside
Not in restricted lane Skidded

Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Serious

Not Applicable

Vehicle Reference 2 Car Changing lane to right
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey Unknown

00076/09 01/2009 Time 0232 Vehicles 1 Casualties 1 Slight
Other Road surface Frost/Ice Darkness: street lights present and lit
Special Conditions None Road Type Roundabout
V1 TRAV ALONG SDR TOWARDS NEWPORT, LOST CONTROL ON ICE, MOUNTED THE KERB AND DROPPED DOWN A SHALLOW BANK.
Occurred on HARTRIDGE R/A SDR, J/W HARTRIDGE FARM ROAD, NEWPORT

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded

Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Passenger Severity: Slight

12

00469/09 07/2009 Time 1510 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
VEH 1 HAS ENTERED THE ROUNDABOUT AFTER EMERGING INTO THE A48 FROM RINGLAND CIRCLE WHERE IT HASLOST CONTROL, COLLIDED WITH THE ROUNDABOUT BEFORE VEERING OFF TO THE LEFT AND LEFT CARRIAGEWAY NEARSIDE INTO A LAMP POST.
Occurred on ON A48 SDR AT JUNCTION WITH RINGLAND CIRCLE, NEWPORT, GWENT.

Accidents between dates **01/11/2008 and 27/10/2013** (60) months
Selection: **Notes:**
HARTRIDGE FARM ROAD SITE

Vehicle Reference 1 Car Turning left
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction NW to NE
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Slight

12

00372/09 06/2009 Time 0550 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Single carriageway
V2 TRAV ALONG VAUGHAN WILLIAMS DR ONTO THE R/A. V1 TRAV ONTO R/A FROM ABERTHAW ROAD AND COLLIDED WITH V2.
Occurred on R/A, ABERTHAW ROAD, NEWPORT

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction W to SE
FRV Not foreign registered vehicle Journey Unknown

Vehicle Reference 2 Pedal cycle Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction NW to E
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Driver/rider Severity: Slight

Not Applicable

00500/09 08/2009 Time 1702 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Roundabout
VEH 1 HAS ENTERED THE ROUNDABOUT WHERE IT HAS CLIPPED THE ROUNDABOUT KERB AND OVERTURNED IN THE CARRIAGEWAY.
Occurred on SOUTH WESTBOUND ON A48 AT ROUNDABOUT JUNCTION WITH RINGLAND CIRCLE

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded and overturned

Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Passenger Severity: Slight

17

Accidents between dates **01/11/2008 and 27/10/2013** (60) months
Selection: **Notes:**
HARTRIDGE FARM ROAD SITE

00756/09 10/2009 Time 2155 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Dual carriageway
VEH1 TRAVELLING WEST ALONG RINGLAND WAY WHEN UNKNOWN VEH2 COLLIDED WITH OFFSIDE OF VEH1 CAUSING RIDER TO FALL FROM VEH
Occurred on RINGLAND WAY O/S HARTRIDGE COMP SCHOOL, NEWPORT

Vehicle Reference 1 Pedal cycle Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction NE to W
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Slight

Not Applicable

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction NE to W
FRV Not foreign registered vehicle Journey Unknown

00755/09 10/2009 Time 1705 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type One way street
VEH 1 TRAV ALONG DUNSTABLE RD TOWARDS HENDRE FARM DRIVE. AHEAD OF VEH 1 WAS A STATIONARY ICE CREAM VAN. VEH 1 HAS SLOWED BECAUSE OF THIS AND AS VEH 1 PASSED THE VAN PEDESTRAIN HAS STEPPED OUT INTO THE PATH OF VEH 1.
Occurred on DUNSTABLE ROAD J/W DOWLAND CLOSE, NEWPORT

Vehicle Reference 1 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Pedestrian Severity: Slight
Pedestrian Direction: NW
Not Applicable

00258/10 05/2010 Time 1540 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Dual carriageway
VEH1 TRAVELLING ALONG RINGLAND WAY TOWARDS THE COLDRA WHEN PEDESTRIAN STEPPED INTO ROAD AND COLLISION OCCURRED.
Occurred on RINGLAND WAY O/S HARTRIDGE COMP SCHOOL, NEWPORT

Accidents between dates **01/11/2008** **and** **27/10/2013** (60) months
Selection: **Notes:**
HARTRIDGE FARM ROAD SITE

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded

Vehicle direction W to E
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Pedestrian Severity: Slight
Pedestrian Direction: S
Not Applicable

00602/10 09/2010 Time 1400 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Single carriageway
V1 TRAV ALONG HARTRIDGE FARM ROAD, COLLIDED WITH FOOT OF PEDESTRIAN WHO WAS STOOD AT THE SIDE OF THE ROAD.
Occurred on 10M NORTH OF J/W HARTRIDGE COMPREHENSIVE SCHOOL, HARTRIDGE FARM ROAD

Vehicle Reference 1 Car Going ahead
Cycleway No skidding, jack-knifing or overturning

Vehicle direction S to N
FRV Not foreign registered vehicle Journey Pupil riding to/from school

Casualty Reference: 1 Pedestrian Severity: Slight
Pedestrian Direction: 0 School pupil to or from school 4021
Not Applicable

00627/10 08/2010 Time 1700 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Single carriageway
VEH TRAVELLING NORTH EAST WHEN CAS1 STEPPED OUT FROM BETWEEN 2 PARKED CARS AND COLLIDED WITH VEH 1
Occurred on SULLIVAN CIRCLE, RINGLAND, NEWPORT (OUTSIDE NUMBER 13 AND 15)

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction SW to NE
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Pedestrian Severity: Serious
Pedestrian Direction: SE
Not Applicable

00774/10 11/2010 Time 2150 Vehicles 1 Casualties 4 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Roundabout
V1 WAS ENTERING R/A, WAS CUT UP BY ANOTHER VEH, LOST CONTROL, TRAV OVER THE R/A ISLAND.

Accidents between dates **01/11/2008 and 27/10/2013** (60) months

Selection:

Notes:
HARTRIDGE FARM ROAD SITE

Occurred on R/A J/W SDR AND BALFE ROAD, NEWPORT

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction S to N
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Slight
11

Casualty Reference: 2 Passenger Severity: Slight
11

Casualty Reference: 3 Passenger Severity: Slight
11

Casualty Reference: 4 Passenger Severity: Slight
11

00185/11 04/2011 Time 2056 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Roundabout
VEH 1 TRAV ALONG A48 SDR NEWPORT WHEN WHILST ON R/A VEH 1 STRAP SECURING THE LOAD SNAPPED CAUSING THE VEHICLE TO OVERTURN.
Occurred on HARTRIDGE R/A, A48 SDR ROAD J/W HARTRIDGE FARM ROAD, NEWPORT

Vehicle Reference 1 Van or Goods <= 3.5 tonnes mgw Going ahead
Not in restricted lane Overturned

Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Slight
17

00612/12 10/2012 Time 1410 Vehicles 2 Casualties 2 Slight
Raining without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Roundabout
VEH 1 CUT ACROSS PATH OF VEH 2 CAUSING COLLISION.
Occurred on SPENCER WORKS R/A, ALWAY, NEWPORT

Accidents between dates **01/11/2008 and 27/10/2013** (60) months
Selection: **Notes:**
HARTRIDGE FARM ROAD SITE

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction S to E
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Slight

17

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction S to E
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 2 Driver/rider Severity: Slight

17

00525/13 09/2013 Time 2230 Vehicles 1 Casualties 2 Fatal
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Roundabout
VEH 1 CLIPPED CURB ON R/A AND FLIPPED
Occurred on A48 SPYTTY ROAD WITH BALFE ROAD NEWPORT

Vehicle Reference 1 Car Going ahead
Not in restricted lane Overturned

Vehicle direction S to N
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Fatal

Worn and independently confirmed

Casualty Reference: 2 Passenger Severity: Slight

Worn and independently confirmed

00574/13 10/2013 Time 1954 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
VEH 2 HAS COLLIDED WITH THE REAR OF VEH 1
Occurred on HARTRIDGE R/A, NEWPORT

Accidents between dates **01/11/2008 and 27/10/2013** (60) months

Selection:

Notes:
HARTRIDGE FARM ROAD SITE

Vehicle Reference 1 Car
Not in restricted lane
Waiting to go ahead but held up
No skidding, jack-knifing or overturning

Vehicle direction NW to SW
FRV Not foreign registered vehicle
Journey Other

Casualty Reference: 1 Driver/rider Severity: Slight

Worn and independently confirmed

Vehicle Reference 2 Car
Not in restricted lane
Going ahead
No skidding, jack-knifing or overturning

Vehicle direction NW to SW
FRV Not foreign registered vehicle
Journey Other

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2	1	2	10	13
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	2	2
Horses & other	0	0	0	0
Total	1	2	12	15

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	1	1	6	8
Passenger	0	0	6	6
Motorcycle rider	0	0	0	0
Cyclist	0	0	2	2
Pedestrian	0	1	3	4
Other	0	0	0	0
Total	1	2	17	20

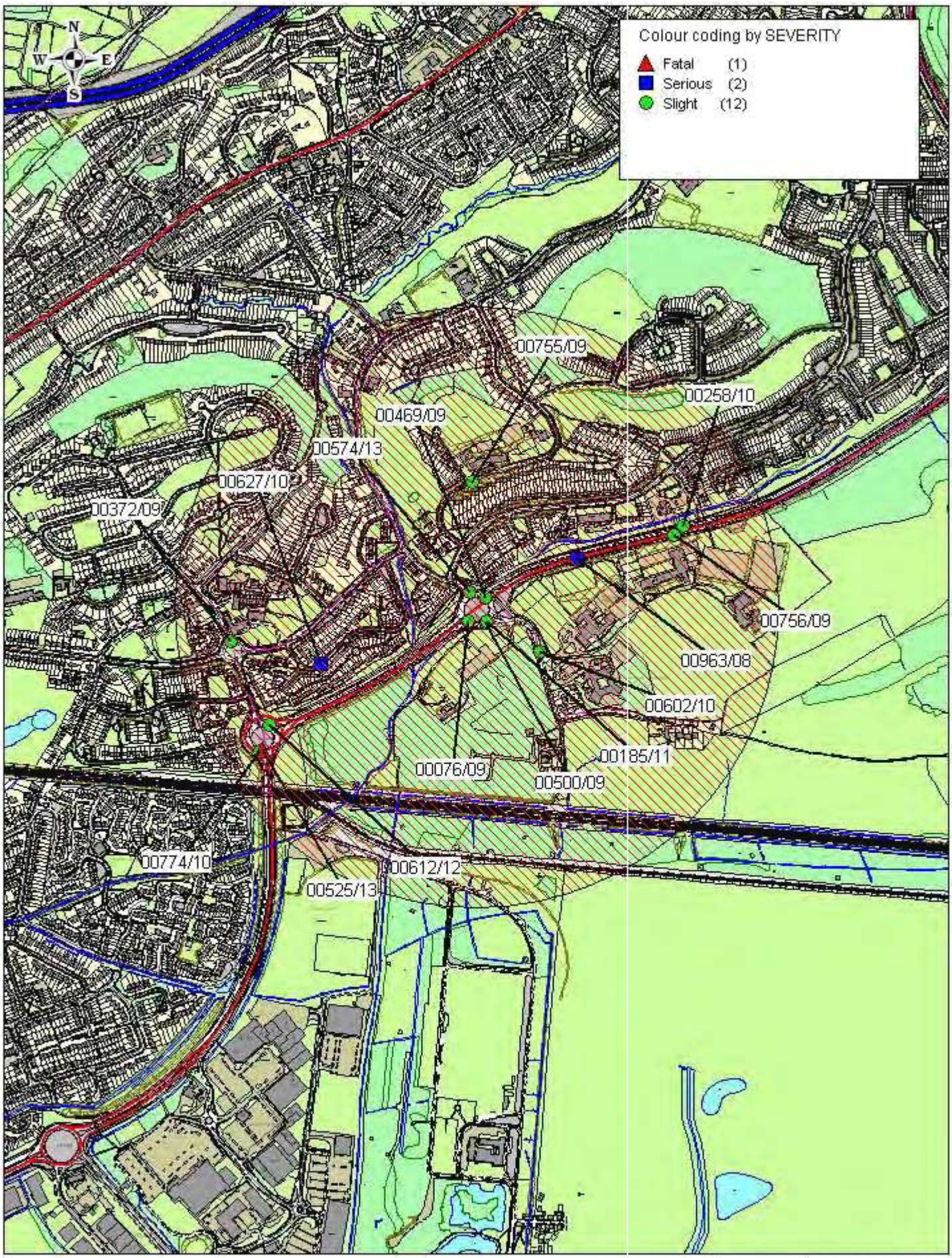
Accidents between dates **01/11/2008** **and** **27/10/2013** (60) months

Selection:

Notes:
HARTRIDGE FARM ROAD SITE

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
00963/08	03/12/2008	1	Serious	0	0	0	0	0	Light	No turn	Wet/Damp	1345	S/B ON A455 200 METRES NORTH OF HARTRIDGE FARM ROA
00076/09	04/01/2009	1	Slight	0	0	0	0	0	Dark	No turn	Frost/Ice	0232	HARTRIDGE R/A SDR, J/W HARTRIDGE FARM ROAD, NEWPORT
00469/09	14/07/2009	1	Slight	0	0	0	0	1	Light	Left	Dry	1510	ON A48 SDR AT JUNCTION WITH RINGLAND CIRCLE, NEWPORT
00372/09	24/06/2009	1	Slight	0	1	0	0	0	Light	No turn	Dry	0550	R/A, ABERTHAW ROAD, NEWPORT
00500/09	13/08/2009	1	Slight	0	0	0	0	0	Light	No turn	Dry	1702	SOUTH WESTBOUND ON A48 AT ROUNDABOUT JUNCTION WIT
00756/09	21/10/2009	1	Slight	0	1	0	0	0	Dark	No turn	Dry	2155	RINGLAND WAY O/S HARTRIDGE COMP SCHOOL, NEWPORT
00755/09	23/10/2009	1	Slight	0	0	1	0	0	Light	No turn	Dry	1705	DUNSTABLE ROAD J/W DOWLAND CLOSE, NEWPORT
00258/10	05/05/2010	1	Slight	0	0	1	1	0	Light	No turn	Dry	1540	RINGLAND WAY O/S HARTRIDGE COMP SCHOOL, NEWPORT
00602/10	13/09/2010	1	Slight	0	0	1	1	0	Light	No turn	Dry	1400	10M NORTH OF J/W HARTRIDGE COMPREHENSIVE SCHOOL
00627/10	11/08/2010	1	Serious	0	0	1	1	0	Light	No turn	Dry	1700	SULLIVAN CIRCLE, RINGLAND, NEWPORT (OUTSIDE NUMBER 1
00774/10	07/11/2010	4	Slight	0	0	0	0	0	Dark	No turn	Dry	2150	R/A J/W SDR AND BALFE ROAD, NEWPORT
00185/11	15/04/2011	1	Slight	0	0	0	0	0	Dark	No turn	Dry	2056	HARTRIDGE R/A, A48 SDR ROAD J/W HARTRIDGE FARM ROAD
00612/12	11/10/2012	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1410	SPENCER WORKS R/A, ALWAY, NEWPORT
00525/13	15/09/2013	2	Fatal	0	0	0	0	0	Dark	No turn	Dry	2230	A48 SPYTTY ROAD WITH BALFE ROAD NEWPORT
00574/13	03/10/2013	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1954	HARTRIDGE R/A, NEWPORT
Column Totals		20		0	2	4	3	1					
No. of Accidents				0	2	4	3	1					

Total number of accidents listed: 15



CAPITA	HARTRIDGE FARM ROAD SITE, NEWPORT **01/11/2008 and 27/10/2013**	SCALE	1 : 10000
		DATE	12/11/2013
		DRAWING No.	
		DRAWN BY	S. PRICE

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Appendix D
TRICS – Gypsy and Traveller Sites

Site Reference:	HC-16-A-01
Latitude/Longitude:	51.3202340857174, -0.878500286566315
Land Use Type:	16 - MIXED/A - MISCELLANEOUS
Region/Area	SOUTH EASTHAMPSHIRE
Description:	PERMANENT GYPSY SITE
Street:	B3016
District:	STAR HILL
Town:	HARTFORDBRIDGE
Post Code:	
Location:	Free Standing (PPS6 Out of Town)
Location Sub Category:	Out of Town
Use Class:	C3
Population within 500m:	-1
Population within 1 Mile:	1,001 to 5,000
Population within 5 Miles:	25,001 to 50,000
Car ownership within 5 Miles:	1.1 to 1.5
Buses/Trains per day (both directions):	0
Is site associated with a travel plan:	
Is the location of the site hilly or flat:	
Urban Regeneration:	
No. of developments for this Site:	1
No. of survey Days for this Site:	1

Site reference:	HC-16-A-01
Trade name:	PERMANENT GYPSY SITE
Site area (h/a):	1.40
Open since	1975
Total Employees	
Full Time Employees	
Part Time Employees	
Name of nearest site	
Distance to nearest similar site	4 Km

OPENING TIMES (24 Hour format)			
Mon to Thurs	00:00	to	00:00
Friday	00:00	to	00:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Total no. of parking spaces	
Visitor/Customer spaces	0
Employee spaces	0
Disabled spaces	0
Cycle racks	0
OGV loading bays	0
OGV parking spaces	0
Mother & Toddler spaces	0
Parking charges	No
Surface parking	No

Comments

There are 20 pitches with a total of 82 people resident at this site. Each pitch has its own toilet, and there is a bath/shower block attached.
There is also a wardens bungalow on the site.
This site was originally opened temporarily, but was upgraded to become permanent in 1979.

Site reference: HC-16-A-01 Survey date: 05/01/89 Day of week: Thursday

Survey type: Manual Count
AM weather:
PM weather:
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %

Motor cars	67	Motor cycles	0	Public service	0
Light goods	27	OGV (1)	6	OGV (2)	0

Taxis are included as cars in this survey

Time	Arrivals 91	Departures 94	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	2	2	4	(0)
08:00-09:00	3	4	7	(-1)
09:00-10:00	7	9	16	(-3)
10:00-11:00	4	10	14	(-9)
11:00-12:00	10	10	20	(-9)
12:00-13:00	9	8	17	(-8)
13:00-14:00	10	6	16	(-4)
14:00-15:00	12	9	21	(-1)
15:00-16:00	16	16	32	(-1)
16:00-17:00	5	7	12	(-3)
17:00-18:00	6	8	14	(-5)
18:00-19:00	7	5	12	(-3)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site Reference:	SC-16-A-01 Multi-Modal Site
Created:	Version: 2010(a)v6.5.2 09/02/10
Latitude/Longitude:	51.2846, -0.3338
Land Use Type:	16 - MIXED/A - MISCELLANEOUS
Region/Area	SOUTH EASTSURREY
Version/Creation Date:	2010(a)v6.5.2 09/02/10
Description:	TRAVELLERS SITE
Street:	YOUNG STREET
District:	FETCHAM
Town:	LEATHERHEAD
Post Code:	KT22 9BS
Location:	Free Standing (PPS6 Out of Town)
Location Sub Category:	Out of Town
Use Class:	Not Known
Population within 500m:	41
Population within 1 Mile:	5,001 to 10,000
Population within 5 Miles:	125,001 to 250,000
Car ownership within 5 Miles:	2.1 to 2.5
Reason for blank public transport table:	No local PT
Is site associated with a travel plan:	No
If not, are there any plans to implement a Travel Plan in the future?	No
Is survey data available before the implementation of the Travel Plan?	
Is the location of the site hilly or flat:	Flat
Urban Regeneration:	No
No. of developments for this Site:	1
No. of survey Days for this Site:	1

Comments
This site is located just off Young Street on the southern outskirts of Leatherhead. Young Street runs south-west into Epsom Road towards Guildford, and east to the Leatherhead Bypass Road which connects to the M25.
The site is surrounded by fields.
The site has 1 access point.

Design features encouraging non-car modes

12. Pedestrians
None

13. Pedal cycles
None

14. Public transport
None

Accessibility & Census Information

Road Network Distance to Local Developments	
Year of Analysis	2010
Nearest Primary School	1.5 kilometres
Nearest Secondary School	2.4 kilometres
Nearest Local Shop/Corner Shop	0.7 kilometres
Nearest Main Supermarket	1.3 kilometres
Nearest Doctors Surgery	1.5 kilometres
Nearest Hospital with Minor Injuries/A & E	6.2 kilometres
Nearest Sports/Leisure Centre	1.3 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	43UEGS0010
Number of people employed within Census Output Area	144
Number of households within Census Output Area	131
Number of people living within Census Output Area	363
Area of Census Output Area (hectares)	149.00
Population density within Census Output Area (per hectare)	2.44

SITE PHOTO

Site reference:	SC-16-A-01	Multi-Modal survey site
Trade name:	SALVATION PLACE	
Site area (h/a):	0.56	
Open since	1984	
Total Employees		
Full Time Employees		
Part Time Employees		
Approximate % of total employees working standard 9-5 hours or similar	%	
Percentage Split of Employee Gender		
Male	%	
Female	%	
Name of nearest site	RIVER PLACE	
Distance to nearest similar site	4 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	00:00	to	24:00
Friday	00:00	to	24:00
Saturday	00:00	to	24:00
Sunday	00:00	to	24:00

Comments

There are 10 static caravans at this site and 2 permanent buildings.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	45

Number of spaces

Employee	0
Disabled	0
Visitor/Customer	45
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

No management or enforcement measures were observed during the survey.

Site parking surface or non-surface (multi-storey/underground)

Surface

General Comments on Parking

The number of parking spaces has been estimated using Google Earth as access to the parking could not be obtained.
All spaces appear to be unmarked.
The off-street parking consists of a National Trust car park nearby.

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	45

Parking located within a control parking zone (CPZ)

No

Charges for this Off-Street parking

No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: Total vehicles
Survey type: Manual Count
AM weather: Cold and Light Rain
PM weather: Cold and Light Rain
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %

Motor cars	67	Motor cycles	0	Public service	0
Light goods	25	OGV (1)	4	OGV (2)	0
				Taxis	4

Time	Arrivals 46	Departures 46	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	3	5	8	(-2)
08:00-09:00	5	8	13	(-5)
09:00-10:00	3	3	6	(-5)
10:00-11:00	1	4	5	(-8)
11:00-12:00	7	6	13	(-7)
12:00-13:00	6	2	8	(-3)
13:00-14:00	6	4	10	(-1)
14:00-15:00	2	5	7	(-4)
15:00-16:00	6	5	11	(-3)
16:00-17:00	4	3	7	(-2)
17:00-18:00	3	1	4	(0)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No PSV's, cycles, pedestrians or public transport users entered or exited the site during the survey.
It was not possible to obtain initial and final car park occupancy figures as access could not be gained to the on-site parking.

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 1	Departures 3	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	1	1	(-1)
09:00-10:00	0	0	0	(-1)
10:00-11:00	0	0	0	(-1)
11:00-12:00	0	1	1	(-2)
12:00-13:00	0	0	0	(-2)
13:00-14:00	0	0	0	(-2)
14:00-15:00	0	0	0	(-2)
15:00-16:00	1	1	2	(-2)
16:00-17:00	0	0	0	(-2)
17:00-18:00	0	0	0	(-2)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: Taxis

Time	Arrivals 2	Departures 2	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	1	1	2	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
People Surveyed: Car/LGV/Motorcycle occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 76	1	2	3	4	5	6	7	Dep 69	Totals	Accum
00:00-01:00																		
01:00-02:00																		
02:00-03:00																		
03:00-04:00																		
04:00-05:00																		
05:00-06:00																		
06:00-07:00																		
07:00-08:00	1	2	0	0	0	0	0	5	1	4	0	0	0	0	0	9	14	(-4)
08:00-09:00	3	1	0	1	0	0	0	9	3	2	2	0	1	0	0	18	27	(-13)
09:00-10:00	3	0	0	0	0	0	0	3	1	2	0	0	0	0	0	5	8	(-15)
10:00-11:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	5	(-18)
11:00-12:00	6	1	0	0	0	0	0	8	5	1	0	0	0	0	0	7	15	(-17)
12:00-13:00	4	1	1	0	0	0	0	9	1	1	0	0	0	0	0	3	12	(-11)
13:00-14:00	4	2	0	0	0	0	0	8	1	1	0	1	0	0	0	7	15	(-10)
14:00-15:00	1	0	0	1	0	0	0	5	5	0	0	0	0	0	0	5	10	(-10)
15:00-16:00	1	1	3	1	0	0	0	16	4	0	0	0	0	0	0	4	20	(2)
16:00-17:00	1	3	0	0	0	0	0	7	1	2	0	0	0	0	0	5	12	(4)
17:00-18:00	2	0	1	0	0	0	0	5	0	1	0	0	0	0	0	2	7	(7)
18:00-19:00																		
19:00-20:00																		
20:00-21:00																		
21:00-22:00																		
22:00-23:00																		
23:00-24:00																		

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
People Surveyed: Total people

Time	Arrivals 76	Departures 69	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	5	9	14	(-4)
08:00-09:00	9	18	27	(-13)
09:00-10:00	3	5	8	(-15)
10:00-11:00	1	4	5	(-18)
11:00-12:00	8	7	15	(-17)
12:00-13:00	9	3	12	(-11)
13:00-14:00	8	7	15	(-10)
14:00-15:00	5	5	10	(-10)
15:00-16:00	16	4	20	(2)
16:00-17:00	7	5	12	(4)
17:00-18:00	5	2	7	(7)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Capita Symonds
Ty Gwent, Lake View, Llantarnam, Cwmbran, NP44 3HR

Report Date: Fri, 17 Dec, 2010 11:51:39

Serial Number:	1276		
Site Number:	327 - Caef Cantref Site Brecon	County Number:	1000
Census Number:	1000	Count Type:	User Def 5
Approach Dir From:	WEST	Weather:	Not Entered
Start Date:	16/12/10	Period:	16:00 to 18:00
Count Start:	Thu, 16:00	Last Entry:	17:40

	Right turn into gypsy site						Minor Road Westbound to Bailihelig Road						Right turn from gypsy site to Bailihelig Road					
TIME	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr/Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr/Total	0	0	0	0	0	0	0	4	0	1	0	0	0	3	0	0	0	0
Total	0	0	0	0	0	0	0	5	0	2	0	0	0	3	0	0	0	0

	Left turn into gypsy site						Minor Road Eastbound from Bailihelig Road						Left turn from gypsy site to East					
TIME	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hr/Total	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hr/Total	0	5	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	0	0	0	8	0	2	0	0	0	0	0	0	0	0

	Date: 13/1/11 Time: 0730-0930 Cefn Cantref Site at Gypsy Site, Brecon																	
	From East						From East						From Gypsy Site Right Turn out					
	Right turn into Gypsy Site						Straight on West bound toward Bailihelig Rd						West bound toward Bailihelig Rd					
TIME	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hr/Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:30	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0
08:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr/ Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

	Cefn Cantref Site at Gypsy Site, Brecon																	
	From West (Bailihelig Rd)						From West (Bailihelig Rd)						From Gypsy Site Left Turn Out					
	Left turn into Gypsy Site						Straight on east bound						Eastbound					
TIME	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0
Hr/Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr/ Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Appendix E
TRICS – Residential Housing

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 days
	DC	DORSET	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
	SF	SUFFOLK	3 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	2 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	3 days
08	**NORTH WEST**		
	CH	CHESHIRE	2 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	TV	TEES VALLEY	1 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	AD	ABERDEEN CITY	1 days
	FA	FALKIRK	1 days
	FI	FIFE	2 days
	HI	HIGHLAND	2 days
	SR	STIRLING	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	51 to 372 (units:)
Range Selected by User:	50 to 450 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 29/05/13

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

Selected survey days:

Monday	10 days
Tuesday	7 days
Wednesday	4 days
Thursday	5 days
Friday	7 days

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

Selected survey types:

Manual count	33 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	17
Edge of Town	15
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	26
Out of Town	1
No Sub Category	6

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

Filtering Stage 3 selection:

Use Class:

C3	33 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	6 days
15,001 to 20,000	11 days
20,001 to 25,000	6 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	6 days
125,001 to 250,000	9 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	13 days
1.1 to 1.5	19 days

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

Travel Plan:

No	33 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 AD-03-A-01 SEMI-DETACHED ABERDEEN CITY
SPRINGFIELD ROAD

ABERDEEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 59
Survey date: FRIDAY *18/05/12* *Survey Type: MANUAL*

2 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY *24/04/09* *Survey Type: MANUAL*

3 CF-03-A-02 MIXED HOUSES CARDIFF
DROPE ROAD

CARDIFF
Edge of Town
Residential Zone
Total Number of dwellings: 196
Survey date: FRIDAY *05/10/07* *Survey Type: MANUAL*

4 CH-03-A-02 HOUSES/FLATS CHESHIRE
SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

5 CH-03-A-06 SEMI-DET./BUNGALOWS CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

6 CW-03-A-02 SEMI D./DETATCHED CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY *18/09/07* *Survey Type: MANUAL*

7 DC-03-A-01 DETACHED DORSET
ISAACS CLOSE

POOLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: WEDNESDAY *16/07/08* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **EX-03-A-01** **SEMI-DET.** **ESSEX**
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY *13/05/08* *Survey Type: MANUAL*

9 **FA-03-A-02** **MIXED HOUSES** **FALKIRK**
ROSEBANK AVENUE & SPRINGFIELD DRIVE

FALKIRK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

10 **FI-03-A-02** **SEMI DETACHED** **FIFE**
WAROUT ROAD

GLENROTHES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 58
Survey date: MONDAY *16/05/05* *Survey Type: MANUAL*

11 **FI-03-A-03** **MIXED HOUSES** **FIFE**
WOODMILL ROAD

DUNFERMLINE
Edge of Town
Residential Zone
Total Number of dwellings: 155
Survey date: MONDAY *30/04/07* *Survey Type: MANUAL*

12 **HI-03-A-11** **BUNGALOWS** **HIGHLAND**
STEVENSON ROAD
INSHES
INVERNESS
Edge of Town
Residential Zone
Total Number of dwellings: 85
Survey date: MONDAY *05/06/06* *Survey Type: MANUAL*

13 **HI-03-A-14** **SEMI-DETACHED** **HIGHLAND**
CALEDONIAN ROAD
DALNEIGH
INVERNESS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: FRIDAY *13/05/11* *Survey Type: MANUAL*

14 **LC-03-A-22** **BUNGALOWS** **LANCASHIRE**
CLIFTON DRIVE NORTH

BLACKPOOL
Edge of Town
Residential Zone
Total Number of dwellings: 98
Survey date: TUESDAY *18/10/05* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 **LN-03-A-01** **MIXED HOUSES** **LINCOLNSHIRE**
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150
Survey date: TUESDAY *15/05/07* *Survey Type: MANUAL*

16 **LN-03-A-02** **MIXED HOUSES** **LINCOLNSHIRE**
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY *14/05/07* *Survey Type: MANUAL*

17 **MS-03-A-01** **TERRACED** **MERSEYSIDE**
PALACE FIELDS AVENUE

RUNCORN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 372
Survey date: THURSDAY *06/10/05* *Survey Type: MANUAL*

18 **NF-03-A-02** **HOUSES & FLATS** **NORFOLK**
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

19 **NT-03-A-03** **SEMI DETACHED** **NOTTINGHAMSHIRE**
B6018 SUTTON ROAD

KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 166
Survey date: WEDNESDAY *28/06/06* *Survey Type: MANUAL*

20 **NY-03-A-01** **MIXED HOUSES** **NORTH YORKSHIRE**
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: TUESDAY *25/09/07* *Survey Type: MANUAL*

21 **NY-03-A-05** **HOUSES AND FLATS** **NORTH YORKSHIRE**
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: MONDAY *22/09/08* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

22 **NY-03-A-06** **BUNGALOWS & SEMI DET.** **NORTH YORKSHIRE**
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

23 **SF-03-A-01** **SEMI DETACHED** **SUFFOLK**
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY *23/05/07* *Survey Type: MANUAL*

24 **SF-03-A-02** **SEMI DET./TERRACED** **SUFFOLK**
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230
Survey date: THURSDAY *24/05/07* *Survey Type: MANUAL*

25 **SF-03-A-03** **MIXED HOUSES** **SUFFOLK**
BARTON HILL
FORNHAM ST MARTIN
BURY ST EDMUNDS
Edge of Town
Out of Town
Total Number of dwellings: 101
Survey date: MONDAY *15/05/06* *Survey Type: MANUAL*

26 **SH-03-A-04** **TERRACED** **SHROPSHIRE**
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY *11/06/09* *Survey Type: MANUAL*

27 **SR-03-A-01** **DETACHED** **STIRLING**
BENVIEW

STIRLING
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: MONDAY *23/04/07* *Survey Type: MANUAL*

28 **TV-03-A-01** **HOUSES & FLATS** **TEES VALLEY**
POWLETT ROAD

HARTLEPOOL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 225
Survey date: THURSDAY *14/04/05* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

29 **WL-03-A-01** **SEMI D./TERRACED W. BASSETT** **WILTSHIRE**
MAPLE DRIVE

WOOTTON BASSETT
Edge of Town
Residential Zone
Total Number of dwellings: 99
Survey date: MONDAY *02/10/06* *Survey Type: MANUAL*

30 **WM-03-A-01** **TERRACED** **WEST MIDLANDS**
FOLESHILL ROAD
FOLESHILL
COVENTRY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 79
Survey date: FRIDAY *03/02/06* *Survey Type: MANUAL*

31 **WM-03-A-03** **MIXED HOUSING** **WEST MIDLANDS**
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 84
Survey date: MONDAY *24/09/07* *Survey Type: MANUAL*

32 **WO-03-A-03** **DETACHED** **WORCESTERSHIRE**
BLAKEBROOK
BLAKEBROOK
KIDDERMINSTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 138
Survey date: FRIDAY *05/05/06* *Survey Type: MANUAL*

33 **WO-03-A-06** **DET./TERRACED** **WORCESTERSHIRE**
ST GODWALDS ROAD
ASTON FIELDS
BROMSGROVE
Edge of Town
No Sub Category
Total Number of dwellings: 232
Survey date: THURSDAY *30/06/05* *Survey Type: MANUAL*

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

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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	131	0.073	33	131	0.280	33	131	0.353
08:00 - 09:00	33	131	0.144	**33**	**131**	**0.405**	33	131	0.549
09:00 - 10:00	33	131	0.168	33	131	0.211	33	131	0.379
10:00 - 11:00	33	131	0.154	33	131	0.186	33	131	0.340
11:00 - 12:00	33	131	0.173	33	131	0.176	33	131	0.349
12:00 - 13:00	33	131	0.194	33	131	0.177	33	131	0.371
13:00 - 14:00	33	131	0.188	33	131	0.184	33	131	0.372
14:00 - 15:00	33	131	0.192	33	131	0.197	33	131	0.389
15:00 - 16:00	33	131	0.283	33	131	0.204	33	131	0.487
16:00 - 17:00	33	131	0.322	33	131	0.197	33	131	0.519
17:00 - 18:00	**33**	**131**	**0.388**	33	131	0.230	**33**	**131**	**0.618**
18:00 - 19:00	33	131	0.272	33	131	0.215	33	131	0.487
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.551			2.662			5.213

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

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

Parameter summary

Trip rate parameter range selected:	51 - 372 (units:)
Survey date date range:	01/01/05 - 29/05/13
Number of weekdays (Monday-Friday):	33
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Capita 52 Grosvenor Gardens London Licence No: 504501

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: **ARRIVALS** Time Range: 08:00-09:00
15th Percentile = No. **28**
85th Percentile = No. **6**

Median Values
Arrivals: 0.129
Departures: 0.424
Totals: 0.553

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	
2	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.287	0.454	0.741	
3	FI-03-A-02	SEMI DETACHED	GLENROTHES	FIFE	58	Mon	16/05/05	0.276	0.569	0.845	
4	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.243	0.491	0.734	
5	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.203	0.543	0.746	
6	**LN-03-A-01**	**MIXED HOUSES**	**LINCOLN**	**LINCOLNSHIRE**	**150**	**Tue**	**15/05/07**	**0.187**	**0.440**	**0.627**	
7	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	
8	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.183	0.425	0.608	
9	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.177	0.523	0.700	
10	FI-03-A-03	MIXED HOUSES	DUNFERMLINE	FIFE	155	Mon	30/04/07	0.174	0.548	0.722	
11	LC-03-A-22	BUNGALOWS	BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.173	0.337	0.510	
12	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.173	0.173	0.346	
13	SR-03-A-01	DETACHED	STIRLING	STIRLING	115	Mon	23/04/07	0.165	0.678	0.843	
14	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403	
15	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.152	0.418	0.570	
16	TV-03-A-01	HOUSES & FLATS	HARTLEPOOL	TEES VALLEY	225	Thu	14/04/05	0.138	0.458	0.596	
17	HI-03-A-11	BUNGALOWS	INVERNESS	HIGHLAND	85	Mon	05/06/06	0.129	0.424	0.553	
18	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	
19	NY-03-A-05	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.113	0.465	0.578	
20	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.109	0.554	0.663	
21	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.108	0.313	0.421	
22	CF-03-A-02	MIXED HOUSES	CARDIFF	CARDIFF	196	Fri	05/10/07	0.107	0.413	0.520	
23	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	
24	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.103	0.374	0.477	
25	WO-03-A-06	DET./TERRACED	BROMSGROVE	WORCESTERSHIRE	232	Thu	30/06/05	0.099	0.448	0.547	
26	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471	
27	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425	
28	**HI-03-A-14**	**SEMI-DETACHED**	**INVERNESS**	**HIGHLAND**	**73**	**Fri**	**13/05/11**	**0.096**	**0.164**	**0.260**	
29	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	
30	MS-03-A-01	TERRACED	RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.091	0.269	0.360	
31	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.071	0.333	0.404	
32	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.062	0.280	0.342	

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
33	AD-03-A-01	SEMI-DETACHED	ABERDEEN	ABERDEEN CITY	59	Fri	18/05/12	0.017	0.085	0.102	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Capita 52 Grosvenor Gardens London Licence No: 504501

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: **DEPARTURES** Time Range: 08:00-09:00
15th Percentile = No. **28**
85th Percentile = No. **6**

Median Values
Arrivals: 0.107
Departures: 0.413
Totals: 0.520

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
1	SR-03-A-01	DETACHED	STIRLING	STIRLING	115	Mon	23/04/07	0.165	0.678	0.843	
2	FI-03-A-02	SEMI DETACHED	GLENROTHES	FIFE	58	Mon	16/05/05	0.276	0.569	0.845	
3	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.109	0.554	0.663	
4	FI-03-A-03	MIXED HOUSES	DUNFERMLINE	FIFE	155	Mon	30/04/07	0.174	0.548	0.722	
5	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.203	0.543	0.746	
6	**EX-03-A-01**	**SEMI-DET.**	**STANFORD-LE-HOPE**	**ESSEX**	**237**	**Tue**	**13/05/08**	**0.177**	**0.523**	**0.700**	
7	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.243	0.491	0.734	
8	NY-03-A-05	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.113	0.465	0.578	
9	TV-03-A-01	HOUSES & FLATS	HARTLEPOOL	TEES VALLEY	225	Thu	14/04/05	0.138	0.458	0.596	
10	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.287	0.454	0.741	
11	WO-03-A-06	DET./TERRACED	BROMSGROVE	WORCESTERSHIRE	232	Thu	30/06/05	0.099	0.448	0.547	
12	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.187	0.440	0.627	
13	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.183	0.425	0.608	
14	HI-03-A-11	BUNGALOWS	INVERNESS	HIGHLAND	85	Mon	05/06/06	0.129	0.424	0.553	
15	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.152	0.418	0.570	
16	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	
17	CF-03-A-02	MIXED HOUSES	CARDIFF	CARDIFF	196	Fri	05/10/07	0.107	0.413	0.520	
18	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	
19	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	
20	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.103	0.374	0.477	
21	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471	
22	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	
23	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	
24	LC-03-A-22	BUNGALOWS	BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.173	0.337	0.510	
25	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.071	0.333	0.404	
26	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425	
27	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.108	0.313	0.421	
28	**FA-03-A-02**	**MIXED HOUSES**	**FALKIRK**	**FALKIRK**	**161**	**Wed**	**29/05/13**	**0.062**	**0.280**	**0.342**	
29	MS-03-A-01	TERRACED	RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.091	0.269	0.360	
30	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403	
31	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.173	0.173	0.346	
32	HI-03-A-14	SEMI-DETACHED	INVERNESS	HIGHLAND	73	Fri	13/05/11	0.096	0.164	0.260	

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
33	AD-03-A-01	SEMI-DETACHED	ABERDEEN	ABERDEEN CITY	59	Fri	18/05/12	0.017	0.085	0.102	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Ranking Type: **ARRIVALS** Time Range: 17:00-18:00
15th Percentile = No. **28**
85th Percentile = No. **6**

Median Values
Arrivals: 0.398
Departures: 0.214
Totals: 0.612

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	SR-03-A-01	DETACHED	STIRLING	STIRLING	115	Mon	23/04/07	0.583	0.304	0.887	
2	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.558	0.319	0.877	
3	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.525	0.228	0.753	
4	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843	
5	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.495	0.355	0.850	
6	**FI-03-A-02**	**SEMI DETACHED**	**GLENROTHES**	**FIFE**	**58**	**Mon**	**16/05/05**	**0.483**	**0.224**	**0.707**	
7	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.478	0.248	0.726	
8	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.463	0.296	0.759	
9	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.439	0.274	0.713	
10	NY-03-A-05	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.437	0.169	0.606	
11	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.425	0.219	0.644	
12	FI-03-A-03	MIXED HOUSES	DUNFERMLINE	FIFE	155	Mon	30/04/07	0.419	0.245	0.664	
13	WO-03-A-06	DET./TERRACED	BROMSGROVE	WORCESTERSHIRE	232	Thu	30/06/05	0.414	0.185	0.599	
14	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.413	0.213	0.626	
15	TV-03-A-01	HOUSES & FLATS	HARTLEPOOL	TEES VALLEY	225	Thu	14/04/05	0.409	0.209	0.618	
16	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	
17	CF-03-A-02	MIXED HOUSES	CARDIFF	CARDIFF	196	Fri	05/10/07	0.398	0.214	0.612	
18	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.398	0.307	0.705	
19	HI-03-A-11	BUNGALOWS	INVERNESS	HIGHLAND	85	Mon	05/06/06	0.376	0.141	0.517	
20	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.374	0.141	0.515	
21	HI-03-A-14	SEMI-DETACHED	INVERNESS	HIGHLAND	73	Fri	13/05/11	0.356	0.329	0.685	
22	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	
23	LC-03-A-22	BUNGALOWS	BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.347	0.173	0.520	
24	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.342	0.203	0.545	
25	MS-03-A-01	TERRACED	RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.325	0.194	0.519	
26	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.322	0.236	0.558	
27	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.317	0.224	0.541	
28	**NY-03-A-06**	**BUNGALOWS & SE**	**BOROUGHBRIDGE**	**NORTH YORKSHIRE**	**115**	**Fri**	**14/10/11**	**0.296**	**0.174**	**0.470**	
29	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.247	0.169	0.416	
30	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	
31	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.154	0.231	0.385	
32	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.132	0.140	0.272	

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
33	AD-03-A-01	SEMI-DETACHED	ABERDEEN	ABERDEEN CITY	59	Fri	18/05/12	0.085	0.085	0.170	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

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RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Ranking Type: **DEPARTURES** Time Range: 17:00-18:00

15th Percentile = No. **28**

85th Percentile = No. **6**

Median Values

Arrivals: 0.425

Departures: 0.219

Totals: 0.644

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
1	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	
2	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.495	0.355	0.850	
3	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843	
4	HI-03-A-14	SEMI-DETACHED	INVERNESS	HIGHLAND	73	Fri	13/05/11	0.356	0.329	0.685	
5	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.558	0.319	0.877	
6	**NT-03-A-03**	**SEMI DETACHED**	**KIRKBY-IN-ASHFIELD**	**NOTTINGHAMSHIRE**	**166**	**Wed**	**28/06/06**	**0.398**	**0.307**	**0.705**	
7	SR-03-A-01	DETACHED	STIRLING	STIRLING	115	Mon	23/04/07	0.583	0.304	0.887	
8	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.463	0.296	0.759	
9	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.439	0.274	0.713	
10	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.478	0.248	0.726	
11	FI-03-A-03	MIXED HOUSES	DUNFERMLINE	FIFE	155	Mon	30/04/07	0.419	0.245	0.664	
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14	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.525	0.228	0.753	
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28	**SF-03-A-01**	**SEMI DETACHED**	**IPSWICH**	**SUFFOLK**	**77**	**Wed**	**23/05/07**	**0.247**	**0.169**	**0.416**	
29	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	
30	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.374	0.141	0.515	
31	HI-03-A-11	BUNGALOWS	INVERNESS	HIGHLAND	85	Mon	05/06/06	0.376	0.141	0.517	
32	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.132	0.140	0.272	

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
33	AD-03-A-01	SEMI-DETACHED	ABERDEEN	ABERDEEN CITY	59	Fri	18/05/12	0.085	0.085	0.170	

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Appendix F
Capacity Analysis

ARCADY 6

GUI Version: 6.2 AG
Analysis Program: Release 7.0 (FEBRUARY 2010)
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Adapted from ARCADY/3 which is Crown Copyright by permission of the controller of HMSO

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Email: software@ trl.co.uk
Web:www.trlsoftware.co.uk

The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

Run Information

Run with file:- **C:\Docs\Newport Gypsies\Appendix F Capacity Analysis\AM Highest TRICS\2026 development AM.vai**
At: **10:37:52 on Friday, November 22, 2013**
Mode: **Drive On The Left**
Units: **Metric**

Arm Labelling

Arm	Full Arm Names
Arm A	Ringland Circle
Arm B	A48 SDR (Coldra)
Arm C	Hartridge Farm Road
Arm D	A48 SDR (Leeway)

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

Run Title	2026 AM
Location	A48 Hartridge Roundabout
Date	21/11/2013
Client	NCC
Enumerator	David.James [HW62382]
Job Number	CS/69508
Status	TIA
Description	2026

