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TRANSPORT AND ACCESSIBILITY REPORT

Redrow Homes Ltd

Leasbrook, Dixton Road, Monmouth

August 2023

Version 9

Transport and Accessibility Strategy
Local Plan Representations

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Executive Summary

This Transport and Accessibility Report considers the feasibility of a residential development of up to 300 homes on land referred to as Leasbrook, Dixton Road, Monmouth.

The site is well connected and well located to a range of amenities provided in Monmouth including existing primary and secondary education, leisure and recreation facilities.

Access into the centre of Monmouth is provided via the existing footway of Dixton Road or via Dixton Close depending on the destination within Monmouth. A further connection is also provided to the north via Priory Lane to A466 Hereford Road.

Vehicular access to the site is proposed via Dixton Road. The access will take the form of a priority junction with a dedicated right turn lane. A second, emergency access is proposed to the west via Dixton Close which will be restricted with demountable bollards.

Monmouthshire County Council (MCC) is actively investing in active travel routes in the area. This includes £6.99 million for this financial year alongside £500,000 in core funding, which is being used for the design and development of a new active travel connection across the River Wye and the Wyesham Links project. Proposals for a new active travel crossing of the River Wye, circa 50m north of the current Wye Bridge, were submitted for planning in June 2023. Upon completion it will create a new safe route linking Monmouth and Wyesham that avoids the vehicular traffic on the existing Wye Bridge. These improvements will further enhance the accessibility of the site.

The site is currently served by buses which route along Dixton Road to the immediate south of the site. There is an opportunity to improve the 'Priory End' bus stop through the development of the site which could include raised kerbs and shelters.

The site is considered to be in a sustainable location within the context of local and national policy and its location and proximity to a range of facilities and amenities promotes travel choice.

A review of Personal Injury Collision data has not identified any existing highway safety issues which could be exacerbated by the proposed development.

An assessment of the anticipated vehicular movements has been undertaken and the proposed site access is considered appropriate for the scale of the development.

1 Introduction

Overview

1.1 This Transport and Accessibility Report has been prepared by Vectos, part of SLR on behalf of Redrow Homes Limited to set out matters associated with land being promoted through the replacement Local Plan for future residential development on land known as Leasbrook. The site is located to the east of Monmouth in the county of Monmouthshire.

1.2 The development proposals are for up to 300 dwellings containing a mixture of housing types and tenures with associated open space provision. Vehicular access is proposed from Dixton Road to the south of the site with an emergency access provided from Dixton Close to the west.

1.3 This report considers the feasibility of residential development of up to 300 dwellings in this location, demonstrates a site access strategy, and assesses the likely effect of development of this scale on the local transport network.

1.4 The illustrative masterplan forming part of the candidate site submission shows how a phased site delivery can come forward.

Background

1.5 Monmouth currently has a population of approximately 10,300 people living in 4,520 households, as per the 2021 Census. MCC set a target of building 488 homes a year when it adopted its Local Development Plan (LDP) in 2014.

Planning History & Local Plan

1.6 To ensure that LDPs are kept up-to-date, local planning authorities are required to commence a full review of their LDPs at least once every four years following adoption, or sooner if the findings of the Annual Monitoring Reports (AMR) indicate significant concerns with a plan's implementation.

1.7 MCC invited landowners, developers and members of the public to submit 'Candidate Sites' that could be considered for inclusion for development, redevelopment and/or protection in the Monmouthshire Replacement Local Development Plan (RLDP). This initial call for candidate sites closed on 19th November 2018.

1.8 MCC consulted on its Preferred Strategy between 5th December 2022 and the 30th January 2023. The Preferred Strategy (December 2022) proposed no new site allocations in the primary settlement of Monmouth but following the Welsh Government's response to the Preferred Strategy, the RLDP

can allocate housing in Monmouth as a result of Welsh Water's planned improvements at the Monmouth Wastewater Treatment Works by 31st March 2025[1].

Engagement

1.9 Pre application advise was previously sought from MCC. This included the following in relation to transport and highways under reference Ref No: DM/2018/01337.

1.10 *'Traffic/Access: A robust Transport Assessment would be required to inform any proposal which should include consideration of the capacity of the existing highway network, including the A40 roundabout. Promotion of the site provides an opportunity to provide a link spine road between Hereford Road and Dixton Road/roundabout, easing traffic movements within the town centre. This could be a positive community gain that secures support for the development of this area. A single access into such a large site creates a very large cul-de-sac and is unlikely to create a pleasant or legible place to live. The Council's Highways Officer will provide further details on the technical side of this matters'*.

MCC Pre App Response.

1.11 A further pre app meeting was held with various MCC officers in March 2021. The size of the scheme at this stage was reduced from that originally consulted on and, as such, the applicability of some of the original pre app comments has reduced. The pre app however reiterated the consideration for the highway impact to be assessed on Dixton Road and the junction of Dixton Road with the A40. MCC considers the site to be reasonably well sited. It was agreed that the internal layout should promote permeability and connectivity for all modes of transport and be designed to accommodate public transport provision.

Report Structure

1.12 The structure of this report is as follows:

i) **Section 2** – sets out the **existing conditions** and accessibility within Monmouth;

ii) **Section 3** – reviews the **national** and **local policy** in the context of the **site**;

iii) **Section 4** – describes the **proposed development** layout and potential access strategy, and provides indicative layouts of the potential points of vehicle access;

iv) **Section 5** – sets out the **sustainable access strategy** which would support development of the site;

[1] https://www.monmouthshire.gov.uk/planning-policy/rldp-overview-and-timescale/

v) **Section 6** – sets out the **trip generation** associated with the site and the potential effect of this on the local transport network;

vi) **Section 7** – provides a summary of **traffic impact**;

vii) **Section 8** – **summarises** and **concludes.**

2 Existing Conditions

Overview

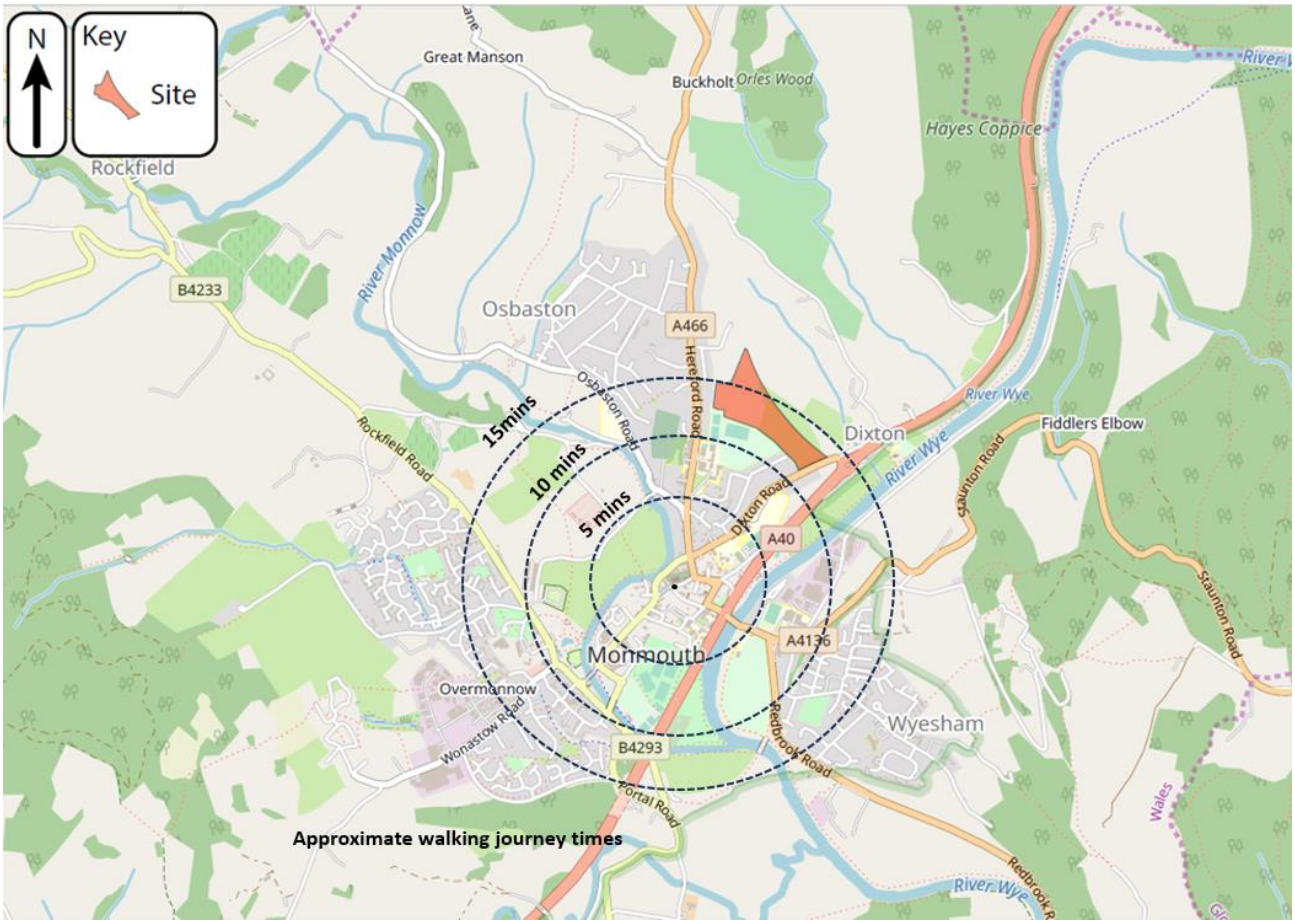
2.1 This section of the report provides an overall description of the site in the context of its local surroundings and transport network as of August 2023.