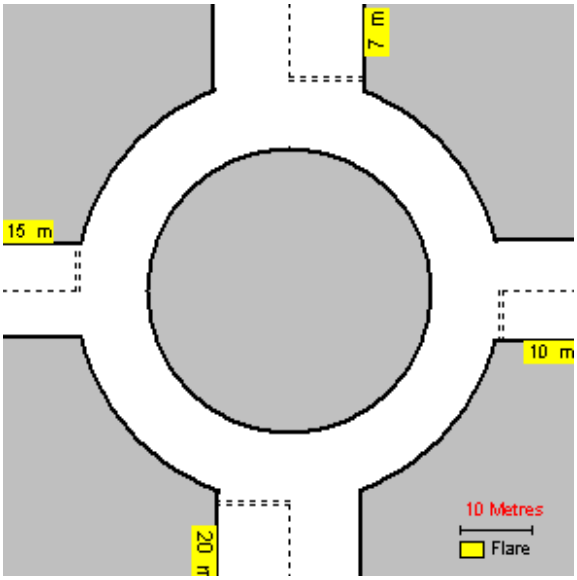
Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.50	7.30	4.10	7.30
Entry Width (m)	7.00	10.00	6.50	10.50
Flare Length (m)	10.00	20.00	15.00	7.00
Entry Radius (m)	15.00	25.00	15.00	30.00
Inscribed Circle Diameter (m)	71.00	71.00	71.00	71.00
Entry Angle (degrees)	42.00	41.00	51.00	31.00
Slope	0.452	0.651	0.460	0.651
Intercept (PCU/Min)	24.505	45.070	26.160	43.984

Junction Diagram: (View Extent = 80m)



Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using **LEVELS** Data
Period of interest (for Queue and Delay calculations): **07:45 to 09:15**
Length of Time Period: **90 min**
Length of Time Segment: **15 min**

Levels Entry/Exit Flows for Demand Set: 2026 With Development AM

Entry/Exit Flows	Arm	Time When Flow Starts To Rise	Time When Top of Peak is Reached	Time When Flow Stops Falling	Rate of Flow (Veh/Min)		
					Before Peak	At Top of Peak	After Peak
ENTRY	A	08:00	08:30	09:00	4.58	6.86	4.58
	B	08:00	08:30	09:00	15.06	22.59	15.06
	C	08:00	08:30	09:00	2.49	3.73	2.49
	D	08:00	08:30	09:00	9.03	13.54	9.03

Turning Proportions for Demand Set: 2026 With Development AM

Turning proportions vary over entry and calculated from turning count data (shaded)

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
07:45 to 09:15	Arm A	0.000	0.066	0.202	0.732
		0.0	6.6	20.2	73.2
	Arm B	0.042	0.000	0.057	0.900
		4.2	0.0	5.7	90.0
	Arm C	0.332	0.116	0.000	0.553
		33.2	11.6	0.0	55.3
	Arm D	0.116	0.650	0.234	0.000
		11.6	65.0	23.4	0.0

Heavy Vehicle Percentages for Demand Set: 2026 With Development AM

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
07:45 to 09:15	Arm A	0.0	15.0	1.8	1.4
	Arm B	9.5	0.0	3.8	11.8
	Arm C	11.4	0.0	0.0	4.0
	Arm D	0.0	31.3	3.9	0.0

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	502.0	334.7	40.1	0.08	40.1	0.08
B	1652.0	1101.4	100.7	0.06	100.7	0.06
C	273.0	182.0	25.1	0.09	25.1	0.09
D	990.4	660.2	41.8	0.04	41.8	0.04
ALL	3417.4	2278.3	207.7	0.06	207.7	0.06

Delay is that occuring only within the time period.
Inclusive delay includes delay suffered by vehicles that are still queueing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

Accident Data

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Accident Results

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 07:45 to 08:00	A	4.58	19.45	0.235	-	0.0	0.3	4.5	-	0.067
	B	15.06	36.70	0.410	-	0.0	0.7	10.2	-	0.046
	C	2.49	16.35	0.152	-	0.0	0.2	2.6	-	0.072

	D	9.03	35.26	0.256	-	0.0	0.3	5.1	-	0.038
Segment : 2 - 08:00 to 08:15	A	5.47	18.57	0.294	-	0.3	0.4	6.1	-	0.076
	B	17.98	35.95	0.500	-	0.7	1.0	14.6	-	0.056
	C	2.97	14.72	0.202	-	0.2	0.3	3.7	-	0.085
	D	10.78	35.06	0.308	-	0.3	0.4	6.6	-	0.041
Segment : 3 - 08:15 to 08:30	A	6.69	17.37	0.385	-	0.4	0.6	9.1	-	0.093
	B	22.02	34.93	0.631	-	1.0	1.7	24.4	-	0.077
	C	3.64	12.49	0.291	-	0.3	0.4	5.9	-	0.113
	D	13.20	34.79	0.380	-	0.4	0.6	9.0	-	0.046
Segment : 4 - 08:30 to 08:45	A	6.69	17.37	0.385	-	0.6	0.6	9.3	-	0.094
	B	22.02	34.92	0.631	-	1.7	1.7	25.4	-	0.078
	C	3.64	12.46	0.292	-	0.4	0.4	6.1	-	0.113
	D	13.20	34.78	0.380	-	0.6	0.6	9.1	-	0.046
Segment : 5 - 08:45 to 09:00	A	5.47	18.56	0.294	-	0.6	0.4	6.4	-	0.076
	B	17.98	35.94	0.500	-	1.7	1.0	15.5	-	0.056
	C	2.97	14.68	0.202	-	0.4	0.3	3.9	-	0.086
	D	10.78	35.05	0.308	-	0.6	0.4	6.8	-	0.041
Segment : 6 - 09:00 to 09:15	A	4.58	19.44	0.236	-	0.4	0.3	4.7	-	0.067
	B	15.06	36.68	0.411	-	1.0	0.7	10.7	-	0.046
	C	2.49	16.31	0.153	-	0.3	0.2	2.8	-	0.072
	D	9.03	35.25	0.256	-	0.4	0.3	5.2	-	0.038

ARCADY 6

GUI Version: 6.2 AG
Analysis Program: Release 7.0 (FEBRUARY 2010)
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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

Run Information

Run with file:- **C:\Docs\Newport Gypsies\Appendix F Capacity Analysis\AM Highest TRICS No development\2026 No development AM.vai**
At: **10:41:38 on Friday, November 22, 2013**
Mode: **Drive On The Left**
Units: **Metric**

Arm Labelling

Arm	Full Arm Names
Arm A	Ringland Circle
Arm B	A48 SDR (Coldra)
Arm C	Hartridge Farm Road
Arm D	A48 SDR (Leeway)

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

Run Title	2026 AM
Location	A48 Hartridge Roundabout
Date	21/11/2013
Client	NCC
Enumerator	David.James [HW62382]
Job Number	CS/69508
Status	TIA
Description	2026

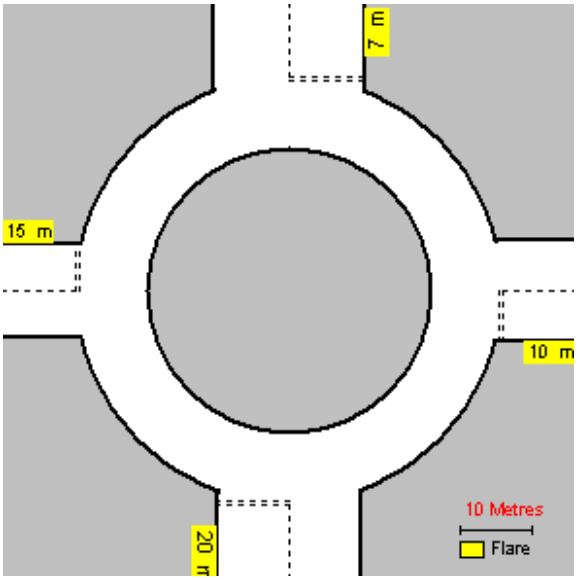
Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.50	7.30	4.10	7.30
Entry Width (m)	7.00	10.00	6.50	10.50
Flare Length (m)	10.00	20.00	15.00	7.00
Entry Radius (m)	15.00	25.00	15.00	30.00
Inscribed Circle Diameter (m)	71.00	71.00	71.00	71.00
Entry Angle (degrees)	42.00	41.00	51.00	31.00
Slope	0.452	0.651	0.460	0.651
Intercept (PCU/Min)	24.505	45.070	26.160	43.984

Junction Diagram: (View Extent = 80m)



Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using **LEVELS** Data
Period of interest (for Queue and Delay calculations): **07:45 to 09:15**
Length of Time Period: **90 min**
Length of Time Segment: **15 min**

Levels Entry/Exit Flows for Demand Set: 2026 No Development AM

Entry/Exit Flows	Arm	Time When Flow Starts To Rise	Time When Top of Peak is Reached	Time When Flow Stops Falling	Rate of Flow (Veh/Min)		
					Before Peak	At Top of Peak	After Peak
ENTRY	A	08:00	08:30	09:00	4.51	6.77	4.51
	B	08:00	08:30	09:00	15.00	22.50	15.00
	C	08:00	08:30	09:00	2.05	3.08	2.05
	D	08:00	08:30	09:00	8.88	13.31	8.88

Turning Proportions for Demand Set: 2026 No Development AM

Turning proportions vary over entry and calculated from turning count data (shaded)

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
07:45 to 09:15	Arm A	0.000	0.067	0.191	0.742
		0.0	6.7	19.1	74.2
	Arm B	0.043	0.000	0.053	0.904
		4.3	0.0	5.3	90.4
	Arm C	0.329	0.116	0.000	0.555
		32.9	11.6	0.0	55.5
	Arm D	0.118	0.661	0.221	0.000
		11.8	66.1	22.1	0.0

Heavy Vehicle Percentages for Demand Set: 2026 No Development AM

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
07:45 to 09:15	Arm A	0.0	15.0	1.8	1.4
	Arm B	9.5	0.0	3.8	11.8
	Arm C	11.4	0.0	0.0	4.0
	Arm D	5.8	31.3	3.9	0.0

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	494.9	329.9	39.0	0.08	39.0	0.08
B	1645.5	1097.0	98.8	0.06	98.8	0.06
C	225.1	150.0	19.6	0.09	19.6	0.09
D	973.7	649.2	41.0	0.04	41.0	0.04
ALL	3339.2	2226.1	198.4	0.06	198.4	0.06

Delay is that occuring only within the time period.
Inclusive delay includes delay suffered by vehicles that are still queueing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

Accident Data

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Accident Results

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 07:45 to 08:00	A	4.51	19.54	0.231	-	0.0	0.3	4.4	-	0.066
	B	15.00	36.82	0.407	-	0.0	0.7	10.0	-	0.046
	C	2.05	16.36	0.125	-	0.0	0.1	2.1	-	0.070

	D	8.88	35.08	0.253	-	0.0	0.3	5.0	-	0.038
Segment : 2 - 08:00 to 08:15	A	5.39	18.68	0.288	-	0.3	0.4	5.9	-	0.075
	B	17.91	36.10	0.496	-	0.7	1.0	14.4	-	0.055
	C	2.45	14.72	0.166	-	0.1	0.2	2.9	-	0.081
	D	10.60	34.91	0.304	-	0.3	0.4	6.4	-	0.041
Segment : 3 - 08:15 to 08:30	A	6.60	17.50	0.377	-	0.4	0.6	8.8	-	0.091
	B	21.94	35.11	0.625	-	1.0	1.6	23.8	-	0.075
	C	3.00	12.49	0.240	-	0.2	0.3	4.6	-	0.105
	D	12.98	34.66	0.374	-	0.4	0.6	8.8	-	0.046
Segment : 4 - 08:30 to 08:45	A	6.60	17.50	0.377	-	0.6	0.6	9.0	-	0.092
	B	21.94	35.10	0.625	-	1.6	1.7	24.8	-	0.076
	C	3.00	12.46	0.241	-	0.3	0.3	4.7	-	0.106
	D	12.98	34.66	0.374	-	0.6	0.6	8.9	-	0.046
Segment : 5 - 08:45 to 09:00	A	5.39	18.67	0.289	-	0.6	0.4	6.3	-	0.075
	B	17.91	36.08	0.496	-	1.7	1.0	15.3	-	0.055
	C	2.45	14.68	0.167	-	0.3	0.2	3.1	-	0.082
	D	10.60	34.90	0.304	-	0.6	0.4	6.7	-	0.041
Segment : 6 - 09:00 to 09:15	A	4.51	19.52	0.231	-	0.4	0.3	4.6	-	0.067
	B	15.00	36.81	0.408	-	1.0	0.7	10.6	-	0.046
	C	2.05	16.32	0.126	-	0.2	0.1	2.2	-	0.070
	D	8.88	35.08	0.253	-	0.4	0.3	5.2	-	0.038

ARCADY 6

GUI Version: 6.2 AG
Analysis Program: Release 7.0 (FEBRUARY 2010)
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Run Information

Run with file:- **C:\Docs\Newport Gypsies\Appendix F Capacity Analysis\AM Housing\2026 housing development AM.vai**
At: **14:08:56 on Friday, November 22, 2013**
Mode: **Drive On The Left**
Units: **Metric**

Arm Labelling

Arm	Full Arm Names
Arm A	Ringland Circle
Arm B	A48 SDR (Coldra)
Arm C	Hartridge Farm Road
Arm D	A48 SDR (Leeway)

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

Run Title	2026 AM
Location	A48 Hartridge Roundabout
Date	21/11/2013
Client	NCC
Enumerator	David.James [HW62382]
Job Number	CS/69508
Status	TIA
Description	2026

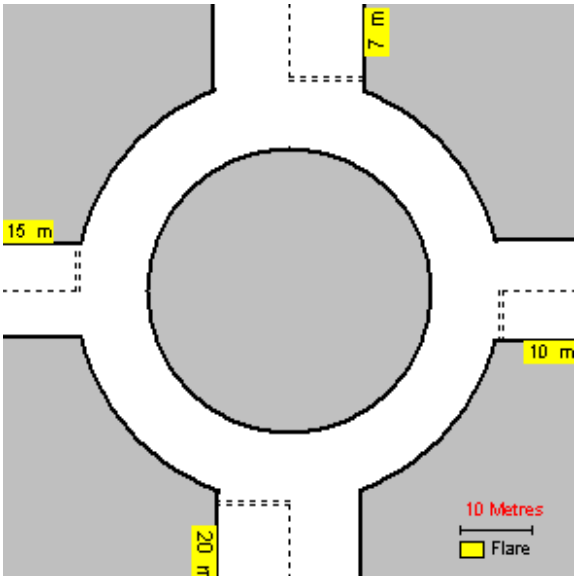
Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.50	7.30	4.10	7.30
Entry Width (m)	7.00	10.00	6.50	10.50
Flare Length (m)	10.00	20.00	15.00	7.00
Entry Radius (m)	15.00	25.00	15.00	30.00
Inscribed Circle Diameter (m)	71.00	71.00	71.00	71.00
Entry Angle (degrees)	42.00	41.00	51.00	31.00
Slope	0.452	0.651	0.460	0.651
Intercept (PCU/Min)	24.505	45.070	26.160	43.984

Junction Diagram: (View Extent = 80m)



Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using **LEVELS** Data
Period of interest (for Queue and Delay calculations): **07:45 to 09:15**
Length of Time Period: **90 min**
Length of Time Segment: **15 min**

Levels Entry/Exit Flows for Demand Set: 2026 With Housing Development AM

Entry/Exit Flows	Arm	Time When Flow Starts To Rise	Time When Top of Peak is Reached	Time When Flow Stops Falling	Rate of Flow (Veh/Min)		
					Before Peak	At Top of Peak	After Peak
ENTRY	A	08:00	08:30	09:00	4.88	7.31	4.88
	B	08:00	08:30	09:00	15.34	23.01	15.34
	C	08:00	08:30	09:00	6.34	9.51	6.34
	D	08:00	08:30	09:00	9.70	14.55	9.70

Turning Proportions for Demand Set: 2026 With Housing Development AM

Turning proportions vary over entry and calculated from turning count data (shaded)

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
07:45 to 09:15	Arm A	0.000	0.062	0.251	0.687
		0.0	6.2	25.1	68.7
	Arm B	0.042	0.000	0.074	0.884
		4.2	0.0	7.4	88.4
	Arm C	0.329	0.116	0.000	0.554
		32.9	11.6	0.0	55.4
	Arm D	0.108	0.604	0.287	0.000
		10.8	60.4	28.7	0.0

Heavy Vehicle Percentages for Demand Set: 2026 With Housing Development AM

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
07:45 to 09:15	Arm A	0.0	15.0	1.8	1.4
	Arm B	9.5	0.0	3.8	11.8
	Arm C	11.4	0.0	0.0	4.0
	Arm D	0.0	31.3	3.9	0.0

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 07:45 to 08:00	A	4.88	18.96	0.257	-	0.0	0.3	5.0	-	0.071
	B	15.34	36.16	0.424	-	0.0	0.7	10.7	-	0.048
	C	6.34	16.35	0.388	-	0.0	0.6	9.0	-	0.099
	D	9.70	34.61	0.280	-	0.0	0.4	5.7	-	0.040
Segment : 2 - 08:00 to 08:15	A	5.82	17.98	0.324	-	0.3	0.5	7.0	-	0.082
	B	18.32	35.29	0.519	-	0.7	1.1	15.7	-	0.059
	C	7.57	14.72	0.514	-	0.6	1.0	15.0	-	0.139
	D	11.58	34.21	0.339	-	0.4	0.5	7.5	-	0.044
Segment : 3 - 08:15 to 08:30	A	7.13	16.64	0.428	-	0.5	0.7	10.8	-	0.105
	B	22.43	34.11	0.658	-	1.1	1.9	27.2	-	0.085
	C	9.27	12.49	0.742	-	1.0	2.7	36.0	-	0.291
	D	14.19	33.69	0.421	-	0.5	0.7	10.7	-	0.051
Segment : 4 -	A	7.13	16.63	0.429	-	0.7	0.7	11.2	-	0.105
	B	22.43	34.10	0.658	-	1.9	1.9	28.5	-	0.086

08:30 to 08:45	C	9.27	12.46	0.744	-	2.7	2.8	41.2	-	0.311
	D	14.19	33.66	0.421	-	0.7	0.7	10.9	-	0.051
Segment : 5 - 08:45 to 09:00	A	5.82	17.96	0.324	-	0.7	0.5	7.4	-	0.083
	B	18.32	35.27	0.519	-	1.9	1.1	16.8	-	0.059
	C	7.57	14.67	0.516	-	2.8	1.1	17.4	-	0.145
	D	11.58	34.17	0.339	-	0.7	0.5	7.8	-	0.044
Segment : 6 - 09:00 to 09:15	A	4.88	18.94	0.258	-	0.5	0.3	5.3	-	0.071
	B	15.34	36.13	0.425	-	1.1	0.7	11.3	-	0.048
	C	6.34	16.31	0.389	-	1.1	0.6	10.0	-	0.101
	D	9.70	34.59	0.280	-	0.5	0.4	5.9	-	0.040

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	534.9	356.6	46.7	0.09	46.7	0.09
B	1682.8	1121.8	110.3	0.07	110.3	0.07
C	695.5	463.7	128.6	0.18	128.6	0.18
D	1064.1	709.4	48.6	0.05	48.6	0.05
ALL	3977.2	2651.5	334.2	0.08	334.2	0.08

Delay is that occuring only within the time period.
Inclusive delay includes delay suffered by vehicles that are still queueing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

Accident Data

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Accident Results

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

ARCADY 6

GUI Version: 6.2 AG
Analysis Program: Release 7.0 (FEBRUARY 2010)
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Run Information

Run with file:- **C:\Docs\Newport Gypsies\Appendix F Capacity Analysis\PM Highest TRICS\2026 development PM.vai**
At: **10:52:31 on Friday, November 22, 2013**
Mode: **Drive On The Left**
Units: **Metric**

Arm Labelling

Arm	Full Arm Names
Arm A	Ringland Circle
Arm B	A48 SDR (Coldra)
Arm C	Hartridge Farm Road
Arm D	A48 SDR (Leeway)

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

Run Title	2026 PM
Location	A48 Hartridge Roundabout
Date	21/11/2013
Client	NCC
Enumerator	David.James [HW62382]
Job Number	CS/69508
Status	TIA
Description	2026

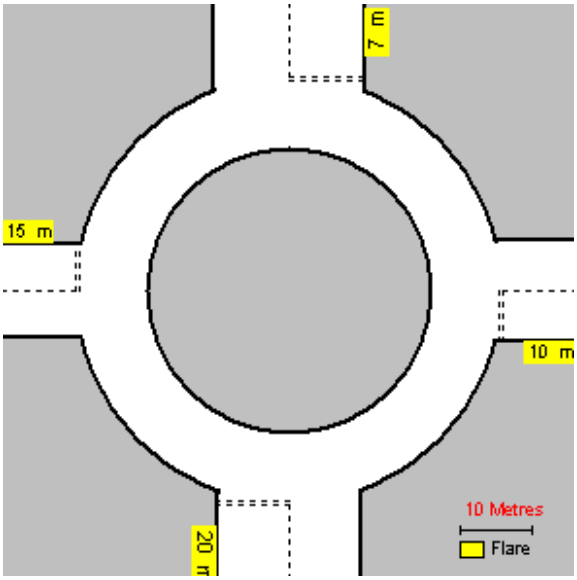
Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.50	7.30	4.10	7.30
Entry Width (m)	7.00	10.00	6.50	10.50
Flare Length (m)	10.00	20.00	15.00	7.00
Entry Radius (m)	15.00	25.00	15.00	30.00
Inscribed Circle Diameter (m)	71.00	71.00	71.00	71.00
Entry Angle (degrees)	42.00	41.00	51.00	31.00
Slope	0.452	0.651	0.460	0.651
Intercept (PCU/Min)	24.505	45.070	26.160	43.984

Junction Diagram: (View Extent = 80m)



Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using **LEVELS** Data
Period of interest (for Queue and Delay calculations): **16:15 to 17:45**
Length of Time Period: **90 min**
Length of Time Segment: **15 min**

Levels Entry/Exit Flows for Demand Set: 2026 With Development PM

Entry/Exit Flows	Arm	Time When Flow Starts To Rise	Time When Top of Peak is Reached	Time When Flow Stops Falling	Rate of Flow (Veh/Min)		
					Before Peak	At Top of Peak	After Peak
ENTRY	A	16:30	17:00	17:30	3.20	4.80	3.20
	B	16:30	17:00	17:30	8.10	12.15	8.10
	C	16:30	17:00	17:30	1.34	2.01	1.34
	D	16:30	17:00	17:30	20.89	31.33	20.89

Turning Proportions for Demand Set: 2026 With Development PM

Turning proportions vary over entry and calculated from turning count data (shaded)

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
16:15 to 17:45	Arm A	0.000	0.133	0.383	0.484
		0.0	13.3	38.3	48.4
	Arm B	0.099	0.000	0.019	0.883
		9.9	0.0	1.9	88.3
	Arm C	0.252	0.234	0.000	0.514
		25.2	23.4	0.0	51.4
	Arm D	0.200	0.783	0.017	0.000
		20.0	78.3	1.7	0.0

Heavy Vehicle Percentages for Demand Set: 2026 With Development PM

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
16:15 to 17:45	Arm A	0.0	0.0	8.3	0.0
	Arm B	3.8	0.0	0.0	15.0
	Arm C	0.0	0.0	0.0	3.3
	Arm D	0.7	4.2	0.0	0.0

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	351.0	234.0	35.9	0.10	35.9	0.10
B	888.5	592.4	32.6	0.04	32.6	0.04
C	147.0	98.0	8.1	0.06	8.1	0.06
D	2291.4	1527.6	158.3	0.07	158.4	0.07
ALL	3677.9	2452.0	235.0	0.06	235.0	0.06

Delay is that occuring only within the time period.
Inclusive delay includes delay suffered by vehicles that are still queueing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

Accident Data

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Accident Results

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 16:15 to 16:30	A	3.20	16.02	0.200	-	0.0	0.2	3.6	-	0.078
	B	8.10	37.82	0.214	-	0.0	0.3	4.0	-	0.034
	C	1.34	20.94	0.064	-	0.0	0.1	1.0	-	0.051

	D	20.89	41.60	0.502	-	0.0	1.0	14.7	-	0.048
Segment : 2 - 16:30 to 16:45	A	3.82	14.50	0.264	-	0.2	0.4	5.2	-	0.094
	B	9.67	37.46	0.258	-	0.3	0.3	5.2	-	0.036
	C	1.60	20.00	0.080	-	0.1	0.1	1.3	-	0.054
	D	24.94	41.41	0.602	-	1.0	1.5	21.9	-	0.060
Segment : 3 - 16:45 to 17:00	A	4.68	12.44	0.376	-	0.4	0.6	8.6	-	0.128
	B	11.85	36.96	0.320	-	0.3	0.5	7.0	-	0.040
	C	1.96	18.72	0.105	-	0.1	0.1	1.7	-	0.060
	D	30.55	41.16	0.742	-	1.5	2.8	40.1	-	0.093
Segment : 4 - 17:00 to 17:15	A	4.68	12.41	0.377	-	0.6	0.6	9.0	-	0.129
	B	11.85	36.95	0.321	-	0.5	0.5	7.1	-	0.040
	C	1.96	18.71	0.105	-	0.1	0.1	1.7	-	0.060
	D	30.55	41.16	0.742	-	2.8	2.8	42.5	-	0.094
Segment : 5 - 17:15 to 17:30	A	3.82	14.46	0.264	-	0.6	0.4	5.6	-	0.094
	B	9.67	37.44	0.258	-	0.5	0.3	5.3	-	0.036
	C	1.60	19.99	0.080	-	0.1	0.1	1.3	-	0.054
	D	24.94	41.41	0.602	-	2.8	1.5	23.7	-	0.061
Segment : 6 - 17:30 to 17:45	A	3.20	15.98	0.200	-	0.4	0.3	3.9	-	0.078
	B	8.10	37.81	0.214	-	0.3	0.3	4.1	-	0.034
	C	1.34	20.92	0.064	-	0.1	0.1	1.0	-	0.051
	D	20.89	41.59	0.502	-	1.5	1.0	15.6	-	0.048

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Analysis Program: Release 7.0 (FEBRUARY 2010)
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Run Information

Run with file:- **C:\Docs\Newport Gypsies\Appendix F Capacity Analysis\PM Highest TRICS No development\2026 No development PM.vai**
At: **10:42:48 on Friday, November 22, 2013**
Mode: **Drive On The Left**
Units: **Metric**

Arm Labelling

Arm	Full Arm Names
Arm A	Ringland Circle
Arm B	A48 SDR (Coldra)
Arm C	Hartridge Farm Road
Arm D	A48 SDR (Leeway)

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

Run Title	2026 PM
Location	A48 Hartridge Roundabout
Date	21/11/2013
Client	NCC
Enumerator	David.James [HW62382]
Job Number	CS/69508
Status	TIA
Description	2026

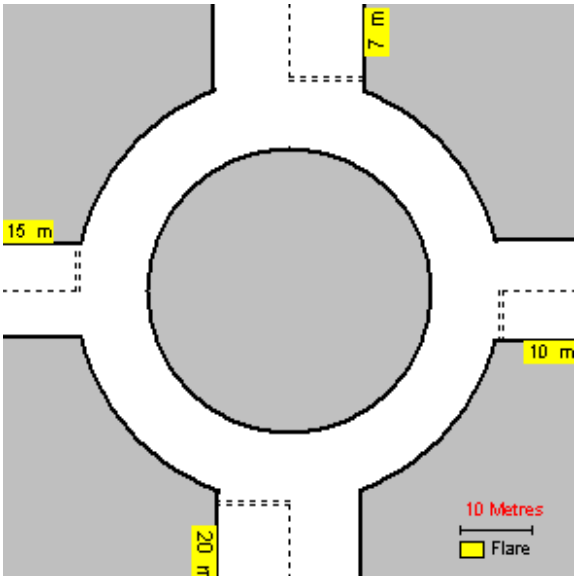
Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.50	7.30	4.10	7.30
Entry Width (m)	7.00	10.00	6.50	10.50
Flare Length (m)	10.00	20.00	15.00	7.00
Entry Radius (m)	15.00	25.00	15.00	30.00
Inscribed Circle Diameter (m)	71.00	71.00	71.00	71.00
Entry Angle (degrees)	42.00	41.00	51.00	31.00
Slope	0.452	0.651	0.460	0.651
Intercept (PCU/Min)	24.505	45.070	26.160	43.984

Junction Diagram: (View Extent = 80m)



Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using **LEVELS** Data
Period of interest (for Queue and Delay calculations): **16:15 to 17:45**
Length of Time Period: **90 min**
Length of Time Segment: **15 min**

Levels Entry/Exit Flows for Demand Set: 2026 No Development PM

Entry/Exit Flows	Arm	Time When Flow Starts To Rise	Time When Top of Peak is Reached	Time When Flow Stops Falling	Rate of Flow (Veh/Min)		
					Before Peak	At Top of Peak	After Peak
ENTRY	A	16:30	17:00	17:30	2.90	4.35	2.90
	B	16:30	17:00	17:30	8.06	12.09	8.06
	C	16:30	17:00	17:30	0.90	1.35	0.90
	D	16:30	17:00	17:30	20.80	31.20	20.80

Turning Proportions for Demand Set: 2026 No Development PM

Turning proportions vary over entry and calculated from turning count data (shaded)

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
16:15 to 17:45	Arm A	0.000	0.147	0.319	0.534
		0.0	14.7	31.9	53.4
	Arm B	0.099	0.000	0.014	0.887
		9.9	0.0	1.4	88.7
	Arm C	0.250	0.236	0.000	0.514
		25.0	23.6	0.0	51.4
	Arm D	0.201	0.786	0.013	0.000
		20.1	78.6	1.3	0.0

Heavy Vehicle Percentages for Demand Set: 2026 No Development PM

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
16:15 to 17:45	Arm A	0.0	0.0	8.3	0.0
	Arm B	3.8	0.0	0.0	15.0
	Arm C	0.0	0.0	0.0	3.3
	Arm D	0.7	4.2	0.0	0.0

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	318.1	212.1	30.7	0.10	30.7	0.10
B	884.2	589.4	32.1	0.04	32.1	0.04
C	98.7	65.8	5.3	0.05	5.3	0.05
D	2281.7	1521.1	154.4	0.07	154.4	0.07
ALL	3582.7	2388.5	222.4	0.06	222.4	0.06

Delay is that occuring only within the time period.
Inclusive delay includes delay suffered by vehicles that are still queueing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

Accident Data

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Accident Results

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 16:15 to 16:30	A	2.90	16.19	0.179	-	0.0	0.2	3.2	-	0.075
	B	8.06	38.04	0.212	-	0.0	0.3	4.0	-	0.033
	C	0.90	20.94	0.043	-	0.0	0.0	0.7	-	0.050

	D	20.80	41.73	0.498	-	0.0	1.0	14.5	-	0.047
Segment : 2 - 16:30 to 16:45	A	3.46	14.68	0.236	-	0.2	0.3	4.5	-	0.089
	B	9.62	37.72	0.255	-	0.3	0.3	5.1	-	0.036
	C	1.07	20.00	0.054	-	0.0	0.1	0.8	-	0.053
	D	24.84	41.57	0.597	-	1.0	1.5	21.5	-	0.059
Segment : 3 - 16:45 to 17:00	A	4.24	12.63	0.336	-	0.3	0.5	7.3	-	0.119
	B	11.79	37.29	0.316	-	0.3	0.5	6.8	-	0.039
	C	1.32	18.72	0.070	-	0.1	0.1	1.1	-	0.057
	D	30.42	41.36	0.736	-	1.5	2.7	38.8	-	0.090
Segment : 4 - 17:00 to 17:15	A	4.24	12.60	0.337	-	0.5	0.5	7.5	-	0.120
	B	11.79	37.28	0.316	-	0.5	0.5	6.9	-	0.039
	C	1.32	18.71	0.070	-	0.1	0.1	1.1	-	0.057
	D	30.42	41.36	0.736	-	2.7	2.8	41.1	-	0.091
Segment : 5 - 17:15 to 17:30	A	3.46	14.64	0.237	-	0.5	0.3	4.8	-	0.090
	B	9.62	37.71	0.255	-	0.5	0.3	5.2	-	0.036
	C	1.07	19.99	0.054	-	0.1	0.1	0.9	-	0.053
	D	24.84	41.57	0.598	-	2.8	1.5	23.2	-	0.060
Segment : 6 - 17:30 to 17:45	A	2.90	16.15	0.180	-	0.3	0.2	3.4	-	0.076
	B	8.06	38.03	0.212	-	0.3	0.3	4.1	-	0.033
	C	0.90	20.93	0.043	-	0.1	0.0	0.7	-	0.050
	D	20.80	41.72	0.499	-	1.5	1.0	15.3	-	0.048

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Run Information

Run with file:- **C:\Docs\Newport Gypsies\Appendix F Capacity Analysis\PM Housing\2026 Housing development PM.vai**
At: **14:17:30 on Friday, November 22, 2013**
Mode: **Drive On The Left**
Units: **Metric**

Arm Labelling

Arm	Full Arm Names
Arm A	Ringland Circle
Arm B	A48 SDR (Coldra)
Arm C	Hartridge Farm Road
Arm D	A48 SDR (Leeway)

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

Run Title	2026 PM
Location	A48 Hartridge Roundabout
Date	21/11/2013
Client	NCC
Enumerator	David.James [HW62382]
Job Number	CS/69508
Status	TIA
Description	2026

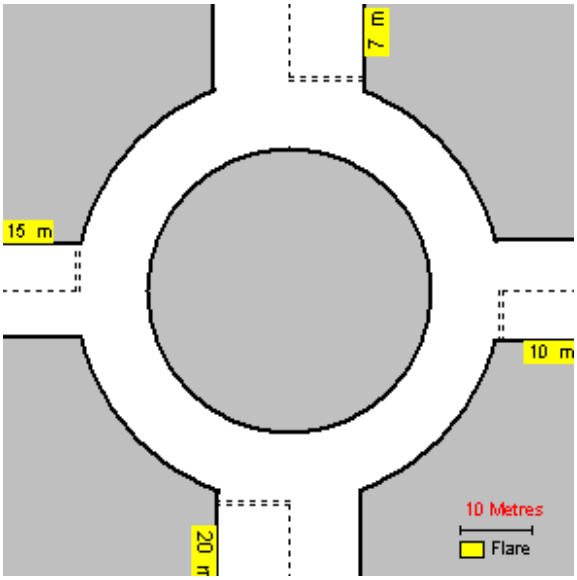
Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	3.50	7.30	4.10	7.30
Entry Width (m)	7.00	10.00	6.50	10.50
Flare Length (m)	10.00	20.00	15.00	7.00
Entry Radius (m)	15.00	25.00	15.00	30.00
Inscribed Circle Diameter (m)	71.00	71.00	71.00	71.00
Entry Angle (degrees)	42.00	41.00	51.00	31.00
Slope	0.452	0.651	0.460	0.651
Intercept (PCU/Min)	24.505	45.070	26.160	43.984

Junction Diagram: (View Extent = 80m)



Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using **LEVELS** Data
Period of interest (for Queue and Delay calculations): **16:15 to 17:45**
Length of Time Period: **90 min**
Length of Time Segment: **15 min**

Levels Entry/Exit Flows for Demand Set: 2026 With Housing Development PM

Entry/Exit Flows	Arm	Time When Flow Starts To Rise	Time When Top of Peak is Reached	Time When Flow Stops Falling	Rate of Flow (Veh/Min)		
					Before Peak	At Top of Peak	After Peak
ENTRY	A	16:30	17:00	17:30	5.69	8.53	5.69
	B	16:30	17:00	17:30	8.40	12.60	8.40
	C	16:30	17:00	17:30	3.45	5.18	3.45
	D	16:30	17:00	17:30	21.63	32.44	21.63

Turning Proportions for Demand Set: 2026 With Housing Development PM

Turning proportions vary over entry and calculated from turning count data (shaded)

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
16:15 to 17:45	Arm A	0.000	0.075	0.653	0.273
		0.0	7.5	65.3	27.3
	Arm B	0.095	0.000	0.054	0.851
		9.5	0.0	5.4	85.1
	Arm C	0.249	0.238	0.000	0.513
		24.9	23.8	0.0	51.3
	Arm D	0.193	0.756	0.051	0.000
		19.3	75.6	5.1	0.0

Heavy Vehicle Percentages for Demand Set: 2026 With Housing Development PM

Vary over entry

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
16:15 to 17:45	Arm A	0.0	0.0	8.3	0.0
	Arm B	3.8	0.0	0.0	15.0
	Arm C	0.0	0.0	0.0	3.3
	Arm D	0.7	4.2	0.0	0.0

Queues and Delay:

Segment	Arm	Demand (Veh / Min)	Capacity (Veh / Min)	Demand / Capacity (RFC)	Ped Flow (Ped / Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min / Time Segment)	Geometric Delay (Veh.Min / Time Segment)	Arrival Delay (Min / Veh)
Segment : 1 - 16:15 to 16:30	A	5.69	15.15	0.376	-	0.0	0.6	8.6	-	0.105
	B	8.40	36.02	0.233	-	0.0	0.3	4.5	-	0.036
	C	3.45	20.94	0.165	-	0.0	0.2	2.9	-	0.057
	D	21.63	41.00	0.528	-	0.0	1.1	16.2	-	0.051
Segment : 2 - 16:30 to 16:45	A	6.79	13.56	0.501	-	0.6	1.0	14.2	-	0.147
	B	10.03	35.27	0.284	-	0.3	0.4	5.9	-	0.040
	C	4.12	20.01	0.206	-	0.2	0.3	3.8	-	0.063
	D	25.83	40.69	0.635	-	1.1	1.7	25.0	-	0.067
Segment : 3 - 16:45 to 17:00	A	8.32	11.41	0.729	-	1.0	2.5	33.7	-	0.304
	B	12.28	34.29	0.358	-	0.4	0.6	8.2	-	0.045
	C	5.05	18.73	0.270	-	0.3	0.4	5.4	-	0.073
	D	31.63	40.26	0.786	-	1.7	3.5	49.7	-	0.113
Segment : 4 - 17:00 to 17:15	A	8.32	11.36	0.732	-	2.5	2.6	38.6	-	0.326
	B	12.28	34.23	0.359	-	0.6	0.6	8.4	-	0.046
	C	5.05	18.71	0.270	-	0.4	0.4	5.5	-	0.073
	D	31.63	40.26	0.786	-	3.5	3.6	53.7	-	0.116
Segment : 5 - 17:15 to 17:30	A	6.79	13.50	0.503	-	2.6	1.0	16.6	-	0.154
	B	10.03	35.19	0.285	-	0.6	0.4	6.1	-	0.040
	C	4.12	19.98	0.206	-	0.4	0.3	4.0	-	0.063
	D	25.83	40.68	0.635	-	3.6	1.8	27.4	-	0.068
Segment : 6 - 17:30 to 17:45	A	5.69	15.10	0.377	-	1.0	0.6	9.5	-	0.107
	B	8.40	35.98	0.233	-	0.4	0.3	4.6	-	0.036
	C	3.45	20.92	0.165	-	0.3	0.2	3.0	-	0.057
	D	21.63	40.99	0.528	-	1.8	1.1	17.3	-	0.052

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	624.0	416.0	121.1	0.19	121.1	0.19
B	921.5	614.3	37.6	0.04	37.6	0.04
C	378.6	252.4	24.6	0.07	24.6	0.07
D	2372.6	1581.7	189.2	0.08	189.2	0.08
ALL	4296.6	2864.4	372.6	0.09	372.6	0.09

Delay is that occuring only within the time period.
Inclusive delay includes delay suffered by vehicles that are still queueing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

Accident Data

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Accident Results

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

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CAPITA

Gypsy and Traveller Site, Celtic Way, Coedkernew

Transport Statement | November 2013

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CAPITA

Project No: CS/69508 Doc Ref: Rev:

Client: Newport City Council
Issue Date: November 2013

Gypsy and Traveller Site, Celtic Way, Coedkernew
Transport Statement

	Name	Signature	Date
Author	Dave James		29/11/2013
Checker	Mike Lloyd		29/11/2013
Approver	Paul Turner		29/11/2013

Issue Record

Rev	Date	Description/Comments	Author/Prepared by:	Approved for Issue by:

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4. Development Proposal 11
5. Impact on the Highway Network 14
6. Summary 17

Figures

Figure 1 Celtic Way Location Plan
Figure 2 Celtic Way Bus Stops

Appendices

Appendix A Public Transport
Appendix B Accident Statistics
Appendix C TRICS Gypsy and Traveller Sites
Appendix D TRICS Office Developments

1. Introduction

1.1 Capita have been commissioned by Newport City Council (NCC) to review the traffic and transport implications of a proposed new transit Gypsy and Traveller site at Celtic Way in Coedkernew, to the southwest of Newport (Figure 1).

1.2 This Transport Statement sets out to examine the transport issues relating to the development, including the provision for pedestrians, cyclists and other non-car users and how to best utilise and enhance existing resources. The report considers the effect of the proposed development in terms of forecast traffic generation and how to minimise the need of users of the development to travel by private motor vehicle. It also includes an examination of the Personal Injury Accident (PIA) statistics relevant to the site.

1.3 The Transport Statement has been prepared in accordance with the Welsh Government's *'Technical Advice Note (TAN) 18: Transport (March 2007)'*, and Department for Transport's *'Guidance on Transport Assessment: Chapter 3 Preparing a Transport Statement'*.

1.4 It should be noted that the Planning Policy Wales, Technical Advice Note (TAN) 18 (March 2007) recommends that a full Transport Assessment is required for residential development with more than 100 dwellings. The new Gypsy and Traveller site will have 7 pitches. As a pitch is equivalent to a house, the development is below the threshold needed for a Transport Assessment and therefore a Transport Statement has been undertaken on the proposed development site.

Scope of Work

1.5 The key objectives of the Transport Statement are:

- To review the proposed development site and provide a detailed analysis of the existing transport infrastructure;
- To assess the proposed development based against national and local planning policies;
- To assess the development proposal in traffic and highway terms, including an examination of the Personal Injury Accident (PIA) statistics relevant to the site; and
- To explore the opportunities for sustainable travel to and from the site by non-car modes.

1.6 The purpose of this Transport Statement is therefore to provide an outline assessment of the impact of the proposed residential development on the local transport infrastructure. In line with the expectations of Newport City Council and national guidance, sustainable modes of transport have been considered along with encompassing vehicle trips to and from the development site.

1.7 The structure of the report is as follows:

- **Section 2**: sets out the relevant policies;
- **Section 3**: sets out the existing conditions;
- **Section 4**: describes the development proposals;
- **Section 5**: details the forecast traffic generations from the proposed
- development, and assesses the impact of the highway network; and
- **Section 6**: Provides a summary and conclusions.

2. Relevant Policies

Policy Background

National Policy

2.1 Planning Policy Wales (2012) sets out the land use planning polices of the Welsh Government and is supplemented by a series of technical advice notes.

2.2 Transport guidance within the document is outlined in Chapter 8 whereby the Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps tackle the causes of climate change by encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration:

- Within and between different types of transport;
- Between transport measures and land use planning;
- Between transport measures and polices to protect and improve the environment; and
- Between transport measures and polices for education, health, social inclusion and wealth creation.

2.3 The important link between effective transport provision and land use planning is highlighted by the following series of aspirations including:

- Reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
- Locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- Improving accessibility by walking, cycling and public transport;
- Ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- Supporting the provision of high quality public transport;
- Supporting traffic management measures;
- Promoting sustainable transport options for freight and commerce;
- Supporting sustainable travel options in rural areas;
- Supporting necessary infrastructure improvements; and
- Ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.

2.4 Emphasis is placed on the promotion of walking and cycling, and the support of public transport facilities to reduce trips made car. This approach is further supported under the PPW Housing section in chapter 9 of the report stating that Local Authorities should support *'development that is easily accessible by public transport, cycling and walking, although in rural areas required development might not be able to achieve all accessibility criteria in all circumstances'* (PPW; p128; ch.9).

2.5 Details on Transport Assessments are outlined in Planning Policy Wales: Technical Advice Note (TAN) 18, issued in March 2007 and deals specifically with transport issues. Concerning the objectives and processes of this guidance, TAN 18 states the importance of integration between land-use planning and development of transport infrastructure for which this integration can help address key environmental concerns by (page 2; para. 2.3):

- *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;*
- *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.*

"The inter-relationships between land use planning and transport are complex and varied. The development of land is dependent, in part, upon transport infrastructure and services to function efficiently. By influencing the location, scale, density and mix of land uses and new development, land use planning can help to reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport" (page 3; para. 2.4).

2.6 The Welsh Assembly Government Circular 30/2007, Planning for Gypsy and Traveller Caravan Sites states:

21. Sites, whether public or private, should be identified having regard to highways considerations. In setting their policies, local planning authorities should have regard to the potential for noise and other disturbance from the movement of vehicles to and from the site, the stationing of vehicles on the site, and on-site business activities. However, projected vehicle movements for Gypsy and Traveller sites should be assessed on an individual basis for each site. Proposals should not be rejected if they would give rise to only modest additional daily vehicle movements and/or the impact on minor roads would not be significant.

Regional Policy

2.7 Sewta (South East Wales Transport Alliance) is one of four regional transport consortia established in Wales following powers acquired by the Welsh Government under the Transport Wales Act 2006 and the Railways Act 2005. The Welsh Government has subsequently approved a Regulatory Order to remove the requirement for the 22 local authorities in Wales to produce Local Transport Plans and instead, has introduced the requirement for Regional Transport Plans (RTPs) to be prepared by the four Transport Consortia.

2.8 The RTP vision is (page 18; chapter 3):

"To provide a modern, integrated and sustainable transport system for South East Wales that increases opportunity, promotes prosperity and protects the environment; where public transport, walking, cycling and sustainable freight provide real travel alternatives".

2.9 The RTP continues by emphasising the importance of an integrated approach toward planning policies and the effective interaction between transport planning and land-use planning. To that extent the report states (page 37; para. 4.4.3):

"Planning decisions strongly influence the demand for transport. The Local Planning Authorities will be encouraged to influence transportation matters by guiding development to appropriate locations that can be accessed by sustainable transport provision. In addition, planning authorities will need to ensure that all new developments have appropriate transport facilities such as regular bus services from the first occupation of the development, safe and secure links to train stations, provision for walking and cycling, and [where applicable] travel plans."

Local Policy

2.10 Under current housing and planning legislation Newport City Council has a duty to identify suitable residential and transit sites for gypsies and travellers, if a need is demonstrated.

2.11 In 2009, the council was required to carry out a Gypsy and Traveller needs assessment which concluded that the council had a 10 year need for 29 permanent pitches for families living in, or with an affiliation to, Newport. Fourteen of these pitches need to be provided for in a social rented format, with 15 pitches to be owner occupied pitches. A further 7 pitches were required for families that travel through the city on a seasonal basis.

2.12 The current Unitary Development Plan will be replaced by the Local Development Plan (LDP). Although the actual LDP is not yet adopted, the LDP vision and objectives have been. These include:

Objective 2 *To ensure that development and land uses in Newport make a positive contribution to helping to minimise the causes of climate change and to mitigating the impacts, by incorporating the principles of sustainable design, reducing the need to travel, providing safe and active travel routes, and managing the risks and consequences of flooding.*

Objective 4 *To ensure that there is an adequate supply of land for housing in the most sustainable locations, and to ensure that the quantity, quality and variety of housing provision meets the needs of the population. Also to foster the creation of places which contribute to local distinctiveness and thriving communities.*

2.13 The Newport 2011-26 Local Development Plan: Revised Deposit Plan dated June 2013 identifies the land at Celtic Way, Coedkernew as a Gypsy and Traveller transit site:

"H15 Gypsy and Traveller Transit Accommodation

SITES ARE ALLOCATED FOR GYPSY AND TRAVELLER TRANSIT ACCOMMODATION AT:

iii) LAND AT CELTIC WAY, COEDKERNEW – 1.5ha; AND

iv) CONTINGENCY SITE AT FORMER RINGLAND ALLOTMENTS FOR EITHER TRANSIT OR RESIDENTIAL ACCOMMODATION – 1.22ha.

5.10 Some Gypsy and Traveller families still have a nomadic style of living and the Council must provide transit sites for their use. Occupants at these locations will be allowed to pitch for a set number of weeks per year as determined by the Council, for which a fee will be payable in advance. A Newport Gypsy and Traveller Accommodation Needs Assessment was completed by Fordham Consultants in January 2010 and up to date information such as the annual caravan count, informs the Council that 7 pitches are required at this location during the plan period.

5.11 A contingency site has been identified at the Former Ringland Allotments for either transit or residential accommodation. This is in the event that all identified families in social accommodation need or in need of transit provision, cannot be accommodated in their entirety on the preferred transit and residential sites as identified in Policies H15 and H16.

H16 Gypsy and Traveller Residential Accommodation

SITES ARE ALLOCATED FOR PERMANENT GYPSY AND TRAVELLER RESIDENTIAL ACCOMMODATION AT:

iii) HARTRIDGE FARM ROAD, RINGLAND – 8.64ha; AND

iv) CONTINGENCY SITE AT FORMER RINGLAND ALLOTMENTS FOR EITHER TRANSIT OR RESIDENTIAL ACCOMMODATION - 1.22ha.

5.12 Some Gypsy and Traveller families, for various reasons, live in one place for longer periods of time. Permanent residential accommodation will be provided to those families and individuals that have no alternative place to live (this assessment is carried out by Housing Services). Occupants will be provided with pitches on a year round basis paying rent and council taxes to the local Authority. A Newport Gypsy and Traveller Accommodation Needs

Assessment was completed by Fordham Consultants in January 2010 and up to date evidence provides the Council with information of who is in accommodation need.

5.13 Newport City Council has an immediate unmet need for permanent residential pitches in Newport. These families have already been identified by the Council. The immediate need will be accommodated at Hartridge Farm Road between 2013 and 2015. Additional on-site pitches will be provided in a phased approach throughout the Plan Period. Details of the proposed phasing approach at the Hartridge Farm Road site are provided in the Delivery and Implementation Background Paper[1] of the Plan.

5.14 A contingency site has been identified at the Former Ringland Allotments for either transit or residential accommodation. This is in the event that all identified families in social accommodation need or in need of transit provision, cannot be accommodated in their entirety on the preferred transit and residential sites as identified in Policies H15 and H16.

H17 Gypsy and Traveller Accommodation Proposals

PROPOSALS FOR GYPSY AND TRAVELLER CARAVAN SITES, INCLUDING ON LAND OUTSIDE DEFINED SETTLEMENT BOUNDARIES, WILL BE PERMITTED PROVIDED:

v) THE SITE IS WELL RELATED TO SUITABLE COMMUNITY FACILITIES AND SERVICES FOR THE PROSPECTIVE OCCUPANTS;

vi) THE SITE IS CAPABLE OF BEING SERVED BY UTILITIES INCLUDING SUSTAINABLE WASTE DISPOSAL AND RECOVERY AND EMERGENCY SERVICES;

vii) THE SITE IS NOT WITHIN AREAS AT HIGH RISK OF FLOODING, GIVEN THE PARTICULAR VULNERABILITY OF CARAVANS;

viii) THERE IS AN IDENTIFIED AND GENUINE, LOCAL NEED FOR ACCOMMODATION FOR THE OCCUPIERS.

5.15 Many Gypsy and Traveller families have a cultural aversion to living in bricks and mortar accommodation. This aversion has been recognised in the law courts and means that every Local Authority in Wales must view Gypsy and Traveller accommodation as a form of affordable housing. In assessing accommodation need under criterion iv), occupiers will need to comply with all relevant housing legislation, for example, the Housing Acts 1996 and 2004, or as amended. It may be that sites can be sustainably located in rural or semi-rural settings, contributing to the meeting of affordable housing needs. Sites should be reasonably close to suitable facilities and services especially when considering proposals for permanent residential pitches. Transit pitches need not be as well related to facilities and services given the nature of the temporary accommodation. However, they should be well linked to the strategic transport network. Welsh Government Circular 30/2007[2] also provides relevant guidance. "

[1] *Available at: http://www.newport.gov.uk/stellent/groups/public/documents/plans_and_strategies/cont712235.pdf*

[2] *Available at: http://wales.gov.uk/about/foi/publications-catalogue/circular/2007/gypsy/?lang=en*

[1] *Available at: http://www.newport.gov.uk/stellent/groups/public/documents/plans_and_strategies/cont712235.pdf*

[2] *Available at: http://wales.gov.uk/about/foi/publications-catalogue/circular/2007/gypsy/?lang=en*

3. Existing Conditions

3.1 The site will be accessed via Celtic Way, which links into the A48 via a roundabout. Celtic Way currently provides a link to business sites and a second access to offices on Imperial Way as shown in Figure 1.

Photograph 1: Proposed Site

Pedestrians and Cyclists

3.2 There are wide verges on both sides of Celtic Way from the A48 although only a short section of footway exists at the northern end. The general area is relatively flat, which should encourage cycling.

Photograph 2: Wide Verges on the Celtic Way Approach to the Site

Public Transport

3.3 The nearest bus stops to the development site are located on the A48 adjacent to Celtic Way (1 km) and Lakeside Drive West (1.1km), on the opposite side of the A48. The nearest bus stops in Duffryn are on Pencarn Way adjacent to Panasonic at 1.4km (Figure 2). Bus services from these bus stops are summarised in the following table with the associated timetables included as Appendix A.

Service	Route	Times	Frequency
	A48		
X16	Risca – St Mellons – Cardiff	07:05-17:09	Every 2 hours off peak Every 30 mins in peak
30	Newport Bus Station – St Mellons – Cardiff Bus Station	06:47-23:06	Every 30 minutes
31A	Newport - Marshfield	09:40-18:28	Every 3 hours
	Lakeside Drive West		
34	Newport - Duffryn	05:37-23:17	Every 30 minutes
	Pencarn Way		
X15	Newport - Risca - Newbridge - Abertillery - Brynmawr	07:38-18:23	Every 30 minutes
34	Newport - Duffryn	05:37-23:17	Every 30 minutes

Table 3.1: Public Transport Provision Adjacent to the Site

Vehicular Access

3.4 The existing site, being a green field, generates minimal vehicular movements.

Local Highway Network

3.5 Celtic Way provides access to the A48 which is subject to a 40mph / 50mph speed limit. The A48 links to the M4 at Junction 28 Tredegar Park Roundabout, 2.2 km from the site and provides direct access to Cardiff to the west.

Traffic Flows

3.6 The existing traffic flows on Celtic Way are minimal with the link not providing a direct through route and few trips being generated by the existing businesses in the area.

Accident Analysis

3.7 Personal Injury Accident (PIA) data for the road network within the vicinity of the proposed development site (approximately 500m radius) for the period between 01/11/2008 and 27/10/2013 has been obtained and are included in Appendix B.

3.8 An examination of the PIA data indicates that:

- A total of 8 accidents (resulting in 17 slight injuries) occurred within the five year period. Of these, 1 involved a cyclist and all the rest were vehicle drivers (10) or passengers (6).
- None of the accidents occurred on Celtic Way
- Three slight accidents occurred at or adjacent to the A48 / Celtic Way Roundabout, consisting of:
  - One collision on the roundabout
  - One loss of control on exit from roundabout
  - A multiple shunt on A48 approach to the roundabout from Tredegar Park

4. Development Proposal

4.1 Sites are required to provide accommodation for Gypsy and Traveller families already living in the city and for those passing through to fulfil the council's legal and planning responsibilities.

4.2 Both residential and transit sites are identified in the council's LDP. Residential sites are used by gypsies or travellers who want or need to remain in one place for a long period. They usually have links to the area and are often part of the community, for example, children will attend local schools. Transit sites are provided for gypsies and travellers who are passing through a town or city and they are allowed to stay for a limited number of days or weeks.

Proposed Development

4.3 The proposed Gypsy and Traveller site at Celtic Way will have 7 pitches with access via the stub end of an existing roundabout on Celtic Way.

4.4 The transit site is to provide short term (a max of 2 weeks) accommodation for families passing through Newport. It will be Council run and managed, and occupiers must pay rent before being let on. At peak demand times, there will be a maximum of 14 caravans arriving or departing.

4.5 Being located adjacent to the A48 with access into the site via a dual carriageway, it provides an ideal location for gypsies and travellers in transit.

Previous Development

4.6 The site is the currently vacant, but located in a business park area.

Vehicular Access onto Highway Network

4.7 The highway layout for the site will take into account the Welsh Government document, 'Good Practice Guide in Designing Gypsy Traveller Sites in Wales' (July 2009), which states:

'All sites need to have traffic calming measures leading to and on the site. Public roads should have clearly displayed signs requesting cars to slow down for site access. (NB it should be made clear that only local authorities are authorised to erect signs on public highways). Internal roads should also have signs at regular intervals requesting drivers to slow down and speed-limiting ramps.

Good quality roads should be built which are fit for purpose. Normally concrete or tar macadam on suitable sub-base appropriate to soil conditions is preferable. Roads should be wide enough to allow chalet/mobile homes access on low loader vehicles and yet not encourage on road parking. They should also be wide enough to allow two lorries to pass each other, and should be a minimum of 5.6 metres wide which should accommodate vehicle towing caravans between 7 to 8 metres long.

The design of roads leading to and on the site should allow easy access for emergency vehicles. Caravans and trailers must not be more than 50 metres from a road. Roads should not

have overhead cables less than 4.5 metres above the ground. Vehicular access and gateways must be at least 3.1 metres wide and have a minimum clearance of 3.7 metres.

If feasible, there should be more than one access point to the site. In addition a ramp will be required near to the entrance to the public road to ensure a reduction in vehicular speed. If the site is a cul-de-sac layout then there should be adequate turning space to accommodate large vehicles used by the residents. There should be footpaths at the entrance from the public road into the site along with footpaths on the site.

Residents will be aware that they should be cautious when driving on to and around the site due to children playing. However visitors to the site may not realise the potential danger and therefore warning signs should be placed at the entrance to the site and throughout warning drivers of the presence of children.'

4.8 Although the good practice guide identifies a preference for more than one access, the site only has seven pitches and the need for a second access is not a statutory requirement.

4.9 The proposed junctions will be designed to the standards as set out in the Design Manual for Roads and Bridges (DMRB) TD42/95 Geometric Design of Major/Minor Priority junctions.

4.10 Traffic calming measures on the access roads, easy access for emergency vehicles and appropriate signage will all be reviewed at the detailed design stage.

Pedestrian Facilities

4.11 Being a transit site, for temporary use by gypsies and travellers, it is envisaged that minimal walking will be undertaken by the occasional residents and therefore no improvements to the existing wide verges are envisaged.

Public Transport

4.12 When assessing the accessibility of a site an average walking speed of 1.4m/s can be assumed, which equates to approximately 400m in 5 minutes, or 3mph (Source: The Institution of Highways and Transportation publication 'Guidelines for Providing for Journeys on Foot (2000)). This document also suggests that 1000m is an acceptable commuting distance to walk the nearest bus stop is located 1000m away. Due to the transient nature of the temporary residents a significant use of local public transport facilities is unlikely and therefore no provision for buses is proposed. It should be noted that due to their culture, Gypsies and Travellers rarely use public transport. Andree Morgan Andrews, Powys County Council's Gypsy Liaison Officer has previously stated:

'Romany Gypsy children and young women are not allowed off site on their own. The majority of Romany Gypsies wouldn't use public transport as it means being in the company of unrelated men. When Romanies go shopping they buy in bulk and go en masse and would get a taxi not a bus Children get taken to and from school to prevent socialising with members of the opposite sex. Gypsy children aren't allowed to socialise outside of their family.'

Parking

4.13 The Welsh Government document, 'Good Practice Guide in Designing Gypsy Traveller Sites in Wales' (July 2009), states:

'Each pitch as a minimum should be capable of accommodating an amenity block, large trailer, touring caravan and parking for two vehicles ……. with permanent and readily identifiable markings for caravans and parking spaces…… it is recommended that all new sites and sites undergoing refurbishment programmes to pitches should consider adopting a clear colour coding approach to highlight clear delineation between caravans and other vehicles. For example red lines should represent fire breaks between caravans with green lines representing space for cars etc.'

4.14 The outline plans for the development have been based on these guidelines.

Internal Highway Layout and Prevention of Access by Unwanted Vehicles

4.15 The internal highway layout has yet to be detailed. However, it is proposed that the council manage the site, ensuring unwanted vehicles are prevented from accessing.

5. Impact on the Highway Network

Traffic Generation

5.1 Trip generation rates for the proposed Gypsy and Traveller site have been based on the two surveys contained within the national TRCIS database (Appendix C) and those previously undertaken by Capita Symonds of an existing Gypsy and Traveller site at Cefn Cantref adjacent to Brecon:

Reference	Location	Pitches	Residents	Survey Date	Type
HC-16-A-01	Hartfordbridge	20	82	05/01/89	Permanent
SC-16-A-01	Leatherhead	10	Not stated	04/02/10	Static
-	Brecon	11	Not known	16/12/10 and 13/01/11	Not known

Table 5.1: Surveys of Gypsy and Traveller Sites

Time	Location	Arrivals	Departures	Total (2 way)
08:30-09:30	Brecon	0	0.1818	0.1818
08:00-09:00	Hartfordbridge	0.15	0.2	0.35
08:00-09:00	**Leatherhead**	**0.5**	**0.8**	**1.3**
15:00-16:00	**Hartfordbridge**	**0.8**	**0.8**	**1.6**
17:00-18:00	Brecon	0.4545	0.2727	0.7272
17:00-18:00	Hartfordbridge	0.3	0.4	0.7
17:00-18:00	Leatherhead	0.3	0.1	0.4

Table 5.2: Gypsy and Traveller Site Traffic Generation – Trip rates per Pitch

5.2 The proposed new site is designed to accommodate 7 pitches. The new site has been designed for two car parking spaces per pitch as per the existing site at Cefn Cantref.

5.3 As the three sites provide a range of trip generations, to provide a worst case scenario, the greatest trip generations in the AM and PM peak from all sites surveyed have been utilised, to provide confidence that the highway network can accommodate the increase in traffic flow. Therefore, the AM peak (08:00-09:00 hours) trip rates observed at the Leatherhead site and the PM peak (15:00 – 16:00 hours) rates observed at the Hartfordbridge have been assessed (as shown in bold).

5.4 Based on these rates per pitch, the following trip figures are estimated for the proposed site, whilst gypsies and travellers are located there:

Time	Arrivals	Departures	Total (2 way)
08:00-09:00	4	6	10
15:00-16:00	6	6	12

Table 5.3: Proposed Gypsy and Traveller Site Traffic Generation (7 Pitches)

5.5 When the gypsies and travellers arrive for the first time and finally depart, it is envisaged that a maximum 14 caravans will access or egress.

5.6 Therefore, the predicted two way peak hour flows for the development range between 10-14 vehicles in the AM peak and 12-14 vehicles in the PM peak.

Consideration of Fallback Position for Office Development

5.7 In comparison, the impact of use of the site as a B1 Office development is significantly greater. Based on average and 85th percentile trip rates for offices from within the TRICS database (Appendix D), the trip generation would be:

	Average Rates			85th Percentile Rates		
TRICS*	Arrivals	Departures	Total (2 way)	Arrivals	Departures	Total (2 way)
0830-0930	1.804	0.315	2.119	2.917	0.630	3.547
1630-1730	0.272	1.709	1.981	0.536	2.737	3.273

*Excluding Greater London / Northern Ireland and the Republic of Ireland sites

Table 5.4: Offices – Trip rates per 100 sqm GFA

	Average			85th Percentile		
TRICS*	Arrivals	Departures	Total (2 way)	Arrivals	Departures	Total (2 way)
0830-0930	42	7	49	67	15	82
1630-1730	6	39	45	12	63	75

*Excluding Greater London / Northern Ireland and the Republic of Ireland sites

Table 5.5: Offices – Trip Generation based on a 2,300 sqm GFA Office

5.8 The difference between the trip generation from an office development on the site and the peak hour arrival and departure flows for the Gypsy and Traveller site is:

	Average Office Rates			85th Percentile Office Rates		
	Arrivals	Departures	Total (2 way)	Arrivals	Departures	Total (2 way)
AM Peak	+38	+1	+39	+63	+9	+72
PM Peak	0	+33	+33	+6	+57	+63

Table 5.6: Comparison of Trips (Offices – 7 pitches)

5.9 Therefore, should the proposed Gypsy and Traveller site not progress it is envisaged that significantly more trips could be generated to/from the site.

Impact on the Network

5.10 The 7 pitch development is likely to generate in the region of 10-12 vehicles in the peak period, with 14 vehicles on arrival and departure, which will have a minimal impact on the highway network during these times.

5.11 These minor increases in traffic will not cause issues with the capacity at the A48 / Celtic Way as queues are currently minimal in the peak hour.

Impact on Highway Safety

5.12 The PIA analysis undertaken in Section 3 has shown that there is not a significant history of accidents on the surrounding roads, with no accidents on Celtic Way itself. With only a minor increase in traffic and junction designs to standard, the development is unlikely to have a significant impact on road safety.

5.13 A Stage 1 Road Safety Audit will be carried out on the new access junctions in accordance with HD19/03 of the Design Manual for Roads and Bridges.

6. Summary

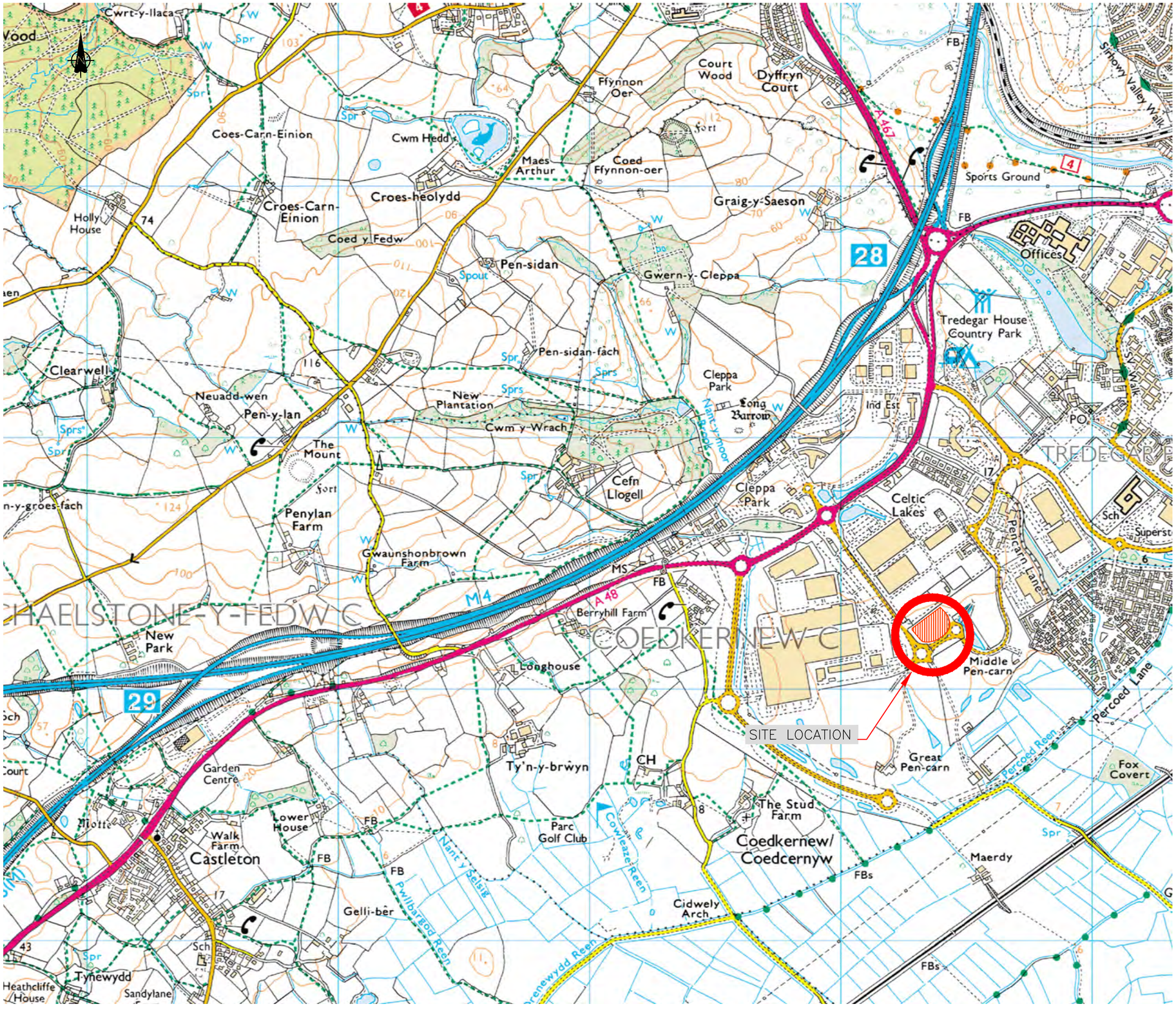
6.1 This Transport Statement has examined the transport issued relating to the proposed development of land at Celtic Way, Coedkernew, as a Gypsy and Traveller Site, with a maximum of 7 pitches.

6.2 A review of the expected traffic generation from the site has shown that there will be only a minor increase to vehicular flow and there are no existing significant accident issues in the adjacent area. On site observations indentify minimal traffic flows in the area and no capacity issues at the A48/Celtic Way Roundabout.

6.3 The properly established site will help the council tackle the issue of unauthorised encampments and provide a site that meets highways standards and conforms to Welsh Government good practice guidance.

6.4 It is therefore considered that the local highway in the vicinity of the site is suitable with regard to capacity and highway safety and therefore, in principle, there are no highway reasons why the development should not take place.

Figures



DRG. No.	REVISION REF.
FIGURE 1	

ISSUE	AMENDMENTS	DRAWN	CHECK	DATE

CLIENT

Newport City Council
Cyngor Dinas Casnewydd

PROJECT

CELTIC WAY
GYPSY AND TRAVELLER SITE

TITLE

SITE LOCATION PLAN

PURPOSE

INFORMATION

CAPITA
Property and Infrastructure
St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
T: 02920 803500 w: www.capita.co.uk/infrastructure
Capita Property and Infrastructure Ltd.

DRAWN	DATE	SCALE
HK	NOV 2013	NTS
CHECKED	DATE	PROJECT No.
DHJ	NOV 2013	CS/69508
DRG. No. FIGURE 1		REVISION REF.

FILE: P:\SCHEMES_CS\CS0695XX\CS069508\CAD\CELTIC WAY\FIGURE 1 CELTIC WAY LOCATION PLAN.DWG

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DRG. No. FIGURE 2 | REVISION REF.

KEY

APPROXIMATE BUS STOP LOCATION

DEVELOPMENT SITE

ISSUE	AMENDMENTS	DRAWN	CHECK	DATE

CLIENT

Newport City Council
Cyngor Dinas Casnewydd

PROJECT

CELTIC WAY, NEWPORT
GYPSY AND TRAVELLER SITE

TITLE

BUS STOP LOCATIONS

PURPOSE

INMFORMATION

CAPITA
Property and Infrastructure
St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
T: 02920 803500 w: www.capita.co.uk/infrastructure
Capita Property and Infrastructure Ltd.

DRAWN	DATE	SCALE
HK	NOV 2013	1:50000
CHECKED	DATE	PROJECT No.
DHJ	NOV 2013	CS/69508

DRG. No. FIGURE 2 | REVISION REF.

FILE: P:\SCHEMES_CS\CS0695XX\CS069508\CAD\CELTIC WAY\FIGURE 2 CELTIC WAY BUS STOPS.DWG

Appendix A
Public Transport

Newport - Cardiff via St. Mellons **30**

Monday – Friday

	NB	NB	CB	NB	CB	NB	NB	CB	CB	NB	CB	NB	NB	CB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Newport Bus Station	0630	0655	0720	0740	0800	0825	0845	0910	0925	0945	1005	1025	1045	1105
Pont Ebbw Roundabout	0639	0707	0731	0752	0814	0837	0857	0921	0936	0954	1016	1034	1054	1115
Castleton	0647	0715	0740	0800	0824	0845	0905	0931	0946	1002	1026	1042	1102	1123
St Mellons S.W.E.B	0650	0719	0744	0804	0828	0849	0909	0935	0950	1005	1030	1045	1105	1127
Carpenter's Arms	0655	0725	0751	0810	0835	0855	0915	0942	0957	1010	1037	1050	1110	1133
Newport Road, Rover Way	0659	0729	0755	0814	0839	0859	0919	0946	1001	1014	1041	1054	1114	1138
Newport Road, City Road	0704	0734	0800	0819	0844	0904	0924	0951	1006	1019	1046	1059	1119	1143
Cardiff Bus Station	0720	0750	0815	0835	0857	0920	0940	1004	1019	1035	1059	1115	1135	1155

	CB	NB	CB	NB	NB	CB	CB	NB	CB	NB	NB	CB	CB	NB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Newport Bus Station	1125	1145	1205	1225	1245	1305	1325	1345	1405	1425	1445	1505	1525	1545
Pont Ebbw Roundabout	1135	1154	1215	1234	1254	1315	1335	1354	1417	1437	1457	1518	1541	1557
Castleton	1143	1202	1223	1242	1302	1323	1343	1402	1425	1445	1505	1527	1552	1605
St Mellons S.W.E.B	1147	1205	1227	1245	1305	1327	1347	1405	1429	1449	1509	1531	1556	1609
Carpenter's Arms	1153	1210	1233	1250	1310	1333	1353	1410	1435	1455	1515	1537	1602	1615
Newport Road, Rover Way	1158	1214	1238	1254	1314	1338	1358	1414	1440	1459	1519	1541	1607	1619
Newport Road, City Road	1203	1219	1243	1259	1319	1343	1403	1419	1445	1504	1524	1546	1612	1624
Cardiff Bus Station	1215	1235	1255	1315	1335	1355	1415	1435	1500	1520	1540	1601	1627	1640

	CB	NB	NB	CB	CB	NB	NB	CB	CB	CB	NB	CB	NB	CB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Newport Bus Station	1610	1625	1645	1710	1730	1745	1810	1825	1900	1925	2005	2105	2205	2250
Pont Ebbw Roundabout	1626	1640	1700	1728	1745	1757	1819	1834	1908	1935	2014	2113	2214	2258
Castleton	1637	1650	1710	1740	1757	1805	1827	1842	1916	1941	2021	2121	2221	2306
St Mellons S.W.E.B	1641	1654	1714	1744	1801	1809	1830	1845	1919	1945	2024	2124	2224	2309
Carpenter's Arms	1647	1700	1720	1750	1807	1815	1835	1850	1925	1955	2029	2130	2229	2315
Newport Road, Rover Way	1652	1704	1724	1755	1812	1819	1839	1854	1929	1959	2033	2134	2233	2319
Newport Road, City Road	1657	1709	1729	1800	1817	1824	1844	1859	1933	2003	2037	2138	2237	2323
Cardiff Bus Station	1712	1725	1745	1815	1831	1840	1900	1915	1945	2015	2048	2150	2248	2335

NB – Operated by Newport Bus
CB – Operated by Cardiff Bus

Cardiff - Newport via St. Mellons **30**

Monday – Friday

	CB	CB	NB	NB	CB	CB	NB	CB	NB	NB	CB	CB	NB	CB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Cardiff Bus Station	0625	0700	0730	0755	0805	0820	0845	0905	0930	0950	1010	1030	1050	1110
Newport Road, City Road	0635	0712	0741	0806	0816	0831	0856	0916	0941	1001	1021	1041	1101	1121
Newport Road, Rover Way	0639	0717	0745	0810	0821	0837	0900	0920	0945	1005	1025	1045	1105	1125
Carpenter's Arms	0644	0723	0750	0815	0828	0843	0905	0925	0950	1010	1030	1050	1110	1130
St Mellons, S.W.E.B	0650	0729	0756	0821	0834	0849	0911	0931	0956	1016	1036	1056	1116	1136
Castleton	0654	0733	0800	0825	0838	0853	0915	0935	1000	1020	1040	1100	1120	1140
Pont Ebbw Roundabout	0700	0740	0810	0835	0848	0903	0925	0942	1009	1029	1047	1107	1129	1147
Newport Bus Station	0714	0753	0825	0850	0901	0918	0940	0955	1020	1040	1100	1120	1140	1200

	NB	NB	CB	CB	NB	CB	NB	NB	CB	CB	NB	CB	NB	NB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Cardiff Bus Station	1130	1150	1210	1230	1250	1310	1330	1350	1405	1425	1450	1505	1530	1550
Newport Road, City Road	1141	1201	1221	1241	1301	1321	1341	1401	1417	1436	1501	1517	1541	1601
Newport Road, Rover Way	1145	1205	1225	1245	1305	1325	1345	1405	1424	1441	1505	1524	1545	1605
Carpenter's Arms	1150	1210	1230	1250	1310	1330	1350	1410	1429	1446	1510	1529	1550	1610
St Mellons, S.W.E.B	1156	1216	1236	1256	1316	1336	1356	1416	1437	1454	1516	1537	1556	1616
Castleton	1200	1220	1240	1300	1320	1340	1400	1420	1442	1459	1520	1542	1600	1620
Pont Ebbw Roundabout	1209	1229	1247	1307	1329	1347	1409	1429	1451	1507	1529	1551	1610	1630
Newport Bus Station	1220	1240	1300	1320	1340	1400	1420	1440	1505	1520	1540	1605	1625	1645

	CB	CB	NB	CB	NB	NB	CB	CB	NB	NB	CB	NB	CB	G NB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Cardiff Bus Station	1605	1625	1650	1705	1730	1750	1805	1825	1850	1910	2005	2105	2205	2250
Newport Road, City Road	1617	1637	1703	1719	1744	1803	1816	1841	1901	1920	2015	2115	2214	2300
Newport Road, Rover Way	1624	1644	1707	1726	1748	1807	1820	1845	1905	1924	2019	2119	2218	2304
Carpenter's Arms	1629	1649	1712	1731	1754	1812	1824	1849	1910	1928	2023	2123	2223	2308
St Mellons, S.W.E.B	1637	1657	1719	1739	1801	1819	1830	1855	1916	1933	2029	2128	2228	2313
Castleton	1642	1702	1723	1744	1805	1823	1834	1859	1920	1936	2033	2131	2231	2316
Pont Ebbw Roundabout	1651	1711	1733	1754	1815	1833	1841	1901	1929	1941	2039	2136	2236	2321
Newport Bus Station	1705	1725	1750	1810	1835	1850	1855	1915	1940	1951	2050	2146	2246	2331

NB – Operated By Newport Bus
CB – Operated by Cardiff Bus

G = Does not operate Via Greyfriars Road

Newport - Cardiff via St. Mellons

30

Saturday

	NB	NB	CB	CB	NB	NB	CB	CB	NB	CB	NB	NB	CB	CB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Newport Bus Station	0630	0655	0735	0805	0825	0845	0905	0925	0945	1005	1025	1045	1105	1125
Pont Ebbw Roundabout	0639	0704	0744	0814	0834	0854	0915	0935	0954	1015	1034	1054	1115	1135
Castleton	0647	0712	0752	0822	0842	0902	0923	0943	1002	1023	1042	1102	1123	1143
St Mellons S.W.E.B	0650	0715	0755	0825	0845	0905	0927	0947	1005	1027	1045	1105	1127	1147
Carpenter's Arms	0655	0720	0800	0830	0850	0910	0933	0953	1010	1033	1050	1110	1133	1153
Newport Road, Rover Way	0659	0724	0804	0834	0854	0914	0938	0958	1014	1038	1054	1114	1138	1158
Newport Road, City Road	0704	0729	0809	0839	0859	0919	0943	1003	1019	1043	1059	1119	1143	1203
Cardiff Bus Station	0720	0745	0825	0855	0915	0935	0955	1015	1035	1055	1115	1135	1155	1215

	NB	CB	NB	NB	CB	CB	NB	CB	NB	NB	CB	CB	NB	CB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Newport Bus Station	1145	1205	1225	1245	1305	1325	1345	1405	1425	1445	1505	1525	1545	1605
Pont Ebbw Roundabout	1154	1215	1234	1254	1315	1335	1354	1415	1434	1454	1515	1535	1554	1615
Castleton	1202	1223	1242	1302	1323	1343	1402	1423	1442	1502	1523	1543	1602	1623
St Mellons S.W.E.B	1205	1227	1245	1305	1327	1347	1405	1427	1445	1505	1527	1547	1605	1627
Carpenter's Arms	1210	1233	1250	1310	1333	1353	1410	1433	1450	1510	1533	1553	1610	1633
Newport Road, Rover Way	1214	1238	1254	1314	1338	1358	1414	1438	1454	1514	1538	1558	1614	1638
Newport Road, City Road	1219	1243	1259	1319	1343	1403	1419	1443	1459	1519	1543	1603	1619	1643
Cardiff Bus Station	1235	1255	1315	1335	1355	1415	1435	1455	1515	1535	1555	1615	1635	1655

	NB	NB	CB	CB	NB	CB	NB	CB	CB	NB	CB	NB	CB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Newport Bus Station	1625	1645	1705	1725	1745	1805	1825	1855	1920	2005	2105	2205	2250
Pont Ebbw Roundabout	1634	1654	1715	1735	1754	1815	1834	1905	1929	2014	2114	2214	2259
Castleton	1642	1702	1723	1743	1802	1823	1841	1912	1936	2021	2121	2221	2306
St Mellons S.W.E.B	1645	1705	1727	1747	1805	1827	1844	1915	1939	2024	2124	2224	2309
Carpenter's Arms	1650	1710	1733	1753	1810	1833	1849	1920	1944	2029	2129	2229	2314
Newport Road, Rover Way	1654	1714	1738	1758	1814	1838	1853	1924	1948	2033	2133	2233	2318
Newport Road, City Road	1659	1719	1743	1803	1819	1843	1857	1928	1952	2037	2137	2237	2322
Cardiff Bus Station	1715	1735	1755	1815	1835	1855	1908	1940	2005	2048	2150	2248	2335

NB – Operated by Newport Bus
CB – Operated by Cardiff Bus

G = Does not operate via Greyfriars Road

Cardiff - Newport via St. Mellons

30

Saturday

	CB	CB	NB	NB	CB	CB	CB	NB	NB	CB	CB	NB	CB	NB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Cardiff Bus Station	0635	0710	0730	0750	0810	0835	0905	0930	0950	1010	1030	1050	1110	1130
Newport Road, City Road	0644	0719	0741	0801	0820	0845	0915	0941	1001	1020	1040	1101	1120	1141
Newport Road, Rover Way	0647	0722	0745	0805	0823	0848	0918	0945	1005	1023	1043	1105	1123	1145
Carpenter's Arms	0651	0726	0750	0810	0827	0852	0922	0950	1010	1027	1047	1110	1127	1150
St Mellons, S.W.E.B	0657	0732	0756	0816	0833	0858	0928	0956	1016	1033	1053	1116	1133	1156
Castleton	0700	0735	0800	0820	0837	0902	0932	1000	1020	1037	1057	1120	1137	1200
Pont Ebbw Roundabout	0708	0743	0809	0829	0844	0909	0939	1009	1029	1044	1104	1129	1144	1209
Newport Bus Station	0720	0755	0820	0840	0900	0925	0955	1020	1040	1100	1120	1140	1200	1220

	NB	CB	CB	NB	CB	NB	NB	CB	CB	NB	CB	NB	NB	CB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Cardiff Bus Station	1150	1210	1230	1250	1310	1330	1350	1410	1430	1450	1510	1530	1550	1610
Newport Road, City Road	1201	1220	1240	1301	1320	1341	1401	1420	1440	1501	1520	1541	1601	1620
Newport Road, Rover Way	1205	1223	1243	1305	1323	1345	1405	1423	1443	1505	1523	1545	1605	1623
Carpenter's Arms	1210	1227	1247	1310	1327	1350	1410	1427	1447	1510	1527	1550	1610	1627
St Mellons, S.W.E.B	1216	1233	1253	1316	1333	1356	1416	1433	1453	1516	1533	1556	1616	1633
Castleton	1220	1237	1257	1320	1337	1400	1420	1437	1457	1520	1537	1600	1620	1637
Pont Ebbw Roundabout	1229	1244	1304	1329	1344	1409	1429	1444	1504	1529	1544	1609	1629	1644
Newport Bus Station	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540	1600	1620	1640	1700

	CB	NB	CB	NB	NB	CB	CB	NB	NB	CB	NB	CB	G NB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Cardiff Bus Station	1630	1650	1710	1730	1750	1805	1825	1850	1915	2005	2105	2205	2250
Newport Road, City Road	1640	1701	1720	1741	1801	1814	1834	1901	1925	2014	2115	2214	2300
Newport Road, Rover Way	1643	1705	1723	1745	1805	1817	1837	1905	1929	2017	2119	2217	2304
Carpenter's Arms	1647	1710	1727	1750	1810	1821	1841	1910	1933	2021	2123	2221	2308
St Mellons, S.W.E.B	1653	1716	1733	1756	1816	1826	1846	1916	1938	2026	2128	2226	2313
Castleton	1657	1720	1737	1800	1820	1830	1850	1920	1941	2030	2131	2229	2316
Pont Ebbw Roundabout	1704	1729	1744	1809	1829	1837	1857	1927	1946	2037	2136	2237	2321
Newport Bus Station	1720	1740	1800	1820	1840	1850	1910	1937	1956	2050	2146	2247	2331

NB – Operated By Newport Bus
CB – Operated by Cardiff Bus

G = Does not operate via Greyfriars Road

Newport - Cardiff via St. Mellons **30**

Sunday

	NB	CB	NB	CB	NB	CB	NB	CB	NB	CB	NB	CB	NB	CB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Newport Bus Station	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130	2230
Pont Ebbw Roundabout	0938	1039	1138	1239	1338	1439	1538	1639	1738	1838	1938	2038	2138	2238
Castleton	0944	1046	1144	1246	1344	1446	1544	1646	1744	1844	1944	2044	2144	2244
St Mellons S.W.E.B	0947	1049	1147	1249	1347	1449	1547	1649	1747	1847	1947	2047	2147	2247
Carpenter's Arms	0953	1055	1153	1255	1353	1455	1553	1655	1753	1852	1953	2053	2153	2252
Newport Road, Rover Way	0957	1059	1157	1259	1357	1459	1557	1659	1757	1856	1957	2057	2157	2256
Newport Road, City Road	1001	1105	1201	1305	1401	1505	1601	1705	1801	1900	2001	2101	2201	2300
Cardiff Bus Station	1013	1117	1213	1317	1413	1517	1613	1717	1813	1913	2013	2113	2213	2313

NB – Operated By Newport Bus
CB – Operated by Cardiff Bus

Cardiff - Newport via St. Mellons **30**

Sunday

	CB	NB	CB	NB	CB	NB	CB	NB	CB	NB	CB	NB	CB	G NB
Service:	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**	**30**
Cardiff Bus Station	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130	2230
Newport Road, City Road	0941	1040	1141	1240	1341	1440	1541	1640	1741	1840	1940	2040	2140	2240
Newport Road, Rover Way	0946	1044	1146	1244	1346	1444	1546	1644	1746	1844	1944	2044	2144	2244
Carpenter's Arms	0949	1048	1149	1248	1349	1448	1549	1648	1749	1848	1948	2048	2148	2248
St Mellons, S.W.E.B	0955	1053	1155	1253	1355	1453	1555	1653	1755	1853	1953	2053	2153	2253
Castleton	0958	1056	1158	1256	1358	1456	1558	1656	1758	1856	1956	2056	2156	2256
Pont Ebbw Roundabout	1007	1103	1207	1303	1407	1503	1607	1703	1807	1903	2003	2103	2203	2303
Newport Bus Station	1018	1113	1218	1313	1418	1513	1618	1713	1818	1913	2013	2113	2213	2313

NB – Operated By Newport Bus
CB – Operated by Cardiff Bus

G = Does not operate via Greyfriars Road

Newport - Marshfield via MaesglasCrescent,Castleton **31A**

Monday – Friday

Service:	31A	31A	31A	31A
Newport Bus Station	0920	1220	1620	1810
Maesglas Crescent	0925	1225	1625	1815
Castleton	0940	1240	1640	1828
Marshfield, Pentwyn Terrace	0945	1245	1650	1833
Peterstone	-	1250	-	1840
St Brides	0955	1255	1655	1845
Maesglas Crescent	1010	1310	1710	-
Maesglas Shops	-	-	-	1900
Newport Bus Station	1018	1318	1718	1908

Newport - Marshfield via MaesglasCrescent,Castleton **31A**

Saturday

Service:	31A	31A	31A	31A
Newport Bus Station	0920	1220	1620	1810
Maesglas Crescent	0925	1225	1625	1815
Castleton	0940	1240	1640	1828
Marshfield, Pentwyn Terrace	0945	1245	1650	1833
Peterstone	-	1250	-	1840
St Brides	0955	1255	1655	1845
Maesglas Crescent	1010	1310	1710	-
Maesglas Shops	-	-	-	1900
Newport Bus Station	1018	1318	1718	1908

Newport - Marshfield via MaesglasCrescent,St. Brides **31C**

Monday – Friday

Service:	31C	31C	31C
Newport Bus Station	0710	0820	1420
Maesglas Shops	0715	0825	-
Maesglas Crescent	-	-	1425
St Brides	0730	0840	1440
Peterstone	0740	0845	-
Marshfield, Pentwyn Terrace	0745	0850	1445
Castleton	0750	0900	1455
Maesglas Crescent	-	-	1505
Maesglas Shops	0805	0913	-
Newport Bus Station	0810	0918	1518

Newport - Marshfield via MaesglasCrescent,St. Brides **31C**

Saturday

Service:	31C	31C
Newport Bus Station	0820	1420
Maesglas Shops	0825	-
Maesglas Crescent	-	1425
St Brides	0840	1440
Peterstone	0845	-
Marshfield, Pentwyn Terrace	0850	1445
Castleton	0900	1455
Maesglas Crescent	-	1505
Maesglas Shops	0913	-
Newport Bus Station	0918	1518

Newport - Duffryn via Cardiff Road

36

Monday – Friday

Service:	36	36	36	36	SH 36	SCH 36	SH 36	36	36		SH 36	SCH 36	SH 36	SCH 36	36	36	36	36	36	36	36	36	36	36
Newport Bus Station	0520	0615	0645	0715	0745	0800	0815	0845	0915		1445	1455	1530	1535	1615	1645	1715	1745	1820	1915	2015	2110	2220	2300
Cardiff Road Police Station	0524	0620	0650	0720	0750	0805	0820	0850	0920		1450	1500	1535	1540	1620	1650	1720	1750	1824	1919	2019	2114	2224	2304
Pont Ebbw Roundabout	0530	0626	0656	0726	0756	0811	0826	0856	0926		1456	1506	1541	1546	1626	1656	1726	1756	1830	1925	2025	2120	2230	2310
Duffryn Asda	0537	0634	0704	0734	0804	0819	0834	0904	0934		1504	1514	1549	1554	1634	1704	1734	1804	1837	1932	2032	2127	2237	2317
Duffryn Asda	0537	0634	0704	0734	0804	0819	0834	0904	0934		1504	1514	1549	1554	1634	1704	1734	1804	1837	1932	2032	2127	2237	2317
Pont Ebbw Roundabout	0541	0639	0709	0739	0809	0824	0839	0909	0939		1509	1519	1554	1559	1639	1709	1739	1808	1841	1936	2036	2131	2241	2321
Maesglas Retail Park	0546	0644	0714	0744	0814	0829	0844	0914	0944		1514	1524	1559	1604	1644	1714	1744	1813	1846	1941	2041	2136	2246	2326
Cardiff Road Police Station	0551	0650	0720	0750	0820	0835	0850	0920	0950		1520	1530	1605	1610	1650	1720	1750	1818	1851	1946	2046	2141	2251	2331
Newport Bus Station	0556	0655	0725	0755	0825	0840	0855	0925	0955		1525	1535	1610	1615	1655	1725	1755	1823	1856	1951	2051	2146	2256	2336

Then Every 30mins Until

KEY

SH – School Holidays Only

SCH – School Days Only

Newport - Duffryn via Cardiff Road

36

Saturday

Service:	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
Newport Bus Station	0645	0735	0815	0855	0935	1015	1055	1135	1215	1255	1335	1415	1455	1535	1615	1655	1735	1815	1915	2015	2110	2220	2300	
Cardiff Road Police Station	0649	0739	0819	0900	0940	1020	1100	1140	1220	1300	1340	1420	1500	1540	1620	1700	1740	1819	1919	2019	2114	2224	2304	
Pont Ebbw Roundabout	0655	0745	0825	0906	0946	1026	1106	1146	1226	1306	1346	1426	1506	1546	1626	1706	1746	1825	1925	2025	2120	2230	2310	
Duffryn Asda	0702	0752	0832	0914	0954	1034	1114	1154	1234	1314	1354	1434	1514	1554	1634	1714	1754	1832	1932	2032	2127	2237	2317	
Duffryn Asda	0702	0752	0832	0914	0954	1034	1114	1154	1234	1314	1354	1434	1514	1554	1634	1714	1754	1832	1932	2032	2127	2237	2317	
Pont Ebbw Roundabout	0706	0756	0836	0919	0959	1039	1119	1159	1239	1319	1359	1439	1519	1559	1639	1719	1759	1836	1936	2036	2131	2241	2321	
Maesglas Retail Park	0711	0801	0841	0924	1004	1044	1124	1204	1244	1324	1404	1444	1524	1604	1644	1724	1804	1841	1941	2041	2136	2246	2326	
Cardiff Road Police Station	0716	0806	0846	0930	1010	1050	1130	1210	1250	1330	1410	1450	1530	1610	1650	1730	1809	1846	1946	2046	2141	2251	2331	
Newport Bus Station	0721	0811	0851	0935	1015	1055	1135	1215	1255	1335	1415	1455	1535	1615	1655	1735	1814	1851	1951	2051	2146	2256	2336	