Site Location

2.2 The development site lies to the immediate east of the north-eastern boundary of the existing built-up area of Monmouth.

2.3 The site is located to the north of Dixton Road and to the east of Hereford Road and is shown in its local context in **Figure 2.1**. Monmouth School for Girls is to the immediate southwest of the site, and Monmouth Golf Club is to the north, separated from the site by Leasbrook Lane.

Figure 2.1 – Site Location



Existing Travel Behaviour

2.4 To understand existing travel patterns, Census data for the journey to work mode split were investigated for the '*Dixton and Osbaston*' ward of Monmouth, the ward within which the site is located. Whilst this is only data for journeys to work, it provides an indication of how this area and location compares to other parts of Monmouth and Wales in terms of mode choice. **Table 2.1** shows

the mode splits from this ward, taken from the 2011 Census data, compared to the total mode split from Monmouthshire County.

2.5 Whilst 2021 Census data is available, this has not been used due to ongoing uncertainties around the validity of the data, given that the Census took place during the Covid-19 pandemic.

Table 2.1 – Method of Travel to Work (2011 Census)

Mode	Dixton & Osbaston (Ward)	Monmouthshire (County)
Train	2%	2%
Bus, Minibus or Coach	0%	2%
Taxi	0%	0%
Motorcycle, Scooter or Moped	1%	1%
Driving a Car or Van	74%	76%
Passenger in a Car or Van	4%	6%
Bicycle	1%	1%
On Foot	16%	11%
Other Method of Travel to Work	1%	1%
Total	**100%**	**100%**

Details: 'not in employment', 'working from home' and 'underground' figures have been excluded from this table

2.6 The data summarised in **Table 2.1** illustrates that overall, the local area including the site records a marginally lower car driver journey to work mode split than the rest of Monmouth and the rest of Wales indicating the comparatively sustainable location of this site. Additionally, a high number of residents are recorded as walking to work (16%) which indicates a willingness to walk and highlights the level of existing provision for pedestrians in the area.

2.7 It should be noted that the data in **Table 2.1** relates only to journeys to work and does not include journeys for the purpose of education, shopping or leisure, and given the proximity of two secondary schools, a primary school and Monmouth town centre, a more sustainable mode split for non-work journeys might be expected.

2.8 The data does not provide a direct indication of current travel behaviour as attitudes to travel and the rise of virtual mobility have increased significantly since 2011, and indeed these changes have been accelerated by the Covid-19 pandemic. However, given the limitations associated with the 2021 Census, it is considered to be the best available.

Accessibility

2.9 Contemporary local and national transport policy states that new developments should be designed to encourage more trips to be made by more sustainable modes including walking, cycling or on public transport in an effort to maximise social inclusion and to minimise the number of single occupancy private car trips.

Active Travel Network

2.10 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport.

2.11 Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being:

"characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot."

2.12 However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS contends that walking can be used to access a variety of destinations within a range of up to 2 kilometres.

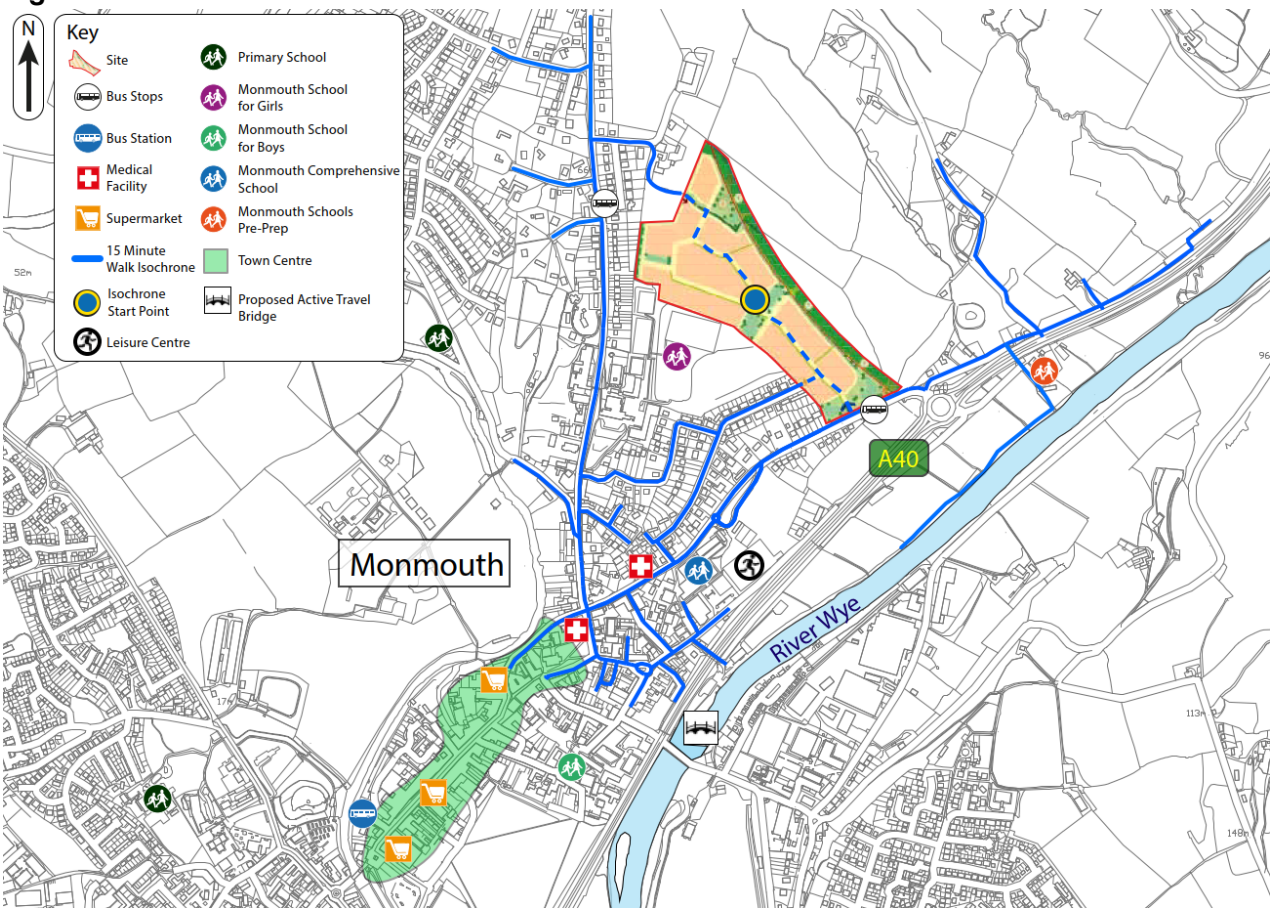
2.13 More recently, there has been an emergence of 15-minute neighbourhoods, based on a design ethos of creating complete, compact and connected neighbourhood, where people can meet their everyday needs within a short walk or cycle. This concept builds upon the notion of walkable neighbourhoods and places designed at pedestrian scale and is supported by a 15-minute neighbourhood guide published by the Town and Country Planning Association in March 2021. The idea of the 15-minute neighbourhood presents multiple benefits including boosting local economies, improving people's health and wellbeing, increasing social connections in communities, and tackling climate change.

Local Facilities

2.14 There are a good number of amenities and local facilities in Monmouth and within a comfortable (15 minute) walking or cycling distance of the site. There is good pedestrian and cycle infrastructure, detailed later in this section, providing connections to these facilities.

2.15 The facilities within a comfortable walk of the site are displayed in **Figure 2.2**.

Figure 2.2 – Local Facilities



2.16 The facilities detailed in **Figure 2.2** are set out in full in **Table 2.2**.

2.17 Within **Table 2.2**, the distances and travel times have been taken from the southern site access to the south located on Dixton Road as well as from the potential pedestrian / cyclist access from the northeast to via Priory Lane, a private lane connecting with A466 Hereford Road. The purpose of this is to provide a robust indication of travel convenience to these facilities from different access points.

Local Schools

2.18 The site is located close to a number of schools, with the closest Primary School (Osbaston Church in Wales School) being located an approximate 16 minute walk from the Dixton Close site access.

2.19 Monmouth Comprehensive School is located 550m (10 minute walk) from the main site entrance with Dixton Road. The quickest walking route avoiding the school car park is via Dixton Road and Burgage to the main school entrance.

2.20 In addition, Monmouth School for Girls is located a 13 minute walk from the Dixton Close site access, while Monmouth School for Boys is located a 15 minute walk from the site entrance with Dixton Road.

Table 2.2 – Local Facilities

Local Facility	Southern Access			Northern (pedestrian) Access		
	Distance (m)	Walk (mins)	Cycle (mins)	Distance (m)	Walk (mins)	Cycle (mins)
Transport						
Priory End Bus Stop	130	2	-	2,000	23	-
Dixton Road Bus Stop	150	2		2,020	24	
Clinic Bus Stop	600	8	-	1,400	16	-
Highfield Close Bus Stop	1,700	25	-	400	6	-
Education						
Monmouth Schools Pre-Prep & Nursery	450	6	2	2,300	28	8
Monmouth Comprehensive School	400	5	2	1,700	20	6
Osbaston Church in Wales School	1,300	17	5	1,100	15	5
Monmouth School for Boys	1,100	13	4	1,700	20	6
Overmonnow Primary School	2,200	27	9	2,600	32	10
Health						
Dixton Surgery	550	5	2	1,300	15	4
Isaac & Rowlands Dental Surgery	950	12	3	1,500	18	5
Leisure						
Monmouth Leisure Centre	600	8	2	1,600	18	5
Chippenham Playing Fields	1,600	20	6	2,100	25	7
Employment / Retail						
Iceland Foods	1,000	13	4	1,600	19	6
Waitrose	1,400	17	5	1,900	23	6
Lidl	1,400	17	5	2,000	25	9

2.21 **Table 2.2** demonstrates that the site is well connected and accessible by foot (15-20 minutes) or by bicycle (under 15 minutes) to a range of local amenities in Monmouth, including bus stops, local schools, food stores, health centre and local shopping streets.

Pedestrian and Cycle Access

2.22 The existing level of provision in Monmouth for pedestrians and cyclists is good, with future infrastructure improvements proposed. The former Existing Routes Maps (ERMs) and Integrated Network Maps (INMs), setting out the council's plans for improving active travel routes in and around Monmouth, have been upgraded to Active Travel Network Maps (ATNMs) as a part of MCC's commitment to the Active Travel (Wales) Act 2013.

2.23 The new ATNMs are available from DataMapWales[2] and set out the existing and future active travel routes throughout Wales, and indeed Monmouth. This is an important tool in setting out both the existing and future accessibility of the site.

Walking

2.24 The area is served by good quality pedestrian routes, which are largely through attractive and active environments with good natural surveillance. Existing pedestrian facilities in the vicinity of the site primarily include formal footways and leisure routes such as the Wye Valley Walk.

2.25 In the immediate vicinity of the site there are lit footways on the northern side of Dixton Road and on the eastern and western edges of Hereford Road leading past the development. The footways here are considered to all be of sufficient width and are in a good state of repair, with street lighting present.

2.26 Within the vicinity of the site dropped kerbs and tactile paving are present at some locations where footways are interrupted by side roads. To the south this includes the Dixton Road / Dixton Close junction.

2.27 There are signalised crossing points on each arm of the Dixton Road / The Parade / Priory Street / Monk Street junction. This enables pedestrians to comfortably navigate this junction, particularly for mobility impaired.

[2] DataMapsWales (https://datamap.gov.wales/maps/active-travel-network-maps/)

Photograph 2.1 – Dixton Road Crossing

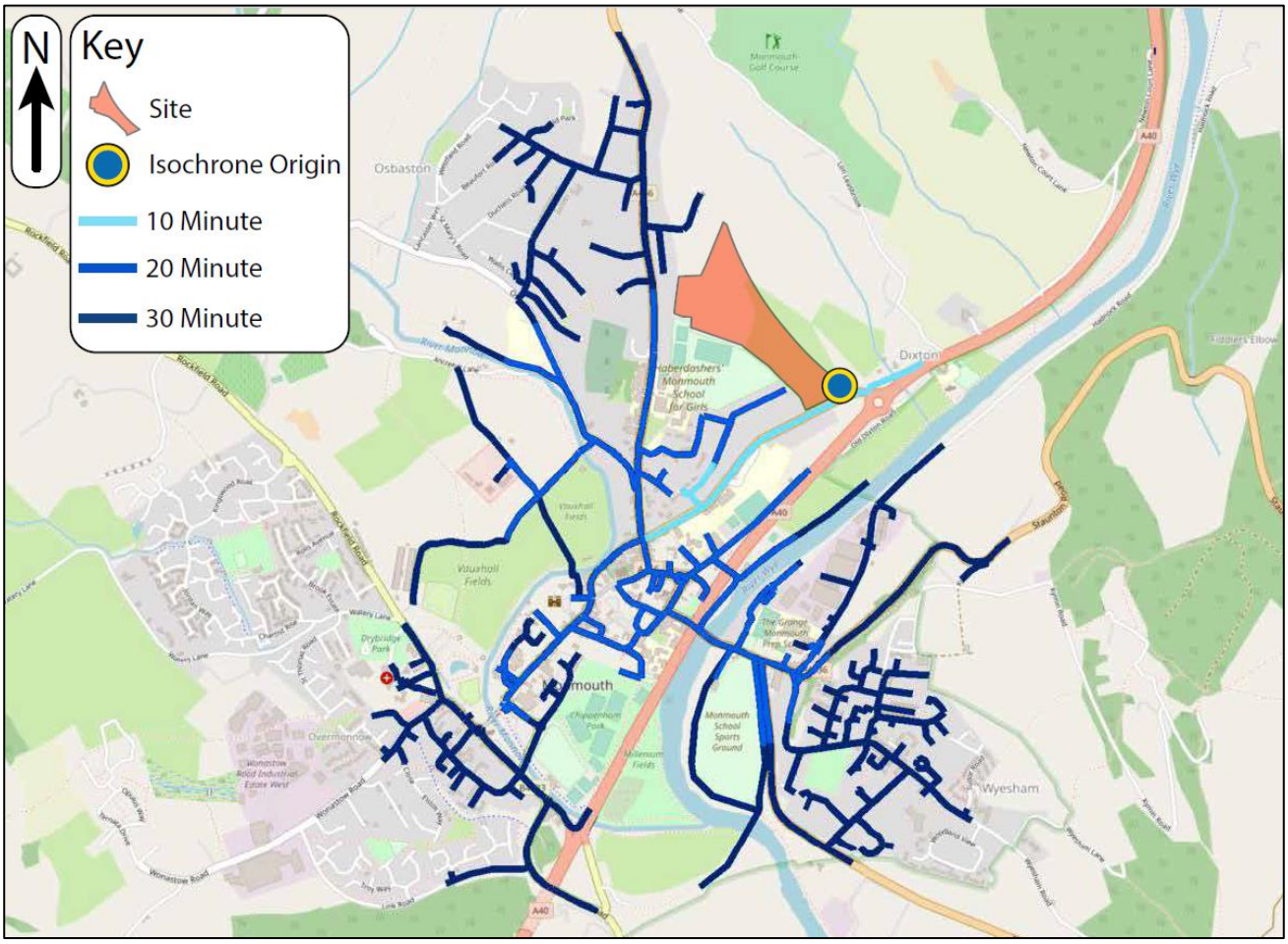
Photograph 2.2 – A446 facing Monk Street

2.28 The site is well located in terms of proximity and easy access by foot to a number of local facilities, using the existing pedestrian network. The likely route for pedestrians towards the centre of Monmouth would be along Dixton Close using the existing footways making use of the signal controlled crossing in **Photograph 2.1** and **Photograph 2.2**.

2.29 The Wye Valley Walk runs to the south of the site along the River Wye. The full extent of this route covers the whole of Wales, comprising a 219 km route from Chepstow in Monmouthshire to Plynlimon in Powys. Within the vicinity of the site this is a good leisure route with a safe link available via the subway at the A40 / A466 junction.

2.30 **Figure 2.3** indicates the walking isochrones of 15 and 30 minutes from the site (based on the site entrance with Dixton Road), assuming a comfortable average walking speed of 5 kph (3 mph). This demonstrates that Osbaston and parts of Monmouth town centre are within a 30-minute walk from the proposed development. These indicative isochrones demonstrate that local schools and facilities are within a 15-minute walk, with further facilities accessible within a 30-minute walk.