Newport - Duffryn via Cardiff Road

36

Sunday

Service:	36	36	36	36	36	36	36	36	36	36	36
Newport Bus Station	0900	1020	1140	1300	1420	1540	1700	1820	2000	2200	2300
Cardiff Road Police Station	0904	1024	1144	1304	1424	1544	1704	1824	2004	2204	2304
Pont Ebbw Roundabout	0910	1030	1150	1310	1430	1550	1710	1830	2010	2210	2310
Duffryn Asda	0917	1037	1157	1317	1437	1557	1717	1837	2017	2217	2317
Duffryn Asda	0917	1037	1157	1317	1437	1557	1717	1837	2017	2217	2317
Pont Ebbw Roundabout	0921	1041	1201	1321	1441	1601	1721	1841	2021	2221	2321
Maesglas Retail Park	0926	1046	1206	1326	1446	1606	1726	1846	2026	2226	2326
Cardiff Road Police Station	0931	1051	1211	1331	1451	1611	1731	1851	2031	2231	2331
Newport Bus Station	0936	1056	1216	1336	1456	1616	1736	1856	2036	2236	2336

Newport - Duffryn via Docks Way

35

Monday – Friday

Service:	35	35	35	35	SH 35	SCH 35	SH 35	SCH 35	SH 35	35	35
Newport Bus Station	0440	0600	0630	0700	0730	0735	0800	0820	0830	0900	0930
Cardiff Road Police Station	0444	0604	0635	0705	0735	0740	0805	0825	0835	0905	0935
Maesglas Retail Park	0450	0610	0641	0711	0741	0746	0811	0831	0841	0911	0941
Duffryn Asda	0458	0618	0650	0720	0750	0755	0820	0840	0850	0920	0950
Duffryn Asda	0458	0618	0650	0720	0750	0755	0820	0840	0850	0920	0950
Pont Ebbw Roundabout	0503	0624	0656	0726	0756	0801	0826	0846	0856	0926	0956
Cardiff Road Police Station	0511	0633	0705	0735	0805	0810	0835	0855	0905	0935	1005
Newport Bus Station	0516	0638	0710	0740	0810	0815	0840	0900	0910	0940	1010

Then Every 30mins Until

Service:	SH 35	SCH 35	SH 35	35	SH 35	SCH 35	SH 35	35	35	35	35	35	35
Newport Bus Station	1430	1435	1500	1515	1545	1555	1600	1630	1700	1730	1800	1845	1945
Cardiff Road Police Station	1435	1440	1505	1520	1550	1600	1605	1635	1705	1735	1804	1849	1949
Maesglas Retail Park	1441	1446	1511	1526	1556	1606	1611	1641	1711	1741	1810	1855	1955
Duffryn Asda	1450	1455	1520	1535	1605	1615	1620	1650	1720	1750	1818	1903	2003
Duffryn Asda	1450	1455	1520	1535	1605	1615	1620	1650	1720	1750	1818	1903	2003
Pont Ebbw Roundabout	1456	1501	1526	1541	1611	1621	1626	1656	1726	1756	1823	1908	2008
Cardiff Road Police Station	1505	1510	1535	1550	1620	1630	1635	1705	1735	1805	1831	1916	2016
Newport Bus Station	1510	1515	1540	1555	1625	1635	1640	1710	1740	1810	1836	1921	2021

Service:	35	35
Newport Bus Station	2045	2140
Cardiff Road Police Station	2049	2144
Maesglas Retail Park	2055	2150
Duffryn Asda	2103	2158
Duffryn Asda	2103	2158
Pont Ebbw Roundabout	2108	2203
Cardiff Road Police Station	2116	2211
Newport Bus Station	2121	2216

KEY

SH – School Holidays Only

SCH – School Days Only

35

Newport - Duffryn via Docks Way

Saturday

Service:	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Newport Bus Station	0605	0715	0755	0835	0915	0955	1035	1115	1155	1235	1315	1355	1435	1515	1555	1635	1715	1755	1845	1945	2045	2140
Cardiff Road Police Station	0609	0719	0759	0839	0920	1000	1040	1120	1200	1240	1320	1400	1440	1520	1600	1640	1720	1800	1849	1949	2049	2144
Maesglas Retail Park	0615	0725	0805	0845	0926	1006	1046	1126	1206	1246	1326	1406	1446	1526	1606	1646	1726	1806	1855	1955	2055	2150
Duffryn Asda	0623	0733	0813	0854	0935	1015	1055	1135	1215	1255	1335	1415	1455	1535	1615	1655	1735	1814	1903	2003	2103	2158
Duffryn Asda	0623	0733	0813	0854	0935	1015	1055	1135	1215	1255	1335	1415	1455	1535	1615	1655	1735	1814	1903	2003	2103	2158
Pont Ebbw Roundabout	0628	0738	0818	0900	0941	1021	1101	1141	1221	1301	1341	1421	1501	1541	1621	1701	1741	1819	1908	2008	2108	2203
Cardiff Road Police Station	0636	0746	0826	0909	0950	1030	1110	1150	1230	1310	1350	1430	1510	1550	1630	1710	1750	1827	1916	2016	2116	2211
Newport Bus Station	0641	0751	0831	0914	0955	1035	1115	1155	1235	1315	1355	1435	1515	1555	1635	1715	1755	1832	1921	2021	2121	2216

35

Newport - Duffryn via Docks Way

Sunday

Service:	35	35	35	35	35	35	35	35	35
Newport Bus Station	0940	1100	1220	1340	1500	1620	1740	1900	2100
Cardiff Road Police Station	0944	1104	1224	1344	1504	1624	1744	1904	2104
Maesglas Retail Park	0950	1110	1230	1350	1510	1630	1750	1910	2110
Duffryn Asda	0958	1118	1238	1358	1518	1638	1758	1918	2118
Duffryn Asda	0958	1118	1238	1358	1518	1638	1758	1918	2118
Pont Ebbw Roundabout	1003	1123	1243	1403	1523	1643	1803	1923	2123
Cardiff Road Police Station	1011	1131	1251	1411	1531	1651	1811	1931	2131
Newport Bus Station	1016	1136	1256	1416	1536	1656	1816	1936	2136

Newport - Celtic Springs Business Park via Cardiff Road, Morgan Way

34

Monday – Saturday

Service:	34	34	34	34	34		34	34	34	34	M-F 34
Newport Bus Station	0650	0720	0750	0820	0850		1650	1720	1750	1820	1850
Cardiff Road Police Station	0655	0725	0755	0825	0855		1655	1725	1755	1825	1855
Pont Ebbw Roundabout	0702	0732	0802	0832	0902		1702	1732	1802	1832	1902
Morgan Way	0708	0738	0808	0838	0908		1708	1738	1808	1838	1908
Celtic Springs Business Park	0713	0743	0813	0843	0913		1713	1743	1813	1843	1913
Celtic Springs Business Park	0715	0745	0815	0845	0915		1715	1745	1815	1845	1915
Morgan Way	0720	0750	0820	0850	0920		1720	1750	1820	1850	1920
Pont Ebbw Roundabout	0724	0754	0824	0854	0924		1724	1754	1824	1854	1924
Cardiff Road Police Station	0733	0803	0833	0903	0933		1733	1803	1833	1903	1933
Newport Bus Station	0738	0808	0838	0908	0938		1738	1808	1838	1908	1938

Then Every 30mins Until

M-F = Monday – Friday Only

X15 Newport - Risca - Newbridge - Abertillery - Brynmawr

Stagecoach in South Wales

Mondays to Saturdays (except Bank Holiday Mondays) Dydd Llun I Ddydd Sadwrn (ac aithrio Gwyliau'r Banc)

			CD	NCD																
Newport Kingsway/Riverfront (Stop K12)	---	---	0720	0720	---	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450
Tredegar Park ONS Entrance	---	---	0732	0732	---	0832	0902	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502
Cleppa Park A48	---	---	0738	0738	---	0838	0908	0938	1008	1038	1108	1138	1208	1238	1308	1338	1408	1438	1508
Rogerstone Vicarage	---	---	A	A	---	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Risca Spar	---	---	0748	0748	---	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418	1448	1518
Crosskeys Coleg Gwent	---	---	0752	0752	---	0852	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522
Chapel of Ease Main Road	---	---	0800	0800	---	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530
Newbridge Beulah Chapel	---	---	0802	0802	0832	0902	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532
Crumlin Square	---	---	0805	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535
Swffryd School	---	---	0810	0810	0840	0910	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540
Llanhilleth Central Hotel	---	---	0814	0814	0844	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544
Abertillery High Street	0640	0725	0825	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555
Blaina Cross Street	0649	0734	0833	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533	1603
East Pentwyn	0652	0737	0835	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605
Cwmcelyn Surgery	0654	0739	0837	0837	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607
Nantyglo Garn Cross	0656	0741	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Nantyglo Attlee Road/Hospital Rd	---	---	0841	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511	1541	1611
Winchestown Stores	0657	0742	0847	0847	0917	0947	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1517	1547	1617
Brynmawr Bus Station	0700	0745	0850	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520	1550	1620
Ebbw Vale Learning Zone	---	---	0905	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

			Schooldays Dyddiau Ysgol					Sat and School Hols Sadwrn a Gwyliau'r Ysgol										
		CD																
Newport Kingsway/Riverfront (Stop K12)	1520	---	1555	1635	1705	---	1735	1605	1655	1717	---	1747	1805	1835	---	2035	---	2235
Tredegar Park ONS Entrance	1532	---	1610	1653	1723	---	1753	1617	1707	1729	---	1759	1817	1841**B**	---	2041**B**	---	2240**B**
Cleppa Park A48	1538	---	1619	1707	1733	---	1803	1623	1713	1735	---	1805	1823	---	---	---	---	---
Rogerstone Vicarage	**A**	**---**	A	A	A	---	A	A	A	A	---	A	A	1846	---	2046	---	2245
Risca Spar	1548	---	1629	1720	1745	---	1815	1633	1723	1745	---	1815	1833	1851	---	2051	---	2250
Crosskeys Coleg Gwent	1552	1635	1638	1727	1749	---	1819	1638	1727	1749	---	1819	1837	1857	---	2057	---	2255
Chapel of Ease Main Road	1600	1643	1646	1735	1757	---	1827	1646	1735	1757	---	1827	1845	1903	---	2103	---	2259
Newbridge Beulah Chapel	1602	1645	1648	1737	1759	---	1829	1648	1737	1759	---	1829	1847	1907	---	2107	---	2302
Crumlin Square	1605	1648	1651	1740	1802	---	1832	1651	1740	1802	---	1832	1850	1910	---	2110	---	2305
Swffryd School	1610	1653	1656	1745	1807	---	1837	1656	1745	1807	---	1837	1855	1916	---	2116	---	2310
Llanhilleth Central Hotel	1614	1657	1700	1749	1811	---	1841	1700	1749	1811	---	1841	1859	1918	---	2118	---	2312
Abertillery High Street	1625	1708	1711	1800	1822	1830	1852	1711	1800	1822	1830	1852	1910	1930	2030	2130	2230	---
Blaina Cross Street	1633	---	1719	1808	1830	1839	1900	1719	1808	1830	1839	1900	1918	1939	2039	2139	2239	---
East Pentwyn	1635	---	1721	1810	1832	1842	1902	1721	1810	1832	1842	1902	1920	1942	2042	2142	2242	---
Cwmcelyn Surgery	1637	---	1723	1812	1834	1844	1904	1723	1812	1834	1844	1904	1922	1944	2044	2144	2244	---
Nantyglo Garn Cross	---	---	---	---	---	1846	---	---	---	---	1846	---	---	1946	2046	2146	2246	---
Nantyglo Attlee Road/Hospital Rd	1641	---	1727	1816	1838		1908	1727	1816	1838		1908	1926	---	---	---	---	---
Winchestown Stores	1647	---	1733	1822	1844	1847	1914	1733	1822	1844	1847	1914	1932	1947	2047	2147	2247	---
Brynmawr Bus Station	1650	---	1736	1825	1847	1849	1917	1736	1825	1847	1849	1917	1935	1949	2049	2149	2249	2330

Sundays & Bank Holiday Mondays Dydd Sul a Gwyliau'r Banc

Newport Kingsway/Riverfront (Stop K12)	1050	1150	1250	1350	1450	1550	1650	1750	1850
Tredegar Park Pedestrian Crossing	1059	1159	1259	1359	1459	1559	1659	1759	1859
Rogerstone Vicarage	1104	1204	1304	1404	1504	1604	1704	1804	1904
Risca Spar	1109	1209	1309	1409	1509	1609	1709	1809	1909
Crosskeys Coleg Gwent	1114	1214	1314	1414	1514	1614	1714	1814	1914
Chapel of Ease Main Road	1121	1221	1321	1421	1521	1621	1721	1821	1921
Newbridge Beulah Chapel	1123	1223	1323	1423	1523	1623	1723	1823	1923
Crumlin Square	1126	1226	1326	1426	1526	1626	1726	1826	1926
Swffryd School	1131	1231	1331	1431	1531	1631	1731	1831	1931
Llanhilleth Central Hotel	1136	1236	1336	1436	1536	1636	1736	1836	1936
Abertillery High Street	1146	1246	1346	1446	1546	1646	1746	1846	1946
Blaina Cross Street	1154	1254	1354	1454	1554	1654	1754	1854	---
East Pentwyn	1156	1256	1356	1456	1556	1656	1756	1856	---
Cwmcelyn Surgery	1158	1258	1358	1458	1558	1658	1758	1858	---
Nantyglo Garn Cross	1201	1301	1401	1501	1601	1701	1801	1901	---
Winchestown Stores	1203	1303	1403	1503	1603	1703	1803	1903	---
Brynmawr Bus Station	1205	1305	1405	1505	1605	1705	1805	1905	---

A	via A467 trwy A467	**B**	Stops at Tredegar Park (Pedestrian Crossing) not ONS Entrance Yn stopio am Barc Tredegar (Croesfan Cerddwr) nid Mynedfa ONS
CD	College Days only Dyddiau Coleg yn unig	**NCD**	Saturdays and College Holidays Dydd Sadwrn a Gwyliau'r Coleg

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Cyhoeddwyd gan yr Uned Cludiant Integredig, Cyfadran yr Amgylchedd, Cyngor Bwrdeistref Sirol Caerffili, Ty Pontllan-fraith, Coed Duon, NP12 2YW.
Mae pob ymdrech wedi'i wneud i sicrhau bod yr wybodaeth yn gywir, ni ellid derbyn cyfrifoldeb am anghyfleuster a grëwyd gan anghywirdeb.

X15 Brynmawr - Abertillery - Newbridge - Risca - Newport

Mondays to Saturdays (except Bank Holiday Mondays) — Dydd Llun I Ddydd Sadwrn (ac aithrio Gwyliau'r Banc)

		Hol	Sch	Hol	Sch		CD												
Brynmawr Bus Station	0550	0638	0638	0700	0700	0745	---	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345
Winchestown Stores	0553	0641	0641	0703	0703	0748	---	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348
Nantyglo Attlee Road/Hospital Rd	0600	0648	0648	0710	0710	0755	---	0825	0855	0925	0955	1025	1155	1125	1155	1225	1255	1325	1355
Cwmcelyn Surgery	0604	0652	0652	0714	0714	0759	---	0829	0859	0929	0959	1029	1059	1129	1159	1229	1259	1329	1359
East Pentwyn	0606	0654	0654	0716	0716	0801	---	0831	0901	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401
Blaina Cross Street	0608	0656	0656	0718	0718	0803	---	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303	133	143
Abertillery Foundry Bridge	0616	0704	0704	0726	0726	0811	0815	0841	0911	0941	1011	1041	11111	1141	1211	1241	1311	1341	1411
Llanhilleth Central Hotel	0626	0714	0714	0736	0736	0821	0825	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321	1351	1421
Swffryd School	0631	0719	0719	0741	0741	0826	0828	0856	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426
Crumlin Square	0636	0725	0725	0747	0747	0832	0834	0902	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432
Newbridge Beulah Chapel	0639	0728	0728	0750	0750	0835	0837	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435
Chapel of Ease Main Road	0641	0730	0730	0752	0752	0837	0839	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437
Crosskeys Coleg Gwent	0648	0738	0738	0800	0800	0845	0847	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445
Risca Moriah Baptist Church	0652	0743	0743	0805	0805	0850	---	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450
Rogerstone Vicarage	A	A	A	A	A	A	---	A	A	A	A	A	A	A	A	A	A	A	A
Cleppa Park A48	0700	0751	0756	0813	0825	0858	---	0928	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458
Tredegar Park ONS Entrance	0704	0757	0802	0819	0831	0904	---	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434	1504
Newport Kingsway/Riverfront (Stop K12)	0713	0806	0813	0828	0843	0913	---	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513

						CD	NCD			E		E	
Ebbw Vale Learning Zone	---	---	---	---	---	1640	---	---	---	---	---	---	---
Carmeltown	---	---	---	---	---	1645	---	---	---	---	---	---	---
Brynmawr Bus Station arr	---	---	---	---	---	1653	---	---	---	---	---	---	---
Brynmawr Bus Station dep	1415	1500	1530	1600	1630	1700	1700	1735	1810	1910	2010	2110	2210
Winchestown Stores	1418	1503	1533	1603	1633	1703	1703	1738	1812	1912	2012	2112	2212
Nantyglo Attlee Road/Hospital Rd	1425	1510	1540	1610	1640	1710	1710	1745	---	---	---	---	---
Nantyglo Garn Cross	---	---	---	---	---	---	---	---	1814	1914	2014	2114	2214
Cwmcelyn Surgery	1429	1514	1544	1614	1644	1714	1714	1749	1816	1916	2016	2116	2216
East Pentwyn	1431	1516	1546	1616	1646	1716	1716	1751	1818	1918	2018	2118	2218
Blaina Cross Street	1433	1518	1548	1618	1648	1718	1718	1753	1820	1920	2020	2120	2220
Abertillery Foundry Bridge	1441	1526	1556	1626	1656	1726	1726	1801	1829	1929	2029	2129	2229
Llanhilleth Central Hotel	1451	1536	1606	1636	1706	1736	1736	1811	---	1942	---	2142	---
Swffryd School	1456	1541	1611	1641	1711	1741	1741	1816	---	1944	---	2144	---
Crumlin Square	1502	1547	1617	1647	1717	1747	1747	1822	---	1950	---	2150	---
Newbridge Beulah Chapel	1505	1550	1620	1650	1720	1750	1750	1825	---	1953	---	2153	---
Chapel of Ease Main Road	1507	1552	1622	1652	1722	1752	1752	---	---	1955	---	2155	---
Crosskeys Coleg Gwent	1515	1600	1630	1700	1730	1800	1800	---	---	2003	---	2203	---
Risca Moriah Baptist Church	1520	1605	1635	1705	1735	1805	1805	---	---	2009	---	2209	---
Rogerstone Vicarage	A	A	A	A	A	A	A	---	---	2014	---	2214	---
Cleppa Park A48	1528	1613	1643	1713	1743	1813	1813	---	---	---	---	---	---
Tredegar Park ONS Entrance	1534	1619	1649	1719	1749	1819	1819	---	---	2019E	---	2219E	---
Newport Kingsway/Riverfront (Stop K12)	1543	1628	1658	1728	1758	1828	1828	---	---	2025	---	2225	---

Sundays & Bank Holiday Mondays — Dydd Sul a Gwyliau'r Banc

Brynmawr Bus Station	0910	1010	1110	1210	1310	1410	1510	1610	1710
Winchestown Stores	0912	1012	1112	1212	1312	1412	1512	1612	1712
Nantyglo Garn Cross	0914	1014	1114	1214	1314	1414	1514	1614	1714
Cwmcelyn Surgery	0917	1017	1117	1217	1317	1417	1517	1617	1717
East Pentwyn	0919	1019	1119	1219	1319	1419	1519	1619	1719
Blaina Cross Street	0921	1021	1121	1221	1321	1421	1521	1621	1721
Abertillery Foundry Bridge	0929	1029	1129	1229	1329	1429	1529	1629	1729
Llanhilleth Central Hotel	0939	1039	1139	1239	1339	1439	1539	1639	1739
Swffryd School	0944	1044	1144	1244	1344	1444	1544	1644	1744
Crumlin Square	0949	1049	1149	1249	1349	1449	1549	1649	1749
Newbridge Beulah Chapel	0952	1052	1152	1252	1352	1452	1552	1652	1752
Chapel of Ease Main Road	0954	1054	1154	1254	1354	1454	1554	1654	1754
Crosskeys Coleg Gwent	1001	1101	1201	1301	1401	1501	1601	1701	1801
Risca Moriah Baptist Church	1005	1105	1205	1305	1405	1505	1605	1705	1805
Rogerstone Vicarage	1010	1110	1210	1310	1410	1510	1610	1710	1810
Tredegar Park Main Gates	1015	1115	1215	1315	1415	1515	1615	1715	1815
Newport Kingsway/Riverfront (Stop K12)	1025	1125	1225	1325	1425	1525	1625	1725	1825

A	via A467 trwy A467	**E**	Stops at Tredegar Park (Main Gates) not ONS Entrance Yn stopio am Barc Tredegar (Prif Gatiau) nid Mynedfa ONS
Sch	Schooldays only Dyddiau Ysgol yn unig	**Hol**	Saturdays and School Holidays only Dydd Sadwrn a Gwyliau'r Ysgol yn unig
CD	College Days only Dyddiau Coleg yn unig	**NCD**	Saturdays and College Holidays Dydd Sadwrn a Gwyliau'r Coleg

Risca – Cardiff (Greyfriars Road) via Marshfield **X16**

Monday – Friday

Service:	X16	X16	X16	X16	X16	X16	X16	X16	X16
Crosskeys, Coleg Gwent	-	0706	-	-	-	-	-	-	-
Risca, Moriah Chapel	-	0710	0735	0950	1150	1350	1550	-	-
Pontymister, Tesco Car Park	-	-	-	0954	1154	1354	1554	-	-
Rogerstone Vicarage	-	0715	0740	0959	1159	1359	1559	-	-
Western Valley Road	-	0720	0745	1004	1204	1404	1604	-	-
Cleppa Park, A48	0705	0725	0755	1009	1209	1409	1609	1639	1709
Castleton, Castleton Rise	0711	0731	0801	1015	1215	1415	1615	1645	1715
Marshfield, Oakfields	0716	0736	0806	1019	1219	1419	1619	1649	1719
St Mellons Business Park	0721	0741	0811	1023	1223	1423	1623	1653	1723
Old St Mellons, Veandre Lane	0724	0744	0814	1025	1225	1425	1625	1655	1725
Carpenters Arms	0732	0752	0822	1030	1230	1430	1630	1700	1730
Newport Road, City Link	0738	0758	0828	1034	1234	1434	1634	1704	1734
Newport Road, City Road	0745	0807	0837	1040	1240	1440	1640	1710	1740
Cardiff, Greyfriars Road	0752	0816	0846	1046	1246	1446	1646	1716	1746

Cardiff (Greyfriars Road) - Risca via Marshfield **X16**

Monday – Friday

Service:	X16	X16	X16	X16	X16	X16	X16	X16	X16
Cardiff, Greyfriars Road	0755	0825	0855	1055	1255	1455	1705	1725	1755
Newport Road, City Road	0759	0829	0859	1059	1259	1459	1710	1730	1800
Newport Road, City Link	0805	0835	0905	1105	1305	1505	1718	1738	1808
Carpenters Arms	0808	0838	0908	1108	1308	1508	1722	1742	1812
Old St Mellons, Veandre Lane	0813	0843	0913	1113	1313	1513	1727	1747	1817
St Mellons Business Park	0815	0845	0915	1115	1315	1515	1729	1749	1819
Marshfield, Oakfields	0819	0849	0919	1119	1319	1519	1733	1753	1823
Castleton, Coach & Horses	0823	0853	0923	1123	1323	1523	1737	1757	1827
Cleppa Park, A48	0828	0858	0928	1128	1328	1528	1742	1802	1832
Western Valley Road	-	-	0933	1133	1333	1533	1747	-	1837
Rogerstone Vicarage	-	-	0938	1138	1338	1538	1753	-	1842
Pontymister, Tesco Car Park	-	-	0943	1143	1343	1543	1758	-	1848
Risca, Moriah Chapel	-	-	0947	1147	1347	1547	1803	-	1852

Risca – Cardiff (Greyfriars Road) via Marshfield **X16**

Saturday

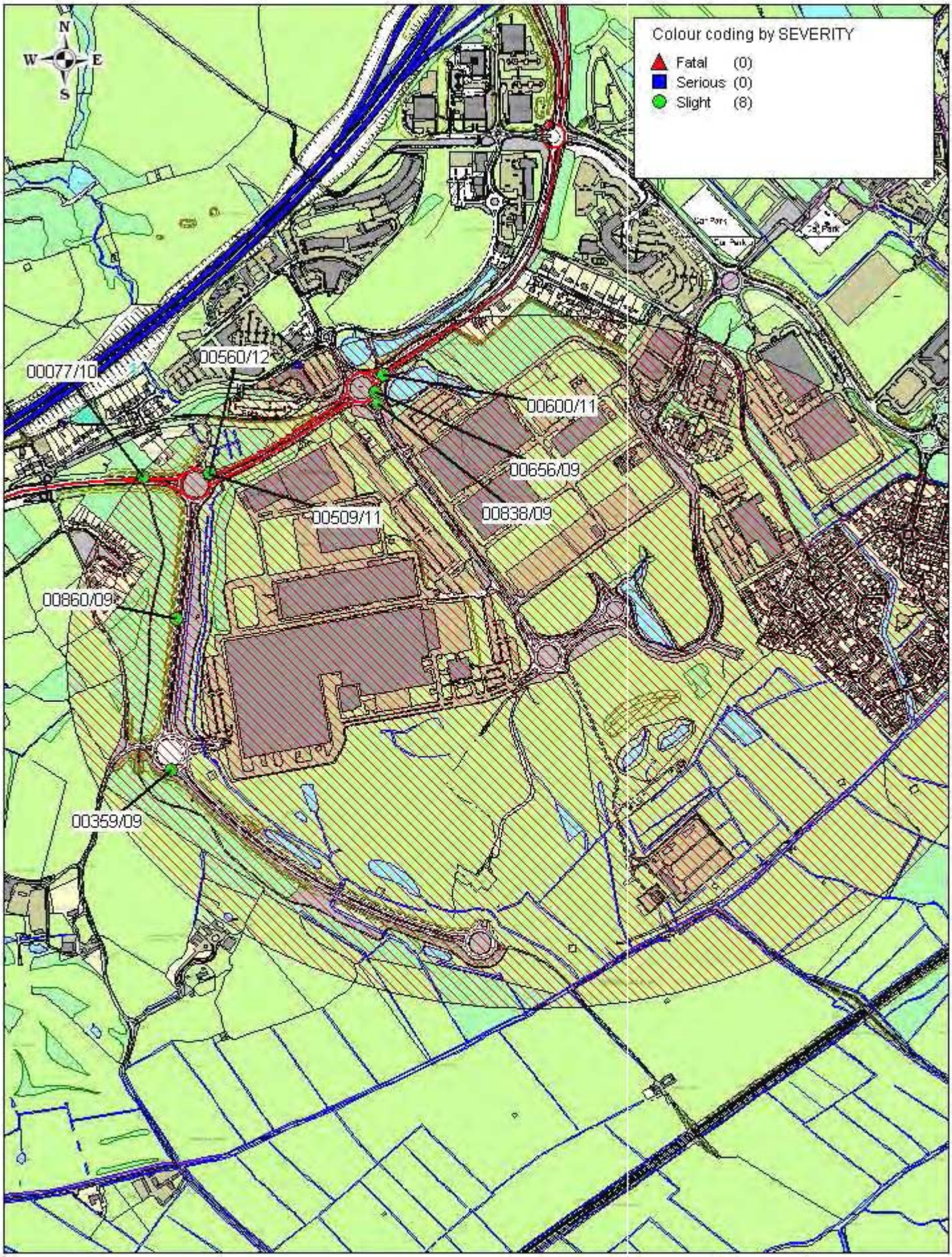
Service:	X16	X16	X16	X16	X16
Risca, Moriah Chapel	0750	0950	1150	1350	1550
Pontymister, Tesco Car Park	0754	0954	1154	1354	1554
Rogerstone Vicarage	0759	0959	1159	1359	1559
Western Valley Road	0804	1004	1204	1404	1604
Cleppa Park, A48	0809	1009	1209	1409	1609
Castleton, Castleton Rise	0815	1015	1215	1415	1615
Marshfield, Oakfields	0819	1019	1219	1419	1619
St Mellons Business Park	0823	1023	1223	1423	1623
Old St Mellons, Veandre Lane	0825	1025	1225	1425	1625
Carpenters Arms	0830	1030	1230	1430	1630
Newport Road, City Link	0834	1034	1234	1434	1634
Newport Road, City Road	0840	1040	1240	1440	1640
Cardiff, Greyfriars Road	0846	1046	1246	1446	1646

Cardiff (Greyfriars Road) - Risca via Marshfield **X16**

Saturday

Service:	X16	X16	X16	X16	X16
Cardiff, Greyfriars Road	0855	1055	1255	1455	1705
Newport Road, City Road	0859	1059	1259	1459	1709
Newport Road, City Link	0905	1105	1305	1505	1715
Carpenters Arms	0908	1108	1308	1508	1718
Old St Mellons, Veandre Lane	0913	1113	1313	1513	1723
St Mellons Business Park	0915	1115	1315	1515	1725
Marshfield, Oakfields	0919	1119	1319	1519	1729
Castleton, Castleton Rise	0923	1123	1323	1523	1733
Cleppa Park, A48	0928	1128	1328	1528	1738
Western Valley Road	0933	1133	1333	1533	1743
Rogerstone Vicarage	0938	1138	1338	1538	1748
Pontymister, Tesco Car Park	0943	1143	1343	1543	1753
Risca, Spar	0947	1147	1347	1547	1757

Appendix B
Accident Statistics



CAPITA

CELTIC WAY SITE, NEWPORT

01/11/2008 and 27/10/2013

SCALE	1 : 10270
DATE	12/11/2013
DRAWING No.	
DRAWN BY	S. PRICE

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Licence No. 0100200 2013

AccsMap - Accident Analysis System

Accidents between dates **01/11/2008 and 27/10/2013** (60) months

Selection:
Selected using Manual Selection

Notes:
CELTIC WAY SITE

Accidents by Severity

Slight	8	100.00%
Total	8	

Accidents by Lighting

Daylight	6	75.00%
Darkness	2	25.00%
Total	8	

Accidents by Road Surface

Dry	4	50.00%
Wet/Damp	3	37.50%
Frost/Ice	1	12.50%
Total	8	

Casualties by Class

Driver / Rider	11	64.71%
Vehicle Passenger	6	35.29%
Total	17	

Casualties by Severity

Slight	17	100.00%
Total	17	

Accidents between dates **01/11/2008 and 27/10/2013** (60) months

Selection:
Selected using Build Query :

Notes:
CELTIC WAY SITE, NEWPORT

00359/09 06/2009 Time 1648 Vehicles 1 Casualties 4 Slight
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Roundabout
VEH 1 HAS ENTERED THE LG ROUNDABOUT INTENDING ON TRAVELLING AROUND THE ROUNDABOUT HEADING BACK NORTH WHEN THE DRIVER HAS LOST CONSIOUSNESS CAUSING VEH 1 TO LEAVE THE ROAD AND IMPACT WITH A WALL TO THE SOUTH SIDE OF THE ROUNDABOUT.
Occurred on SOUTHBOUND ON UNCLASSIFIED DUAL CARRIAGEWAY ON ROUNDABOUT WITH CHURC

Vehicle Reference 1 Car U turn
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction N to N
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Slight
11

Casualty Reference: 2 Passenger Severity: Slight
11

Casualty Reference: 3 Passenger Severity: Slight
11

Casualty Reference: 4 Passenger Severity: Slight
11

00656/09 08/2009 Time 0749 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Roundabout
V1 TRAV AROUND R/A, BEGAN TO TURN LEFT TO EXIT R/A, AND COLLIDED WITH V2.
Occurred on R/A, CELTIC SPRINGS, A48, NEWPORT

Vehicle Reference 1 Car Turning left
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction NE to S
FRV Not foreign registered vehicle Journey Commuting to/from work

Vehicle Reference 2 Pedal cycle Turning left
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction NE to S
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Driver/rider Severity: Slight
Not Applicable

Accidents between dates **01/11/2008 and 27/10/2013** (60) months

Selection: **Notes:**
Selected using Build Query : CELTIC WAY SITE, NEWPORT

00838/09 11/2009 Time 0911 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: street lighting unknown
Special Conditions None Road Type Single carriageway
V1 ENTERED CELTIC WAY FROM R/A, LOST CONTROL AND CLIPPED THE KERB, COLLIDED WITH A LAMPOST, THEN CONTINUED THROUGH THE FENCE OF LG, COMING TO REST 200M WITHIN THE LG SITE.
Occurred on J/W A48 R/A, CELTIC WAY, NEWPORT

Vehicle Reference 1 Van or Goods <= 3.5 tonnes mgw Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction NW to SE
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Slight

Not Applicable

00860/09 11/2009 Time 1325 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Dual carriageway
VEH 2 HAS TRAVELLED ALONG THE CARRIAGEWAY IN LANE 2 WHEN IT HAS HIT STANDING WATER. THIS HAS CAUSED VEH 2 TO LOSE CONTROL AND IMPACT VEH 1 WHO WAS IN LANE 1 TO THE NEARSIDE OF VEH 2.
Occurred on NORTHBOUND ON OLD A48, NEWPORT, 250 METRES SOUTH OF ROUNDABOUT JUNCTIO

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction S to N
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Driver/rider Severity: Slight

17

Vehicle Reference 2 Car Going ahead
Not in restricted lane Skidded

Vehicle direction S to N
FRV Not foreign registered vehicle Journey Commuting to/from work

---

00077/10 02/2010 Time 0530 Vehicles 1 Casualties 1 Slight
Other Road surface Frost/Ice Darkness: street lights present and lit
Special Conditions None Road Type Dual carriageway
V1 TRAV ALONG A48 TOWARDS NEWPORT, SPAN ON BLACK ICE AND COLLIDED WITH A LAMPOST AND A SIGN.
Occurred on APPROX 75 M WEST OF BLACKSMITHS WAY R/A, A48, NEWPORT

Accidents between dates **01/11/2008 and 27/10/2013** (60) months

Selection:
Selected using Build Query :

Notes:
CELTIC WAY SITE, NEWPORT

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded

Vehicle direction W to E
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Driver/rider Severity: Slight

17

00509/11 06/2011 Time 0020 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Dual carriageway
VEH 1 HAS BEEN TRAV EAST ALONG A48, LOST CONTROL OF VEHICLE, SLID ALONG CARRIAGEWAY AND COME TO REST ON THE OTHER SIDE OF THE ROUNDABOUT.
Occurred on ROUNDABOUT, A48 J/W BLACKSMITHS WAY, NEWPORT

Vehicle Reference 1 Car Going ahead
Not in restricted lane Skidded

Vehicle direction W to E
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Driver/rider Severity: Slight

Not Applicable

00600/11 10/2011 Time 0833 Vehicles 5 Casualties 4 Slight
Raining without high winds Road surface Wet/Damp Daylight:street lights present
Special Conditions None Road Type Dual carriageway
VEH 1 AND 2 SLOWED IN TRAFFIC, VEH 3 COULD NOT STOP INTIME COLLIDING WITH REAR OF VEH 2, SHUNTINH VEH 2 INTO VEH 1. VEH 4 COULD NOT STOP IN TIME AND COLLIDED WITH REAR OF VEH 3. VEH 5 COULD NOT STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 4.
Occurred on A48 COEDKERNEW 20 MTRS EAST OF CELTIC WAY R/A

Vehicle Reference 1 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction NE to SW
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Driver/rider Severity: Slight

11

Accidents between dates **01/11/2008 and 27/10/2013** (60) months

Selection:
Selected using Build Query :

Notes:
CELTIC WAY SITE, NEWPORT

Vehicle Reference 2 Car — Waiting to go ahead but held up
Not in restricted lane — No skidding, jack-knifing or overturning

Vehicle direction NE to SW
FRV Not foreign registered vehicle — Journey Journey as part of work

Casualty Reference: 2 — Driver/rider — Severity: Slight

11

Vehicle Reference 3 Car — Slowing or Stopping
Not in restricted lane — No skidding, jack-knifing or overturning

Vehicle direction NE to SW
FRV Not foreign registered vehicle — Journey Journey as part of work

Casualty Reference: 3 — Driver/rider — Severity: Slight

11

Vehicle Reference 4 Car — Slowing or Stopping
Not in restricted lane — No skidding, jack-knifing or overturning

Vehicle direction NE to SW
FRV Not foreign registered vehicle — Journey Journey as part of work

Casualty Reference: 4 — Driver/rider — Severity: Slight

11

Vehicle Reference 5 Car — Slowing or Stopping
Not in restricted lane — No skidding, jack-knifing or overturning

Vehicle direction NE to SW
FRV Not foreign registered vehicle — Journey Journey as part of work

---

00560/12 07/2012 Time 1814 Vehicles 1 Casualties 4 Slight
Fine without high winds — Road surface Dry — Daylight:street lights present
Special Conditions None — Road Type Roundabout
VEH 1 FAILED TO NEGOTIATE THE R/A, FLIP OVER AND ENDED UP FACING THE WRONG WAY ON THE CARRIAGEWAY.
Occurred on R/A BETWEEN A48 AND BLACKSMITHS WAY, NEWPORT

Vehicle Reference 1 Car — Going ahead
Not in restricted lane — Overturned

Vehicle direction W to NE
FRV Not foreign registered vehicle — Journey Unknown

Accidents between dates **01/11/2008 and 27/10/2013** (60) months

Selection:
Selected using Build Query :

Notes:
CELTIC WAY SITE, NEWPORT

Casualty Reference:	1		Driver/rider	Severity:	Slight
17					
Casualty Reference:	2		Passenger	Severity:	Slight
17					
Casualty Reference:	3		Passenger	Severity:	Slight
17					
Casualty Reference:	4		Passenger	Severity:	Slight
17					

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2	0	0	7	7
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	0	8	8

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	10	10
Passenger	0	0	6	6
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	17	17

Accidents between dates **01/11/2008** **and** **27/10/2013** (60) months

Selection:
Selected using Build Query :

Notes:
CELTIC WAY SITE, NEWPORT

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
00359/09	22/06/2009	4	Slight	0	0	0	1	0	Light	Right	Dry	1648	SOUTHBOUND ON UNCLASSIFIED DUAL CARRIAGEWAY O
00656/09	24/08/2009	1	Slight	0	1	0	0	0	Light	Left	Wet/Damp	0749	R/A, CELTIC SPRINGS, A48, NEWPORT
00838/09	16/11/2009	1	Slight	0	0	0	0	0	Light	No turn	Dry	0911	J/W A48 R/A, CELTIC WAY, NEWPORT
00860/09	25/11/2009	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1325	NORTHBOUND ON OLD A48, NEWPORT, 250 METRES SOUTH O
00077/10	01/02/2010	1	Slight	0	0	0	0	0	Dark	No turn	Frost/Ice	0530	APPROX 75 M WEST OF BLACKSMITHS WAY R/A, A48, NEWPORT
00509/11	15/06/2011	1	Slight	0	0	0	0	0	Dark	No turn	Dry	0020	ROUNDABOUT, A48 J/W BLACKSMITHS WAY, NEWPORT
00600/11	27/10/2011	4	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0833	A48 COEDKERNEW 20 MTRS EAST OF CELTIC WAY R/A
00560/12	15/07/2012	4	Slight	0	0	0	0	0	Light	No turn	Dry	1814	R/A BETWEEN A48 AND BLACKSMITHS WAY, NEWPORT
Column Totals		17		0	1	0	1	0					
No. of Accidents				0	1	0	1	0					

Total number of accidents listed: 8

Appendix C
TRICS Gypsy and Traveller Sites

Site Reference:	HC-16-A-01
Latitude/Longitude:	51.3202340857174, -0.878500286566315
Land Use Type:	16 - MIXED/A - MISCELLANEOUS
Region/Area	SOUTH EASTHAMPSHIRE
Description:	PERMANENT GYPSY SITE
Street:	B3016
District:	STAR HILL
Town:	HARTFORDBRIDGE
Post Code:	
Location:	Free Standing (PPS6 Out of Town)
Location Sub Category:	Out of Town
Use Class:	C3
Population within 500m:	-1
Population within 1 Mile:	1,001 to 5,000
Population within 5 Miles:	25,001 to 50,000
Car ownership within 5 Miles:	1.1 to 1.5
Buses/Trains per day (both directions):	0
Is site associated with a travel plan:	
Is the location of the site hilly or flat:	
Urban Regeneration:	
No. of developments for this Site:	1
No. of survey Days for this Site:	1

Site reference:	HC-16-A-01
Trade name:	PERMANENT GYPSY SITE
Site area (h/a):	1.40
Open since	1975
Total Employees	
Full Time Employees	
Part Time Employees	
Name of nearest site	
Distance to nearest similar site	4 Km

OPENING TIMES (24 Hour format)			
Mon to Thurs	00:00	to	00:00
Friday	00:00	to	00:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Total no. of parking spaces	
Visitor/Customer spaces	0
Employee spaces	0
Disabled spaces	0
Cycle racks	0
OGV loading bays	0
OGV parking spaces	0
Mother & Toddler spaces	0
Parking charges	No
Surface parking	No

Comments

There are 20 pitches with a total of 82 people resident at this site. Each pitch has its own toilet, and there is a bath/shower block attached.
There is also a wardens bungalow on the site.
This site was originally opened temporarily, but was upgraded to become permanent in 1979.

Site reference: HC-16-A-01 Survey date: 05/01/89 Day of week: Thursday

Survey type: Manual Count
AM weather:
PM weather:
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %

Motor cars	67	Motor cycles	0	Public service	0
Light goods	27	OGV (1)	6	OGV (2)	0

Taxis are included as cars in this survey

Time	Arrivals 91	Departures 94	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	2	2	4	(0)
08:00-09:00	3	4	7	(-1)
09:00-10:00	7	9	16	(-3)
10:00-11:00	4	10	14	(-9)
11:00-12:00	10	10	20	(-9)
12:00-13:00	9	8	17	(-8)
13:00-14:00	10	6	16	(-4)
14:00-15:00	12	9	21	(-1)
15:00-16:00	16	16	32	(-1)
16:00-17:00	5	7	12	(-3)
17:00-18:00	6	8	14	(-5)
18:00-19:00	7	5	12	(-3)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site Reference:	SC-16-A-01 Multi-Modal Site
Created:	Version: 2010(a)v6.5.2 09/02/10
Latitude/Longitude:	51.2846, -0.3338
Land Use Type:	16 - MIXED/A - MISCELLANEOUS
Region/Area	SOUTH EASTSURREY
Version/Creation Date:	2010(a)v6.5.2 09/02/10
Description:	TRAVELLERS SITE
Street:	YOUNG STREET
District:	FETCHAM
Town:	LEATHERHEAD
Post Code:	KT22 9BS
Location:	Free Standing (PPS6 Out of Town)
Location Sub Category:	Out of Town
Use Class:	Not Known
Population within 500m:	41
Population within 1 Mile:	5,001 to 10,000
Population within 5 Miles:	125,001 to 250,000
Car ownership within 5 Miles:	2.1 to 2.5
Reason for blank public transport table:	No local PT
Is site associated with a travel plan:	No
If not, are there any plans to implement a Travel Plan in the future?	No
Is survey data available before the implementation of the Travel Plan?	
Is the location of the site hilly or flat:	Flat
Urban Regeneration:	No
No. of developments for this Site:	1
No. of survey Days for this Site:	1

Comments
This site is located just off Young Street on the southern outskirts of Leatherhead. Young Street runs south-west into Epsom Road towards Guildford, and east to the Leatherhead Bypass Road which connects to the M25.
The site is surrounded by fields.
The site has 1 access point.

Design features encouraging non-car modes

12. Pedestrians
None

13. Pedal cycles
None

14. Public transport
None

Accessibility & Census Information

Road Network Distance to Local Developments	
Year of Analysis	2010
Nearest Primary School	1.5 kilometres
Nearest Secondary School	2.4 kilometres
Nearest Local Shop/Corner Shop	0.7 kilometres
Nearest Main Supermarket	1.3 kilometres
Nearest Doctors Surgery	1.5 kilometres
Nearest Hospital with Minor Injuries/A & E	6.2 kilometres
Nearest Sports/Leisure Centre	1.3 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	43UEGS0010
Number of people employed within Census Output Area	144
Number of households within Census Output Area	131
Number of people living within Census Output Area	363
Area of Census Output Area (hectares)	149.00
Population density within Census Output Area (per hectare)	2.44

SITE PHOTO

Site reference:	SC-16-A-01	Multi-Modal survey site
Trade name:	SALVATION PLACE	
Site area (h/a):	0.56	
Open since	1984	
Total Employees		
Full Time Employees		
Part Time Employees		
Approximate % of total employees working standard 9-5 hours or similar	%	
Percentage Split of Employee Gender		
Male	%	
Female	%	
Name of nearest site	RIVER PLACE	
Distance to nearest similar site	4 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	00:00	to	24:00
Friday	00:00	to	24:00
Saturday	00:00	to	24:00
Sunday	00:00	to	24:00

Comments

There are 10 static caravans at this site and 2 permanent buildings.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	45

Number of spaces

Employee	0
Disabled	0
Visitor/Customer	45
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

No management or enforcement measures were observed during the survey.

Site parking surface or non-surface (multi-storey/underground)

Surface

General Comments on Parking

The number of parking spaces has been estimated using Google Earth as access to the parking could not be obtained.
All spaces appear to be unmarked.
The off-street parking consists of a National Trust car park nearby.

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	45

Parking located within a control parking zone (CPZ)

No

Charges for this Off-Street parking

No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: Total vehicles
Survey type: Manual Count
AM weather: Cold and Light Rain
PM weather: Cold and Light Rain
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %

Motor cars	67	Motor cycles	0	Public service	0
Light goods	25	OGV (1)	4	OGV (2)	0
				Taxis	4

Time	Arrivals 46	Departures 46	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	3	5	8	(-2)
08:00-09:00	5	8	13	(-5)
09:00-10:00	3	3	6	(-5)
10:00-11:00	1	4	5	(-8)
11:00-12:00	7	6	13	(-7)
12:00-13:00	6	2	8	(-3)
13:00-14:00	6	4	10	(-1)
14:00-15:00	2	5	7	(-4)
15:00-16:00	6	5	11	(-3)
16:00-17:00	4	3	7	(-2)
17:00-18:00	3	1	4	(0)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No PSV's, cycles, pedestrians or public transport users entered or exited the site during the survey.
It was not possible to obtain initial and final car park occupancy figures as access could not be gained to the on-site parking.