Figure 2.3 – Walking Isochrones

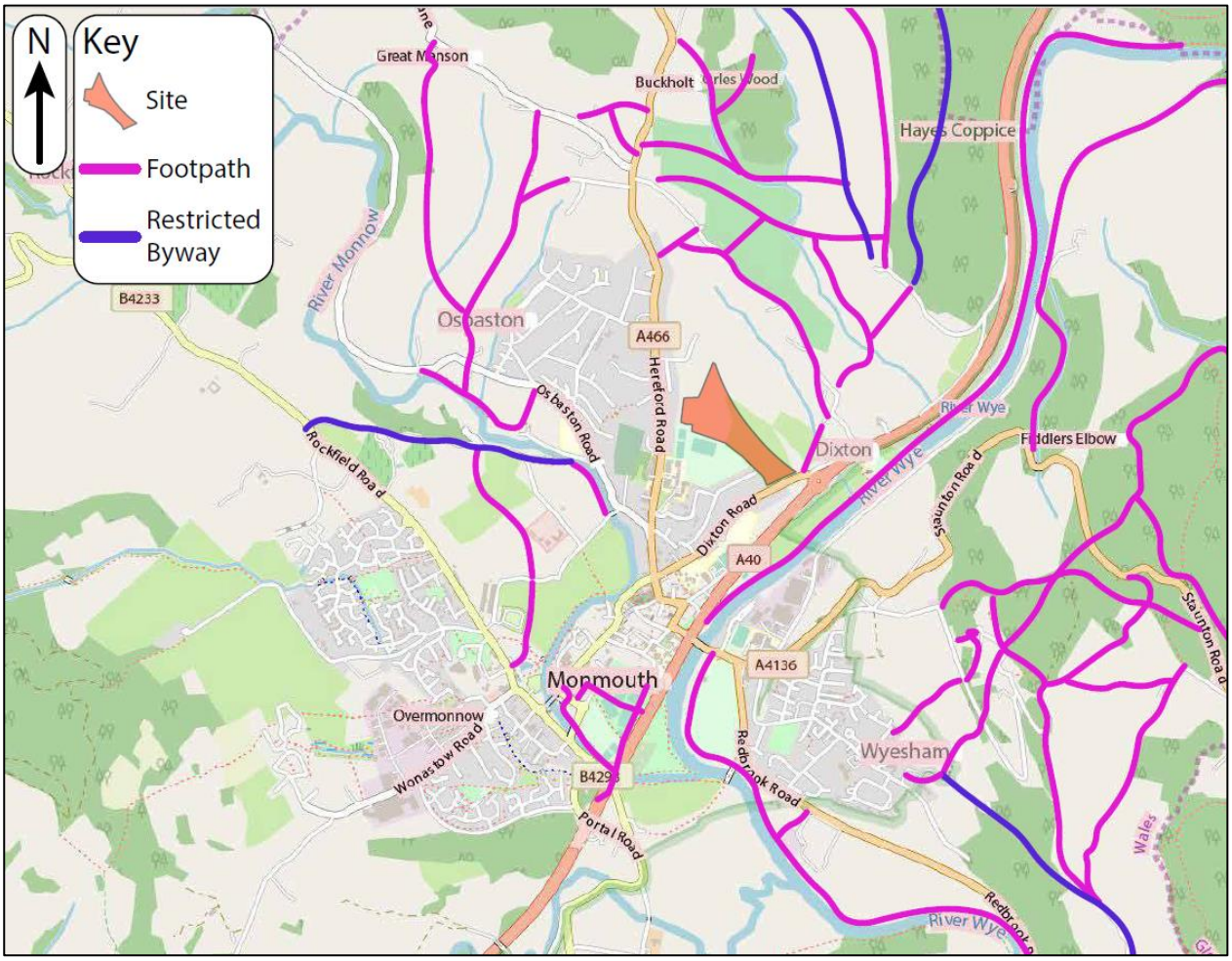


Public Rights of Way

2.31 There are several Public Rights of Way (PRoW) in the vicinity of the site including one adjacent to the proposed access on Dixton Road which runs northeast towards Leasbrook Lane.

2.32 A PRoW also runs directly adjacent to Leasbrook Lane, which runs in a north-easterly direction from the A40. This PRoW is to the north of the site and holds the potential for a connection to the site from this direction.

Figure 2.4 – Local Public Rights of Way Network



Cycling

2.33 There is a range of dedicated cycling infrastructure within Monmouth. This infrastructure consists of National Cycle Network route 423 (NCN 423) and local cycle routes. There are also a number of proposed improvements to come forward as a part of MCC's ATNMs which sets out the council's plans for improving active travel routes in and around Monmouth over a 15 year period. In the round of funding announced in March 2021, approximately £774,000 was allocated to the Monmouth Town Active Travel Programme. Other improvements being developed focus on improvements to Old Dixton Road and the link between Wye Valley Rowing Club and Dixton Church.

2.34 The ATNMs include Dixton Road which is noted as a 'shared use' route as well as Dixton Close/Monkswell Road which provides a connection from Dixton Road to Hereford Road.

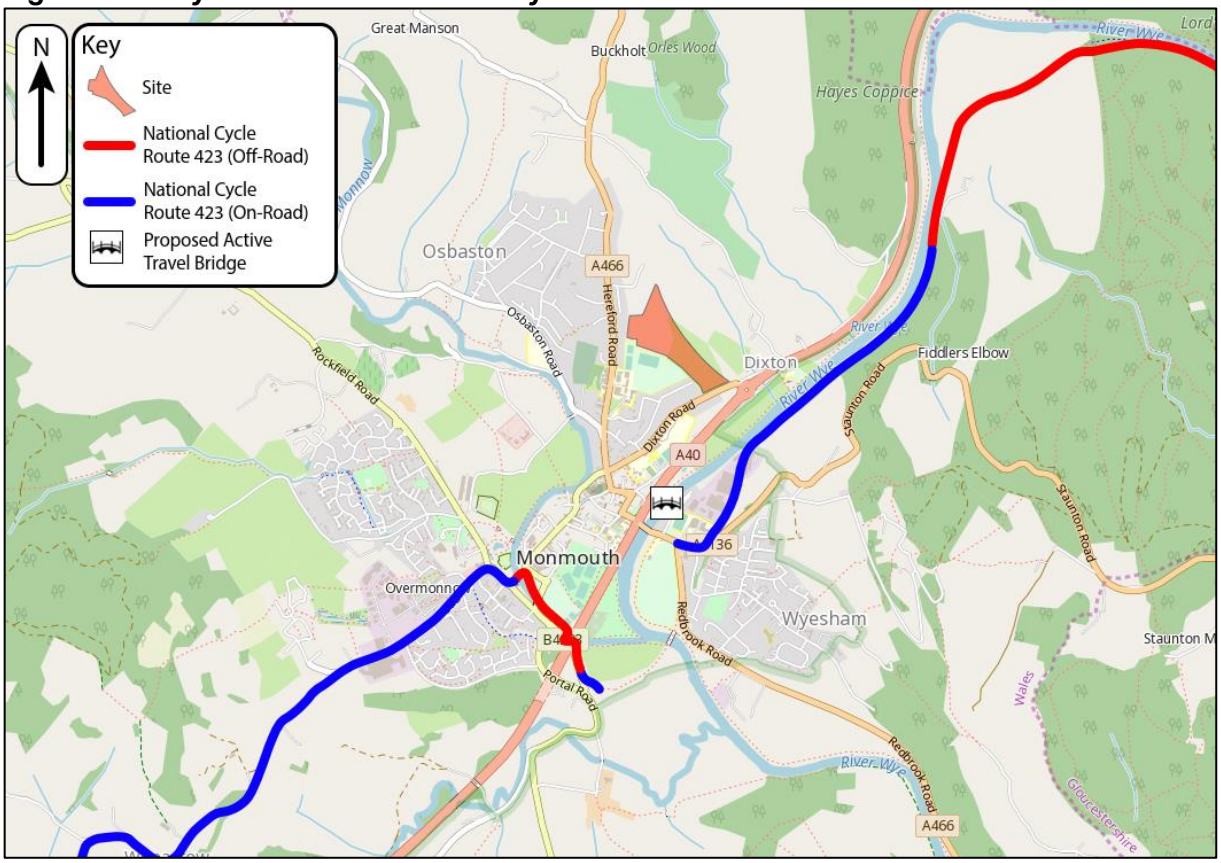
2.35 NCN 423 is located to the south of the site and routes along Hadnock Road and along the former Regional Route 30 from Cwmbran to Monmouth. NCN 423 connects to the regional route network on the A466. This provides a link along the river path to Monmouth Rowing Club where the local cycle routes runs underneath the A40 and routes along Old Dixton Road to the west of the site.

2.36 The local routes and NCN 423 can be easily reached from the site along Dixton Road, Hereford Road and Monk Street.

2.37 The existing infrastructure and proposed improvements within Monmouth will provide walking and cycling links to Wyesham, Overmonnow Primary School, Monmouth School, the Wye Valley Walk and the new Monmouth Showground. All of these locations are within a comfortable 30-minute cycle from the centre of the site using the most appropriate access.

2.38 The cycling infrastructure in the vicinity of the site is shown in **Figure 2.5.**

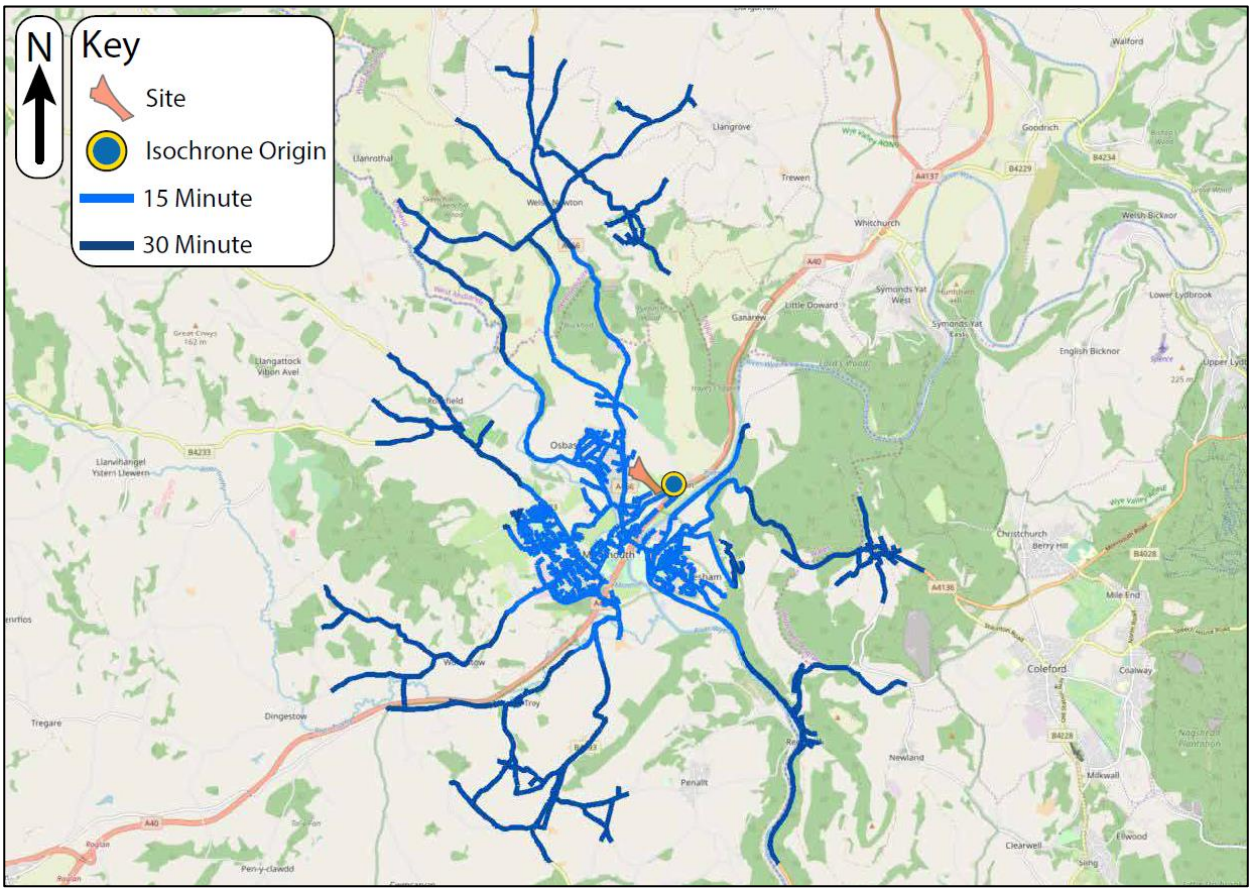
Figure 2.5 – Cycle Routes in the vicinity of the site