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 1	Departures 3	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	1	1	(-1)
09:00-10:00	0	0	0	(-1)
10:00-11:00	0	0	0	(-1)
11:00-12:00	0	1	1	(-2)
12:00-13:00	0	0	0	(-2)
13:00-14:00	0	0	0	(-2)
14:00-15:00	0	0	0	(-2)
15:00-16:00	1	1	2	(-2)
16:00-17:00	0	0	0	(-2)
17:00-18:00	0	0	0	(-2)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: Taxis

Time	Arrivals 2	Departures 2	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	1	1	2	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
People Surveyed: Car/LGV/Motorcycle occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 76	1	2	3	4	5	6	7	Dep 69	Totals	Accum
00:00-01:00																		
01:00-02:00																		
02:00-03:00																		
03:00-04:00																		
04:00-05:00																		
05:00-06:00																		
06:00-07:00																		
07:00-08:00	1	2	0	0	0	0	0	5	1	4	0	0	0	0	0	9	14	(-4)
08:00-09:00	3	1	0	1	0	0	0	9	3	2	2	0	1	0	0	18	27	(-13)
09:00-10:00	3	0	0	0	0	0	0	3	1	2	0	0	0	0	0	5	8	(-15)
10:00-11:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	5	(-18)
11:00-12:00	6	1	0	0	0	0	0	8	5	1	0	0	0	0	0	7	15	(-17)
12:00-13:00	4	1	1	0	0	0	0	9	1	1	0	0	0	0	0	3	12	(-11)
13:00-14:00	4	2	0	0	0	0	0	8	1	1	0	1	0	0	0	7	15	(-10)
14:00-15:00	1	0	0	1	0	0	0	5	5	0	0	0	0	0	0	5	10	(-10)
15:00-16:00	1	1	3	1	0	0	0	16	4	0	0	0	0	0	0	4	20	(2)
16:00-17:00	1	3	0	0	0	0	0	7	1	2	0	0	0	0	0	5	12	(4)
17:00-18:00	2	0	1	0	0	0	0	5	0	1	0	0	0	0	0	2	7	(7)
18:00-19:00																		
19:00-20:00																		
20:00-21:00																		
21:00-22:00																		
22:00-23:00																		
23:00-24:00																		

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
People Surveyed: Total people

Time	Arrivals 76	Departures 69	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	5	9	14	(-4)
08:00-09:00	9	18	27	(-13)
09:00-10:00	3	5	8	(-15)
10:00-11:00	1	4	5	(-18)
11:00-12:00	8	7	15	(-17)
12:00-13:00	9	3	12	(-11)
13:00-14:00	8	7	15	(-10)
14:00-15:00	5	5	10	(-10)
15:00-16:00	16	4	20	(2)
16:00-17:00	7	5	12	(4)
17:00-18:00	5	2	7	(7)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Capita Symonds
Ty Gwent, Lake View, Llantarnam, Cwmbran, NP44 3HR

Report Date: Fri, 17 Dec, 2010 11:51:39

Serial Number:	1276		
Site Number:	327 - Caef Cantref Site Brecon	County Number:	1000
Census Number:	1000	Count Type:	User Def 5
Approach Dir From:	WEST	Weather:	Not Entered
Start Date:	16/12/10	Period:	16:00 to 18:00
Count Start:	Thu, 16:00	Last Entry:	17:40

	Right turn into gypsy site						Minor Road Westbound to Bailihelig Road						Right turn from gypsy site to Bailihelig Road					
TIME	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr/Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr/Total	0	0	0	0	0	0	0	4	0	1	0	0	0	3	0	0	0	0
Total	0	0	0	0	0	0	0	5	0	2	0	0	0	3	0	0	0	0

	Left turn into gypsy site						Minor Road Eastbound from Bailihelig Road						Left turn from gypsy site to East					
TIME	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hr/Total	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hr/Total	0	5	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	0	0	0	8	0	2	0	0	0	0	0	0	0	0

	Date: 13/1/11 Time: 0730-0930 Cefn Cantref Site at Gypsy Site, Brecon																	
	From East						From East						From Gypsy Site Right Turn out					
	Right turn into Gypsy Site						Straight on West bound toward Bailihelig Rd						West bound toward Bailihelig Rd					
TIME	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hr/Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:30	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0
08:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr/ Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

	Cefn Cantref Site at Gypsy Site, Brecon																	
	From West (Bailihelig Rd)						From West (Bailihelig Rd)						From Gypsy Site Left Turn Out					
	Left turn into Gypsy Site						Straight on east bound						Eastbound					
TIME	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0
Hr/Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr/ Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Appendix D
TRICS Office Developments

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	KC	KENT	3 days
	SC	SURREY	1 days
03	**SOUTH WEST**		
	CW	CORNWALL	2 days
	DC	DORSET	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	2 days
08	**NORTH WEST**		
	LC	LANCASHIRE	2 days
09	**NORTH**		
	DH	DURHAM	2 days
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	2 days
10	**WALES**		
	MT	MERTHYR TYDFIL	1 days
11	**SCOTLAND**		
	HI	HIGHLAND	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	2000 to 10835 (units: sqm)
Range Selected by User:	2000 to 11000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 27/11/12

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

Selected survey days:

Monday	6 days
Tuesday	6 days
Wednesday	4 days
Thursday	6 days
Friday	4 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	11

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

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	4
Development Zone	1
Residential Zone	6
Retail Zone	1
Built-Up Zone	7
No Sub Category	3

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

Filtering Stage 3 selection:

Use Class:

B1	26 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	8 days
15,001 to 20,000	8 days
25,001 to 50,000	4 days

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

Population within 5 miles:

25,001 to 50,000	4 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	6 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	9 days
1.1 to 1.5	14 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	9 days
No	17 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	26	4950	0.200	26	4950	0.030	26	4950	0.230
07:30 - 08:00	26	4950	0.488	26	4950	0.062	26	4950	0.550
08:00 - 08:30	26	4950	0.855	26	4950	0.105	26	4950	0.960
08:30 - 09:00	**26**	**4950**	**0.989**	26	4950	0.134	26	4950	1.123
09:00 - 09:30	26	4950	0.815	26	4950	0.181	26	4950	0.996
09:30 - 10:00	26	4950	0.497	26	4950	0.225	26	4950	0.722
10:00 - 10:30	26	4950	0.322	26	4950	0.222	26	4950	0.544
10:30 - 11:00	26	4950	0.279	26	4950	0.217	26	4950	0.496
11:00 - 11:30	26	4950	0.286	26	4950	0.253	26	4950	0.539
11:30 - 12:00	26	4950	0.263	26	4950	0.246	26	4950	0.509
12:00 - 12:30	26	4950	0.225	26	4950	0.333	26	4950	0.558
12:30 - 13:00	26	4950	0.298	26	4950	0.315	26	4950	0.613
13:00 - 13:30	26	4950	0.330	26	4950	0.345	26	4950	0.675
13:30 - 14:00	26	4950	0.337	26	4950	0.235	26	4950	0.572
14:00 - 14:30	26	4950	0.255	26	4950	0.230	26	4950	0.485
14:30 - 15:00	26	4950	0.225	26	4950	0.312	26	4950	0.537
15:00 - 15:30	26	4950	0.183	26	4950	0.279	26	4950	0.462
15:30 - 16:00	26	4950	0.207	26	4950	0.320	26	4950	0.527
16:00 - 16:30	26	4950	0.182	26	4950	0.585	26	4950	0.767
16:30 - 17:00	26	4950	0.139	26	4950	0.689	26	4950	0.828
17:00 - 17:30	26	4950	0.133	**26**	**4950**	**1.020**	**26**	**4950**	**1.153**
17:30 - 18:00	26	4950	0.082	26	4950	0.578	26	4950	0.660
18:00 - 18:30	26	4950	0.040	26	4950	0.339	26	4950	0.379
18:30 - 19:00	26	4950	0.024	26	4950	0.152	26	4950	0.176
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.654			7.407			15.061

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

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

Parameter summary

Trip rate parameter range selected:	2000 - 10835 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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

Capita 52 Grosvenor Gardens London Licence No: 504501

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Ranking Type: **ARRIVALS** Time Range: 08:30-09:30
15th Percentile = No. **22**
85th Percentile = No. **5**

Median Values
Arrivals: 1.724
Departures: 0.280
Totals: 2.003

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	LC-02-A-08	COUNCIL OFFICE	CHORLEY	LANCASHIRE	2000	Tue	13/06/06	4.450	0.500	4.950	
2	LE-02-A-03	COUNCIL OFFICE	MELTON MOWBRAY	LEICESTERSHIRE	3157	Wed	04/05/05	3.611	0.729	4.340	
3	SF-02-A-01	COUNCIL OFFICE	BURY ST. EDMUNDS	SUFFOLK	8000	Mon	27/09/10	3.500	0.600	4.100	Yes
4	KC-02-A-10	COUNCIL OFFICE	MAIDSTONE	KENT	2900	Wed	19/10/11	3.103	0.276	3.379	Yes
5	**WY-02-A-01**	**CALL CENTRE**	**BRADFORD**	**WEST YORKSHIRE**	**2400**	**Mon**	**09/05/05**	**2.917**	**0.125**	**3.042**	
6	ES-02-A-08	DISTRICT COUNC	HAILSHAM	EAST SUSSEX	3640	Tue	18/09/12	2.692	0.275	2.967	Yes
7	CW-02-A-01	COUNCIL OFFICE	CAMBORNE	CORNWALL	5400	Mon	04/07/05	2.667	0.630	3.297	
8	DC-02-A-09	COUNCIL OFFICE	DORCHESTER	DORSET	10835	Mon	28/11/11	2.630	0.775	3.405	Yes
9	DH-02-A-02	CONSTRUCTION C	NEAR DURHAM	DURHAM	2000	Tue	27/11/12	2.300	0.300	2.600	
10	TW-02-A-04	HOUSING CO.	GATESHEAD	TYNE & WEAR	2500	Tue	29/09/09	2.160	0.200	2.360	
11	WY-02-A-03	OFFICE	LEEDS	WEST YORKSHIRE	2696	Thu	17/06/10	2.003	0.779	2.782	
12	NF-02-A-01	COUNCIL OFFICE	KING'S LYNN	NORFOLK	5500	Thu	30/09/10	1.855	0.636	2.491	Yes
13	WM-02-A-01	COUNCIL OFFICE	STOURBRIDGE	WEST MIDLANDS	2725	Wed	26/04/06	1.761	0.330	2.091	Yes
14	TV-02-A-02	BUILDING SOCIE	DARLINGTON	TEES VALLEY	3500	Mon	25/04/05	1.686	0.229	1.915	
15	TW-02-A-03	DEVELOPMENT AG	NEWCASTLE UPON TYNE	TYNE & WEAR	6480	Thu	11/12/08	1.636	0.170	1.806	
16	HI-02-A-03	OFFICE	INVERNESS	HIGHLAND	5400	Wed	20/05/09	1.574	0.185	1.759	
17	MT-02-A-01	OFFICE	MERTHYR TYDFIL	MERTHYR TYDFIL	5950	Fri	05/10/07	1.412	0.303	1.715	
18	CW-02-A-02	INLAND REVENUE	ST AUSTELL	CORNWALL	4850	Fri	08/06/07	1.402	0.351	1.753	
19	DH-02-A-01	RPMI OFFICES	DARLINGTON	DURHAM	3177	Fri	05/11/10	1.133	0.126	1.259	
20	HC-02-A-09	ERICSON	BASINGSTOKE	HAMPSHIRE	9000	Thu	22/11/07	1.111	0.056	1.167	
21	KC-02-A-08	KCC HIGHWAYS R	AYLESFORD	KENT	3168	Mon	28/11/11	1.010	0.063	1.073	Yes
22	**CA-02-A-04**	**OFFICE**	**PETERBOROUGH**	**CAMBRIDGESHIRE**	**6483**	**Thu**	**20/10/11**	**1.003**	**0.154**	**1.157**	
23	KC-02-A-06	LAND REGISTRY	TUNBRIDGE WELLS	KENT	5139	Tue	01/12/09	0.934	0.097	1.031	Yes
24	CA-02-A-03	OFFICE	PETERBOROUGH	CAMBRIDGESHIRE	5750	Thu	08/05/08	0.765	0.122	0.887	
25	LC-02-A-07	COUNCIL OFFICE	BLACKPOOL	LANCASHIRE	6678	Fri	13/05/05	0.764	0.135	0.899	
26	SC-02-A-17	PHARMACEUTICAL	WEYBRIDGE	SURREY	9368	Tue	18/10/11	0.747	0.043	0.790	Yes

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Capita 52 Grosvenor Gardens London Licence No: 504501

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Ranking Type: **DEPARTURES** Time Range: 08:30-09:30
15th Percentile = No. **22**
85th Percentile = No. **5**

Median Values
Arrivals: 2.189
Departures: 0.252
Totals: 2.441

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
1	WY-02-A-03	OFFICE	LEEDS	WEST YORKSHIRE	2696	Thu	17/06/10	2.003	0.779	2.782	
2	DC-02-A-09	COUNCIL OFFICE	DORCHESTER	DORSET	10835	Mon	28/11/11	2.630	0.775	3.405	Yes
3	LE-02-A-03	COUNCIL OFFICE	MELTON MOWBRAY	LEICESTERSHIRE	3157	Wed	04/05/05	3.611	0.729	4.340	
4	NF-02-A-01	COUNCIL OFFICE	KING'S LYNN	NORFOLK	5500	Thu	30/09/10	1.855	0.636	2.491	Yes
5	**CW-02-A-01**	**COUNCIL OFFICE**	**CAMBORNE**	**CORNWALL**	**5400**	**Mon**	**04/07/05**	**2.667**	**0.630**	**3.297**	
6	SF-02-A-01	COUNCIL OFFICE	BURY ST. EDMUNDS	SUFFOLK	8000	Mon	27/09/10	3.500	0.600	4.100	Yes
7	LC-02-A-08	COUNCIL OFFICE	CHORLEY	LANCASHIRE	2000	Tue	13/06/06	4.450	0.500	4.950	
8	CW-02-A-02	INLAND REVENUE	ST AUSTELL	CORNWALL	4850	Fri	08/06/07	1.402	0.351	1.753	
9	WM-02-A-01	COUNCIL OFFICE	STOURBRIDGE	WEST MIDLANDS	2725	Wed	26/04/06	1.761	0.330	2.091	Yes
10	MT-02-A-01	OFFICE	MERTHYR TYDFIL	MERTHYR TYDFIL	5950	Fri	05/10/07	1.412	0.303	1.715	
11	DH-02-A-02	CONSTRUCTION C	NEAR DURHAM	DURHAM	2000	Tue	27/11/12	2.300	0.300	2.600	
12	KC-02-A-10	COUNCIL OFFICE	MAIDSTONE	KENT	2900	Wed	19/10/11	3.103	0.276	3.379	Yes
13	ES-02-A-08	DISTRICT COUNC	HAILSHAM	EAST SUSSEX	3640	Tue	18/09/12	2.692	0.275	2.967	Yes
14	TV-02-A-02	BUILDING SOCIE	DARLINGTON	TEES VALLEY	3500	Mon	25/04/05	1.686	0.229	1.915	
15	TW-02-A-04	HOUSING CO.	GATESHEAD	TYNE & WEAR	2500	Tue	29/09/09	2.160	0.200	2.360	
16	HI-02-A-03	OFFICE	INVERNESS	HIGHLAND	5400	Wed	20/05/09	1.574	0.185	1.759	
17	TW-02-A-03	DEVELOPMENT AG	NEWCASTLE UPON TYNE	TYNE & WEAR	6480	Thu	11/12/08	1.636	0.170	1.806	
18	CA-02-A-04	OFFICE	PETERBOROUGH	CAMBRIDGESHIRE	6483	Thu	20/10/11	1.003	0.154	1.157	
19	LC-02-A-07	COUNCIL OFFICE	BLACKPOOL	LANCASHIRE	6678	Fri	13/05/05	0.764	0.135	0.899	
20	DH-02-A-01	RPMI OFFICES	DARLINGTON	DURHAM	3177	Fri	05/11/10	1.133	0.126	1.259	
21	WY-02-A-01	CALL CENTRE	BRADFORD	WEST YORKSHIRE	2400	Mon	09/05/05	2.917	0.125	3.042	
22	**CA-02-A-03**	**OFFICE**	**PETERBOROUGH**	**CAMBRIDGESHIRE**	**5750**	**Thu**	**08/05/08**	**0.765**	**0.122**	**0.887**	
23	KC-02-A-06	LAND REGISTRY	TUNBRIDGE WELLS	KENT	5139	Tue	01/12/09	0.934	0.097	1.031	Yes
24	KC-02-A-08	KCC HIGHWAYS R	AYLESFORD	KENT	3168	Mon	28/11/11	1.010	0.063	1.073	Yes
25	HC-02-A-09	ERICSON	BASINGSTOKE	HAMPSHIRE	9000	Thu	22/11/07	1.111	0.056	1.167	
26	SC-02-A-17	PHARMACEUTICAL	WEYBRIDGE	SURREY	9368	Tue	18/10/11	0.747	0.043	0.790	Yes

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Capita 52 Grosvenor Gardens London Licence No: 504501

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Ranking Type: **ARRIVALS** Time Range: 16:30-17:30
15th Percentile = No. **22**
85th Percentile = No. **5**

Median Values
Arrivals: 0.292
Departures: 2.430
Totals: 2.723

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	LC-02-A-08	COUNCIL OFFICE	CHORLEY	LANCASHIRE	2000	Tue	13/06/06	0.800	4.700	5.500	
2	LE-02-A-03	COUNCIL OFFICE	MELTON MOWBRAY	LEICESTERSHIRE	3157	Wed	04/05/05	0.729	2.756	3.485	
3	DH-02-A-02	CONSTRUCTION C	NEAR DURHAM	DURHAM	2000	Tue	27/11/12	0.600	4.000	4.600	
4	SF-02-A-01	COUNCIL OFFICE	BURY ST. EDMUNDS	SUFFOLK	8000	Mon	27/09/10	0.550	2.737	3.287	Yes
5	**CW-02-A-02**	**INLAND REVENUE**	**ST AUSTELL**	**CORNWALL**	**4850**	**Fri**	**08/06/07**	**0.536**	**1.031**	**1.567**	
6	DC-02-A-09	COUNCIL OFFICE	DORCHESTER	DORSET	10835	Mon	28/11/11	0.489	2.510	2.999	Yes
7	WY-02-A-01	CALL CENTRE	BRADFORD	WEST YORKSHIRE	2400	Mon	09/05/05	0.458	1.875	2.333	
8	TV-02-A-02	BUILDING SOCIE	DARLINGTON	TEES VALLEY	3500	Mon	25/04/05	0.429	1.800	2.229	
9	CW-02-A-01	COUNCIL OFFICE	CAMBORNE	CORNWALL	5400	Mon	04/07/05	0.426	2.148	2.574	
10	MT-02-A-01	OFFICE	MERTHYR TYDFIL	MERTHYR TYDFIL	5950	Fri	05/10/07	0.353	1.395	1.748	
11	DH-02-A-01	RPMI OFFICES	DARLINGTON	DURHAM	3177	Fri	05/11/10	0.315	1.731	2.046	
12	WY-02-A-03	OFFICE	LEEDS	WEST YORKSHIRE	2696	Thu	17/06/10	0.297	2.263	2.560	
13	WM-02-A-01	COUNCIL OFFICE	STOURBRIDGE	WEST MIDLANDS	2725	Wed	26/04/06	0.294	2.606	2.900	Yes
14	NF-02-A-01	COUNCIL OFFICE	KING'S LYNN	NORFOLK	5500	Thu	30/09/10	0.291	2.255	2.546	Yes
15	KC-02-A-10	COUNCIL OFFICE	MAIDSTONE	KENT	2900	Wed	19/10/11	0.241	2.759	3.000	Yes
16	CA-02-A-03	OFFICE	PETERBOROUGH	CAMBRIDGESHIRE	5750	Thu	08/05/08	0.209	0.835	1.044	
17	HI-02-A-03	OFFICE	INVERNESS	HIGHLAND	5400	Wed	20/05/09	0.204	1.204	1.408	
18	ES-02-A-08	DISTRICT COUNC	HAILSHAM	EAST SUSSEX	3640	Tue	18/09/12	0.165	2.555	2.720	Yes
19	TW-02-A-03	DEVELOPMENT AG	NEWCASTLE UPON TYNE	TYNE & WEAR	6480	Thu	11/12/08	0.139	1.327	1.466	
20	LC-02-A-07	COUNCIL OFFICE	BLACKPOOL	LANCASHIRE	6678	Fri	13/05/05	0.075	0.704	0.779	
21	KC-02-A-08	KCC HIGHWAYS R	AYLESFORD	KENT	3168	Mon	28/11/11	0.063	1.484	1.547	Yes
22	**CA-02-A-04**	**OFFICE**	**PETERBOROUGH**	**CAMBRIDGESHIRE**	**6483**	**Thu**	**20/10/11**	**0.062**	**0.972**	**1.034**	
23	TW-02-A-04	HOUSING CO.	GATESHEAD	TYNE & WEAR	2500	Tue	29/09/09	0.040	2.440	2.480	
24	KC-02-A-06	LAND REGISTRY	TUNBRIDGE WELLS	KENT	5139	Tue	01/12/09	0.039	0.564	0.603	Yes
25	SC-02-A-17	PHARMACEUTICAL	WEYBRIDGE	SURREY	9368	Tue	18/10/11	0.032	0.640	0.672	Yes
26	HC-02-A-09	ERICSON	BASINGSTOKE	HAMPSHIRE	9000	Thu	22/11/07	0.022	1.122	1.144	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

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Capita 52 Grosvenor Gardens London Licence No: 504501

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Ranking Type: **DEPARTURES** Time Range: 16:30-17:30
15th Percentile = No. **22**
85th Percentile = No. **5**

Median Values
Arrivals: 0.444
Departures: 1.837
Totals: 2.281

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
1	LC-02-A-08	COUNCIL OFFICE	CHORLEY	LANCASHIRE	2000	Tue	13/06/06	0.800	4.700	5.500	
2	DH-02-A-02	CONSTRUCTION C	NEAR DURHAM	DURHAM	2000	Tue	27/11/12	0.600	4.000	4.600	
3	KC-02-A-10	COUNCIL OFFICE	MAIDSTONE	KENT	2900	Wed	19/10/11	0.241	2.759	3.000	Yes
4	LE-02-A-03	COUNCIL OFFICE	MELTON MOWBRAY	LEICESTERSHIRE	3157	Wed	04/05/05	0.729	2.756	3.485	
5	**SF-02-A-01**	**COUNCIL OFFICE**	**BURY ST. EDMUNDS**	**SUFFOLK**	**8000**	**Mon**	**27/09/10**	**0.550**	**2.737**	**3.287**	**Yes**
6	WM-02-A-01	COUNCIL OFFICE	STOURBRIDGE	WEST MIDLANDS	2725	Wed	26/04/06	0.294	2.606	2.900	Yes
7	ES-02-A-08	DISTRICT COUNC	HAILSHAM	EAST SUSSEX	3640	Tue	18/09/12	0.165	2.555	2.720	Yes
8	DC-02-A-09	COUNCIL OFFICE	DORCHESTER	DORSET	10835	Mon	28/11/11	0.489	2.510	2.999	Yes
9	TW-02-A-04	HOUSING CO.	GATESHEAD	TYNE & WEAR	2500	Tue	29/09/09	0.040	2.440	2.480	
10	WY-02-A-03	OFFICE	LEEDS	WEST YORKSHIRE	2696	Thu	17/06/10	0.297	2.263	2.560	
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17	MT-02-A-01	OFFICE	MERTHYR TYDFIL	MERTHYR TYDFIL	5950	Fri	05/10/07	0.353	1.395	1.748	
18	TW-02-A-03	DEVELOPMENT AG	NEWCASTLE UPON TYNE	TYNE & WEAR	6480	Thu	11/12/08	0.139	1.327	1.466	
19	HI-02-A-03	OFFICE	INVERNESS	HIGHLAND	5400	Wed	20/05/09	0.204	1.204	1.408	
20	HC-02-A-09	ERICSON	BASINGSTOKE	HAMPSHIRE	9000	Thu	22/11/07	0.022	1.122	1.144	
21	CW-02-A-02	INLAND REVENUE	ST AUSTELL	CORNWALL	4850	Fri	08/06/07	0.536	1.031	1.567	
22	**CA-02-A-04**	**OFFICE**	**PETERBOROUGH**	**CAMBRIDGESHIRE**	**6483**	**Thu**	**20/10/11**	**0.062**	**0.972**	**1.034**	
23	CA-02-A-03	OFFICE	PETERBOROUGH	CAMBRIDGESHIRE	5750	Thu	08/05/08	0.209	0.835	1.044	
24	LC-02-A-07	COUNCIL OFFICE	BLACKPOOL	LANCASHIRE	6678	Fri	13/05/05	0.075	0.704	0.779	
25	SC-02-A-17	PHARMACEUTICAL	WEYBRIDGE	SURREY	9368	Tue	18/10/11	0.032	0.640	0.672	Yes
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CAPITA

Gypsy and Traveller Site, Former Ringland Allotments

Transport Statement | November 2013

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CAPITA

Project No: CS/69508 Doc Ref: Rev:

Client: Newport City Council
Issue Date: November 2013

Gypsy and Traveller Site, Former Ringland Allotments Transport Statement

	Name	Signature	Date
Author	Dave James		29/11/2013
Checker	Mike Lloyd		29/11/2013
Approver	Paul Turner		29/11/2013

Issue Record

Rev	Date	Description/Comments	Author/Prepared by:	Approved for Issue by:

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Figure 3 Ringland Allotments Bus Stops
B0581200/151-JJG Cot Hill / Ringland Way General Arrangement

Appendices

Appendix A Public Transport
Appendix B Traffic Flows
Appendix C Accident Statistics
Appendix D TRICS Gypsy and Traveller Sites

1. Introduction

1.1 Capita have been commissioned by Newport City Council (NCC) to review the traffic and transport implications of a proposed new transit or permanent Gypsy and Traveller site at the former Ringland Allotments site accessed via Cot Hill, to the southeast of Newport (Figure 1).

1.2 This Transport Statement sets out to examine the transport issues relating to the development, including the provision for pedestrians, cyclists and other non-car users and how to best utilise and enhance existing resources. The report considers the effect of the proposed development in terms of forecast traffic generation and how to minimise the need of users of the development to travel by private motor vehicle. It also includes an examination of the Personal Injury Accident (PIA) statistics relevant to the site.

1.3 The Transport Statement has been prepared in accordance with the Welsh Government's *'Technical Advice Note (TAN) 18: Transport (March 2007)'*, and Department for Transport's *'Guidance on Transport Assessment: Chapter 3 Preparing a Transport Statement'*.

1.4 It should be noted that the Planning Policy Wales, Technical Advice Note (TAN) 18 (March 2007) recommends that a full Transport Assessment is required for residential development with more than 100 dwellings. The new Gypsy and Traveller site will have 7 pitches. As a pitch is equivalent to a house, the development is below the threshold needed for a Transport Assessment and therefore a Transport Statement has been undertaken on the proposed development site.

Scope of Work

1.5 The key objectives of the Transport Statement are:

- To review the proposed development site and provide a detailed analysis of the existing transport infrastructure;
- To assess the proposed development based against national and local planning policies;
- To assess the development proposal in traffic and highway terms, including an examination of the Personal Injury Accident (PIA) statistics relevant to the site; and
- To explore the opportunities for sustainable travel to and from the site by non-car modes.

1.6 The purpose of this Transport Statement is therefore to provide an outline assessment of the impact of the proposed residential development on the local transport infrastructure. In line with the expectations of Newport City Council and national guidance, sustainable modes of transport have been considered along with encompassing vehicle trips to and from the development site.

1.7 The structure of the report is as follows:

- **Section 2**: sets out the relevant policies;
- **Section 3**: sets out the existing conditions;
- **Section 4**: describes the development proposals;
- **Section 5**: details the forecast traffic generations from the proposed development, and assesses the impact of the highway network; and
- **Section 6**: Provides a summary and conclusions.

2. Relevant Policies

Policy Background

National Policy

2.1 Planning Policy Wales (2012) sets out the land use planning polices of the Welsh Government and is supplemented by a series of technical advice notes.

2.2 Transport guidance within the document is outlined in Chapter 8 whereby the Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps tackle the causes of climate change by encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration:

- Within and between different types of transport;
- Between transport measures and land use planning;
- Between transport measures and polices to protect and improve the environment; and
- Between transport measures and polices for education, health, social inclusion and wealth creation.

2.3 The important link between effective transport provision and land use planning is highlighted by the following series of aspirations including:

- Reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
- Locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- Improving accessibility by walking, cycling and public transport;
- Ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- Supporting the provision of high quality public transport;
- Supporting traffic management measures;
- Promoting sustainable transport options for freight and commerce;
- Supporting sustainable travel options in rural areas;
- Supporting necessary infrastructure improvements; and
- Ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.

2.4 Emphasis is placed on the promotion of walking and cycling, and the support of public transport facilities to reduce trips made car. This approach is further supported under the PPW Housing section in chapter 9 of the report stating that Local Authorities should support *'development that is easily accessible by public transport, cycling and walking, although in rural areas required development might not be able to achieve all accessibility criteria in all circumstances'* (PPW; p128; ch.9).

2.5 Details on Transport Assessments are outlined in Planning Policy Wales: Technical Advice Note (TAN) 18, issued in March 2007 and deals specifically with transport issues. Concerning the objectives and processes of this guidance, TAN 18 states the importance of integration between land-use planning and development of transport infrastructure for which this integration can help address key environmental concerns by (page 2; para. 2.3):

- *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;*
- *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.*

"The inter-relationships between land use planning and transport are complex and varied. The development of land is dependent, in part, upon transport infrastructure and services to function efficiently. By influencing the location, scale, density and mix of land uses and new development, land use planning can help to reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport" (page 3; para. 2.4).

2.6 The Welsh Assembly Government Circular 30/2007, Planning for Gypsy and Traveller Caravan Sites states:

21. Sites, whether public or private, should be identified having regard to highways considerations. In setting their policies, local planning authorities should have regard to the potential for noise and other disturbance from the movement of vehicles to and from the site, the stationing of vehicles on the site, and on-site business activities. However, projected vehicle

movements for Gypsy and Traveller sites should be assessed on an individual basis for each site. Proposals should not be rejected if they would give rise to only modest additional daily vehicle movements and/or the impact on minor roads would not be significant.

Regional Policy

2.7 Sewta (South East Wales Transport Alliance) is one of four regional transport consortia established in Wales following powers acquired by the Welsh Government under the Transport Wales Act 2006 and the Railways Act 2005. The Welsh Government has subsequently approved a Regulatory Order to remove the requirement for the 22 local authorities in Wales to produce Local Transport Plans and instead, has introduced the requirement for Regional Transport Plans (RTPs) to be prepared by the four Transport Consortia.

2.8 The RTP vision is (page 18; chapter 3):

"To provide a modern, integrated and sustainable transport system for South East Wales that increases opportunity, promotes prosperity and protects the environment; where public transport, walking, cycling and sustainable freight provide real travel alternatives".

2.9 The RTP continues by emphasising the importance of an integrated approach toward planning policies and the effective interaction between transport planning and land-use planning. To that extent the report states (page 37; para. 4.4.3):

"Planning decisions strongly influence the demand for transport. The Local Planning Authorities will be encouraged to influence transportation matters by guiding development to appropriate locations that can be accessed by sustainable transport provision. In addition, planning authorities will need to ensure that all new developments have appropriate transport facilities such as regular bus services from the first occupation of the development, safe and secure links to train stations, provision for walking and cycling, and [where applicable] travel plans."

Local Policy

2.10 Under current housing and planning legislation Newport City Council has a duty to identify suitable residential and transit sites for gypsies and travellers, if a need is demonstrated.

2.11 In 2009, the council was required to carry out a Gypsy and Traveller needs assessment which concluded that the council had a 10 year need for 29 permanent pitches for families living in, or with an affiliation to, Newport. Fourteen of these pitches need to be provided for in a social rented format, with 15 pitches to be owner occupied pitches. A further 7 pitches were required for families that travel through the city on a seasonal basis.

2.12 The current Unitary Development Plan will be replaced by the Local Development Plan (LDP). Although the actual LDP is not yet adopted, the LDP vision and objectives have been. These include:

Objective 2 *To ensure that development and land uses in Newport make a positive contribution to helping to minimise the causes of climate change and to mitigating the impacts, by incorporating the principles of sustainable design, reducing the need to travel, providing safe and active travel routes, and managing the risks and consequences of flooding.*

Objective 4 *To ensure that there is an adequate supply of land for housing in the most sustainable locations, and to ensure that the quantity, quality and variety of housing provision meets the needs of the population. Also to foster the creation of places which contribute to local distinctiveness and thriving communities.*

2.13 The Newport 2011-26 Local Development Plan: Revised Deposit Plan dated June 2013 identifies the former Ringland Allotments as a contingency Gypsy and Traveller transit/residential site:

"H15 Gypsy and Traveller Transit Accommodation

SITES ARE ALLOCATED FOR GYPSY AND TRAVELLER TRANSIT ACCOMMODATION AT:

iii) LAND AT CELTIC WAY, COEDKERNEW – 1.5ha; AND

iv) CONTINGENCY SITE AT FORMER RINGLAND ALLOTMENTS FOR EITHER TRANSIT OR RESIDENTIAL ACCOMMODATION – 1.22ha.

5.10 Some Gypsy and Traveller families still have a nomadic style of living and the Council must provide transit sites for their use. Occupants at these locations will be allowed to pitch for a set number of weeks per year as determined by the Council, for which a fee will be payable in advance. A Newport Gypsy and Traveller Accommodation Needs Assessment was completed by Fordham Consultants in January 2010 and up to date information such as the annual caravan count, informs the Council that 7 pitches are required at this location during the plan period.

5.11 A contingency site has been identified at the Former Ringland Allotments for either transit or residential accommodation. This is in the event that all identified families in social accommodation need or in need of transit provision, cannot be accommodated in their entirety on the preferred transit and residential sites as identified in Policies H15 and H16.

H16 Gypsy and Traveller Residential Accommodation

SITES ARE ALLOCATED FOR PERMANENT GYPSY AND TRAVELLER RESIDENTIAL ACCOMMODATION AT:

iii) HARTRIDGE FARM ROAD, RINGLAND – 8.64ha; AND

iv) CONTINGENCY SITE AT FORMER RINGLAND ALLOTMENTS FOR EITHER TRANSIT OR RESIDENTIAL ACCOMMODATION - 1.22ha.

5.12 Some Gypsy and Traveller families, for various reasons, live in one place for longer periods of time. Permanent residential accommodation will be provided to those families and individuals that have no alternative place to live (this assessment is carried out by Housing Services). Occupants will be provided with pitches on a year round basis paying rent and council taxes to the local Authority. A Newport Gypsy and Traveller Accommodation Needs Assessment was completed by Fordham Consultants in January 2010 and up to date evidence provides the Council with information of who is in accommodation need.

5.13 Newport City Council has an immediate unmet need for permanent residential pitches in Newport. These families have already been identified by the Council. The immediate need will be accommodated at Hartridge Farm Road between 2013 and 2015. Additional on-site pitches will be provided in a phased approach throughout the Plan Period. Details of the proposed phasing approach at the Hartridge Farm Road site are provided in the Delivery and Implementation Background Paper[1] of the Plan.

5.14 A contingency site has been identified at the Former Ringland Allotments for either transit or residential accommodation. This is in the event that all identified families in social accommodation need or in need of transit provision, cannot be accommodated in their entirety on the preferred transit and residential sites as identified in Policies H15 and H16.

H17 Gypsy and Traveller Accommodation Proposals

PROPOSALS FOR GYPSY AND TRAVELLER CARAVAN SITES, INCLUDING ON LAND OUTSIDE DEFINED SETTLEMENT BOUNDARIES, WILL BE PERMITTED PROVIDED:

v) THE SITE IS WELL RELATED TO SUITABLE COMMUNITY FACILITIES AND SERVICES FOR THE PROSPECTIVE OCCUPANTS;

vi) THE SITE IS CAPABLE OF BEING SERVED BY UTILITIES INCLUDING SUSTAINABLE WASTE DISPOSAL AND RECOVERY AND EMERGENCY SERVICES;

vii) THE SITE IS NOT WITHIN AREAS AT HIGH RISK OF FLOODING, GIVEN THE PARTICULAR VULNERABILITY OF CARAVANS;

viii) THERE IS AN IDENTIFIED AND GENUINE, LOCAL NEED FOR ACCOMMODATION FOR THE OCCUPIERS.

5.15 Many Gypsy and Traveller families have a cultural aversion to living in bricks and mortar accommodation. This aversion has been recognised in the law courts and means that every Local Authority in Wales must view Gypsy and Traveller accommodation as a form of affordable housing. In assessing accommodation need under criterion iv), occupiers will need to comply with all relevant housing legislation, for example, the Housing Acts 1996 and 2004, or as amended. It may be that sites can be sustainably located in rural or semi-rural settings, contributing to the meeting of affordable housing needs. Sites should be reasonably close to suitable facilities and services especially when considering proposals for permanent residential pitches. Transit pitches need not be as well related to facilities and services given the nature of the temporary accommodation. However, they should be well linked to the strategic transport network. Welsh Government Circular 30/2007[2] also provides relevant guidance. "

[1] *Available at: http://www.newport.gov.uk/stellent/groups/public/documents/plans_and_strategies/cont712235.pdf*

[2] *Available at: http://wales.gov.uk/about/foi/publications-catalogue/circular/2007/gypsy/?lang=en*

[1] *Available at: http://www.newport.gov.uk/stellent/groups/public/documents/plans_and_strategies/cont712235.pdf*

[2] *Available at: http://wales.gov.uk/about/foi/publications-catalogue/circular/2007/gypsy/?lang=en*

3. Existing Conditions

3.1 The site will be accessed via Cot Hill, which links into A48 Southern Distributor Road via a left in / left out priority junction arrangement. Cot Hill currently provides access to Llanwern Village as shown in Figure 1.

Photograph 1: A48 SDR / Cot Hill Left in / Left out Priority Junction

Pedestrians and Cyclists

3.2 One of the main factors demonstrating the suitability of a development site is its accessibility by non-car modes of transport. This helps to reduce the reliance on the use of the private car as well as promoting the aims of sustainable travel choices.

3.3 When assessing the accessibility of a site an average walking speed of 1.4m/s can be assumed, which equates to approximately 400m in 5 minutes, or 3mph (Source: The Institution of Highways and Transportation publication 'Guidelines for Providing for Journeys on Foot (2000)). This document also suggests that 1000m is an acceptable commuting distance to walk with 2000m as a preferred maximum. Straight line cycle isochrones have been provided in Figure 2.

3.4 There is an existing subway providing a pedestrian link between Cot Hill and Ringland, under the A48, although this is closed at night.

Photograph 2: A48 Subway Access

3.5 A footway / cycleway extends along the south side of the SDR, past the side of the site fronting the SDR. A short section of footway exists from the SDR on Cot Hill, but this ends prior to the first property.

Photograph 3: A48 SDR Footway / Cycleway Adjacent to the Site

3.6 The Department for Transport outlines an average cycle speed on level ground of 18kph (5 metres per second). Assuming a slightly lower speed of 12kph (3.3 metres per second) accounting for local topography, straight line cycle isochrones have been provided as Figure 3 illustrating the extent of 5 (1.5 kilometres) and 10 (3 kilometres) minute cycling distances from the proposed development. The plan shows that for a realistic 10 minute cycle journey, travel a significant area of Newport via sustainable means is a viable option.

Public Transport

3.7 The nearest bus stops to the development site are located on Hendre Farm Drive adjacent to Dawson Close (475m) and Playford Crescent (560m) in Ringland, on the opposite side of the A48. The nearest bus stops in Llanwern Village are on Station Road adjacent to the Milton Hotel at 675m. Further stops are located on Hendre Farm Drive at Sterndale Bennett Road (Figure 3). Bus services from these bus stops are summarised in the following table, with the associated timetables and routings included as Appendix A.

Service	Route	Times	Frequency
	Hendre Farm Road		
8A	Newport Bus Station – Ringland	04:58 – 23:18	Every 20 mins
8C	Newport - Maindee - Ringland	05:38 – 22:48	Every 20 mins
20	Newport Queensway - Spytty Retail Park - Newport Queensway	08:20-17:53	Hourly
21	Newport Queensway - Spytty Retail Park - Ringland Centre	08:25-20:25	Hourly
	Station Road		
62	Newport Bus Station – Llanwern Village – Caldicot - Caerwent	07:14 – 18:39	Every 2 hours

Table 3.1: Public Transport Provision Adjacent to the Site

Vehicular Access

3.8 The existing site, being a green field, generates minimal vehicular movements.

Local Highway Network

3.9 The site access is via Cot Hill, adjacent to the A48 which is subject to a 50mph speed limit. This dual carriageway opened in December 2004 and is of Newport's strategic highway network. The A48 links to the M4 at Junction 24 Coldra Roundabout, 1.0 km to the north east. To the south west, Spytty Road Retail Park is located 1.7 km distant.

Traffic Flows

3.10 An Automatic Traffic count (ATC) was located on Cot Hill in September 2011, 125m approx east of the proposed site. The daily and peak hour traffic flows from the survey (attached as Appendix B) are summarised in the following table:

	Westbound	Eastbound
Monday	628	638
Tuesday	688	696
Wednesday	757	725
Thursday	638	679
Friday	788	759
Saturday	680	691
Sunday	578	619

Table 3.2: Daily Traffic Flows on Cot Hill 125 m east of the Proposed Site

	AM Peak Period (08:00-09:00)		PM Peak Period (15:00-16:00)		PM Peak Period (17:00-18:00)	
	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound
Monday	54	31	45	55	48	75
Tuesday	60	42	53	49	34	80
Wednesday	64	44	74	56	62	65
Thursday	55	43	33	59	49	68
Friday	52	25	59	67	59	71
Average	57	37	53	57	50	72

Table 3.3: AM and PM Peak Period Traffic Flows on Cot Hill 125m east of the Proposed Site

3.11 The results highlight similar flows in both directions over a day.

Accident Analysis

3.12 PIA data for the road network within the vicinity of the proposed development site (approximately 500m radius) for the period between 01/11/2008 and 27/10/2013 has been obtained and are included in Appendix C.

3.13 An examination of the PIA data indicates that:

- A total of 11 accidents (resulting in 2 serious and 9 slight injuries) occurred within the five year period. Of these, 3 were cyclists (1 serious and 2 slight) and 3 were pedestrians (1 serious and 2 slight).
- Three slight accidents occurred at or adjacent to the SDR / Cot Hill junction, consisting of:
  - 1 poor driver behaviour whilst overtaking
  - 1 rear collision
  - 1 loss of control whilst joining the A48 from Cot Hill
- There have been no accidents on Cot Hill within 500m of the proposed access.

4. Development Proposal

4.1 Sites are required to provide accommodation for Gypsy and Traveller families already living in the city and for those passing through to fulfil the council's legal and planning responsibilities.

4.2 Both residential and transit sites are identified in the council's LDP. Residential sites are used by Gypsies or Travellers who want or need to remain in one place for a long period. They usually have links to the area and are often part of the community, for example, children will attend local schools. Transit sites are provided for Gypsies and Travellers who are passing through a town or city and they are allowed to stay for a limited number of days or weeks.

Proposed Development

4.3 The proposed Gypsy and Traveller site at the former Ringland Allotments will have 7 pitches with access via a junction from Cot Hill. The status of the site as a permanent or transit location has yet to be decided, depending on requirements at the time of construction. If permanent, it is a possible site of accommodation for a family who currently resides on an unauthorised but longstanding site in Llanwern. This site is not suitable as a permanent solution being very remote and having no utilities (water, power, sewer connection) and the family is seeking alternative accommodation. The immediate housing need is 3 pitches, predicted to increase to 7 pitches by 2026.

4.4 A pitch is equivalent to a house and will typically contain amenity space/garden, parking spaces, space for a touring caravan to be parked, an amenity block (permanent feature) to provide a utility room/bathroom/maybe living room. There are then likely to be two static type caravans which are very unlikely to move off site.

4.5 If a transit site, the site will be secured and managed by the council, being unlocked when the travellers passing through Newport have arrived and paid their rent. At peak demand times, there will be a maximum of 14 caravans arriving. Newport City Council staff will be on site. Therefore, the gates to the site will be open to ensure there is not a tailback onto the SDR.

Previous Development

4.6 The site was previously used as allotments.

Committed Development

4.7 The adjacent land has outline planning permission for residential development (up to 1100 dwellings) and provision of primary school, village centre, public open space, landscaping and associated infrastructure works (Planning Application:13/0806), with associated junction improvements to the junction of Cot Hill and the SDR (see Drawing B0581200/151-JJG Rev B). The use of this site allows for the approved junction improvements and associated land take.

Vehicular Access onto Highway Network

4.8 The highway layout for the site will take into account the Welsh Government document, 'Good Practice Guide in Designing Gypsy Traveller Sites in Wales' (July 2009), which states:

'All sites need to have traffic calming measures leading to and on the site. Public roads should have clearly displayed signs requesting cars to slow down for site access. (NB it should be made clear that only local authorities are authorised to erect signs on public highways). Internal roads should also have signs at regular intervals requesting drivers to slow down and speed-limiting ramps.

Good quality roads should be built which are fit for purpose. Normally concrete or tar macadam on suitable sub-base appropriate to soil conditions is preferable. Roads should be wide enough to allow chalet/mobile homes access on low loader vehicles and yet not encourage on road parking. They should also be wide enough to allow two lorries to pass each other, and should be a minimum of 5.6 metres wide which should accommodate vehicle towing caravans between 7 to 8 metres long.

The design of roads leading to and on the site should allow easy access for emergency vehicles. Caravans and trailers must not be more than 50 metres from a road. Roads should not have overhead cables less than 4.5 metres above the ground. Vehicular access and gateways must be at least 3.1 metres wide and have a minimum clearance of 3.7 metres.

If feasible, there should be more than one access point to the site. In addition a ramp will be required near to the entrance to the public road to ensure a reduction in vehicular speed. If the site is a cul-de-sac layout then there should be adequate turning space to accommodate large vehicles used by the residents. There should be footpaths at the entrance from the public road into the site along with footpaths on the site.

Residents will be aware that they should be cautious when driving on to and around the site due to children playing. However visitors to the site may not realise the potential danger and therefore warning signs should be placed at the entrance to the site and throughout warning drivers of the presence of children.'

4.9 Although the good practice guide identifies a preference for more than one access, the site only has seven pitches and the need for a second access is not a statutory requirement.

4.10 The proposed junctions will be designed to the standards as set out in the Design Manual for Roads and Bridges (DMRB) TD42/95 Geometric Design of Major/Minor Priority junctions.

4.11 Traffic calming measures on the access roads, easy access for emergency vehicles and appropriate signage will all be reviewed at the detailed design stage.

Pedestrian Facilities

4.12 The current footpath on Cot Hill extending to the SDR ends prior to the access to the site. It is proposed that this will be extended, providing linkage from the site to the SDR. The proposed Llanwern Village development will also provide controlled at grade crossing facilities at the Cot Hill / SDR junction, as shown in Drawing B0581200/151-JJG Rev B.