2.39 There is an opportunity as part of the development of the site to provide a more formal link between Route 423 which officially terminates at B4233 Beech Road / Troy Gardens and A4136 to the north of the River Wye. There is an existing footpath which runs between these two points currently which is also noted on the ATNM as a 'shared use' route.

2.40 Further to this, the 15 and 30 minute cycling distances from the site are shown in **Figure 2.6**.

Figure 2.6 – Cycling Isochrones



Future Active Travel Schemes

2.41 As part of the Welsh Government's Active Travel Fund 2023/24, MCC has received £6.99 million for this financial year, the highest allocation in Wales.

2.42 MCC has also received £500,000 in core funding, which is to be used for the design and development of the Wye Bridge and Wyesham Links projects, and for smaller projects around the county, focussing on minor improvements to active travel routes, bringing them up to the required standards.

2.43 Proposals for a new active travel crossing of the river Wye, circa 50m north of the Wye Bridge, were submitted for planning in June 2023. The project, which is supported by the Welsh Government's Active Travel Fund (ATF), aims to create a new safe route linking Monmouth and Wyesham that avoids the vehicular traffic on the busy Wye Bridge.

2.44 Major improvements are also already consented for a pedestrian and cycling route from Williams Field Lane to Monnow Bridge. This scheme, known as Williamsfield Lane Links, is to be constructed in 2023/24. The goal is to create a shared use active travel route along Wonastow Road and Drybridge Street from Williamsfield Lane to the Monnow bridge. This scheme is a continuation of the previously constructed route along Williamsfield Lane, which was constructed in 2020/21 and

2021/22 with ATF monies including a new play park at King's Fee. This route already forms part of NCN Route 423.

2.45 The route will service links to education settings, such as Overmonnow Primary and Monmouth comprehensive and be a key link to the town centre.

Bus

2.46 There are several bus services which serve Monmouth and pass within the vicinity of the site. The nearest recognised bus stop to the site is Priory End. This stop is located on Dixton Road, approximately 100m west of the A40 roundabout. There are no formal facilities here, though the 'Clinic' bus stop further west along Dixton Road benefits from a flagpole and road markings with a bench also provided for the eastbound stop. There will be opportunities to upgrade these bus stops as part of the development.

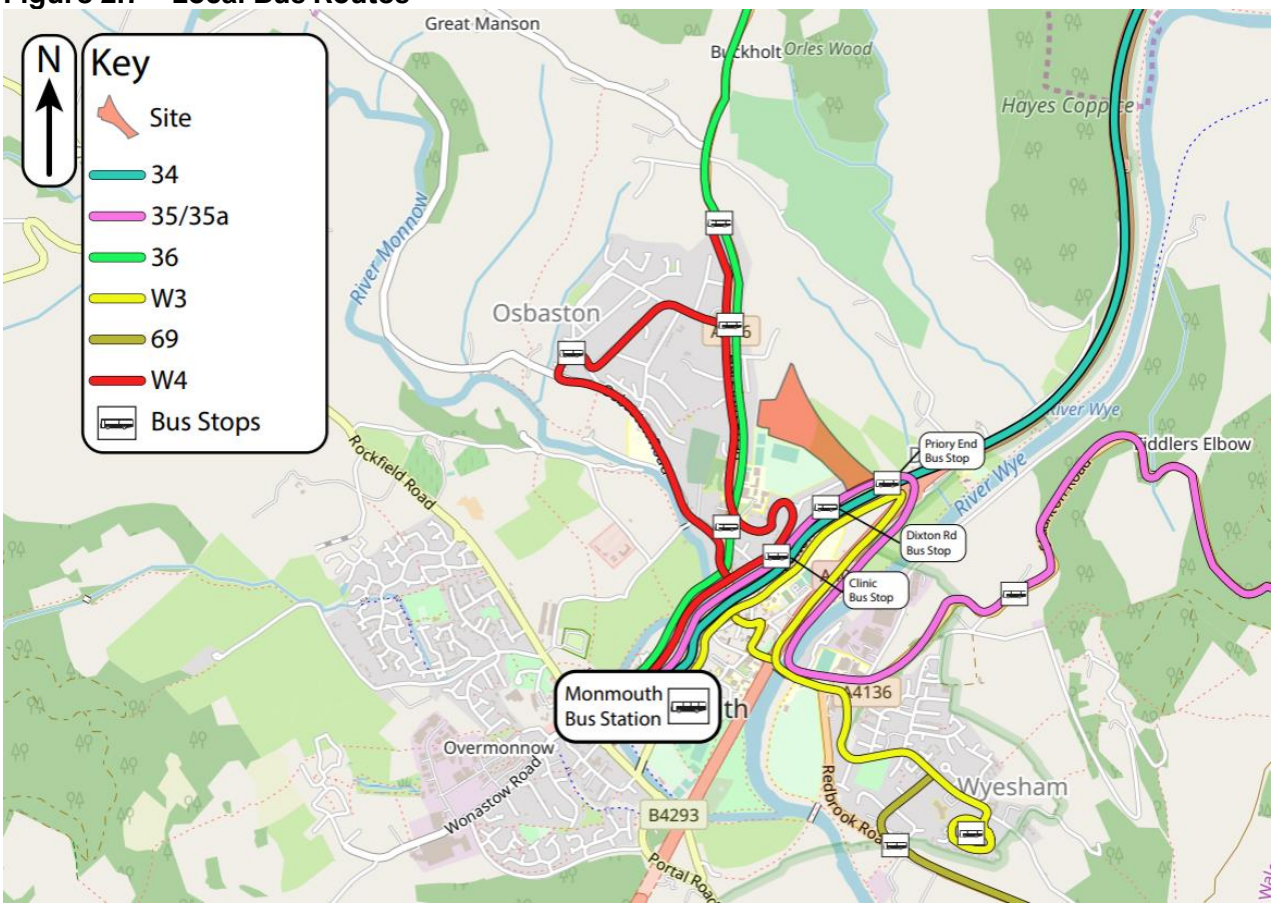
2.47 A summary of the services from both the Priory End' and the 'Clinic' bus stops are provided in **Table 2.3**. This provides a good overview of connectivity in the area.

Table 2.3 – Local Bus Services

No.	Route	First Bus (M-F)	Last Bus (M-F)	Average Frequency (mins)			Provider
				M-F	Sat	Sun	
From 'Priory End'							
34	Ross on Wye – Monmouth	07:30	18:15	120	120	120	Nick Maddy Coaches
	Monmouth – Ross-on-Wye	07:47	18:27	120	120	120	
35A	Monmouth – Cinderford	17:32	-	Once Daily	N/a	N/A	Forest Community
69	Monmouth – Chepstow	07:52	18:13	60	120	N/A	Phil Anslow
W3	Monmouth Bus Station loop – via Wyesham	08:00	16:48	60	60	N/A	Phil Anslow Travel
From 'Clinic'							
W4	Monmouth Bus Station loop – via Osbaston	08:51	16:51	60	60	N/A	Phil Anslow Travel
54	Bridstow – Llangrove – Monmouth	10:22	-	Once Daily on Fridays	N/A	N/A	George Young's Coaches
From 'Toll House'							
36	Monmouth – Hereford	07:19	15:29	120	120	N/A	Stagecoach

2.48 The routes of the buses detailed in **Table 2.3** are shown in **Figure 2.7**.

Figure 2.7 – Local Bus Routes

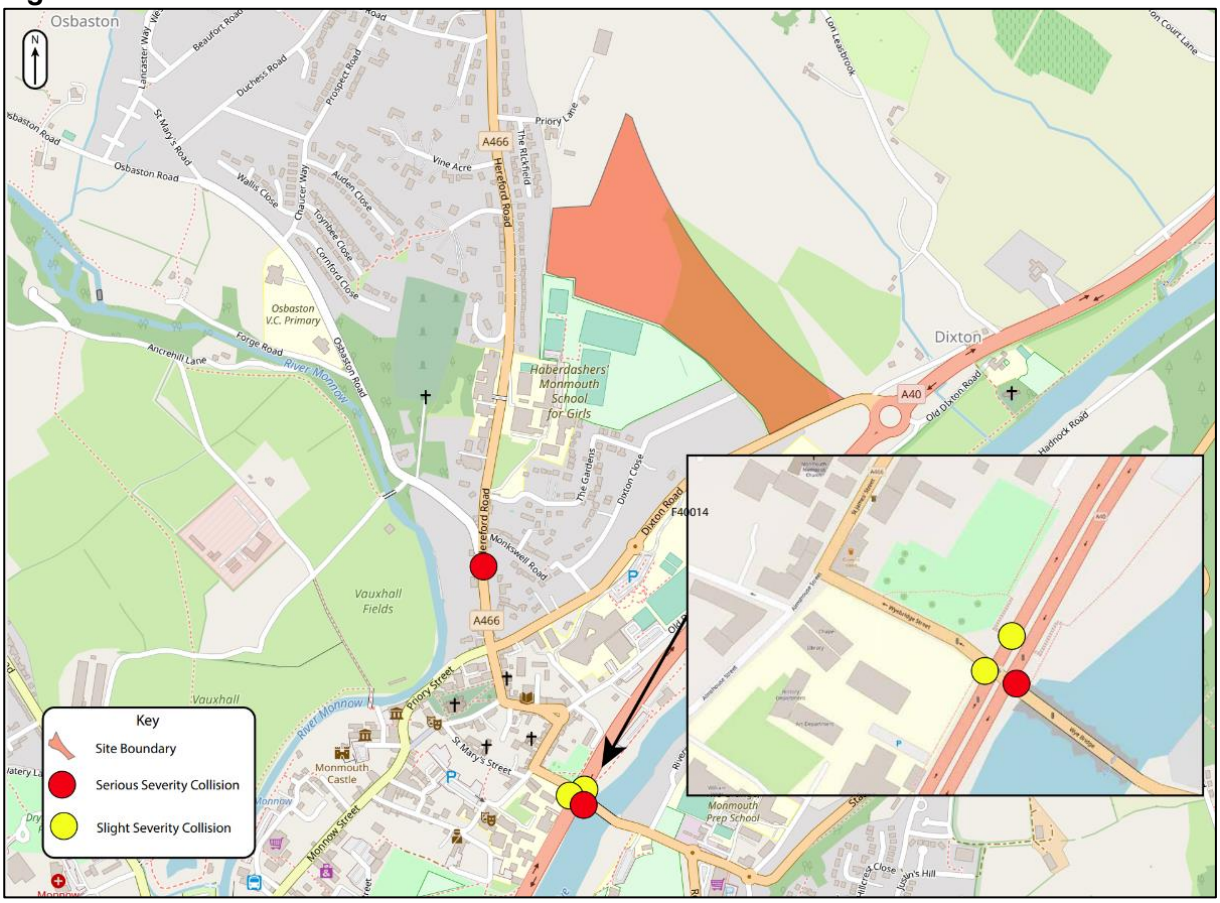


Highway Collision Analysis

2.49 Collision data has been obtained from Crashmap UK for the key junctions surrounding the site, including the A40 roundabout and the Dixton Road / Priory Street / The Parade / Monk Street junction. These locations are shown in **Figure 2.8**. The most recently available 5-years from 2017-2021 has been used for the analysis.

2.50 Four collisions have been identified as occurring within the vicinity of the site, two as Slight severity and two recorded as Serious severity. The location of these collisions on the local highway has been demonstrated in **Figure 2.8,** in relation to the site boundary.

Figure 2.8 – Collision Data Locations



Hereford Road

2.51 There was one collision recorded on Hereford Road within the last five years, classed a 'Serious'.

2.52 On 21/03/2021 a Serious collision occurred due to one vehicle and one pedestrian coming into contact, within the carriageway. The vehicle was proceeding normally along the carriageway, with no bends interfering and the pedestrian was crossing in the carriageway with no safe crossing infrastructure close to the impact point as per the collision report. The collision occurred during daylight hours and the road surface description was dry, with a weather report of high winds. There was one recorded casualty which was the pedestrian involved. The information available indicates that the pedestrian was at fault due to not crossing the carriageway at a point where there was appropriate pedestrian infrastructure.

A40

2.53 There were three collisions recorded on the A40 within the review period, two Slight and one Serious.

2.54 On the 11/09/2019 a slight collision occurred involving two vehicles which were both proceeding normally on the carriageway. One of the vehicles hit an object just off the carriageway. There were two Slight casualties involved due to the collision, one from each vehicle involved. It occurred in daylight hours and the road surface description was dry and the weather was described as fine.

2.55 On 22/11/2019 a slight collision occurred involving one vehicle due to driver error, and this involved two casualties which were passengers/ the driver of the vehicle. The weather conditions were reported as wet or damp and there was report of rain with high winds, the collision occurred in daylight hours. No object was hit by impact on or off the carriageway, and as there was only one vehicle involved, it can be suggested that the weather conditions may have influenced the collision.

2.56 On 07/01/2021 a Serious collision occurred involving one vehicle and one motorcycle, where the first point of impact occurred at the front of the vehicle and the nearside of the motorcycle. There was one casualty which was the motorcycle driver, and there were no other objects hit on or off the carriageway. The weather conditions were reported as raining with high winds and wet or damp. The collision occurred in daylight hours and there was no crossing facility within 50 meters of the impact.

Collision Summary

2.57 The figure demonstrates three collisions at the A40 / A466 junction, however, after analysis at a closer scale, two collisions were northbound and one was southbound, at different points on the carriageway. It can also be suggested that the weather had an influence on the collisions that occurred, as two out of the four collisions occurred during rain and high winds and three out of the four were during recorded high winds. As a result, the collisions are expected to be due to driver error or pedestrian error and does not suggest a highway or transport issue along the A40. No definitive causation factors were provided.

2.58 The proposed development is not expected to have an adverse effect on the highway safety within the area while there is no existing highway safety issue in the area given the frequency / severity of the collisions reviewed.

Observed Traffic Flow

2.59 Traffic Surveys have previously been undertaken at several locations surrounding the site. Automatic Traffic Counters (ATCs) were placed along Dixton Road (07/03/2018 to 13/03/2018) and at two locations to the north and south of Hereford Road (12/02/2018 to 18/02/2018). Turning Counts were undertaken at the Dixton Road / A40 / Dixton Lane roundabout and also at the crossroads to the east, which is the Dixton Road / Priory Street / Monk Street junction (both on 13/02/2018). These surveys are shown in full in **Appendix A.**

2.60 Whilst this data is now approximately 5 years old, given the lengthy disruption to travel caused by the Covid-19 pandemic, it provides a reasonable indication of traffic volumes prior to the pandemic.

2.61 A review of the Department for Transport (DfT) Fixed Traffic Counters has been undertaken, with a count positioned on the A466 Dixton Road. A summary of traffic flows covering the period from 2018 to 2022 is provided in **Table 2.4**.

Table 2.4 – Fixed Traffic Counter – A466 Dixton Road

Year	Cars and Taxi	Buses and Coaches	Light Goods Vehicles	Heavy Goods Vehicles	All Moter Vehicles
2022	3,632	50	618	61	4,413
2021	3,401	47	570	59	4,123
2020	3,087	45	523	55	3,754
2019	5,744	102	825	77	6,822
2018	5,672	101	832	77	6,763

2.62 Based on the data provided in **Table 2.4**, traffic flows on Dixton Road are still below the levels recorded in 2018.

2.63 The average speed eastbound along Dixton Road was recorded as 27.2 mph with an 85th percentile of 33.6 mph. The average speed westbound was recorded as 26.4 mph with an 85th percentile of 33.4 mph. These speeds are typical of a highway of this nature subject to a 30 mph signed speed limit.

2.64 Along Hereford Road to the south, the average speed northbound was recorded as 26.1 mph with an 85th percentile of 33.6 mph. The average speed southbound was recorded as 26.4 mph with an 85th percentile of 32.5 mph. To the north, the average speed northbound along Hereford Road was recorded as 32.1 mph with an 85th percentile of 38.5 mph. The average speed southbound was recorded as 31 mph with an 85th percentile of 38.5 mph.

2.65 A consideration in the context of observed vehicles speeds is the 20mph speed limit, which is being introduced across Wales, and will further enhance the attractiveness of the roads surrounding the site to active travel users.

2.66 Turning count surveys were undertaken on 13/02/2018 at the Dixton Road / A40 / Dixton Lane roundabout to the east of the site and at the Monk St / Priory St / The Parade / Dixton Road signalised junction.

2.67 Summaries of the AM and PM vehicular movements for both of these locations are shown in **Table 2.4** and **Table 2.5**.