Public Transport

4.13 With the location of bus stops in close proximity, well linked by pedestrian footways and an underpass (and in the future via a controlled at grade crossing) no additional provision for buses is proposed. It should be noted that due to their culture, gypsy travellers rarely use public transport. Andree Morgan Andrews, Powys County Council's Gypsy Liaison Officer has previously stated:

'Romany Gypsy children and young women are not allowed off site on their own. The majority of Romany Gypsies wouldn't use public transport as it means being in the company of unrelated men. When Romanies go shopping they buy in bulk and go en masse and would get a taxi not a bus Children get taken to and from school to prevent socialising with members of the opposite sex. Gypsy children aren't allowed to socialise outside of their family.'

Parking

4.14 The Welsh Government document, 'Good Practice Guide in Designing Gypsy Traveller Sites in Wales' (July 2009), states:

'Each pitch as a minimum should be capable of accommodating an amenity block, large trailer, touring caravan and parking for two vehicles ……. with permanent and readily identifiable markings for caravans and parking spaces…… it is recommended that all new sites and sites undergoing refurbishment programmes to pitches should consider adopting a clear colour coding approach to highlight clear delineation between caravans and other vehicles. For example red lines should represent fire breaks between caravans with green lines representing space for cars etc.'

4.15 The outline plans for the development have been based on these guidelines.

Internal Highway Layout and Prevention of Access by Unwanted Vehicles

4.16 The internal highway layout has yet to be detailed. However, it is proposed that the council manage the site, ensuring unwanted vehicles are prevented from accessing.

5. Impact on the Highway Network

Traffic Generation

5.1 Trip generation rates for the proposed Gypsy and Traveller site have been based on the two surveys contained within the national TRCIS database (Appendix D) and those previously undertaken by Capita Symonds of an existing Gypsy and Traveller site at Cefn Cantref adjacent to Brecon:

Reference	Location	Pitches	Residents	Survey Date	Type
HC-16-A-01	Hartfordbridge	20	82	05/01/89	Permanent
SC-16-A-01	Leatherhead	10	Not stated	04/02/10	Static
-	Brecon	11	Not known	16/12/10 and 13/01/11	Not known

Table 5.1: Surveys of Gypsy Traveller Sites

Time	Location	Arrivals	Departures	Total (2 way)
08:30-09:30	Brecon	0	0.1818	0.1818
08:00-09:00	Hartfordbridge	0.15	0.2	0.35
08:00-09:00	**Leatherhead**	**0.5**	**0.8**	**1.3**
15:00-16:00	**Hartfordbridge**	**0.8**	**0.8**	**1.6**
17:00-18:00	Brecon	0.4545	0.2727	0.7272
17:00-18:00	Hartfordbridge	0.3	0.4	0.7
17:00-18:00	Leatherhead	0.3	0.1	0.4

Table 5.2: Gypsy Traveller Site Traffic Generation – Trip rates per Pitch

5.2 The proposed new site is designed to accommodate 7 pitches. The new site has been designed for two car parking spaces per pitch as per the existing site at Cefn Cantref.

5.3 As the three sites provide a range of trip generations, to provide a worst case scenario, the greatest trip generations in the AM and PM peak from all sites surveyed have been utilised, to provide confidence that the highway network can accommodate the increase in traffic flow. Therefore, the AM peak (08:00-09:00 hours) trip rates observed at the Leatherhead site and the PM peak (15:00 – 16:00 hours) rates observed at the Hartfordbridge have been assessed (as shown in bold).

5.4 Based on these rates per pitch, the following trip figures are estimated for the proposed site:

Time	Arrivals	Departures	Total (2 way)
08:00-09:00	4	6	10
15:00-16:00	6	6	12

Table 5.3: Proposed Gypsy Traveller Site Traffic Generation (7 Pitches)

5.5 Although there were no traffic surveys undertaken of the site's previous use as an allotment, and as there are no national figures for trip generation for such a development type, it is likely that some traffic was generated by its previous use.

5.6 Should the proposed Gypsy and Traveller site progress as a transit site it is envisaged that a maximum 14 caravans will arrive or depart at any one time, as they reach or depart Newport.

Impact on the Network

5.7 The 7 pitch development is likely to generate in the region of 10-14 vehicles in the peak period which will have a minimal impact on the highway network during these times. The percentage increases on Cot Hill are:

	AM Peak Period (08:00-09:00)	PM Peak Period (15:00-16:00)
Existing Traffic (2011)	94	110
Site traffic	14 (transit) / 10 (permanent)	14 (transit) / 12 (permanent)
Predicted % increase	14.9% / 10.6%	12.7% / 10.9%

Table 5.4: Percentage Increase in Traffic on Cot Hill

5.8 These increases in traffic will be concentrated on the western section of Cot Hill, away from housing and will not cause issues with the capacity at the SDR/Cot Hill junction.

5.9 The percentage increase is significantly smaller with the proposed Llanwern Village development (extracted flows from Appendix E of the *Gallagher Estates Development at Llanwern Village, Newport Transport Assessment by* Halcrow Group Limited dated May 2006 are contained within Appendix B) taken into account:

	AM Peak Period (08:00-09:00)	PM Peak Period (15:00-16:00)
Existing Traffic (2011)	94	110
Llanwern Village Development	587	671
Site traffic	14 (transit) / 10 (permanent)	14 (transit) / 12 (permanent)
Predicted % increase	2.1% / 1.5%	1.8% / 1.5%

Table 5.5: Percentage Increase in Traffic on Cot Hill with Llanwern Village Development

5.10 The 1100 homes development includes a junction upgrade, in addition to a new road bridge over the mainline railway to create a north-south link between the Llanwern Village development and the St Modwens development on the Glan Llyn former steelworks site. The approved Cot Hill junction improvements can accommodate the minimal additional traffic from the proposed Gypsy and Traveller site.

Impact on Highway Safety

5.11 The PIA analysis undertaken in Section 3 has shown that there is not a significant history of accidents on the surrounding roads. With only a minor increase in traffic and junction designs to standard, the development is unlikely to have a significant impact on road safety.

5.12 A Stage 1 Road Safety Audit will be carried out on the new access junction in accordance with HD19/03 of the Design Manual for Roads and Bridges.

6. Summary

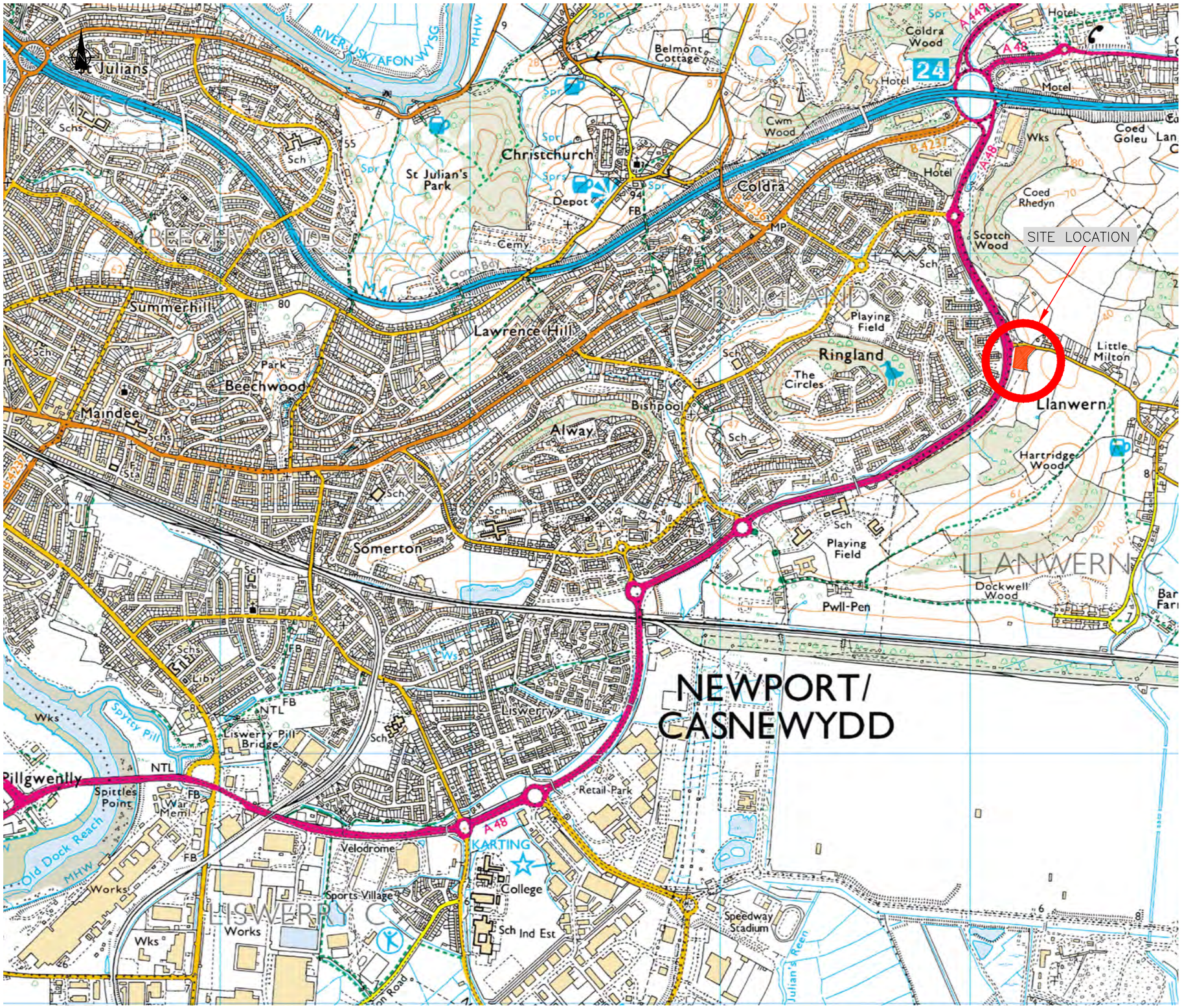
6.1 This Transport Statement has examined the transport issued relating to the proposed development of land at the former Ringland Allotments, as a Gypsy and Traveller Site, with a maximum of 7 pitches.

6.2 A review of the expected traffic generation from the site has shown that there will be only a minor increase to vehicular flow and there are no existing significant accident issues in the adjacent area.

6.3 It is envisaged that a single access and improvements to the existing highway in terms of widening and footway improvements on Cot Hill, will be provided. The properly established site will help the council tackle the issue of unauthorised encampments and provide a site that meets highways standards and conforms to Welsh Government good practice guidance.

6.4 It is therefore considered that the local highway in the vicinity of the site is suitable with regard to capacity and highway safety and therefore, in principle, there are no highway reasons why the development should not take place.

Figures



DRG. No.	FIGURE 1	REVISION REF.

ISSUE	AMENDMENTS	DRAWN	CHECK	DATE

CLIENT

Newport City Council
Cyngor Dinas Casnewydd

PROJECT

FORMER RINGLAND
ALLOTMENTS
GYPSY AND TRAVELLER SITE

TITLE

SITE LOCATION PLAN

PURPOSE

INFORMATION

CAPITA
Property and Infrastructure
St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
T: 02920 803500 w: www.capita.co.uk/infrastructure
Capita Property and Infrastructure Ltd.

DRAWN	DATE	SCALE
HK	NOV 2013	NTS
CHECKED	DATE	PROJECT No.
DHJ	NOV 2013	CS/69508
DRG. No. FIGURE 1		REVISION REF.

FILE: P:\SCHEMES_CS\CS0695XX\CS069508\CAD\RINGLAND ALLOTMENTS\FIGURE 1 RINGLAND ALLOTMENTS LOCATION PLAN.DWG

DRG. No. FIGURE 2 | REVISION REF.

KEY

- PROPOSED DEVELOPMENT SITE
- 5 MINUTE WALKING DISTANCE 400m
- ACCEPTABLE COMMUTER DISTANCE 1.0Km
- 5 MINUTE CYCLING DISTANCE 1.5km
- 10 MINUTE CYCLING DISTANCE 2km

FIGURES BASED UPON AVERAGE CYCLING SPEED OF 12KM/H

ISSUE	AMENDMENTS	DRAWN	CHECK	DATE

CLIENT

Newport CITY COUNCIL
CYNGOR DINAS Casnewydd

PROJECT

FORMER RINGLAND
ALLOTMENTS
GYPSY AND TRAVELLER SITE

TITLE

STRAIGHT LINE WALKING AND CYCLING
ISOCHRONES

PURPOSE

INFORMATION

CAPITA
Property and Infrastructure
St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
T: 02920 803500 w: www.capita.co.uk/infrastructure
Capita Property and Infrastructure Ltd.

DRAWN	DATE	SCALE
HK	NOV 2013	1:10,000
CHECKED	DATE	PROJECT No.
DHJ	NOV 2013	CS/69508

DRG. No. FIGURE 2 | REVISION REF.

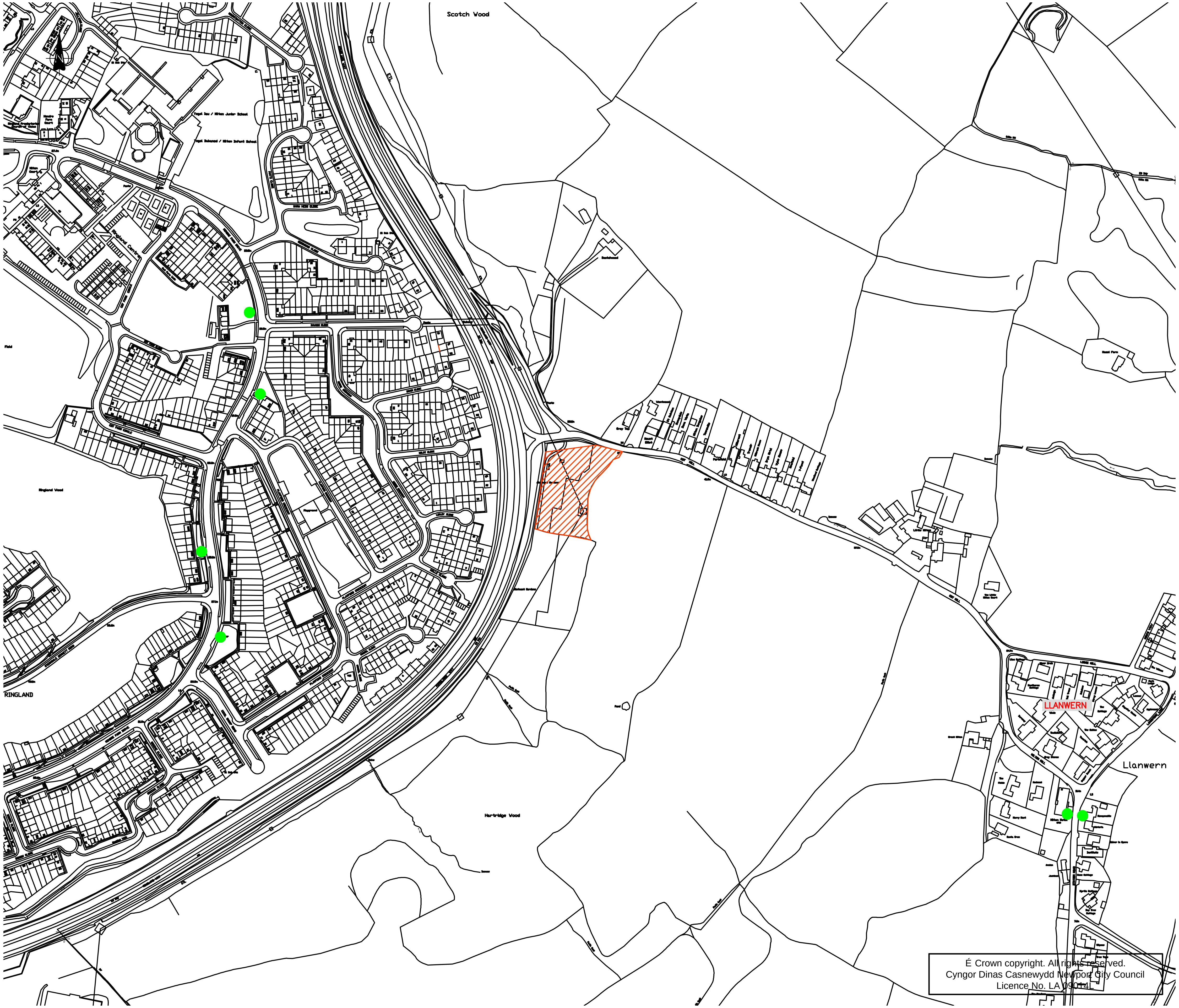
FILE: P:\SCHEMES_CS\CS0695XX\CS069508\CAD\RINGLAND ALLOTMENTS\FIGURE 2 RINGLAND ALLOTMENTS ISOCHROMES.DWG

DRG. No. FIGURE 3 | REVISION REF.

KEY

BUS STOP LOCATION

DEVELOPMENT SITE



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Cyngor Dinas Casnewydd Newport City Council
Licence No. LA 09014L

ISSUE	AMENDMENTS	DRAWN	CHECK	DATE

CLIENT

Newport CITY COUNCIL CYNGOR DINAS Casnewydd

PROJECT

FORMER RINGLAND ALLOTMENTS
GYPSY AND TRAVELLER SITE

TITLE

BUS STOP LOCATIONS

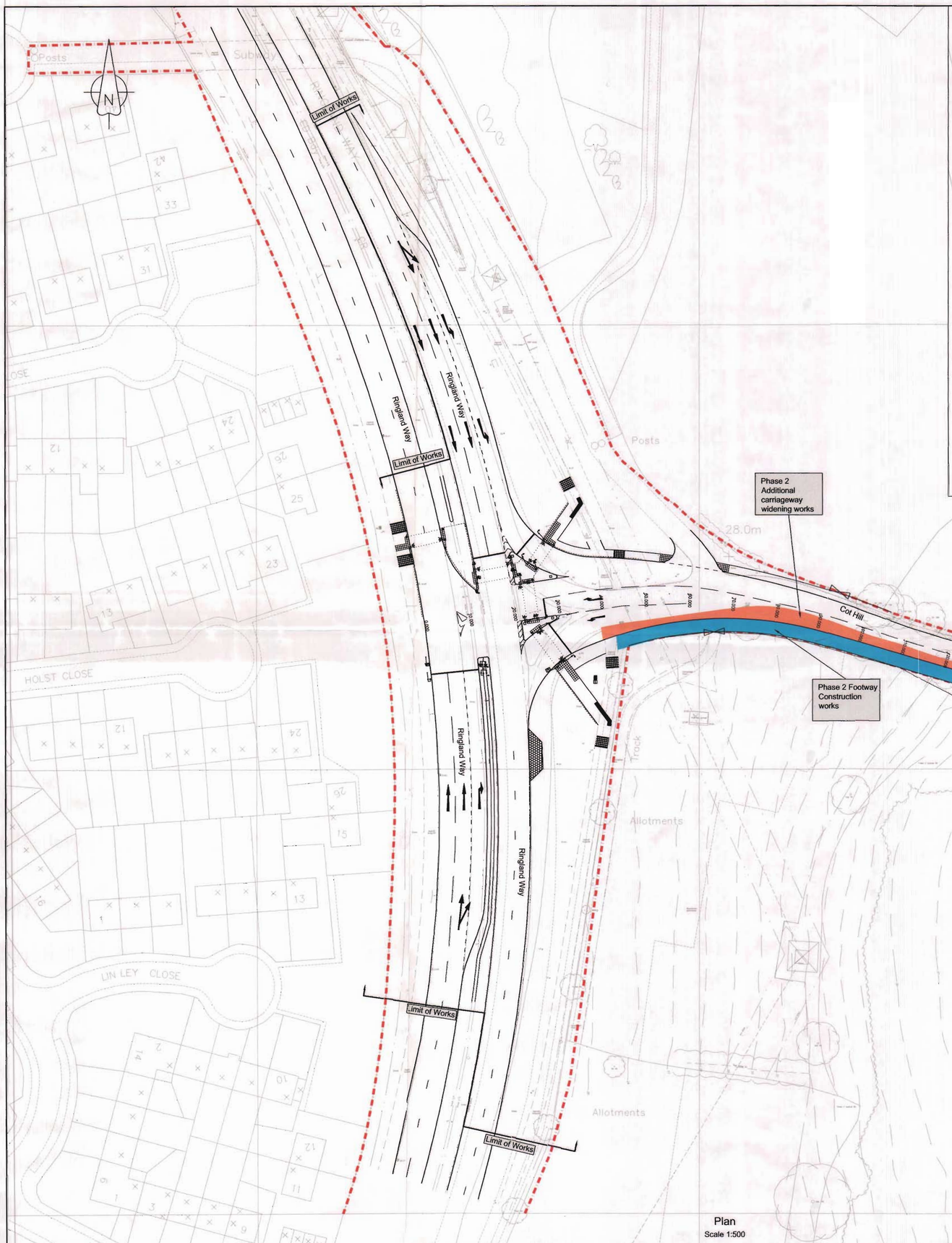
PURPOSE

INFORMATION

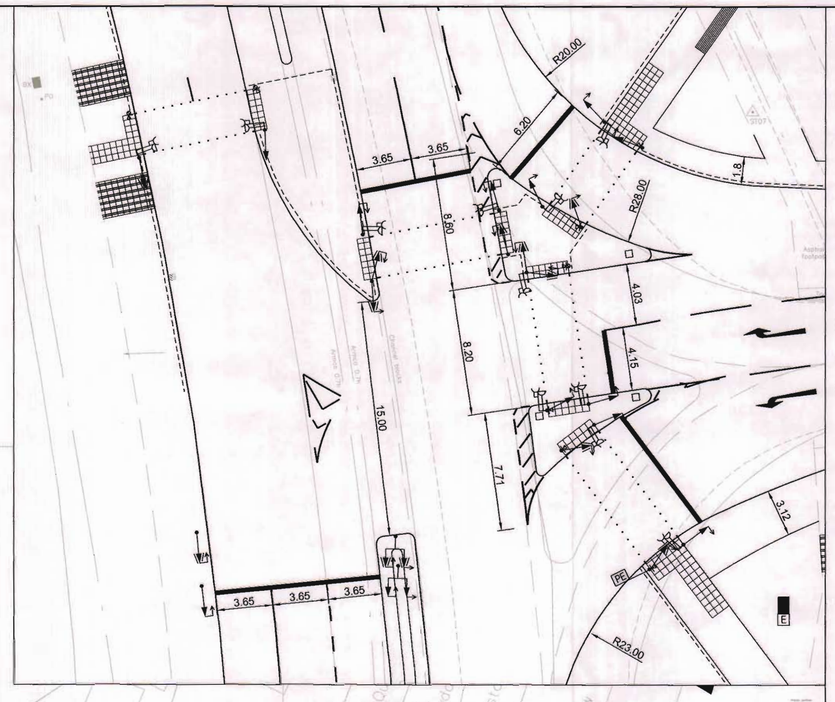
CAPITA
Property and Infrastructure
St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
T: 02920 803500 w: www.capita.co.uk/infrastructure
Capita Property and Infrastructure Ltd.

DRAWN	DATE	SCALE
HK	NOV 2013	1:30,000
CHECKED: DHJ	DATE: NOV 2013	PROJECT No.: CS/69508
DRG. No.: FIGURE 3		REVISION REF.

FILE: P:\SCHEMES_CS\CS0695XX\CS069508\CAD\RINGLAND ALLOTMENTS\FIGURE 3 RINGLAND ALLOTMENTS BUS STOPS.DWG



Plan
Scale 1:500



Junction Layout
Scale 1:200

Notes: –

1. This drawing should be read in conjunction with all other Jacobs engineering details, drawings & specifications.
2. All dimensions are in metres unless otherwise stated, similarly all levels above datum are also in metres.
3. This drawing to be read in conjunction with the specification and all prepared for this scheme
4. Prior to the commencement of construction works, existing levels and dimensions are to be checked and confirmed on site.

Any discrepancies should be reported to the engineer immediately so that clarification can be sought prior to the commencement of work.

5. Prior to construction works commencing on site, the location of all existing services are to be checked and their location confirmed.
6. All lane widths at stop lines to be 3.65m except where noted otherwise.
7. All pedestrian crossings to be 2.7m wide.
8. Junction layout drawn in accordance with Design Manual for Roads & Bridges Volume 6 TD 40/94.
9. All dimensions on footpaths are from channel to back of kerb.
10. All earth works batter/cutting slopes shown at 1 in 2m gradient.

Any relocation/remedial works required are to be completed in advance of the proposed works and in accordance with the relevant statutory undertakers requirements.

Key:

Limit of Works and Extent of Land to be dedicated as public highway and maintainable at public expense

Limit of existing public highway south of Cot Hill.

All proposed works within the hatched area outside the existing highway boundary are indicative and subject to reserved matters approval.

FINAL

REV	REVISION DATE	PURPOSE OF REVISION	DRAWN	CHECKED	APPROVED
B	28/10/08	FINAL FOR S106 AGREEMENT	MBB	-	-
A	20/10/08	NCC Planner Comments	MBB	-	-

JACOBS
CHURCHILL HOUSE, CHURCHILL WAY, CARDIFF, CF10 2JJ
TEL: +44 (0)292 035 3200 FAX: +44 (0)292 035 3222
WEBSITE : WWW.JACOBS.COM

CLIENT: GALLAGHER ESTATES

PROJECT: LLANWERN VILLAGE

DRAWING TITLE: COMPLETED SCHEME DESIGN
GENERAL ARRANGEMENT
COT HILL / RINGLAND WAY

DRAWN	CHECKED	APPROVED
MBB	MBB	MBB
DATE 28.08.07	DATE 13/09/07	DATE 13/09/07

SCALE: AS SHOWN @ A1 DO NOT SCALE

JACOBS No. B0581200

DRAWING NUMBER: B0581200/151-JJG REV: B

THIS DRAWING IS NOT TO BE USED IN WHOLE OR PART OTHER THAN FOR THE INTENDED PURPOSE AND PROJECT AS DEFINED ON THIS DRAWING. REFER TO THE CONTRACT FOR FULL TERMS AND CONDITIONS.

Appendix A
Public Transport

TravelineCymru

Newport Bus Station - Ringland
Newport Bus Station - Ringland
Newport - Maindee - Ringland
Newport - Maindee - Ringland

Services
8A (NTAO008A)
8A (NTBO008A)
8C (NTAO008C)
8C (NTBO008C)

Monday to Friday (not Bank Hols) (Outbound)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 26 Oct 2013 until further notice

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	Prd2	Prd1	XPrd3	Prd1	Prd2
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	04:40	04:40	05:20	05:20	05:40	05:40
Maindee, Maindee Square, SE-bound, Chepstow Road		T	04:46	04:46	05:26	05:26	05:46	05:46
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	04:49	04:49	05:29	05:29	05:49	05:49
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	04:58	04:58			05:58	05:58
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			05:38	05:38		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	06:00	06:00	06:20	06:20	06:40	06:40
Maindee, Maindee Square, SE-bound, Chepstow Road		T	06:06	06:06	06:26	06:26	06:46	06:46
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	06:09	06:09	06:29	06:29	06:49	06:49
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			06:38	06:38		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	06:18	06:18			06:58	06:58

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	XPrd3	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2	Date1	
Newport, Queensway Q6, opp, Queensway	Depart:	T	06:49	06:50	07:00	07:00	07:10	07:12
Maindee, Maindee Square, SE-bound, Chepstow Road		T	06:55	06:56	07:06	07:06	07:16	07:18
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	06:58	06:59	07:09	07:09	07:19	07:21
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	07:07	07:08			07:29	07:31
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			07:19	07:19		

	Service:		8C	8C	8C	8A	8A	8C
	Notes:		XPrd3	Prd1	XPrd3	Prd1	XPrd3	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date2		Date2		Date1	
Newport, Queensway Q6, opp, Queensway	Depart:	T	07:20	07:24	07:30	07:36	07:40	07:48
Maindee, Maindee Square, SE-bound, Chepstow Road		T	07:26	07:30	07:36	07:42	07:46	07:54
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	07:29	07:33	07:39	07:45	07:49	07:57
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T				07:56	08:00	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	07:39	07:44	07:50			08:08

	Service:		8C	8A	8A	8A	8C	8C
	Notes:		XPrd3	Prd1	XPrd3	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date2		Date1	Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	07:50	08:00	08:00	08:10	08:14	08:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	07:56	08:06	08:06	08:16	08:20	08:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	07:59	08:09	08:09	08:19	08:23	08:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		08:20	08:20	08:30		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	08:10				08:34	08:40

TravelineCymru

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	08:26	08:30	08:38	08:40	08:50	08:50
Maindee, Maindee Square, SE-bound, Chepstow Road		T	08:32	08:36	08:44	08:46	08:56	08:56
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	08:35	08:39	08:47	08:49	08:59	08:59
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	08:46	08:50			09:10	09:10
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			08:58	09:00		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	09:00	09:00	09:10	09:10	09:20	09:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	09:06	09:06	09:16	09:16	09:26	09:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	09:09	09:09	09:19	09:19	09:29	09:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			09:30	09:30		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	09:20	09:20			09:40	09:40

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	09:30	09:30	09:40	09:40	09:50	09:50
Maindee, Maindee Square, SE-bound, Chepstow Road		T	09:36	09:36	09:46	09:46	09:56	09:56
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	09:39	09:39	09:49	09:49	09:59	09:59
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	09:49	09:49			10:09	10:09
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			09:59	09:59		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	10:00	10:00	10:10	10:10	10:20	10:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	10:06	10:06	10:16	10:16	10:26	10:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	10:09	10:09	10:19	10:19	10:29	10:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			10:29	10:29		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	10:19	10:19			10:39	10:39

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	10:30	10:30	10:40	10:40	10:50	10:50
Maindee, Maindee Square, SE-bound, Chepstow Road		T	10:36	10:36	10:46	10:46	10:56	10:56
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	10:39	10:39	10:49	10:49	10:59	10:59
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	10:49	10:49			11:09	11:09
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			10:59	10:59		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	11:00	11:00	11:10	11:10	11:20	11:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	11:06	11:06	11:16	11:16	11:26	11:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	11:09	11:09	11:19	11:19	11:29	11:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			11:29	11:29		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	11:19	11:19			11:39	11:39

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	11:30	11:30	11:40	11:40	11:50	11:50
Maindee, Maindee Square, SE-bound, Chepstow Road		T	11:36	11:36	11:46	11:46	11:56	11:56
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	11:39	11:39	11:49	11:49	11:59	11:59
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	11:49	11:49			12:09	12:09
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			11:59	11:59		

TravelineCymru

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	12:00	12:00	12:10	12:10	12:20	12:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	12:06	12:06	12:16	12:16	12:26	12:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	12:09	12:09	12:19	12:19	12:29	12:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			12:29	12:29		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	12:19	12:19			12:39	12:39

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	12:30	12:30	12:40	12:40	12:50	12:50
Maindee, Maindee Square, SE-bound, Chepstow Road		T	12:36	12:36	12:46	12:46	12:56	12:56
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	12:39	12:39	12:49	12:49	12:59	12:59
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	12:49	12:49			13:09	13:09
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			12:59	12:59		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	13:00	13:00	13:10	13:10	13:20	13:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	13:06	13:06	13:16	13:16	13:26	13:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	13:09	13:09	13:19	13:19	13:29	13:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			13:29	13:29		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	13:19	13:19			13:39	13:39

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	13:30	13:30	13:40	13:40	13:50	13:50
Maindee, Maindee Square, SE-bound, Chepstow Road		T	13:36	13:36	13:46	13:46	13:56	13:56
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	13:39	13:39	13:49	13:49	13:59	13:59
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	13:49	13:49			14:09	14:09
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			13:59	13:59		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	14:00	14:00	14:08	14:10	14:20	14:20
Maindee, Maindee Square, SE-bound, Chepstow Road		T	14:06	14:06	14:14	14:16	14:26	14:26
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	14:09	14:09	14:17	14:19	14:29	14:29
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			14:27	14:29		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	14:19	14:19			14:39	14:39

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		XPrd3	Prd1	XPrd3	Prd1	XPrd3	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1		Date2		Date1	
Newport, Queensway Q6, opp, Queensway	Depart:	T	14:30	14:32	14:40	14:44	14:50	14:56
Maindee, Maindee Square, SE-bound, Chepstow Road		T	14:36	14:38	14:46	14:50	14:56	15:02
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	14:39	14:41	14:49	14:53	14:59	15:05
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	14:49	14:51			15:09	15:15
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			14:59	15:03		

	Service:		8C	8C	8A	8A	8C	8A
	Notes:		XPrd3	Prd1	XPrd3	Prd1	XPrd3	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date2		Date1		Date2	Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	15:00	15:08	15:10	15:20	15:20	15:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	15:06	15:14	15:16	15:26	15:26	15:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	15:09	15:17	15:19	15:29	15:29	15:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			15:29	15:39		15:49
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	15:19	15:27			15:39	

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	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	15:32	15:40	15:44	15:50	15:56	16:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	15:38	15:46	15:50	15:56	16:02	16:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	15:41	15:49	15:53	15:59	16:05	16:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			16:03	16:09		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	15:51	15:59			16:16	16:20

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	16:08	16:10	16:20	16:20	16:30	16:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	16:14	16:16	16:26	16:26	16:36	16:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	16:17	16:19	16:29	16:29	16:39	16:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	16:28	16:30			16:50	16:50
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			16:40	16:40		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	16:40	16:40	16:50	16:50	17:00	17:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	16:46	16:46	16:56	16:56	17:06	17:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	16:49	16:49	16:59	16:59	17:09	17:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			17:10	17:10		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	17:00	17:00			17:20	17:20

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	17:10	17:10	17:20	17:20	17:30	17:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	17:16	17:16	17:26	17:26	17:36	17:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	17:19	17:19	17:29	17:29	17:39	17:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	17:30	17:30			17:50	17:50
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			17:40	17:40		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	17:40	17:40	17:50	17:50	18:00	18:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	17:46	17:46	17:56	17:56	18:06	18:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	17:49	17:49	17:59	17:59	18:09	18:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			18:10	18:10		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	18:00	18:00			18:19	18:19

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	18:20	18:20	18:40	18:40	19:00	19:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	18:26	18:26	18:46	18:46	19:06	19:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	18:29	18:29	18:49	18:49	19:09	19:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	18:38	18:38			19:18	19:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			18:58	18:58		

	Service:		8C	8C	8A	8A	8C	8C
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1		Date2
Newport, Queensway Q6, opp, Queensway	Depart:	T	19:30	19:30	20:00	20:00	20:30	20:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	19:36	19:36	20:06	20:06	20:36	20:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	19:39	19:39	20:09	20:09	20:39	20:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			20:18	20:18		
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	19:48	19:48			20:48	20:48

	Service:		8A	8A	8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:			Date1		Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	21:00	21:00	21:30	21:30	22:00	22:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	21:06	21:06	21:36	21:36	22:06	22:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	21:09	21:09	21:39	21:39	22:09	22:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	21:18	21:18			22:18	22:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T			21:48	21:48		

	Service:		8C	8C	8A	8A
	Notes:		Prd1	XPrd3	Prd1	XPrd3
	Operator:		NT-0	NT-0	NT-0	NT-0
	Dates:			Date2		Date1
Newport, Queensway Q6, opp, Queensway	Depart:	T	22:30	22:30	23:00	23:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	22:36	22:36	23:06	23:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	22:39	22:39	23:09	23:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T			23:18	23:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	22:48	22:48		

Only operates within these dates (additional restrictions may also apply) :
Date1 26/10/2013 to 11/04/2014
Date2 29/10/2013 until further notice

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

Prd1 Only operates within these dates:
02/09/2013 to 26/10/2013
04/11/2013 to 21/12/2013
06/01/2014 to 22/02/2014
01/03/2014 to 12/04/2014
28/04/2014 to 24/05/2014
02/06/2014 to 18/07/2014

Prd2 Only operates within these dates:
02/09/2013 to 26/10/2013
04/11/2013 to 21/12/2013
06/01/2014 to 22/02/2014
01/03/2014 to 12/04/2014
28/04/2014 to 24/05/2014
02/06/2014 to 18/07/2014

XPrd3 Does not operate on these dates:
02/09/2013 to 26/10/2013
04/11/2013 to 21/12/2013
06/01/2014 to 22/02/2014
01/03/2014 to 12/04/2014
28/04/2014 to 24/05/2014
02/06/2014 to 18/07/2014

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TravelineCymru

Ringland - Newport Bus Station
Ringland - Maindee - Newport
Mon to Fri, outside period only (not Bank Hols) (Inbound)

Services
8A (NTBO008A)
8C (NTBO008C)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 26 Oct 2013 until further notice

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	04:58		05:58		06:38	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		05:38		06:18		06:58
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	05:07	05:47	06:07	06:27	06:47	07:07
Maindee, Maindee Square, NW-bound, Chepstow Road		T	05:10	05:50	06:10	06:30	06:50	07:11
Newport, Queensway Q6, opp, Queensway	Arrive:	T	05:16	05:56	06:16	06:36	06:56	07:22

	Service:		8A	8C	8A	8C	8C	8A
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date2	Date1
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	07:08		07:29			08:00
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		07:19		07:39	07:50	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	07:18	07:29	07:39	07:50	08:01	08:11
Maindee, Maindee Square, NW-bound, Chepstow Road		T	07:22	07:33	07:43	07:54	08:05	08:15
Newport, Queensway Q6, opp, Queensway	Arrive:	T	07:33	07:44	07:54	08:05	08:16	08:26

	Service:		8C	8A	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date2	Date1	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		08:20	08:30		08:50	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	08:10			08:40		09:00
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	08:21	08:31	08:41	08:51	09:01	09:11
Maindee, Maindee Square, NW-bound, Chepstow Road		T	08:25	08:35	08:45	08:55	09:05	09:15
Newport, Queensway Q6, opp, Queensway	Arrive:	T	08:36	08:46	08:56	09:06	09:16	09:26

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	09:10		09:30		09:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		09:20		09:40		09:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	09:21	09:31	09:40	09:50	09:59	10:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	09:25	09:35	09:44	09:54	10:03	10:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	09:36	09:46	09:55	10:05	10:14	10:24

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	10:09		10:29		10:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		10:19		10:39		10:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	10:19	10:29	10:39	10:49	10:59	11:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	10:23	10:33	10:43	10:53	11:03	11:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	10:34	10:44	10:54	11:04	11:14	11:24

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	11:09		11:29		11:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		11:19		11:39		11:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	11:19	11:29	11:39	11:49	11:59	12:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	11:23	11:33	11:43	11:53	12:03	12:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	11:34	11:44	11:54	12:04	12:14	12:24

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	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	12:09		12:29		12:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		12:19		12:39		12:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	12:19	12:29	12:39	12:49	12:59	13:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	12:23	12:33	12:43	12:53	13:03	13:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	12:34	12:44	12:54	13:04	13:14	13:24

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	13:09		13:29		13:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		13:19		13:39		13:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	13:19	13:29	13:39	13:49	13:59	14:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	13:23	13:33	13:43	13:53	14:03	14:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	13:34	13:44	13:54	14:04	14:14	14:24

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	14:09		14:29		14:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		14:19		14:39		14:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	14:19	14:29	14:39	14:49	14:59	15:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	14:23	14:33	14:43	14:53	15:03	15:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	14:34	14:44	14:54	15:04	15:14	15:24

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	15:09		15:29		15:49	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		15:19		15:39		15:59
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	15:19	15:29	15:39	15:49	15:59	16:09
Maindee, Maindee Square, NW-bound, Chepstow Road		T	15:23	15:33	15:43	15:53	16:03	16:13
Newport, Queensway Q6, opp, Queensway	Arrive:	T	15:34	15:44	15:54	16:04	16:14	16:24

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	16:09		16:30		16:50	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		16:20		16:40		17:00
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	16:20	16:31	16:41	16:51	17:01	17:11
Maindee, Maindee Square, NW-bound, Chepstow Road		T	16:24	16:35	16:45	16:55	17:05	17:15
Newport, Queensway Q6, opp, Queensway	Arrive:	T	16:35	16:46	16:56	17:06	17:16	17:26

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	17:10		17:30		17:50	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		17:20		17:40		18:00
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	17:21	17:31	17:41	17:51	18:01	18:10
Maindee, Maindee Square, NW-bound, Chepstow Road		T	17:25	17:35	17:45	17:55	18:05	18:14
Newport, Queensway Q6, opp, Queensway	Arrive:	T	17:36	17:46	17:56	18:06	18:16	18:25

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
	Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	18:10		18:38		19:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		18:19		18:58		19:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	18:20	18:29	18:47	19:07	19:27	19:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	18:23	18:32	18:50	19:10	19:30	20:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	18:29	18:38	18:56	19:16	19:36	20:06

Service:		8A	8C	8A	8C	8A	8C
Notes:		XPrd1	XPrd1	XPrd1	XPrd1	XPrd1	XPrd1
Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Dates:		Date1	Date2	Date1	Date2	Date1	Date2
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	20:18		21:18		22:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		20:48		21:48		22:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	20:27	20:57	21:27	21:57	22:27	22:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	20:30	21:00	21:30	22:00	22:30	23:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	20:36	21:06	21:36	22:06	22:36	23:06

Service:		8A
Notes:		XPrd1
Operator:		NT-0
Dates:		Date1
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	23:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	23:27
Maindee, Maindee Square, NW-bound, Chepstow Road		T	23:30
Newport, Queensway Q6, opp, Queensway	Arrive:	T	23:36

Only operates within these dates (additional restrictions may also apply) :
Date1 26/10/2013 to 11/04/2014
Date2 29/10/2013 until further notice

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

XPrd1 Does not operate on these dates:
02/09/2013 to 26/10/2013
04/11/2013 to 21/12/2013
06/01/2014 to 22/02/2014
01/03/2014 to 12/04/2014
28/04/2014 to 24/05/2014
02/06/2014 to 18/07/2014

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TravelineCymru

Services

Ringland - Newport Bus Station
8A (NTAO008A)

Ringland - Maindee - Newport
8C (NTAO008C)

Monday to Friday, period only (not Bank Hols) (Inbound)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 26 Oct 2013 until 18 Jul 2014

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	04:58		05:58		06:38	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		05:38		06:18		06:58
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	05:07	05:47	06:07	06:27	06:47	07:07
Maindee, Maindee Square, NW-bound, Chepstow Road		T	05:10	05:50	06:10	06:30	06:50	07:11
Newport, Queensway Q6, opp, Queensway	Arrive:	T	05:16	05:56	06:16	06:36	06:56	07:22

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	07:07		07:31		07:56	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		07:19		07:44		08:08
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	07:17	07:29	07:41	07:55	08:07	08:19
Maindee, Maindee Square, NW-bound, Chepstow Road		T	07:21	07:33	07:45	07:59	08:11	08:23
Newport, Queensway Q6, opp, Queensway	Arrive:	T	07:32	07:44	07:56	08:10	08:22	08:34

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	08:20		08:46		09:10	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		08:34		08:58		09:20
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	08:31	08:45	08:57	09:09	09:21	09:31
Maindee, Maindee Square, NW-bound, Chepstow Road		T	08:35	08:49	09:01	09:13	09:25	09:35
Newport, Queensway Q6, opp, Queensway	Arrive:	T	08:46	09:00	09:12	09:24	09:36	09:46

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	09:30		09:49		10:09	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		09:40		09:59		10:19
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	09:40	09:50	09:59	10:09	10:19	10:29
Maindee, Maindee Square, NW-bound, Chepstow Road		T	09:44	09:54	10:03	10:13	10:23	10:33
Newport, Queensway Q6, opp, Queensway	Arrive:	T	09:55	10:05	10:14	10:24	10:34	10:44

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	10:29		10:49		11:09	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		10:39		10:59		11:19
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	10:39	10:49	10:59	11:09	11:19	11:29
Maindee, Maindee Square, NW-bound, Chepstow Road		T	10:43	10:53	11:03	11:13	11:23	11:33
Newport, Queensway Q6, opp, Queensway	Arrive:	T	10:54	11:04	11:14	11:24	11:34	11:44

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	11:29		11:49		12:09	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		11:39		11:59		12:19
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	11:39	11:49	11:59	12:09	12:19	12:29
Maindee, Maindee Square, NW-bound, Chepstow Road		T	11:43	11:53	12:03	12:13	12:23	12:33
Newport, Queensway Q6, opp, Queensway	Arrive:	T	11:54	12:04	12:14	12:24	12:34	12:44

TravelineCymru

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	12:29		12:49		13:09	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		12:39		12:59		13:19
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	12:39	12:49	12:59	13:09	13:19	13:29
Maindee, Maindee Square, NW-bound, Chepstow Road		T	12:43	12:53	13:03	13:13	13:23	13:33
Newport, Queensway Q6, opp, Queensway	Arrive:	T	12:54	13:04	13:14	13:24	13:34	13:44

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	13:29		13:49		14:09	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		13:39		13:59		14:19
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	13:39	13:49	13:59	14:09	14:19	14:29
Maindee, Maindee Square, NW-bound, Chepstow Road		T	13:43	13:53	14:03	14:13	14:23	14:33
Newport, Queensway Q6, opp, Queensway	Arrive:	T	13:54	14:04	14:14	14:24	14:34	14:44

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	14:27		14:51		15:15	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		14:39		15:03		15:27
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	14:37	14:49	15:01	15:13	15:25	15:37
Maindee, Maindee Square, NW-bound, Chepstow Road		T	14:41	14:53	15:05	15:17	15:29	15:41
Newport, Queensway Q6, opp, Queensway	Arrive:	T	14:52	15:04	15:16	15:28	15:40	15:52

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	15:39		16:03		16:28	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		15:51		16:16		16:40
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	15:49	16:01	16:14	16:27	16:39	16:51
Maindee, Maindee Square, NW-bound, Chepstow Road		T	15:53	16:05	16:18	16:31	16:43	16:55
Newport, Queensway Q6, opp, Queensway	Arrive:	T	16:04	16:16	16:29	16:42	16:54	17:06

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	16:50		17:10		17:30	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		17:00		17:20		17:40
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	17:01	17:11	17:21	17:31	17:41	17:51
Maindee, Maindee Square, NW-bound, Chepstow Road		T	17:05	17:15	17:25	17:35	17:45	17:55
Newport, Queensway Q6, opp, Queensway	Arrive:	T	17:16	17:26	17:36	17:46	17:56	18:06

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	17:50		18:10		18:38	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		18:00		18:19		18:58
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	18:01	18:10	18:20	18:29	18:47	19:07
Maindee, Maindee Square, NW-bound, Chepstow Road		T	18:05	18:14	18:23	18:32	18:50	19:10
Newport, Queensway Q6, opp, Queensway	Arrive:	T	18:16	18:25	18:29	18:38	18:56	19:16

	Service:		8A	8C	8A	8C	8A	8C
	Notes:		Prd1	Prd1	Prd1	Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	19:18		20:18		21:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		19:48		20:48		21:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	19:27	19:57	20:27	20:57	21:27	21:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	19:30	20:00	20:30	21:00	21:30	22:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	19:36	20:06	20:36	21:06	21:36	22:06