Table 2.4 – A40 Roundabout Vehicular Movements

08:00-09:00		To:			
		A40 EB	A40 WB	Dixton Rd	Dixton Ln
From:	A40 EB	1,278	318	93	1
	A40 WB	0	1,209	110	1
	Dixton Rd	112	195	0	1
	Dixton Ln	0	1	0	0
17:00-18:00		**To:**			
		A40 EB	A40 WB	Dixton Rd	Dixton Ln
From:	A40 EB	1,142	118	173	1
	A40 WB	0	1,125	53	0
	Dixton Rd	106	76	0	0
	Dixton Ln	1	1	1	0

2.68 It can be seen in **Table 2.4** that the most common vehicular movements in both the AM and PM peaks are from vehicles travelling straight along the A40 in either an eastbound or westbound direction. In both peaks, a reasonable number of vehicles heading eastbound perform a U-turn at the roundabout and return westbound along the A40. This is due to the 'no right-turn' signalised junction approximately 900m from the roundabout to the southwest.

2.69 The Dixton Road arm, from where the site's generated traffic would be approaching the roundabout, shows that in the AM ,112 vehicles turn left to join the A40 eastbound and 195 vehicles turn right to join the A40 westbound. In the PM these figures are 106 turning left along the A40 and 76 turning right on the A40.

Table 2.5 – Monk St / Priory St / The Parade / Dixton Road

08:00-09:00		To:			
		Monk St	Priory St	The Parade	Dixton Rd
From:	Monk St	0	78	87	82
	Priory St	60	0	118	106
	The Parade	42	106	0	117
	Dixton Rd	83	65	42	0
17:00-18:00		**To:**			
		Monk St	Priory St	The Parade	Dixton Rd
From:	Monk St	0	55	50	52
	Priory St	60	0	86	75
	The Parade	58	112	0	58
	Dixton Rd	95	97	54	0

2.70 **Table 2.5** shows that the vehicular movements in both the AM and PM peaks are varied. In the AM peak, all potential movements bar two (except for U-turns) include over 50 vehicles. In the PM, all of the movements except U-turns have over 50 vehicles.

2.71 The approach to the junction from Dixton Road is where the site's generated traffic would enter this junction. In the AM peak there are currently 95 vehicles which turn onto Monk Street, 97 vehicles which turn onto Priory Street and 54 vehicles which turn onto the Parade.

Local Highway Network

Dixton Road B4293

2.72 To the south of the site is Dixton Road, running in a south-westerly direction from its junction with the A40 to the signalised junction with Hereford Road, the A466. It is a two-way single-lane carriageway which is subject to a signed 30 mph speed limit. There is a footway along the northern side which routes adjacent to the proposed site, and street lighting is present.

A466 Hereford Road

2.73 A466 Hereford Road runs north-south to the west of the site. It provides a direct connection to Hereford approximately 28km to the north. Within the vicinity of the site, it is a two-way single-lane carriage way with a footway on the eastern side. There is street lighting and pedestrian crossings further to the south. There is a signalised crossing where Dixton Road and Hereford Road meet.

Strategic Highway Network

A40

2.74 In the context of the site, the A40 runs from Abergavenny in the west to Gloucester via Ross-on-Wye in the northeast. It is a dual carriageway subject to the national speed limit. In the vicinity of the site, it is a dual carriageway subject to a 50 mph speed limit.

Summary

2.75 The site is located in a sustainable location within Monmouth, north of Dixton Road and east of Hereford Road. Lit footways along both Dixton Close and Dixton Road provide a link from the site towards Monmouth Town Centre.

2.76 National Cycle Network Route 423 is located to the south of the site along Hadnock Road and runs along the former Regional Route 30 from Cwmbran to Monmouth connecting into the regional route network by the A466.

2.77 The site is located within 1km of Monmouth Schools Pre-Prep & Nursery, within 1.5km of the nearest primary school (Osbaston Church in Wales School), adjacent to bus stops on Dixton Road and approximately 1km from the nearest leisure facility within Monmouth (Monmouth Leisure Centre).

2.78 There are good bus links from the site with regular services to Hereford, Ross-on-Wye and Chepstow.

3 Policy Review

3.1 The policy context for the Proposed Development is set out in both national and local planning guidance and policy.

National Policy

Planning Policy Wales (Edition 11, February 2021)

3.2 Planning Policy Wales Edition 11 (PPW) sets out the land use planning policies of the Welsh Government.

3.3 With regards to sustainable transport, PPW advises that, in the context of active and social places, developments should encourage modal shift and be easily accessible by walking, cycling and public transport, by virtue of their location, design and provision of on and off site sustainable transport infrastructure.

3.4 Furthermore, the 'active and social' theme within PPW aims to ensure new development is located and designed in a way which minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, local services and community facilities.

3.5 A key theme throughout PPW is the aim of reducing reliance on travel by private car, and the adverse impacts of motorised transport on the environment and people's health, by prioritising and increasing active travel and public transport. Additionally, it states that development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.

3.6 These themes of emphasis on sustainable transport and active travel are supported by the 'Sustainable Transport Hierarchy for Planning' included within PPW.

Technical Advice Note 18 (Transport)

3.7 The Advice Note (TAN 18) elaborates on the relationship between land use planning and transport infrastructure by outlining a range of key accessibility principles that should inform future patterns of development.

3.8 In the case of new residential development, sites that are accessible to jobs, shops and services by modes other than the car and are afforded sufficient capacity on public transport services are favoured.

3.9 TAN 18 advises that development plans should afford priority to the following:

i) promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme or is a firm proposal in the Regional Travel Plan;

ii) ensure that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;

iii) include policies and standards on densities, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;

iv) encourage residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph zones and where appropriate, layouts that allow public transport to pass through easily; and

v) Require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.

Placemaking Wales – Placemaking Guide 2020

3.10 The Placemaking Guide outlines the importance of the following principles in placemaking:

i) **People and Community** - The local community are involved in the development of proposals. The needs, aspirations, health and well-being of all people are considered at the outset. Proposals are shaped to help to meet these needs as well as create, integrate, protect and/or enhance a sense of community and promote equality.

ii) **Location** - Places grow and develop in a way that uses land efficiently, supports and enhances existing places and is well connected. The location of housing, employment, leisure and other facilities are planned to help reduce the need to travel.

iii) **Movement** - Walking, cycling and public transport are prioritised to provide a choice of transport modes and avoid dependence on private vehicles. Well designed and safe active travel routes connect to the wider active travel and public transport network, and public transport stations and stops are positively integrated.

iv) **Mix of Uses** - Places have a range of purposes which provide opportunities for community development, local business growth and access to jobs, services and facilities via walking, cycling or public transport. Development density and a mix of uses and tenures helps to support a diverse community and vibrant public realm.

v) **Public Realm** – streets and public spaces are well defined, welcoming, safe and inclusive with a distinct identity. They are designed to be robust and adaptable with landscape, green infrastructure and sustainable drainage well integrated. They are well connected to existing places and promote opportunities for social interaction and a range of activities for all people.

vi) **Identity** - the positive, distinctive qualities of existing places are valued and respected. The unique features and opportunities of a location, including heritage, culture, language, built and natural physical attributes, are identified and responded to.

Llwybr Newydd – The Wales Transport Strategy (May 2021)

3.11 The Transport Strategy for Wales sets out the 'new path' that will shape the transport system over the next 20 years. It is a "new way of thinking that places people and climate change at the front and centre of our transport system". This document crucially defines the climate emergency as one of the biggest defining issues of our time, and the need to achieve net zero by 2050.

3.12 Llwybr Newydd seeks to improve the social, economic, environmental and cultural well-being of Wales. It contains seven well-being goals which local authorities as well as other public bodies must seek to achieve in order to improve well-being both now and in the future.

3.13 The strategy sets out three urgent priorities which are illustrated in **Figure 3.2**.

Figure 3.2 – Wales Transport Strategy Priorities

Priority 1	Prioirty 2	Priority 3
Bring services to people in order to reduce the need to travel.	Allow people and goods to move easily from door to door by accessible, sustianable transport.	Encourage people to make the change to more sustainable transport.

3.14 Priority 1 seeks to reduce the need for people to use their cars on a daily basis by:

- Supporting remote working in line with Welsh Government target of 30% remote working;
- Locate new public services close to where people live and to existing public transport routes;
- Design new developments to be walk and cycle friendly from the outset;
- Maximise the use of land close to transport hubs;
- Improve access to fast and reliable broadband; and
- Set aside land for multi-modal hubs to transfer freight to smaller vans or e-cargo bikes for last mile deliveries.

3.15 Priority 2 aims to achieve a shift away from private car use to more sustainable transport modes, enabling more people to walk, cycle, and use public transport, as well as low-emission vehicles.

3.16 Infrastructure will be future-proofed where possible to adapt to climate change and facilitate more sustainable transport choices. In addition, new infrastructure will give priority to interventions that support walking and cycling, public transport and ultra-low emission vehicles over other private motor vehicles.

3.17 Priority 3 seeks to encourage people to change their travel behaviour to use low carbon, sustainable transport. This will be done through (but not limited to):

- Developing a range of behaviour-change projects;
- Move from individual vehicle ownership to shared solutions;
- Reduce the cost of sustainable travel; and
- Support digital innovation.

3.18 Through the location of the development and promotion of active travel, the development will meet these priorities with the overall aim being to encourage accessible, sustainable and efficient transport and travel to and from the site.

Future Wales: The National Plan 2040 (February 2021)

3.19 This document is a National Development Framework for Wales. It influences all levels of the planning system in Wales and will help to shape Strategic and Local Development Plans prepared by councils and national park authorities.

3.20 The document highlights the importance of reducing emissions to protect well-being and to demonstrate global responsibility. The planning system needs to focus on delivering a decarbonised and resilient Wales through the places that are created, the energy generated and the natural resources and materials that are used and how people live and travel.