	Service:		8A	8C	8A
	Notes:		Prd1	Prd1	Prd1
	Operator:		NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	22:18		23:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		22:48	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	22:27	22:57	23:27
Maindee, Maindee Square, NW-bound, Chepstow Road		T	22:30	23:00	23:30
Newport, Queensway Q6, opp, Queensway	Arrive:	T	22:36	23:06	23:36

Prd1 Only operates within these dates:
02/09/2013 to 26/10/2013
04/11/2013 to 21/12/2013
06/01/2014 to 22/02/2014
01/03/2014 to 12/04/2014
28/04/2014 to 24/05/2014
02/06/2014 to 18/07/2014

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Newport - Maindee - Ringland
Newport Bus Station - Ringland
Saturdays (Outbound)

Services
8C (NTAO008C)
8A (NTAO008A)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	06:00	06:20	06:40	07:00	07:20	07:40
Maindee, Maindee Square, SE-bound, Chepstow Road		T	06:06	06:26	06:46	07:06	07:26	07:46
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	06:09	06:29	06:49	07:09	07:29	07:49
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		06:38		07:18		07:58
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	06:18		06:58		07:38	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	08:00	08:20	08:40	09:00	09:12	09:24
Maindee, Maindee Square, SE-bound, Chepstow Road		T	08:06	08:26	08:46	09:06	09:18	09:30
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	08:09	08:29	08:49	09:09	09:21	09:33
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		08:39		09:19		09:43
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	08:18		08:59		09:31	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	09:36	09:48	10:00	10:12	10:24	10:36
Maindee, Maindee Square, SE-bound, Chepstow Road		T	09:42	09:54	10:06	10:18	10:30	10:42
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	09:45	09:57	10:09	10:21	10:33	10:45
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		10:07		10:31		10:55
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	09:55		10:19		10:43	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	10:48	11:00	11:12	11:24	11:36	11:48
Maindee, Maindee Square, SE-bound, Chepstow Road		T	10:54	11:06	11:18	11:30	11:42	11:54
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	10:57	11:09	11:21	11:33	11:45	11:57
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		11:19		11:43		12:07
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	11:07		11:31		11:55	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	12:00	12:12	12:24	12:36	12:48	13:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	12:06	12:18	12:30	12:42	12:54	13:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	12:09	12:21	12:33	12:45	12:57	13:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		12:31		12:55		13:19
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	12:19		12:43		13:07	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	13:12	13:24	13:36	13:48	14:00	14:12
Maindee, Maindee Square, SE-bound, Chepstow Road		T	13:18	13:30	13:42	13:54	14:06	14:18
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	13:21	13:33	13:45	13:57	14:09	14:21
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		13:43		14:07		14:31
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	13:31		13:55		14:19	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	14:24	14:36	14:48	15:00	15:12	15:24
Maindee, Maindee Square, SE-bound, Chepstow Road		T	14:30	14:42	14:54	15:06	15:18	15:30
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	14:33	14:45	14:57	15:09	15:21	15:33
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		14:55		15:19		15:43
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	14:43		15:07		15:31	

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	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	15:36	15:48	16:00	16:12	16:24	16:36
Maindee, Maindee Square, SE-bound, Chepstow Road		T	15:42	15:54	16:06	16:18	16:30	16:42
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	15:45	15:57	16:09	16:21	16:33	16:45
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		16:07		16:31		16:55
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	15:55		16:19		16:43	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	16:48	17:00	17:12	17:24	17:36	17:48
Maindee, Maindee Square, SE-bound, Chepstow Road		T	16:54	17:06	17:18	17:30	17:42	17:54
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	16:57	17:09	17:21	17:33	17:45	17:57
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		17:19		17:43		18:07
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	17:07		17:31		17:55	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	18:00	18:20	18:40	19:00	19:30	20:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	18:06	18:26	18:46	19:06	19:36	20:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	18:09	18:29	18:49	19:09	19:39	20:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		18:38		19:18		20:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	18:19		18:58		19:48	

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	20:30	21:00	21:30	22:00	22:30	23:00
Maindee, Maindee Square, SE-bound, Chepstow Road		T	20:36	21:06	21:36	22:06	22:36	23:06
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	20:39	21:09	21:39	22:09	22:39	23:09
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T		21:18		22:18		23:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T	20:48		21:48		22:48	

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TravelineCymru

Ringland - Maindee - Newport
Ringland - Newport Bus Station
Saturdays (Inbound)

Services
8C (NTAO008C)
8A (NTAO008A)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		06:38		07:18		07:58
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	06:18		06:58		07:38	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	06:27	06:47	07:07	07:27	07:47	08:07
Maindee, Maindee Square, NW-bound, Chepstow Road		T	06:30	06:50	07:10	07:30	07:50	08:10
Newport, Queensway Q6, opp, Queensway	Arrive:	T	06:36	06:56	07:16	07:36	07:56	08:16

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		08:39		09:19		09:43
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	08:18		08:59		09:31	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	08:27	08:49	09:09	09:29	09:41	09:53
Maindee, Maindee Square, NW-bound, Chepstow Road		T	08:30	08:53	09:13	09:33	09:45	09:57
Newport, Queensway Q6, opp, Queensway	Arrive:	T	08:41	09:04	09:24	09:44	09:56	10:08

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		10:07		10:31		10:55
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	09:55		10:19		10:43	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	10:05	10:17	10:29	10:41	10:53	11:05
Maindee, Maindee Square, NW-bound, Chepstow Road		T	10:09	10:21	10:33	10:45	10:57	11:09
Newport, Queensway Q6, opp, Queensway	Arrive:	T	10:20	10:32	10:44	10:56	11:08	11:20

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		11:19		11:43		12:07
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	11:07		11:31		11:55	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	11:17	11:29	11:41	11:53	12:05	12:17
Maindee, Maindee Square, NW-bound, Chepstow Road		T	11:21	11:33	11:45	11:57	12:09	12:21
Newport, Queensway Q6, opp, Queensway	Arrive:	T	11:32	11:44	11:56	12:08	12:20	12:32

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		12:31		12:55		13:19
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	12:19		12:43		13:07	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	12:29	12:41	12:53	13:05	13:17	13:29
Maindee, Maindee Square, NW-bound, Chepstow Road		T	12:33	12:45	12:57	13:09	13:21	13:33
Newport, Queensway Q6, opp, Queensway	Arrive:	T	12:44	12:56	13:08	13:20	13:32	13:44

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		13:43		14:07		14:31
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	13:31		13:55		14:19	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	13:41	13:53	14:05	14:17	14:29	14:41
Maindee, Maindee Square, NW-bound, Chepstow Road		T	13:45	13:57	14:09	14:21	14:33	14:45
Newport, Queensway Q6, opp, Queensway	Arrive:	T	13:56	14:08	14:20	14:32	14:44	14:56

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		14:55		15:19		15:43
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	14:43		15:07		15:31	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	14:53	15:05	15:17	15:29	15:41	15:53
Maindee, Maindee Square, NW-bound, Chepstow Road		T	14:57	15:09	15:21	15:33	15:45	15:57
Newport, Queensway Q6, opp, Queensway	Arrive:	T	15:08	15:20	15:32	15:44	15:56	16:08

TravelineCymru

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		16:07		16:31		16:55
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	15:55		16:19		16:43	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	16:05	16:17	16:29	16:41	16:53	17:05
Maindee, Maindee Square, NW-bound, Chepstow Road		T	16:09	16:21	16:33	16:45	16:57	17:09
Newport, Queensway Q6, opp, Queensway	Arrive:	T	16:20	16:32	16:44	16:56	17:08	17:20

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		17:19		17:43		18:07
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	17:07		17:31		17:55	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	17:17	17:29	17:41	17:53	18:05	18:17
Maindee, Maindee Square, NW-bound, Chepstow Road		T	17:21	17:33	17:45	17:57	18:09	18:21
Newport, Queensway Q6, opp, Queensway	Arrive:	T	17:32	17:44	17:56	18:08	18:20	18:27

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		18:38		19:18		20:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	18:19		18:58		19:48	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	18:29	18:47	19:07	19:27	19:57	20:27
Maindee, Maindee Square, NW-bound, Chepstow Road		T	18:32	18:50	19:10	19:30	20:00	20:30
Newport, Queensway Q6, opp, Queensway	Arrive:	T	18:38	18:56	19:16	19:36	20:06	20:36

	Service:		8C	8A	8C	8A	8C	8A
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T		21:18		22:18		23:18
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T	20:48		21:48		22:48	
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	20:57	21:27	21:57	22:27	22:57	23:27
Maindee, Maindee Square, NW-bound, Chepstow Road		T	21:00	21:30	22:00	22:30	23:00	23:30
Newport, Queensway Q6, opp, Queensway	Arrive:	T	21:06	21:36	22:06	22:36	23:06	23:36

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TravelineCymru

Newport Bus Station - Ringland
Newport - Maindee - Ringland
Sundays (Outbound)

Services
8A (NTAO008A)
8C (NTAO008C)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 28 Oct 2013 until further notice

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	09:00	09:30	10:00	10:30	11:00	11:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	09:06	09:36	10:06	10:36	11:06	11:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	09:09	09:39	10:09	10:39	11:09	11:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	09:18		10:18		11:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		09:48		10:48		11:48

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	12:00	12:30	13:00	13:30	14:00	14:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	12:06	12:36	13:06	13:36	14:06	14:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	12:09	12:39	13:09	13:39	14:09	14:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	12:18		13:18		14:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		12:48		13:48		14:48

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	15:00	15:30	16:00	16:30	17:00	17:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	15:06	15:36	16:06	16:36	17:06	17:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	15:09	15:39	16:09	16:39	17:09	17:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	15:18		16:18		17:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		15:48		16:48		17:48

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	18:00	18:30	19:30	20:30	21:30	22:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	18:06	18:36	19:36	20:36	21:36	22:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	18:09	18:39	19:39	20:39	21:39	22:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	18:18		19:48		21:48	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		18:48		20:48		22:48

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TravelineCymru

Ringland - Newport Bus Station
Ringland - Maindee - Newport
Sundays (Inbound)

Services
8A (NTAO008A)
8C (NTAO008C)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 28 Oct 2013 until further notice

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	09:18		10:18		11:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		09:48		10:48		11:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	09:27	09:57	10:27	10:57	11:27	11:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	09:30	10:00	10:30	11:00	11:30	12:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	09:36	10:06	10:36	11:06	11:36	12:06

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	12:18		13:18		14:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		12:48		13:48		14:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	12:27	12:57	13:27	13:57	14:27	14:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	12:30	13:00	13:30	14:00	14:30	15:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	12:36	13:06	13:36	14:06	14:36	15:06

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	15:18		16:18		17:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		15:48		16:48		17:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	15:27	15:57	16:27	16:57	17:27	17:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	15:30	16:00	16:30	17:00	17:30	18:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	15:36	16:06	16:36	17:06	17:36	18:06

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	18:18		19:48		21:48	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		18:48		20:48		22:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	18:27	18:57	19:57	20:57	21:57	22:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	18:30	19:00	20:00	21:00	22:00	23:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	18:36	19:06	20:06	21:06	22:06	23:06

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TravelineCymru

Newport Bus Station - Ringland
Newport - Maindee - Ringland
Bank Hol Mondays only (Outbound)

Services
8A (NTAO008A)
8C (NTAO008C)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 21 Apr 2014 until further notice

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	09:00	09:30	10:00	10:30	11:00	11:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	09:06	09:36	10:06	10:36	11:06	11:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	09:09	09:39	10:09	10:39	11:09	11:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	09:18		10:18		11:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		09:48		10:48		11:48

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	12:00	12:30	13:00	13:30	14:00	14:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	12:06	12:36	13:06	13:36	14:06	14:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	12:09	12:39	13:09	13:39	14:09	14:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	12:18		13:18		14:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		12:48		13:48		14:48

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	15:00	15:30	16:00	16:30	17:00	17:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	15:06	15:36	16:06	16:36	17:06	17:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	15:09	15:39	16:09	16:39	17:09	17:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	15:18		16:18		17:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		15:48		16:48		17:48

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q6, opp, Queensway	Depart:	T	18:00	18:30	19:30	20:30	21:30	22:30
Maindee, Maindee Square, SE-bound, Chepstow Road		T	18:06	18:36	19:36	20:36	21:36	22:36
Beechwood, Beechwood Park, E-bound, Chepstow Road		T	18:09	18:39	19:39	20:39	21:39	22:39
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Arrive:	T	18:18		19:48		21:48	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Arrive:	T		18:48		20:48		22:48

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TravelineCymru

Ringland - Newport Bus Station
Ringland - Maindee - Newport
Bank Hol Mondays only (Inbound)

Services
8A (NTAO008A)
8C (NTAO008C)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 21 Apr 2014 until further notice

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	09:18		10:18		11:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		09:48		10:48		11:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	09:27	09:57	10:27	10:57	11:27	11:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	09:30	10:00	10:30	11:00	11:30	12:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	09:36	10:06	10:36	11:06	11:36	12:06

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	12:18		13:18		14:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		12:48		13:48		14:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	12:27	12:57	13:27	13:57	14:27	14:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	12:30	13:00	13:30	14:00	14:30	15:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	12:36	13:06	13:36	14:06	14:36	15:06

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	15:18		16:18		17:18	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		15:48		16:48		17:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	15:27	15:57	16:27	16:57	17:27	17:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	15:30	16:00	16:30	17:00	17:30	18:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	15:36	16:06	16:36	17:06	17:36	18:06

	Service:		8A	8C	8A	8C	8A	8C
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	Depart:	T	18:18		19:48		21:48	
Ringland, Sterndale Bennett Road, SW-bound, Hendre Farm Drive	Depart:	T		18:48		20:48		22:48
Beechwood, Beechwood Park, W-bound, Chepstow Road		T	18:27	18:57	19:57	20:57	21:57	22:57
Maindee, Maindee Square, NW-bound, Chepstow Road		T	18:30	19:00	20:00	21:00	22:00	23:00
Newport, Queensway Q6, opp, Queensway	Arrive:	T	18:36	19:06	20:06	21:06	22:06	23:06

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TravelineCymru

Newport - Spytty Retail Park - Newport

Monday to Friday (not Bank Hols) (Outbound)

Service 20 (NTAO020)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 26 Oct 2013 until further notice

Service:		20	20	20	20	20	20	20
Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart: T		09:20	10:20	11:20	12:20	13:20	14:20
Beechwood, Gibbs Road Top, E-bound, Christchurch Road	T		09:28	10:28	11:28	12:28	13:28	14:28
Christchurch, Old Rectory, NE-bound, Christchurch Road	T		09:31	10:31	11:31	12:31	13:31	14:31
Ringland, Edward German Crescent	T		09:36	10:36	11:36	12:36	13:36	14:36
Liswerry, Newport Retail Park, NW-bound, Central Avenue	T		09:45	10:45	11:45	12:45	13:45	14:45
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	T	08:20	09:53	10:53	11:53	12:53	13:53	14:53
Christchurch, Old Rectory, SW-bound, Christchurch Road	T	08:27	10:00	11:00	12:00	13:00	14:00	15:00
Beechwood, Gibbs Road Top, NW-bound, Christchurch Road	T	08:30	10:03	11:03	12:03	13:03	14:03	15:03
Newport, Queensway Q8, opp, Queensway	Arrive: T	08:42	10:15	11:15	12:15	13:15	14:15	15:15

Service:		20	20	20
Operator:		NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart: T	15:20	16:20	17:20
Beechwood, Gibbs Road Top, E-bound, Christchurch Road	T	15:28	16:28	17:28
Christchurch, Old Rectory, NE-bound, Christchurch Road	T	15:31	16:31	17:31
Ringland, Edward German Crescent	T	15:36	16:36	17:36
Liswerry, Newport Retail Park, NW-bound, Central Avenue	T	15:45	16:45	17:45
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive	T	15:53	16:53	17:53
Christchurch, Old Rectory, SW-bound, Christchurch Road	T	16:00	17:00	18:00
Beechwood, Gibbs Road Top, NW-bound, Christchurch Road	T	16:03	17:03	18:03
Newport, Queensway Q8, opp, Queensway	Arrive: T	16:15	17:15	18:15

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

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TravelineCymru

Newport - Spytty Retail Park - Newport

Saturdays (Outbound)

Service 20 (NTAO020)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		20	20	20	20	20	20	20
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	09:20	10:20	11:20	12:20	13:20	14:20	15:20
Beechwood, Gibbs Road Top, E-bound, Christchurch Road		T	09:28	10:28	11:28	12:28	13:28	14:28	15:28
Christchurch, Old Rectory, NE-bound, Christchurch Road		T	09:31	10:31	11:31	12:31	13:31	14:31	15:31
Ringland, Edward German Crescent		T	09:36	10:36	11:36	12:36	13:36	14:36	15:36
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	09:45	10:45	11:45	12:45	13:45	14:45	15:45
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive		T	09:53	10:53	11:53	12:53	13:53	14:53	15:53
Christchurch, Old Rectory, SW-bound, Christchurch Road		T	10:00	11:00	12:00	13:00	14:00	15:00	16:00
Beechwood, Gibbs Road Top, NW-bound, Christchurch Road		T	10:03	11:03	12:03	13:03	14:03	15:03	16:03
Newport, Queensway Q8, opp, Queensway	Arrive:	T	10:15	11:15	12:15	13:15	14:15	15:15	16:15

	Service:		20	20
	Operator:		NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	16:20	17:20
Beechwood, Gibbs Road Top, E-bound, Christchurch Road		T	16:28	17:28
Christchurch, Old Rectory, NE-bound, Christchurch Road		T	16:31	17:31
Ringland, Edward German Crescent		T	16:36	17:36
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	16:45	17:45
Ringland, Sterndale Bennett Road, N-bound, Hendre Farm Drive		T	16:53	17:53
Christchurch, Old Rectory, SW-bound, Christchurch Road		T	17:00	18:00
Beechwood, Gibbs Road Top, NW-bound, Christchurch Road		T	17:03	18:03
Newport, Queensway Q8, opp, Queensway	Arrive:	T	17:15	18:15

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TravelineCymru

Newport - Spytty Retail Park - Ringland Centre

Monday to Friday (not Bank Hols) (Outbound)

Service 21 (NTAO021)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 26 Oct 2013 until further notice

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	08:00	09:00	09:30	10:00	10:30	11:00	11:30
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	08:12	09:12	09:42	10:12	10:42	11:12	11:42
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	08:18	09:18	09:48	10:18	10:48	11:18	11:48
Ringland, Community Centre, Ringland Circle	Arrive:	T	08:23	09:23	09:53	10:23	10:53	11:23	11:53

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	12:00	12:30	13:00	13:30	14:00	15:00	16:00
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	12:12	12:42	13:12	13:42	14:12	15:12	16:12
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	12:18	12:48	13:18	13:48	14:18	15:18	16:18
Ringland, Community Centre, Ringland Circle	Arrive:	T	12:23	12:53	13:23	13:53	14:23	15:23	16:23

	Service:		21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	16:30	17:00	17:30	18:00	19:00	20:00
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	16:42	17:12	17:42	18:12	19:12	20:12
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	16:48	17:18	17:48	18:18	19:18	20:18
Ringland, Community Centre, Ringland Circle	Arrive:	T	16:53	17:23	17:53	18:23	19:23	20:23

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

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TravelineCymru

Ringland Centre - Spytty Retail Park - Newport

Monday to Friday (not Bank Hols) (Inbound)

Service 21 (NTAO021)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 26 Oct 2013 until further notice

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	08:25	09:25	09:55	10:25	10:55	11:25	11:55
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	08:32	09:32	10:02	10:32	11:02	11:32	12:02
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	08:40	09:40	10:10	10:40	11:10	11:40	12:10
Newport, Queensway Q8, opp, Queensway	Arrive:	T	08:53	09:53	10:23	10:53	11:23	11:53	12:23

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	12:25	12:55	13:25	13:55	14:25	15:25	16:25
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	12:32	13:02	13:32	14:02	14:32	15:32	16:32
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	12:40	13:10	13:40	14:10	14:40	15:40	16:40
Newport, Queensway Q8, opp, Queensway	Arrive:	T	12:53	13:23	13:53	14:23	14:53	15:53	16:53

	Service:		21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	16:55	17:25	17:55	18:25	19:25	20:25
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	17:02	17:32	18:02	18:32	19:32	20:32
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	17:10	17:40	18:10	18:40	19:40	20:40
Newport, Queensway Q8, opp, Queensway	Arrive:	T	17:23	17:53	18:23	18:53	19:53	20:53

NOTE Timetable does not operate normally on: 25/12/2013, 26/12/2013, 01/01/2014

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TravelineCymru

Newport - Spytty Retail Park - Ringland Centre

Saturdays (Outbound)

Service 21 (NTAO021)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	08:00	08:30	09:00	09:30	10:00	10:30	11:00
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	08:12	08:42	09:12	09:42	10:12	10:42	11:12
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	08:18	08:48	09:18	09:48	10:18	10:48	11:18
Ringland, Community Centre, Ringland Circle	Arrive:	T	08:23	08:53	09:23	09:53	10:23	10:53	11:23

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	11:30	12:00	12:30	13:00	13:30	14:00	14:30
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	11:42	12:12	12:42	13:12	13:42	14:12	14:42
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	11:48	12:18	12:48	13:18	13:48	14:18	14:48
Ringland, Community Centre, Ringland Circle	Arrive:	T	11:53	12:23	12:53	13:23	13:53	14:23	14:53

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	15:00	15:30	16:00	16:30	17:00	17:30	18:00
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	15:12	15:42	16:12	16:42	17:12	17:42	18:12
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	15:18	15:48	16:18	16:48	17:18	17:48	18:18
Ringland, Community Centre, Ringland Circle	Arrive:	T	15:23	15:53	16:23	16:53	17:23	17:53	18:23

	Service:		21	21
	Operator:		NT-0	NT-0
Newport, Queensway Q8, opp, Queensway	Depart:	T	19:00	20:00
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	19:12	20:12
Alway, Penkin Hill South, NE-bound, Aberthaw Road		T	19:18	20:18
Ringland, Community Centre, Ringland Circle	Arrive:	T	19:23	20:23

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TravelineCymru

Ringland Centre - Spytty Retail Park - Newport

Saturdays (Inbound)

Service 21 (NTAO021)

Operated by: NT-0
(NT000) Newport Bus, Enquiry Phone Number: 01633 263600

Timetable valid from 27 Oct 2013 until further notice

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	08:25	08:55	09:25	09:55	10:25	10:55	11:25
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	08:32	09:02	09:32	10:02	10:32	11:02	11:32
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	08:40	09:10	09:40	10:10	10:40	11:10	11:40
Newport, Queensway Q8, opp, Queensway	Arrive:	T	08:53	09:23	09:53	10:23	10:53	11:23	11:53

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	11:55	12:25	12:55	13:25	13:55	14:25	14:55
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	12:02	12:32	13:02	13:32	14:02	14:32	15:02
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	12:10	12:40	13:10	13:40	14:10	14:40	15:10
Newport, Queensway Q8, opp, Queensway	Arrive:	T	12:23	12:53	13:23	13:53	14:23	14:53	15:23

	Service:		21	21	21	21	21	21	21
	Operator:		NT-0	NT-0	NT-0	NT-0	NT-0	NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	15:25	15:55	16:25	16:55	17:25	17:55	18:25
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	15:32	16:02	16:32	17:02	17:32	18:02	18:32
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	15:40	16:10	16:40	17:10	17:40	18:10	18:40
Newport, Queensway Q8, opp, Queensway	Arrive:	T	15:53	16:23	16:53	17:23	17:53	18:23	18:53

	Service:		21	21
	Operator:		NT-0	NT-0
Ringland, Community Centre, Ringland Circle	Depart:	T	19:25	20:25
Alway, Penkin Hill South, SW-bound, Aberthaw Road		T	19:32	20:32
Liswerry, Newport Retail Park, NW-bound, Central Avenue		T	19:40	20:40
Newport, Queensway Q8, opp, Queensway	Arrive:	T	19:53	20:53

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Newport – Caldicot/Caerwent Via Llanwern Village **62**

Monday – Saturday

Service:	62	62	62	62	62	62	62	62	62	62
Newport Bus Station	-	0650	0850	1005	-	1245	1400	1600	-	1815
Treberth Estate	-	0707	0907	1022	-	1302	1417	1617	-	1832
Ringland Centre	-	0709	0909	1024	-	1304	1419	1619	-	1834
Llanwern Village	-	0714	0914	1029	-	1309	1424	1624	-	1839
Bishton	-	0719	0919	1034	-	1314	1429	1629	-	1844
Redwick	-	0728	0928	1043	-	1323	1438	1638	-	1853
Magor	-	0735	0935	1050	-	1330	1445	1650	-	1900
Seven Tunnel Junction	-	-	0948	1103	-	1343	1458	-	-	-
Caldicot Cross	-	0755	1000	1115	-	1355	1510	-	-	-
Sudbrook	-	0805	1010	1125	-	1405	1520	-	-	-
Caldicot Cross	-	0815	1020	1135	-	1415	1530	-	-	-
Caerwent	-	0823	1028	1143	-	1423	1538	-	-	-
Caldicot Cross	-	0836	1041	1155	1245	1436	1551	-	-	-
Seven Tunnel Junction	-	0849	1053	-	1257	1448	1603	-	-	-
Magor	0800	0912	1106	-	1310	1501	1616	-	1725	-
Redwick	0807	0919	1113	-	1317	1508	1623	-	1732	-
Bishton	0820	0932	1126	-	1330	1521	1636	-	1745	-
Llanwern Village	0825	0937	1131	-	1335	1526	1641	-	1750	-
Ringland Centre	0835	0947	1141	-	1345	1536	1651	-	1800	-
Treberth Estate	0837	0949	1143	-	1347	1538	1653	-	1802	-
Newport Bus Station	0850	1002	1156	-	1400	1556	1706	-	1815	-

Appendix B
Traffic Flows

MetroCount®
Traffic Data Specialists

ARX

MTE User Manual - Classification Schemes

3.18

October 2007

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ARX

ARX is a modification of AustRoads94. It removes class 12, moves all other classes up by one, and inserts a cycle class as class 1.

- **Units:** Metric (m)
- **Car class:** 2
- **Unclassifiable vehicle class:** 13

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		

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Speed Class Report

Globals

Report Id	CustomList-307
Descriptor	Speed Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2013-11-11T08:31:49
Legal	Copyright (c)1997 - 2009 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Create Version	3.21.15315.0
Metric	FALSE
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	Llanwern Village
Site Attribute	Adhoc
File Name	P:\Transportation\MetroCount\2011\Newport\Llanwern Village15Sep2011.EC04
File Type	Plus
Algorithm	Factory default
Description	Newport, Llanwern Village, BT pole next to post box<30mph>
Lane	0
Direction	5
Direction Text	5 - South bound A>B, North bound B>A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2011-09-07T11:36:11
Start Time	2011-09-07T11:36:11
Finish Time	2011-09-15T11:52:11
Operator	SB
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2011-09-08T00:00:00
Filter End	2011-09-15T00:00:00
Class Scheme	ARX
Low Speed	5
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Speed Class Report

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Mean	Average speed
Vpp 85	Percentile speed
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals

Speed Class Report

Report Id - CustomList-307
Site Name - Llanwern Village
Description - Newport, Llanwern Village, BT pole next to post box<30mph>
Direction - South

08 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	2	26.4	-	0	1	0	1	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	14	28.9	34	2	12	0	0	0	0	0	0	0	0	0	0
0600	12	26.8	32.4	1	10	0	1	0	0	0	0	0	0	0	0
0700	21	25.5	29.5	0	19	0	2	0	0	0	0	0	0	0	0
0800	43	24.3	28.6	1	33	0	9	0	0	0	0	0	0	0	0
0900	46	22.2	28.6	3	38	0	5	0	0	0	0	0	0	0	0
1000	40	22.3	27.1	0	35	0	4	0	0	1	0	0	0	0	0
1100	45	22.7	28.6	1	44	0	0	0	0	0	0	0	0	0	0
1200	49	24.4	29.5	1	44	1	3	0	0	0	0	0	0	0	0
1300	34	26.1	29.8	1	29	3	1	0	0	0	0	0	0	0	0
1400	42	25.8	29.3	0	39	0	3	0	0	0	0	0	0	0	0
1500	59	24.1	29.5	2	54	0	3	0	0	0	0	0	0	0	0
1600	51	25.4	31.1	0	48	1	2	0	0	0	0	0	0	0	0
1700	68	24.6	29.3	2	66	0	0	0	0	0	0	0	0	0	0
1800	54	26.4	31.3	2	51	0	1	0	0	0	0	0	0	0	0
1900	37	24.6	28.6	0	36	0	1	0	0	0	0	0	0	0	0
2000	22	27.1	31.8	0	20	0	2	0	0	0	0	0	0	0	0
2100	15	24.7	29.3	1	14	0	0	0	0	0	0	0	0	0	0
2200	18	26	29.5	0	18	0	0	0	0	0	0	0	0	0	0
2300	7	25.4	-	0	7	0	0	0	0	0	0	0	0	0	0
07-19	**552**	**24.4**	**29.5**	**13**	**500**	**5**	**33**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**638**	**24.6**	**29.8**	**15**	**580**	**5**	**37**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**663**	**24.6**	**29.8**	**15**	**605**	**5**	**37**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**679**	**24.7**	**29.8**	**17**	**618**	**5**	**38**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

09 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	4	27.1	-	0	4	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	23.7	-	0	1	0	0	0	0	0	0	0	0	0	0
0500	15	28.8	30.9	1	14	0	0	0	0	0	0	0	0	0	0
0600	11	32.6	33.6	0	11	0	0	0	0	0	0	0	0	0	0
0700	31	26.1	29.5	1	29	0	1	0	0	0	0	0	0	0	0
0800	25	21.4	26.2	0	21	1	3	0	0	0	0	0	0	0	0
0900	56	24.1	28.9	3	46	0	6	0	0	1	0	0	0	0	0
1000	49	23.6	28.2	0	42	0	6	1	0	0	0	0	0	0	0
1100	42	25.2	31.1	0	36	1	4	0	0	1	0	0	0	0	0
1200	51	22.8	27.1	0	46	2	3	0	0	0	0	0	0	0	0
1300	57	25.5	30.2	2	49	0	6	0	0	0	0	0	0	0	0
1400	48	25.3	30.2	0	46	0	2	0	0	0	0	0	0	0	0
1500	67	24.3	28.4	0	62	1	4	0	0	0	0	0	0	0	0
1600	63	23.6	29.5	1	60	0	2	0	0	0	0	0	0	0	0
1700	71	25.1	31.1	3	66	0	2	0	0	0	0	0	0	0	0
1800	54	25.5	29.3	0	51	1	2	0	0	0	0	0	0	0	0
1900	43	24.8	30.6	0	42	0	1	0	0	0	0	0	0	0	0
2000	15	26.6	29.3	0	14	0	1	0	0	0	0	0	0	0	0
2100	25	27.5	31.1	0	25	0	0	0	0	0	0	0	0	0	0
2200	18	24.9	26.2	0	18	0	0	0	0	0	0	0	0	0	0
2300	13	28	32.9	0	12	0	1	0	0	0	0	0	0	0	0
07-19	**614**	**24.4**	**29.8**	**10**	**554**	**6**	**41**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**708**	**24.7**	**30**	**10**	**646**	**6**	**43**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**739**	**24.8**	**30**	**10**	**676**	**6**	**44**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**759**	**24.9**	**30.2**	**11**	**695**	**6**	**44**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

10 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	9	25.3	-	0	9	0	0	0	0	0	0	0	0	0	0
0100	2	32	-	0	2	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	30.7	-	0	4	0	0	0	0	0	0	0	0	0	0
0400	1	30.6	-	0	1	0	0	0	0	0	0	0	0	0	0
0500	11	30.4	33.8	0	11	0	0	0	0	0	0	0	0	0	0
0600	9	28.2	-	0	9	0	0	0	0	0	0	0	0	0	0
0700	18	26.4	30	0	18	0	0	0	0	0	0	0	0	0	0
0800	55	26.7	30.6	0	53	0	2	0	0	0	0	0	0	0	0
0900	54	24.5	30	0	53	0	1	0	0	0	0	0	0	0	0
1000	58	25.3	31.3	0	53	1	4	0	0	0	0	0	0	0	0
1100	50	25.2	30	0	46	1	3	0	0	0	0	0	0	0	0
1200	47	23.2	27.7	1	42	0	4	0	0	0	0	0	0	0	0
1300	55	25.5	30.2	0	53	1	1	0	0	0	0	0	0	0	0
1400	42	24.7	29.3	3	37	1	1	0	0	0	0	0	0	0	0
1500	40	25.8	30.4	0	37	1	2	0	0	0	0	0	0	0	0
1600	53	23.9	28.2	0	48	1	4	0	0	0	0	0	0	0	0
1700	55	24.6	28.4	0	50	1	3	0	1	0	0	0	0	0	0
1800	46	26.7	32	0	44	0	1	0	0	0	1	0	0	0	0
1900	27	24.5	28.4	0	26	0	1	0	0	0	0	0	0	0	0
2000	20	26.5	31.5	0	17	0	3	0	0	0	0	0	0	0	0
2100	14	26.2	28.9	0	10	0	4	0	0	0	0	0	0	0	0
2200	12	28	30.9	0	11	0	1	0	0	0	0	0	0	0	0
2300	9	25.4	-	0	9	0	0	0	0	0	0	0	0	0	0
07-19	**573**	**25.1**	**30.2**	**4**	**534**	**7**	**26**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**643**	**25.2**	**30.2**	**4**	**596**	**7**	**34**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**664**	**25.3**	**30.2**	**4**	**616**	**7**	**35**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**691**	**25.4**	**30.4**	**4**	**643**	**7**	**35**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**

11 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	9	24.1	-	0	9	0	0	0	0	0	0	0	0	0	0
0100	4	24.7	-	0	3	0	1	0	0	0	0	0	0	0	0
0200	4	25.1	-	0	1	0	3	0	0	0	0	0	0	0	0
0300	1	29.1	-	0	1	0	0	0	0	0	0	0	0	0	0
0400	3	29.8	-	0	1	0	2	0	0	0	0	0	0	0	0
0500	3	27.5	-	0	3	0	0	0	0	0	0	0	0	0	0
0600	21	29.4	34.4	0	17	0	4	0	0	0	0	0	0	0	0
0700	20	28.6	31.8	0	20	0	0	0	0	0	0	0	0	0	0
0800	26	27.1	30.9	1	22	0	3	0	0	0	0	0	0	0	0
0900	33	26.6	30	0	31	1	1	0	0	0	0	0	0	0	0
1000	34	28.3	33.1	0	33	0	1	0	0	0	0	0	0	0	0
1100	38	25.9	31.3	0	37	1	0	0	0	0	0	0	0	0	0
1200	60	24.7	30	0	58	1	1	0	0	0	0	0	0	0	0
1300	46	25.8	30.2	0	44	1	1	0	0	0	0	0	0	0	0
1400	65	25.5	31.3	1	62	0	2	0	0	0	0	0	0	0	0
1500	44	24.7	30	0	41	0	2	0	1	0	0	0	0	0	0
1600	49	26	32	1	45	1	1	0	0	1	0	0	0	0	0
1700	46	25.7	30.6	0	44	2	0	0	0	0	0	0	0	0	0
1800	43	25.6	30.6	0	39	0	4	0	0	0	0	0	0	0	0
1900	29	27	33.1	0	28	0	1	0	0	0	0	0	0	0	0
2000	16	26.2	30.9	0	15	0	1	0	0	0	0	0	0	0	0
2100	10	25.3	-	0	10	0	0	0	0	0	0	0	0	0	0
2200	9	27.6	-	0	8	0	1	0	0	0	0	0	0	0	0
2300	6	29.3	-	0	5	0	1	0	0	0	0	0	0	0	0
07-19	**504**	**25.9**	**31.1**	**3**	**476**	**7**	**16**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**580**	**26.1**	**31.3**	**3**	**546**	**7**	**22**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**595**	**26.2**	**31.3**	**3**	**559**	**7**	**24**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**619**	**26.1**	**31.3**	**3**	**577**	**7**	**30**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**

12 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	29.2	-	0	3	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	27.9	-	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	13	27.2	33.6	2	11	0	0	0	0	0	0	0	0	0	0
0600	10	30.9	-	0	10	0	0	0	0	0	0	0	0	0	0
0700	25	24.8	28.9	1	22	0	2	0	0	0	0	0	0	0	0
0800	31	25.1	28.6	0	29	0	2	0	0	0	0	0	0	0	0
0900	45	23.7	29.1	1	41	0	3	0	0	0	0	0	0	0	0
1000	22	24.8	29.5	1	18	0	3	0	0	0	0	0	0	0	0
1100	37	23.8	30.9	1	31	0	4	1	0	0	0	0	0	0	0
1200	44	23.9	28.2	1	38	1	4	0	0	0	0	0	0	0	0
1300	48	25	31.5	3	42	0	3	0	0	0	0	0	0	0	0
1400	35	25.4	29.5	0	34	0	1	0	0	0	0	0	0	0	0
1500	55	23.6	29.5	3	44	1	7	0	0	0	0	0	0	0	0
1600	62	26.4	32	2	56	1	3	0	0	0	0	0	0	0	0
1700	75	23.4	29.3	4	69	0	2	0	0	0	0	0	0	0	0
1800	41	24.7	29.5	0	38	0	3	0	0	0	0	0	0	0	0
1900	30	26.3	31.1	0	29	0	1	0	0	0	0	0	0	0	0
2000	29	23.8	30	2	27	0	0	0	0	0	0	0	0	0	0
2100	18	25.8	30.4	0	16	0	2	0	0	0	0	0	0	0	0
2200	9	25.4	-	0	9	0	0	0	0	0	0	0	0	0	0
2300	5	25.7	-	0	5	0	0	0	0	0	0	0	0	0	0
07-19	**520**	**24.5**	**29.5**	**17**	**462**	**3**	**37**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**607**	**24.7**	**30**	**19**	**544**	**3**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**621**	**24.7**	**30**	**19**	**558**	**3**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**638**	**24.8**	**30**	**21**	**573**	**3**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

13 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	24.1	-	0	3	0	0	0	0	0	0	0	0	0	0
0100	1	26.4	-	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	24.8	-	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	33.3	-	0	1	0	0	0	0	0	0	0	0	0	0
0400	5	30.3	-	0	3	0	2	0	0	0	0	0	0	0	0
0500	14	27.7	34.2	1	13	0	0	0	0	0	0	0	0	0	0
0600	10	31.3	-	0	10	0	0	0	0	0	0	0	0	0	0
0700	20	23.9	28	0	17	1	1	1	0	0	0	0	0	0	0
0800	42	24.4	30.4	1	32	0	8	0	1	0	0	0	0	0	0
0900	49	25.4	29.1	1	45	0	3	0	0	0	0	0	0	0	0
1000	35	24.5	28.6	1	32	0	2	0	0	0	0	0	0	0	0
1100	29	26.1	31.1	0	24	0	5	0	0	0	0	0	0	0	0
1200	52	23	29.3	2	44	0	5	1	0	0	0	0	0	0	0
1300	51	24.4	28	0	47	1	2	1	0	0	0	0	0	0	0
1400	48	25.2	29.5	0	44	0	4	0	0	0	0	0	0	0	0
1500	49	26.3	29.8	1	42	1	5	0	0	0	0	0	0	0	0
1600	50	25.4	28.9	0	47	0	3	0	0	0	0	0	0	0	0
1700	80	26.4	30.9	3	76	0	1	0	0	0	0	0	0	0	0
1800	66	25.1	30.6	1	64	0	1	0	0	0	0	0	0	0	0
1900	25	26.2	29.3	0	25	0	0	0	0	0	0	0	0	0	0
2000	24	26	30	0	23	0	1	0	0	0	0	0	0	0	0
2100	22	24.9	29.8	0	22	0	0	0	0	0	0	0	0	0	0
2200	15	29	33.1	0	15	0	0	0	0	0	0	0	0	0	0
2300	4	26.4	-	0	4	0	0	0	0	0	0	0	0	0	0
07-19	**571**	**25.1**	**30**	**10**	**514**	**3**	**40**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**652**	**25.3**	**30**	**10**	**594**	**3**	**41**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**671**	**25.4**	**30**	**10**	**613**	**3**	**41**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**696**	**25.5**	**30**	**11**	**635**	**3**	**43**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

14 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	22.7	-	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	14	27.8	32	2	12	0	0	0	0	0	0	0	0	0	0
0600	9	32	-	0	9	0	0	0	0	0	0	0	0	0	0
0700	38	24.6	27.7	1	36	0	1	0	0	0	0	0	0	0	0
0800	44	23.9	29.1	0	40	0	4	0	0	0	0	0	0	0	0
0900	41	26.3	31.1	1	36	0	4	0	0	0	0	0	0	0	0
1000	44	24.5	30.2	1	37	0	6	0	0	0	0	0	0	0	0
1100	39	24.6	30.9	2	32	0	4	0	0	1	0	0	0	0	0
1200	47	24.8	30.2	1	40	1	5	0	0	0	0	0	0	0	0
1300	40	26.3	31.8	1	35	0	4	0	0	0	0	0	0	0	0
1400	41	24.9	32.7	1	39	0	1	0	0	0	0	0	0	0	0
1500	56	25.6	31.5	1	47	0	7	1	0	0	0	0	0	0	0
1600	65	25.9	31.3	2	56	2	5	0	0	0	0	0	0	0	0
1700	65	22.2	26.8	2	61	1	1	0	0	0	0	0	0	0	0
1800	74	27.5	32.2	0	73	1	0	0	0	0	0	0	0	0	0
1900	39	24.9	31.1	0	39	0	0	0	0	0	0	0	0	0	0
2000	20	20.7	25.3	0	19	1	0	0	0	0	0	0	0	0	0
2100	24	23.4	28	0	22	0	2	0	0	0	0	0	0	0	0
2200	19	20.9	23.7	1	16	0	2	0	0	0	0	0	0	0	0
2300	5	25.6	-	0	5	0	0	0	0	0	0	0	0	0	0
07-19	**594**	**25.1**	**31.1**	**13**	**532**	**5**	**42**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**686**	**25**	**31.1**	**13**	**621**	**6**	**44**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**710**	**24.9**	**30.9**	**14**	**642**	**6**	**46**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**725**	**25**	**30.9**	**16**	**655**	**6**	**46**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Virtual Week (1)

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
Mon	638	24.8	30	21	573	3	40	1	0	0	0	0	0	0	0
Tue	696	25.5	30	11	635	3	43	3	1	0	0	0	0	0	0
Wed	725	25	30.9	16	655	6	46	1	0	1	0	0	0	0	0
Thu	679	24.7	29.8	17	618	5	38	0	0	1	0	0	0	0	0
Fri	759	24.9	30.2	11	695	6	44	1	0	2	0	0	0	0	0
|Sat	691	25.4	30.4	4	643	7	35	0	1	0	1	0	0	0	0
|Sun	619	26.1	31.3	3	577	7	30	0	1	1	0	0	0	0	0
--	**4807**	**25.2**	**30.4**	**83**	**4396**	**37**	**276**	**6**	**3**	**5**	**1**	**0**	**0**	**0**	**0**

Grand Total

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
--	**4807**	**25.2**	**30.4**	**83**	**4396**	**37**	**276**	**6**	**3**	**5**	**1**	**0**	**0**	**0**	**0**

Speed Class Report

Globals

Report Id	CustomList-307
Descriptor	Speed Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2013-11-11T08:32:45
Legal	Copyright (c)1997 - 2009 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Create Version	3.21.15315.0
Metric	FALSE
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	Llanwern Village
Site Attribute	Adhoc
File Name	P:\Transportation\MetroCount\2011\Newport\Llanwern Village15Sep2011.EC04
File Type	Plus
Algorithm	Factory default
Description	Newport, Llanwern Village, BT pole next to post box<30mph>
Lane	0
Direction	5
Direction Text	5 - South bound A>B, North bound B>A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2011-09-07T11:36:11
Start Time	2011-09-07T11:36:11
Finish Time	2011-09-15T11:52:11
Operator	SB
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2011-09-08T00:00:00
Filter End	2011-09-15T00:00:00
Class Scheme	ARX
Low Speed	5
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Speed Class Report

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Mean	Average speed
Vpp 85	Percentile speed
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals

Speed Class Report

Report Id - CustomList-307
Site Name - Llanwern Village
Description - Newport, Llanwern Village, BT pole next to post box<30mph>
Direction - North

08 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	3	32.1	-	0	3	0	0	0	0	0	0	0	0	0	0
0100	1	30.4	-	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	33.3	-	0	2	0	0	0	0	0	0	0	0	0	0
0600	10	24.7	-	0	10	0	0	0	0	0	0	0	0	0	0
0700	34	27.9	30.9	0	31	0	3	0	0	0	0	0	0	0	0
0800	55	27.5	32.9	0	50	1	4	0	0	0	0	0	0	0	0
0900	31	26.1	30.9	0	25	0	6	0	0	0	0	0	0	0	0
1000	35	25.7	31.8	0	33	0	2	0	0	0	0	0	0	0	0
1100	51	26	30.6	1	43	1	6	0	0	0	0	0	0	0	0
1200	44	25.5	30.4	0	39	1	4	0	0	0	0	0	0	0	0
1300	50	27.4	31.8	0	49	0	1	0	0	0	0	0	0	0	0
1400	46	28.1	33.6	0	44	0	2	0	0	0	0	0	0	0	0
1500	33	27.2	32.2	0	32	0	1	0	0	0	0	0	0	0	0
1600	49	27.3	31.8	0	45	0	4	0	0	0	0	0	0	0	0
1700	49	28	34	3	44	0	2	0	0	0	0	0	0	0	0
1800	47	27.9	33.3	2	42	0	3	0	0	0	0	0	0	0	0
1900	43	27.6	30.4	0	41	0	2	0	0	0	0	0	0	0	0
2000	17	27.7	30	0	17	0	0	0	0	0	0	0	0	0	0
2100	22	28.6	34.4	0	22	0	0	0	0	0	0	0	0	0	0
2200	8	26.3	-	0	8	0	0	0	0	0	0	0	0	0	0
2300	8	29.7	-	0	8	0	0	0	0	0	0	0	0	0	0
07-19	**524**	**27.1**	**32.2**	**6**	**477**	**3**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**616**	**27.2**	**32.2**	**6**	**567**	**3**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**632**	**27.2**	**32.2**	**6**	**583**	**3**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**638**	**27.2**	**32.2**	**6**	**589**	**3**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

09 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	5	32.8	-	1	4	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	27.6	-	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0600	15	30.7	40	1	14	0	0	0	0	0	0	0	0	0	0
0700	33	27.9	33.3	2	28	0	3	0	0	0	0	0	0	0	0
0800	52	28.3	33.6	0	50	0	2	0	0	0	0	0	0	0	0
0900	65	27.5	32.2	1	55	0	9	0	0	0	0	0	0	0	0
1000	49	25.7	31.3	0	40	2	6	0	0	1	0	0	0	0	0
1100	40	28.7	35.1	0	32	1	7	0	0	0	0	0	0	0	0
1200	57	24.9	29.3	1	52	0	4	0	0	0	0	0	0	0	0
1300	58	26.6	30.6	1	53	0	4	0	0	0	0	0	0	0	0
1400	65	27.2	32.7	2	57	1	5	0	0	0	0	0	0	0	0
1500	59	26.8	32.2	1	52	1	5	0	0	0	0	0	0	0	0
1600	49	25.2	31.1	0	45	0	3	1	0	0	0	0	0	0	0
1700	59	28.1	31.3	3	53	0	2	0	0	0	1	0	0	0	0
1800	54	27	32.9	0	51	1	1	1	0	0	0	0	0	0	0
1900	40	26.6	31.3	1	38	0	1	0	0	0	0	0	0	0	0
2000	28	27.2	32.4	0	27	0	1	0	0	0	0	0	0	0	0
2100	24	28.5	33.8	0	23	0	1	0	0	0	0	0	0	0	0
2200	21	32.3	36.9	0	21	0	0	0	0	0	0	0	0	0	0
2300	14	27.9	34.2	0	14	0	0	0	0	0	0	0	0	0	0
07-19	**640**	**27**	**32.2**	**11**	**568**	**6**	**51**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
06-22	**747**	**27.1**	**32.4**	**13**	**670**	**6**	**54**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
06-00	**782**	**27.2**	**32.7**	**13**	**705**	**6**	**54**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**
00-00	**788**	**27.3**	**32.9**	**14**	**710**	**6**	**54**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**

10 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	5	30.9	-	0	5	0	0	0	0	0	0	0	0	0	0
0100	3	28.7	-	0	3	0	0	0	0	0	0	0	0	0	0
0200	1	30.1	-	0	1	0	0	0	0	0	0	0	0	0	0
0300	3	29	-	0	3	0	0	0	0	0	0	0	0	0	0
0400	3	30.3	-	0	3	0	0	0	0	0	0	0	0	0	0
0500	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0600	6	27.6	-	0	6	0	0	0	0	0	0	0	0	0	0
0700	19	26.4	32.4	0	15	0	4	0	0	0	0	0	0	0	0
0800	38	27.9	32.7	0	36	0	2	0	0	0	0	0	0	0	0
0900	57	27.9	31.8	0	50	0	7	0	0	0	0	0	0	0	0
1000	53	26.3	29.5	0	48	1	4	0	0	0	0	0	0	0	0
1100	54	27.3	33.6	0	51	0	2	0	1	0	0	0	0	0	0
1200	56	26.8	31.8	0	55	0	1	0	0	0	0	0	0	0	0
1300	59	28.3	32.7	1	55	0	3	0	0	0	0	0	0	0	0
1400	47	28.6	33.3	0	44	2	1	0	0	0	0	0	0	0	0
1500	50	27	32.2	1	45	1	3	0	0	0	0	0	0	0	0
1600	51	28	32	1	48	1	1	0	0	0	0	0	0	0	0
1700	48	29.9	34.2	2	45	0	1	0	0	0	0	0	0	0	0
1800	38	29.1	34.2	0	35	0	2	0	0	0	1	0	0	0	0
1900	30	28.3	33.8	0	30	0	0	0	0	0	0	0	0	0	0
2000	22	24.9	29.3	0	22	0	0	0	0	0	0	0	0	0	0
2100	20	29	34	0	19	0	1	0	0	0	0	0	0	0	0
2200	11	30.9	36.7	0	10	0	1	0	0	0	0	0	0	0	0
2300	6	27.4	-	0	5	0	1	0	0	0	0	0	0	0	0
07-19	**570**	**27.8**	**32.9**	**5**	**527**	**5**	**31**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**648**	**27.8**	**32.9**	**5**	**604**	**5**	**32**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**665**	**27.8**	**32.9**	**5**	**619**	**5**	**34**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**680**	**27.9**	**33.1**	**5**	**634**	**5**	**34**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**

11 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	9	29.3	-	0	8	0	1	0	0	0	0	0	0	0	0
0100	4	22.8	-	0	3	0	1	0	0	0	0	0	0	0	0
0200	4	30.8	-	0	1	0	3	0	0	0	0	0	0	0	0
0300	2	28	-	1	0	0	1	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	25.4	-	0	2	0	0	0	0	0	0	0	0	0	0
0600	5	29	-	0	5	0	0	0	0	0	0	0	0	0	0
0700	10	35.3	-	0	6	0	4	0	0	0	0	0	0	0	0
0800	17	32.6	37.8	0	16	0	1	0	0	0	0	0	0	0	0
0900	29	29.9	34.2	2	26	0	1	0	0	0	0	0	0	0	0
1000	43	30	34.4	0	41	1	1	0	0	0	0	0	0	0	0
1100	33	27.5	30.6	0	33	0	0	0	0	0	0	0	0	0	0
1200	51	28.1	32.2	1	50	0	0	0	0	0	0	0	0	0	0
1300	36	28.3	32.2	0	34	0	2	0	0	0	0	0	0	0	0
1400	52	26.5	31.1	2	50	0	0	0	0	0	0	0	0	0	0
1500	49	27.5	33.1	0	47	1	1	0	0	0	0	0	0	0	0
1600	56	27.3	32.9	0	51	1	4	0	0	0	0	0	0	0	0
1700	55	29.3	33.8	1	53	0	1	0	0	0	0	0	0	0	0
1800	61	30	33.8	0	60	0	1	0	0	0	0	0	0	0	0
1900	24	27	31.8	0	22	0	2	0	0	0	0	0	0	0	0
2000	13	27.9	33.1	0	12	0	1	0	0	0	0	0	0	0	0
2100	6	30.2	-	0	6	0	0	0	0	0	0	0	0	0	0
2200	12	32.3	36.9	0	9	0	3	0	0	0	0	0	0	0	0
2300	5	28.5	-	0	4	0	1	0	0	0	0	0	0	0	0
07-19	**492**	**28.7**	**33.8**	**6**	**467**	**3**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**540**	**28.6**	**33.8**	**6**	**512**	**3**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**557**	**28.7**	**33.8**	**6**	**525**	**3**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**578**	**28.7**	**33.8**	**7**	**539**	**3**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

12 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	4	30.9	-	0	3	0	1	0	0	0	0	0	0	0	0
0100	5	29.9	-	0	3	0	2	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	22	-	0	3	0	0	0	0	0	0	0	0	0	0
0600	11	27	30	0	11	0	0	0	0	0	0	0	0	0	0
0700	36	29.6	34.4	0	32	0	4	0	0	0	0	0	0	0	0
0800	54	28.8	34.2	2	52	0	0	0	0	0	0	0	0	0	0
0900	59	26.7	30.6	1	51	1	6	0	0	0	0	0	0	0	0
1000	33	28.4	32.9	0	30	1	2	0	0	0	0	0	0	0	0
1100	40	25.2	29.8	0	34	1	4	1	0	0	0	0	0	0	0
1200	44	27.8	32.7	1	40	1	2	0	0	0	0	0	0	0	0
1300	37	29.5	35.1	0	34	0	3	0	0	0	0	0	0	0	0
1400	50	29.3	35.1	0	48	0	2	0	0	0	0	0	0	0	0
1500	45	28.5	32.9	0	40	0	5	0	0	0	0	0	0	0	0
1600	44	28.8	33.6	0	41	0	3	0	0	0	0	0	0	0	0
1700	48	27.2	31.5	4	42	0	2	0	0	0	0	0	0	0	0
1800	31	27.5	30.6	0	29	0	2	0	0	0	0	0	0	0	0
1900	28	28.1	33.8	1	25	0	2	0	0	0	0	0	0	0	0
2000	17	26.1	30	0	16	0	1	0	0	0	0	0	0	0	0
2100	19	26.8	30.4	0	18	0	1	0	0	0	0	0	0	0	0
2200	16	27.8	34.2	1	15	0	0	0	0	0	0	0	0	0	0
2300	4	28	-	0	4	0	0	0	0	0	0	0	0	0	0
07-19	**521**	**28.1**	**33.6**	**8**	**473**	**4**	**35**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**596**	**28**	**33.3**	**9**	**543**	**4**	**39**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**616**	**28**	**33.6**	**10**	**562**	**4**	**39**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**628**	**28**	**33.6**	**10**	**571**	**4**	**42**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

13 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	4	28.5	-	0	4	0	0	0	0	0	0	0	0	0	0
0100	2	30	-	1	1	0	0	0	0	0	0	0	0	0	0
0200	1	35.5	-	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	30.3	-	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	33.2	-	0	1	0	0	0	0	0	0	0	0	0	0
0500	4	25.9	-	0	3	0	1	0	0	0	0	0	0	0	0
0600	11	27.2	29.3	0	11	0	0	0	0	0	0	0	0	0	0
0700	44	28.6	33.6	1	38	1	4	0	0	0	0	0	0	0	0
0800	60	28	32.2	0	54	0	5	0	1	0	0	0	0	0	0
0900	40	28.5	31.5	0	32	0	8	0	0	0	0	0	0	0	0
1000	32	27.7	31.1	0	28	0	4	0	0	0	0	0	0	0	0
1100	32	26.4	29.1	0	29	1	2	0	0	0	0	0	0	0	0
1200	46	25.9	30.6	0	42	0	3	1	0	0	0	0	0	0	0
1300	54	26.7	30.6	1	50	0	3	0	0	0	0	0	0	0	0
1400	57	26.3	32	0	52	0	4	1	0	0	0	0	0	0	0
1500	53	28.7	33.8	1	47	0	5	0	0	0	0	0	0	0	0
1600	52	28	33.3	1	48	0	3	0	0	0	0	0	0	0	0
1700	34	27.4	32.9	2	29	0	3	0	0	0	0	0	0	0	0
1800	52	27.8	35.3	2	47	0	3	0	0	0	0	0	0	0	0
1900	46	29	33.1	0	46	0	0	0	0	0	0	0	0	0	0
2000	26	26.4	31.5	0	26	0	0	0	0	0	0	0	0	0	0
2100	16	24.9	30.2	0	16	0	0	0	0	0	0	0	0	0	0
2200	18	27	31.1	0	17	0	1	0	0	0	0	0	0	0	0
2300	2	33.1	-	0	2	0	0	0	0	0	0	0	0	0	0
07-19	**556**	**27.5**	**32.9**	**8**	**496**	**2**	**47**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**655**	**27.5**	**32.9**	**8**	**595**	**2**	**47**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**675**	**27.5**	**32.9**	**8**	**614**	**2**	**48**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**688**	**27.5**	**32.9**	**9**	**625**	**2**	**49**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

14 September 2011

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	2	31.7	-	0	2	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	34	-	0	2	0	0	0	0	0	0	0	0	0	0
0600	14	26.7	31.3	1	13	0	0	0	0	0	0	0	0	0	0
0700	41	28.7	32.9	0	38	0	3	0	0	0	0	0	0	0	0
0800	64	28.9	33.6	2	57	0	5	0	0	0	0	0	0	0	0
0900	39	26.6	31.5	0	29	1	8	0	1	0	0	0	0	0	0
1000	47	26.8	32	0	42	1	3	1	0	0	0	0	0	0	0
1100	39	25.1	30.6	2	31	1	5	0	0	0	0	0	0	0	0
1200	55	27.5	31.8	0	50	1	4	0	0	0	0	0	0	0	0
1300	50	26.8	31.8	2	44	0	4	0	0	0	0	0	0	0	0
1400	66	26.6	31.3	6	54	1	4	0	1	0	0	0	0	0	0
1500	74	26.7	31.8	1	61	0	12	0	0	0	0	0	0	0	0
1600	45	29.6	35.3	1	38	0	6	0	0	0	0	0	0	0	0
1700	62	25.4	30.2	2	54	0	5	0	1	0	0	0	0	0	0
1800	45	26.1	30.9	2	40	1	2	0	0	0	0	0	0	0	0
1900	37	25.6	30.4	0	36	0	0	1	0	0	0	0	0	0	0
2000	29	24.1	27.1	0	29	0	0	0	0	0	0	0	0	0	0
2100	24	25.2	29.5	0	23	0	1	0	0	0	0	0	0	0	0
2200	16	24.6	30	2	13	0	0	0	0	1	0	0	0	0	0
2300	6	27.5	-	0	6	0	0	0	0	0	0	0	0	0	0
07-19	**627**	**27.1**	**32.2**	**18**	**538**	**6**	**61**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**731**	**26.8**	**32.2**	**19**	**639**	**6**	**62**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**753**	**26.8**	**32**	**21**	**658**	**6**	**62**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**757**	**26.8**	**32.2**	**21**	**662**	**6**	**62**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**

Virtual Week (1)

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
Mon	628	28	33.6	10	571	4	42	1	0	0	0	0	0	0	0
Tue	688	27.5	32.9	9	625	2	49	2	1	0	0	0	0	0	0
Wed	757	26.8	32.2	21	662	6	62	2	3	1	0	0	0	0	0
Thu	638	27.2	32.2	6	589	3	40	0	0	0	0	0	0	0	0
Fri	788	27.3	32.9	14	710	6	54	2	0	1	1	0	0	0	0
|Sat	680	27.9	33.1	5	634	5	34	0	1	0	1	0	0	0	0
|Sun	578	28.7	33.8	7	539	3	29	0	0	0	0	0	0	0	0
--	**4757**	**27.6**	**32.9**	**72**	**4330**	**29**	**310**	**7**	**5**	**2**	**2**	**0**	**0**	**0**	**0**

Grand Total

Time	Total	Mean	Vpp 85	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
--	**4757**	**27.6**	**32.9**	**72**	**4330**	**29**	**310**	**7**	**5**	**2**	**2**	**0**	**0**	**0**	**0**

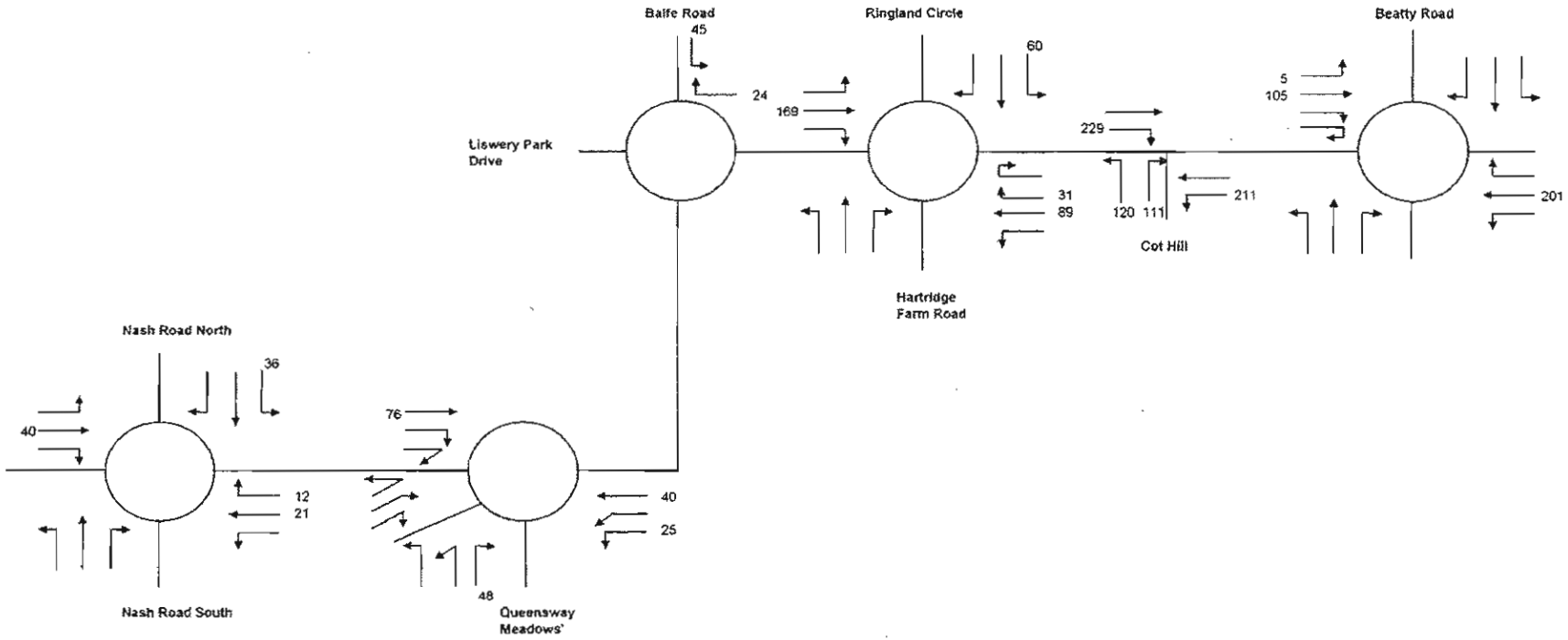


Figure 13. Traffic Flows - PM Llanwern Village Development

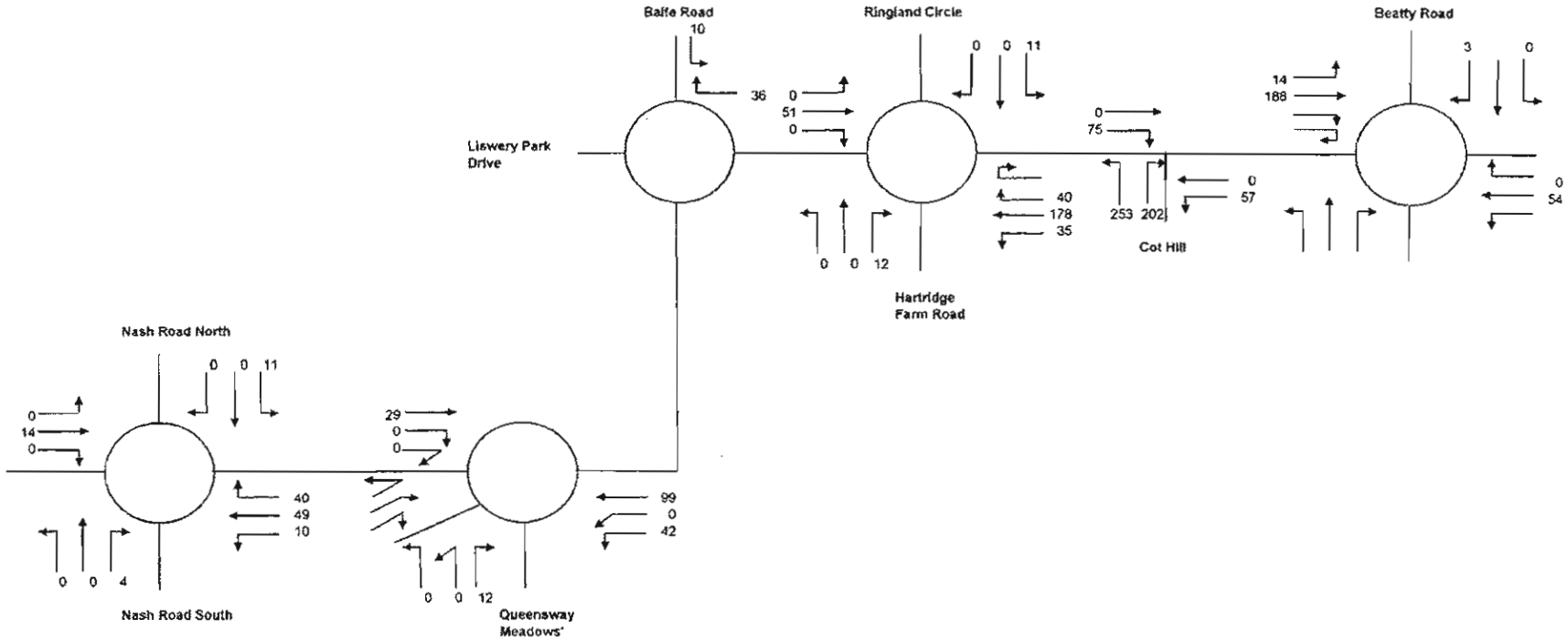
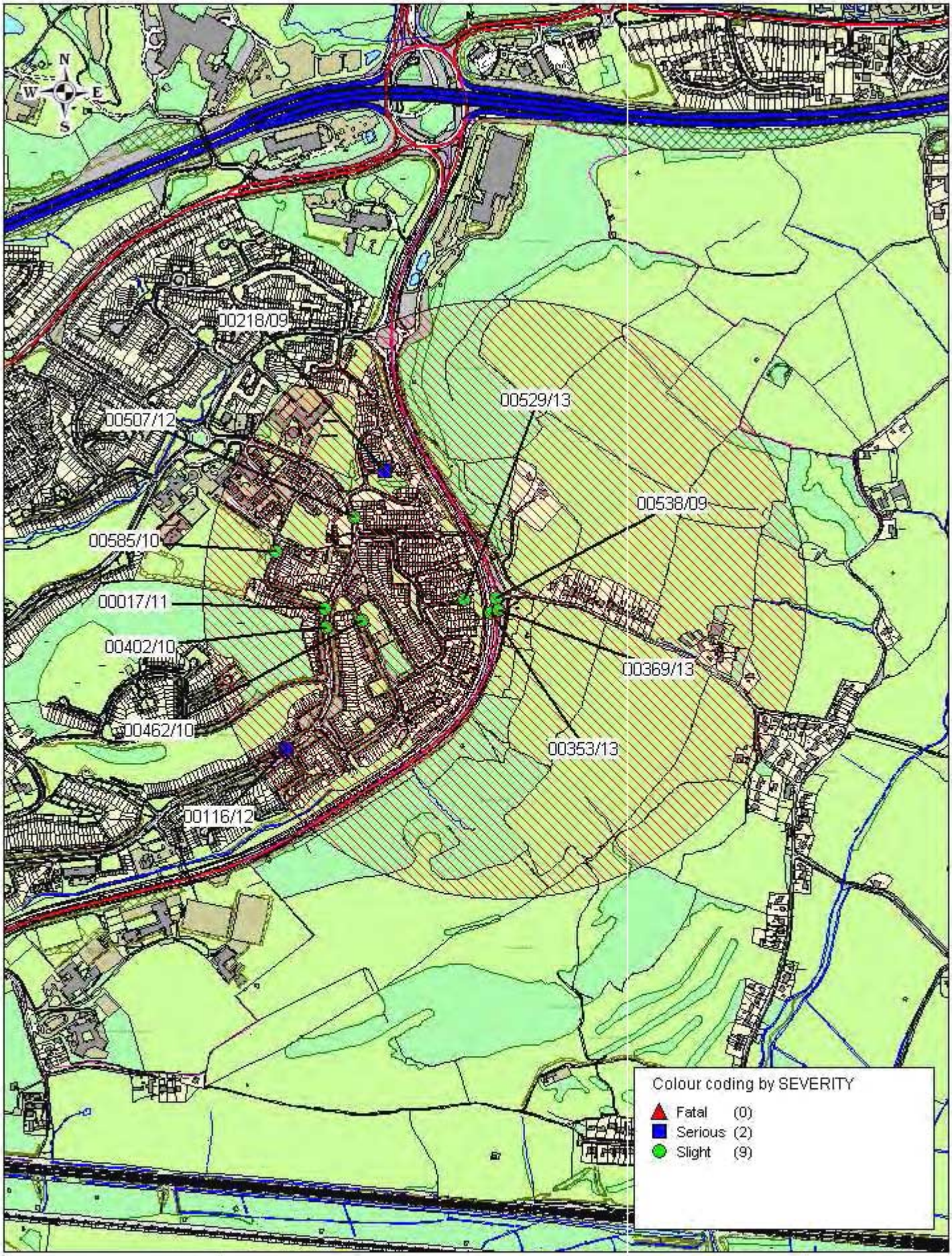


Figure 12. Traffic Flows - AM Llanwern Village Development

Appendix C
Accident Statistics



CAPITA

FORMER RINGLAND ALLOTMENTS, NEWPORT

01/11/2008 and 27/10/2013

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Licence No. 0100200 2013

SCALE	1 : 10000
DATE	12/11/2013
DRAWING No.	
DRAWN BY	S. PRICE

AccsMap - Accident Analysis System

Accidents between dates **01/11/2008 and 27/10/2013** (60) months

Selection:

Notes:
FORMER RINGLAND ALLOTMENTS SITE

Accidents by Severity

Serious	2	18.18%
Slight	9	81.82%
Total	11	

Accidents by Lighting

Daylight	9	81.82%
Darkness	2	18.18%
Total	11	

Accidents by Road Surface

Dry	10	90.91%
Frost/Ice	1	9.09%
Total	11	

Casualties by Class

Driver / Rider	8	53.33%
Vehicle Passenger	4	26.67%
Pedestrian	3	20.00%
Total	15	

Casualties by Severity

Serious	2	13.33%
Slight	13	86.67%
Total	15	

Accidents between dates **01/11/2008 and 27/10/2013** (60) months

Selection:

Notes:
FORMER RINGLAND ALLOTMENTS SITE

00218/09 03/2009 Time 1450 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH 1 HAS MOVED OFF IN A WESTERLY DIRECTION AFTER DROPPING OFF PASSENGERS OUTSIDE NUMBER 19. A CHILD PEDESTRIAN HAS WALKED IN FRONT OF THE VEHICLE AND WAS SHIELDED FROM THE VIEW OF THE DRIVER. THE DRIVER HAS PULLED FORWARD AND HAS DRAGGED THE CHILD CAU
Occurred on OUTSIDE 19 MYRA HESS CLOSE, NEWPORT, GWENT

Vehicle Reference 1 Car Moving off
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction E to W
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Pedestrian Severity: Serious
Pedestrian Direction: N
Not Applicable

00538/09 08/2009 Time 1723 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Dual carriageway
VEH 1 HAS TRAVELLED SOUTHBOUND ON THE SDR WHEN VEH 2 HAS STARTED TO OVERTAKE VEH 1 BEFORE PUSHING VEH 1 OFF THE ROAD. VEH 2 HAS FLED THE SCENE.
Occurred on SOUTHBOUND ON SDR NEWPORT, GWENT AT JUNCTION WITH COT HILL.

Vehicle Reference 1 Car Going ahead right hand bend
Not in restricted lane Skidded

Vehicle direction N to SW
FRV Not foreign registered vehicle Journey Commuting to/from work

Casualty Reference: 1 Driver/rider Severity: Slight

11

Vehicle Reference 2 Car Overtaking moving vehicle on its offside
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction N to SW
FRV Not foreign registered vehicle Journey Unknown

00402/10 05/2010 Time 1655 Vehicles 3 Casualties 3 Slight
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Single carriageway
ALL VEHICLES TRAVELLING SOUTH ALONG HENDRE FARM DRIVE. VEH 2/3 STOPPED IN TRAFFIC, VEH1 TRAVELLING BEHIND COLLIDED WITH REAR OF VEH2 PUSHING IT INTO REAR OF VEH3
Occurred on O/S 252 HENDRE FARM DRIVE, NEWPORT

Accidents between dates **01/11/2008 and 27/10/2013** (60) months

Selection:

Notes:
FORMER RINGLAND ALLOTMENTS SITE

Vehicle Reference 1 Bus or coach Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction N to S
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 3 Passenger Severity: Slight

Not Applicable

Vehicle Reference 2 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction N to S
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Slight

11

Casualty Reference: 2 Passenger Severity: Slight

11

Vehicle Reference 3 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction N to S
FRV Not foreign registered vehicle Journey Unknown

00462/10 07/2010 Time 1707 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight: no street lighting
Special Conditions None Road Type Single carriageway
V1 TRAV ALONG PLAYFORD CRES. PEDESTRIAN STEPPED INTO THE ROAD AND COLLISION OCCURRED.
Occurred on O/S NO 8 PLAYFORD CRESCENT, NEWPORT

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction S to N
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Pedestrian Severity: Slight
Pedestrian Direction: S 2040

Not Applicable

Accidents between dates **01/11/2008 and 27/10/2013** (60) months
Selection:

Notes:
FORMER RINGLAND ALLOTMENTS SITE

00585/10 09/2010 Time 1930 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH 2 PUSHBIKE HAD RIDER AND PASSENGER STOOD ON STUNT PEGS TRAV ALONG COT FARM CIRCLE ON PAVEMENT, CAME OFF PAVEMENT TO CROSS THE ROAD WHEN THEY COLLIDED WITH VEH 1 WHEN BOTH PERSONS FELL OFF VEH 2 INTO ROAD.
Occurred on OUTSIDE 50 COT FARM CIRLCE, NEWPORT

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction SW to NE
FRV Not foreign registered vehicle Journey Unknown

Vehicle Reference 2 Pedal cycle Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction NW to SE
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Slight
Not Applicable

Casualty Reference: 2 Passenger Severity: Slight
Not Applicable

00017/11 01/2011 Time 1800 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
PEDESTRIAN CROSSED JUNCTION TO HENDRE FARM DRIVE AND COTS FARM CIRCLE. PRIOR TO APPROACHING PAVEMENT. VEH 1 DROVE AT SPEED FROM HENDRE FARM DRIVE AND TURNED LEFT ONTO COTS FARM CIRCLE. IN TURNING LEFT VEH 1 HAS HIT PEDESTRAIN CROSSING THE ROAD.
Occurred on COTS FARM CIRCLE J/W HENDRE FARM DRIVE, NEWPORT

Vehicle Reference 1 Car Turning left
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction S to W
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Pedestrian Severity: Slight
Pedestrian Direction: N
Not Applicable

Accidents between dates **01/11/2008 and 27/10/2013** (60) months
Selection:

Notes:
FORMER RINGLAND ALLOTMENTS SITE

00116/12 02/2012 Time 1404 Vehicles 3 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH 2 RIDING ALONG HENDRE FARM DRIVE ON FOOTPATH TOWARDS RINGLAND. VEH 2 ENTERED ROAD NEAR JUNC WITH GREENE CLOSE AND WAS HIT BY VEH 1 AND COLLIDED WITH A PARKED VEHICLE.
Occurred on NEAR JUNC OF GREENE CLOSE ON HENDRE FARM DRIVE NEWPORT.

Vehicle Reference 1 Other motor vehicle Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction SW to NE
FRV Not foreign registered vehicle Journey Journey as part of work

Vehicle Reference 2 Pedal cycle Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction NW to SE
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Serious

Not Applicable

Vehicle Reference 3 Car Parked
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction Par to Parked
FRV Unknown Journey Journey as part of work

00507/12 09/2012 Time 2300 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single carriageway
VEH 1 COLLIDED WITH THE REAR OF VEH 2 KNOCKING THE RIDER OFF THE BIKE.
Occurred on HENDRE FARM DRIVE, RINGLAND, NEWPORT

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction N to S
FRV Not foreign registered vehicle Journey Unknown

Vehicle Reference 2 Pedal cycle Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction N to S
FRV Not foreign registered vehicle Journey Unknown

Accidents between dates **01/11/2008 and 27/10/2013** (60) months
Selection: **Notes:**
FORMER RINGLAND ALLOTMENTS SITE

Casualty Reference: 1 Driver/rider Severity: Slight

Not Applicable

00353/13 07/2013 Time 1710 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Dual carriageway
VEH 1 COLLIDED WITH THE REAR OF VEH 2 AND VEH 2 COLLIDED WITH THE REAR OF VEH 3.
Occurred on A48 SDR NEWPORT

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction S to N
FRV Not foreign registered vehicle Journey Commuting to/from work

Vehicle Reference 2 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction S to N
FRV Not foreign registered vehicle Journey Commuting to/from work

Vehicle Reference 3 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction S to N
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Slight

Worn and independently confirmed

00369/13 02/2013 Time 1202 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Frost/Ice Daylight:street lights present
Special Conditions None Road Type Slip road
VEH 1 STARTED TO JOIN A48 AND LOST CONTROL.
Occurred on JUNC BETWEEN COT HILL AND A48, NEWPORT

Vehicle Reference 1 Motorcycle over 50cc and up to 125cc Turning left
Not in restricted lane Skidded

Vehicle direction NE to S
FRV Not foreign registered vehicle Journey Unknown

Casualty Reference: 1 Driver/rider Severity: Slight

Not Applicable

Accidents between dates **01/11/2008 and 27/10/2013** (60) months

Selection:

Notes:
FORMER RINGLAND ALLOTMENTS SITE

00529/13 08/2013 Time 1000 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight:street lights present
Special Conditions None Road Type Single carriageway
VEH 2 COLLIDED WITH VEH 1
Occurred on HOLST CLOSE NEWPORT

Vehicle Reference 1 Mobility Scooter Parked
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction Par to Parked
FRV Not foreign registered vehicle Journey Journey as part of work

Casualty Reference: 1 Driver/rider Severity: Slight

7

Casualty Reference: 2 Passenger Severity: Slight

7

Vehicle Reference 2 Car Reversing
Not in restricted lane No skidding, jack-knifing or overturning

Vehicle direction N to E
FRV Not foreign registered vehicle Journey Unknown

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2	0	1	5	6
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	1	2	3
Horses & other	0	0	1	1
Total	0	2	9	11

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	4	4
Passenger	0	0	4	4
Motorcycle rider	0	0	1	1
Cyclist	0	1	2	3
Pedestrian	0	1	2	3
Other	0	0	0	0
Total	0	2	13	15

Accidents between dates **01/11/2008** **and** **27/10/2013** (60) months

Selection:

Notes:
FORMER RINGLAND ALLOTMENTS SITE

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
00218/09	01/03/2009	1	Serious	0	0	1	1	0	Light	No turn	Dry	1450	OUTSIDE 19 MYRA HESS CLOSE, NEWPORT, GWENT
00538/09	18/08/2009	1	Slight	0	0	0	0	0	Light	No turn	Dry	1723	SOUTHBOUND ON SDR NEWPORT, GWENT AT JUNCTION WITH CO
00402/10	20/05/2010	3	Slight	0	0	0	1	1	Light	No turn	Dry	1655	O/S 252 HENDRE FARM DRIVE, NEWPORT
00462/10	21/07/2010	1	Slight	0	0	1	1	0	Light	No turn	Dry	1707	O/S NO 8 PLAYFORD CRESCENT, NEWPORT
00585/10	11/09/2010	2	Slight	0	1	0	2	0	Light	No turn	Dry	1930	OUTSIDE 50 COT FARM CIRLCE, NEWPORT
00017/11	12/01/2011	1	Slight	0	0	1	0	0	Dark	Left	Dry	1800	COTS FARM CIRCLE J/W HENDRE FARM DRIVE, NEWPORT
00116/12	29/02/2012	1	Serious	0	1	0	0	0	Light	No turn	Dry	1404	NEAR JUNC OF GREENE CLOSE ON HENDRE FARM DRIVE NEWPORT.
00507/12	14/09/2012	1	Slight	0	1	0	1	0	Dark	No turn	Dry	2300	HENDRE FARM DRIVE, RINGLAND, NEWPORT
00353/13	02/07/2013	1	Slight	0	0	0	0	0	Light	No turn	Dry	1710	A48 SDR NEWPORT
00369/13	20/02/2013	1	Slight	1	0	0	0	0	Light	Left	Frost/Ice	1202	JUNC BETWEEN COT HILL AND A48, NEWPORT
00529/13	31/08/2013	2	Slight	0	0	0	0	0	Light	No turn	Dry	1000	HOLST CLOSE NEWPORT
Column Totals		15		1	3	3	6	1					
No. of Accidents				1	3	3	5	1					

Total number of accidents listed: 11

Appendix D
TRICS Gypsy and Traveller Sites

Site Reference:	HC-16-A-01
Latitude/Longitude:	51.3202340857174, -0.878500286566315
Land Use Type:	16 - MIXED/A - MISCELLANEOUS
Region/Area	SOUTH EASTHAMPSHIRE
Description:	PERMANENT GYPSY SITE
Street:	B3016
District:	STAR HILL
Town:	HARTFORDBRIDGE
Post Code:	
Location:	Free Standing (PPS6 Out of Town)
Location Sub Category:	Out of Town
Use Class:	C3
Population within 500m:	-1
Population within 1 Mile:	1,001 to 5,000
Population within 5 Miles:	25,001 to 50,000
Car ownership within 5 Miles:	1.1 to 1.5
Buses/Trains per day (both directions):	0
Is site associated with a travel plan:	
Is the location of the site hilly or flat:	
Urban Regeneration:	
No. of developments for this Site:	1
No. of survey Days for this Site:	1

Site reference:	HC-16-A-01
Trade name:	PERMANENT GYPSY SITE
Site area (h/a):	1.40
Open since	1975
Total Employees	
Full Time Employees	
Part Time Employees	
Name of nearest site	
Distance to nearest similar site	4 Km

OPENING TIMES (24 Hour format)			
Mon to Thurs	00:00	to	00:00
Friday	00:00	to	00:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Total no. of parking spaces	
Visitor/Customer spaces	0
Employee spaces	0
Disabled spaces	0
Cycle racks	0
OGV loading bays	0
OGV parking spaces	0
Mother & Toddler spaces	0
Parking charges	No
Surface parking	No

Comments

There are 20 pitches with a total of 82 people resident at this site. Each pitch has its own toilet, and there is a bath/shower block attached.
There is also a wardens bungalow on the site.
This site was originally opened temporarily, but was upgraded to become permanent in 1979.

Site reference: HC-16-A-01 Survey date: 05/01/89 Day of week: Thursday

Survey type: Manual Count
AM weather:
PM weather:
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %

Motor cars	67	Motor cycles	0	Public service	0
Light goods	27	OGV (1)	6	OGV (2)	0

Taxis are included as cars in this survey

Time	Arrivals 91	Departures 94	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	2	2	4	(0)
08:00-09:00	3	4	7	(-1)
09:00-10:00	7	9	16	(-3)
10:00-11:00	4	10	14	(-9)
11:00-12:00	10	10	20	(-9)
12:00-13:00	9	8	17	(-8)
13:00-14:00	10	6	16	(-4)
14:00-15:00	12	9	21	(-1)
15:00-16:00	16	16	32	(-1)
16:00-17:00	5	7	12	(-3)
17:00-18:00	6	8	14	(-5)
18:00-19:00	7	5	12	(-3)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site Reference:	SC-16-A-01 Multi-Modal Site
Created:	Version: 2010(a)v6.5.2 09/02/10
Latitude/Longitude:	51.2846, -0.3338
Land Use Type:	16 - MIXED/A - MISCELLANEOUS
Region/Area	SOUTH EASTSURREY
Version/Creation Date:	2010(a)v6.5.2 09/02/10
Description:	TRAVELLERS SITE
Street:	YOUNG STREET
District:	FETCHAM
Town:	LEATHERHEAD
Post Code:	KT22 9BS
Location:	Free Standing (PPS6 Out of Town)
Location Sub Category:	Out of Town
Use Class:	Not Known
Population within 500m:	41
Population within 1 Mile:	5,001 to 10,000
Population within 5 Miles:	125,001 to 250,000
Car ownership within 5 Miles:	2.1 to 2.5
Reason for blank public transport table:	No local PT
Is site associated with a travel plan:	No
If not, are there any plans to implement a Travel Plan in the future?	No
Is survey data available before the implementation of the Travel Plan?	
Is the location of the site hilly or flat:	Flat
Urban Regeneration:	No
No. of developments for this Site:	1
No. of survey Days for this Site:	1

Comments
This site is located just off Young Street on the southern outskirts of Leatherhead. Young Street runs south-west into Epsom Road towards Guildford, and east to the Leatherhead Bypass Road which connects to the M25.
The site is surrounded by fields.
The site has 1 access point.

Design features encouraging non-car modes

12. Pedestrians
None

13. Pedal cycles
None

14. Public transport
None

Accessibility & Census Information

Road Network Distance to Local Developments	
Year of Analysis	2010
Nearest Primary School	1.5 kilometres
Nearest Secondary School	2.4 kilometres
Nearest Local Shop/Corner Shop	0.7 kilometres
Nearest Main Supermarket	1.3 kilometres
Nearest Doctors Surgery	1.5 kilometres
Nearest Hospital with Minor Injuries/A & E	6.2 kilometres
Nearest Sports/Leisure Centre	1.3 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	43UEGS0010
Number of people employed within Census Output Area	144
Number of households within Census Output Area	131
Number of people living within Census Output Area	363
Area of Census Output Area (hectares)	149.00
Population density within Census Output Area (per hectare)	2.44

SITE PHOTO

Site reference:	SC-16-A-01	Multi-Modal survey site
Trade name:	SALVATION PLACE	
Site area (h/a):	0.56	
Open since	1984	
Total Employees		
Full Time Employees		
Part Time Employees		
Approximate % of total employees working standard 9-5 hours or similar	%	
Percentage Split of Employee Gender		
Male	%	
Female	%	
Name of nearest site	RIVER PLACE	
Distance to nearest similar site	4 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	00:00	to	24:00
Friday	00:00	to	24:00
Saturday	00:00	to	24:00
Sunday	00:00	to	24:00

Comments

There are 10 static caravans at this site and 2 permanent buildings.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	45

Number of spaces

Employee	0
Disabled	0
Visitor/Customer	45
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

No management or enforcement measures were observed during the survey.

Site parking surface or non-surface (multi-storey/underground)

Surface

General Comments on Parking

The number of parking spaces has been estimated using Google Earth as access to the parking could not be obtained.
All spaces appear to be unmarked.
The off-street parking consists of a National Trust car park nearby.

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	45

Parking located within a control parking zone (CPZ)

No

Charges for this Off-Street parking

No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: Total vehicles
Survey type: Manual Count
AM weather: Cold and Light Rain
PM weather: Cold and Light Rain
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %

Motor cars	67	Motor cycles	0	Public service	0
Light goods	25	OGV (1)	4	OGV (2)	0
				Taxis	4

Time	Arrivals 46	Departures 46	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	3	5	8	(-2)
08:00-09:00	5	8	13	(-5)
09:00-10:00	3	3	6	(-5)
10:00-11:00	1	4	5	(-8)
11:00-12:00	7	6	13	(-7)
12:00-13:00	6	2	8	(-3)
13:00-14:00	6	4	10	(-1)
14:00-15:00	2	5	7	(-4)
15:00-16:00	6	5	11	(-3)
16:00-17:00	4	3	7	(-2)
17:00-18:00	3	1	4	(0)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No PSV's, cycles, pedestrians or public transport users entered or exited the site during the survey.
It was not possible to obtain initial and final car park occupancy figures as access could not be gained to the on-site parking.

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 1	Departures 3	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	1	1	(-1)
09:00-10:00	0	0	0	(-1)
10:00-11:00	0	0	0	(-1)
11:00-12:00	0	1	1	(-2)
12:00-13:00	0	0	0	(-2)
13:00-14:00	0	0	0	(-2)
14:00-15:00	0	0	0	(-2)
15:00-16:00	1	1	2	(-2)
16:00-17:00	0	0	0	(-2)
17:00-18:00	0	0	0	(-2)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: Taxis

Time	Arrivals 2	Departures 2	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	1	1	2	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
People Surveyed: Car/LGV/Motorcycle occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 76	1	2	3	4	5	6	7	Dep 69	Totals	Accum
00:00-01:00																		
01:00-02:00																		
02:00-03:00																		
03:00-04:00																		
04:00-05:00																		
05:00-06:00																		
06:00-07:00																		
07:00-08:00	1	2	0	0	0	0	0	5	1	4	0	0	0	0	0	9	14	(-4)
08:00-09:00	3	1	0	1	0	0	0	9	3	2	2	0	1	0	0	18	27	(-13)
09:00-10:00	3	0	0	0	0	0	0	3	1	2	0	0	0	0	0	5	8	(-15)
10:00-11:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	5	(-18)
11:00-12:00	6	1	0	0	0	0	0	8	5	1	0	0	0	0	0	7	15	(-17)
12:00-13:00	4	1	1	0	0	0	0	9	1	1	0	0	0	0	0	3	12	(-11)
13:00-14:00	4	2	0	0	0	0	0	8	1	1	0	1	0	0	0	7	15	(-10)
14:00-15:00	1	0	0	1	0	0	0	5	5	0	0	0	0	0	0	5	10	(-10)
15:00-16:00	1	1	3	1	0	0	0	16	4	0	0	0	0	0	0	4	20	(2)
16:00-17:00	1	3	0	0	0	0	0	7	1	2	0	0	0	0	0	5	12	(4)
17:00-18:00	2	0	1	0	0	0	0	5	0	1	0	0	0	0	0	2	7	(7)
18:00-19:00																		
19:00-20:00																		
20:00-21:00																		
21:00-22:00																		
22:00-23:00																		
23:00-24:00																		

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday
Multi-Modal survey site
People Surveyed: Total people

Time	Arrivals 76	Departures 69	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	5	9	14	(-4)
08:00-09:00	9	18	27	(-13)
09:00-10:00	3	5	8	(-15)
10:00-11:00	1	4	5	(-18)
11:00-12:00	8	7	15	(-17)
12:00-13:00	9	3	12	(-11)
13:00-14:00	8	7	15	(-10)
14:00-15:00	5	5	10	(-10)
15:00-16:00	16	4	20	(2)
16:00-17:00	7	5	12	(4)
17:00-18:00	5	2	7	(7)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Capita Symonds
Ty Gwent, Lake View, Llantarnam, Cwmbran, NP44 3HR

Report Date: Fri, 17 Dec, 2010 11:51:39

Serial Number:	1276		
Site Number:	327 - Caef Cantref Site Brecon	County Number:	1000
Census Number:	1000	Count Type:	User Def 5
Approach Dir From:	WEST	Weather:	Not Entered
Start Date:	16/12/10	Period:	16:00 to 18:00
Count Start:	Thu, 16:00	Last Entry:	17:40

	Right turn into gypsy site						Minor Road Westbound to Bailihelig Road						Right turn from gypsy site to Bailihelig Road					
TIME	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr/Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr/Total	0	0	0	0	0	0	0	4	0	1	0	0	0	3	0	0	0	0
Total	0	0	0	0	0	0	0	5	0	2	0	0	0	3	0	0	0	0

	Left turn into gypsy site						Minor Road Eastbound from Bailihelig Road						Left turn from gypsy site to East					
TIME	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hr/Total	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hr/Total	0	5	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	0	0	0	8	0	2	0	0	0	0	0	0	0	0

	Date: 13/1/11 Time: 0730-0930 Cefn Cantref Site at Gypsy Site, Brecon																	
	From East						From East						From Gypsy Site Right Turn out					
	Right turn into Gypsy Site						Straight on West bound toward Bailihelig Rd						West bound toward Bailihelig Rd					
TIME	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hr/Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:30	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0
08:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr/ Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

	Cefn Cantref Site at Gypsy Site, Brecon																	
	From West (Bailihelig Rd)						From West (Bailihelig Rd)						From Gypsy Site Left Turn Out					
	Left turn into Gypsy Site						Straight on east bound						Eastbound					
TIME	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2	PCL	CAR	BUS	LGV	GV1	GV2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0
Hr/Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr/ Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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