3.21 The document recognises that there has been a significant change in the way people live and travel as a result of the COVID-19 pandemic. The pandemic has highlighted the quality and accessibility of people's local areas as being important for people's health and well-being during the pandemic.

3.22 There has been a collective appreciation in Wales for the value of parks and green spaces, walking and cycling routes, local shops and amenities and cleaner air as a result of reduced vehicle movements on the network. Due to a change in people's working patterns, good broadband and telecommunication connections are now essential to enable people to work from home, access services and to stay in touch with each other virtually.

3.23 Welsh Government have produced a document called 'COVID-19 Reconstructions: Challenges and Priorities'. This document sets out how people are using places differently, travelling less and spending more time working from home. Welsh Government is encouraging an increase in remote working and has set a long-term ambition for 30% of the Welsh workforce to work away from a traditional office. This is intended to help town centres, reduce congestion and cut carbon emissions. The planning system must therefore respond to these changes and contribute to a sustainable recovery, shaping places around a vision for healthy and resilient places.

3.24 The Welsh Government will work with Transport for Wales, local authorities, operators and partners to deliver the following:

i) Active Travel – Prioritising walking and cycling for all local travel;

ii) Bus – improve the legislative framework for how local bus services are planned and delivered. Invest in the development of integrated regional and local bus networks to increase modal share of bus travel and improve access by bus to a wider range of trip destinations;

iii) Metro – Develop the Southeast Metro, Southwest Metro and North Wales Metro and create new integrated transport systems that provide faster, more frequent and joined up services using trains, buses and light rail; and

iv) Ultra-low Emission Vehicles – Support the roll-out of suitable fuelling infrastructure to facilitate the adoption of ultra-low emission vehicles, particularly in rural areas.

Wales Transport Strategy (Connecting the Nation)

3.25 The wider agenda of this document is to ensure that transport features strongly in the Welsh Assembly Government's policy spectrum:

i) 'Getting the most out of our existing transport system;

ii) Making greater use of more sustainable modes of travel; and

iii) Reducing demands on the transport system'.

Active Travel (Wales) Act 2013

3.26 The Welsh Government seeks to enable more people to walk, cycle and generally travel by more active methods, so that:

i) More people can experience the health benefits of active travel;

ii) We reduce our greenhouse gas emissions;

iii) We help address poverty and disadvantage; and

iv) We help our economy to grow by unlocking sustainable economic growth.

3.27 The location of the site fully complies with this act and by its very location, should encourage people to walk and cycle for a range of day-to-day amenities.

Active Travel Act Guidance (July 2021)

3.28 The Active Travel Act Guidance was first published in July 2021 and is issued using the powers of the Welsh Ministers to give guidance under sections 2(6), 2(9), 3(4), 4(5), 5(2) and 7(2) of the Active Travel Act.

3.29 The act requires local authorities in Wales to produce maps of walking and cycling networks, and to deliver year on year active travel improvements along the mapped routes and their related facilities. These routes should be coherent, direct, safe, comfortable and attractive. The maps shall now be known as Active Travel Network Maps (ATNM) – showing existing routes and future routes which shall combine the Existing Routes Map and the Integrated Network Map required by the act.

3.30 The active travel network is designed to serve everyday journeys. These are also known as utility journeys – trips with a purpose rather than purely for leisure. Examples of destinations which can be considered to form an everyday or utility journey include; school or other educational establishments,

local shops, employment sites, healthcare facilities, and other destinations people travel to for a purpose.

3.31 **Figure 3.3** is an extract of Table 4.1 within the guidance which provides a guide for network development in relation to reasonable distances that would be travelled by each respective mode for everyday journeys.

Figure 3.3 – Active Travel Guidance Table 4.1

	Less than 1km	Up to 3km	Up to 5km	Up to 8km	Up to 12km	Up to 24km
	Many users	Many users	Some users	Few users	Few users	Few users
	Many users	Many users	Many users	Many users	Some users	Few users
	Many users	Many users	Many users	Many users	Some users	Some users

3.32 Two out of every three journeys are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.

3.33 The guidance further states that developments that do not adequately make provision for walking and cycling should not be approved. This may include adequate off-site improvements for pedestrians and cyclists using existing highways that are affected by the development. The site has the potential to provide pedestrian links allowing for residents of the site to connect with the local area.

Wellbeing of Future Generations (Wales) Act 2015

3.34 This act seeks to improve the social, economic, environmental and cultural well-being of Wales. It contains seven well-being goals which local authorities as well as other public bodies must seek to achieve in order to improve well-being both now and in the future, several of which support this development's aim for the promotion of sustainable travel.

3.35 Of the seven well-being goals, the most relevant ones to this development are:

i) A prosperous Wales – encouraging an innovative, prosperous and low carbon society;

ii) A healthier Wales – a society in which choices and behaviours that benefit future health are understood;

iii) A Wales of cohesive communities – promoting attractive, viable, safe and well-connected communities;

iv) A globally responsible Wales – considering improvement which make positive contributions towards global well-being.

3.36 In terms of this site, adherence to these goals will help promote an inclusive environment for pedestrian and cyclists and a development which promotes active travel as a priority. Connectivity to the local area is important and is aided by the focus on sustainable linkages for non-motorised forms of travel.

Local Policy

Monmouthshire Local Transport Plan

3.37 The Monmouthshire Local Transport Plan was published in 2015 and provides a prioritised five-year programme of projects that MCC wishes to see delivered between 2015 and 2020. In addition, medium to longer term aspirations are provided up to 2030. As part of pre app discussions with MCC, the status of these schemes would be discussed given that we have reached the end of the LTP period.

3.38 *Policy MV10 – Transport Routes and Schemes* includes the following which is of relevance to the site:

i) *Monmouth coach stop* – provision of a coach stop along the A40 to encourage existing coach services to call at Monmouth;

ii) *Monmouth park and ride;*

iii) *Monmouth bus station improvement;*

iv) *Monmouth Links Connect 2* – various foot and cycleway improvements;

v) *Gateway Monmouth* – Public Realm, Wayfinding and local highway improvements;

vi) *Monmouth Links Project* – involves the improvement of eight walking and cycle routes around Monmouth including signage, improved surfacing and restoration of a river crossing.

Monmouth Local Development Plan

3.39 Policy S16 of the LDP sets out the transport policy for new development. The policy states that, where appropriate, all development proposals shall promote sustainable, safe forms of transport which reduce the need to travel, increase provision for walking and cycling and improve public transport provision. This will be done through:

i) Reducing the need to travel, especially by car;

ii) Favouring development close to public transport facilities;

iii) Promoting public transport, walking and cycling;

iv) Improving road safety;

v) Minimising the adverse effects of parking;

vi) Improving public transport links between the County's main towns and other key settlements in the region;

vii) Developing the role of the key settlements of Abergavenny and Chepstow, as identified in the WSP, and Monmouth around which high capacity sustainable transport can be developed.

Summary

3.40 It is considered that the proposed development at Leasbrook complies with relevant national and local policies and is located within a good distance to existing public transport services, cycle infrastructure and the pedestrian network. The site will enable:

i) The promotion of more sustainable travel options;

ii) The promotion of walking and cycling for shorter trips, and;

iii) Reduce, where practical, the need to travel by car.

3.41 Particularly in terms of active travel and the Active Travel (Wales Act), the proposed pedestrian connections from the site to the existing urban area would encourage non-motorised forms of travel, and the proximity of the site to local facilities and amenities also encourages this.

4 Development Proposals

Background

4.1 The development proposals are for up to 300 dwellings. The intention is to create a sustainable, socially inclusive community with these overriding principles embodied within the indicative masterplan for the site.

Overview

4.2 A high-level appraisal of the site's surrounding area and existing road infrastructure has been undertaken to determine the most appropriate location for gaining access to the site for all modes, including for vehicles. A draft concept masterplan indicating the potential accesses is shown in **Figure 4.1**. The concept masterplan is also provided in **Appendix B**.

4.3 **Figure 4.1** also sets out the areas for the proposed residential parcels and outdoor sports/play areas. Opportunities for pedestrian and cycle connections are also shown as a part of the development's aim to create an attractive environment encourage active travel for pedestrians and cyclists.

Figure 4.1 – Concept Masterplan

Access Proposals

Pedestrian & Cycle Access

4.4 It is important to have multiple links for pedestrians and cyclists in order to promote active travel in line with local policy. Shown in **Figure 4.1**, there are multiple opportunities for pedestrian and cycle connections to the site.

4.5 **Figure 4.2** shows that the existing footways along the northern edge of Dixton Road can be extended to continue into the site. The internal pedestrian network will maintain the existing structure of the surrounding residential roads including footways, lighting, dropped kerbs and crossing points. The aim is to create a seamless connection between the existing pedestrian infrastructure and the new infrastructure to come about as a part of the site.

4.6 There will be footways present on both sides of the primary road network to encourage residents to walk through the site to access the existing pedestrian network on Dixton Road.

4.7 A further connection for pedestrians is via Dixton Close, which would provide a link to Dixton Road further to the west. A review of adopted highway boundary shows that the southern footway of Dixton Close abuts the site boundary.

4.8 Dixton Close is lit with footways along both sides, and at its junction with Dixton Road to the west it benefits from dropped kerbs and tactile paving.

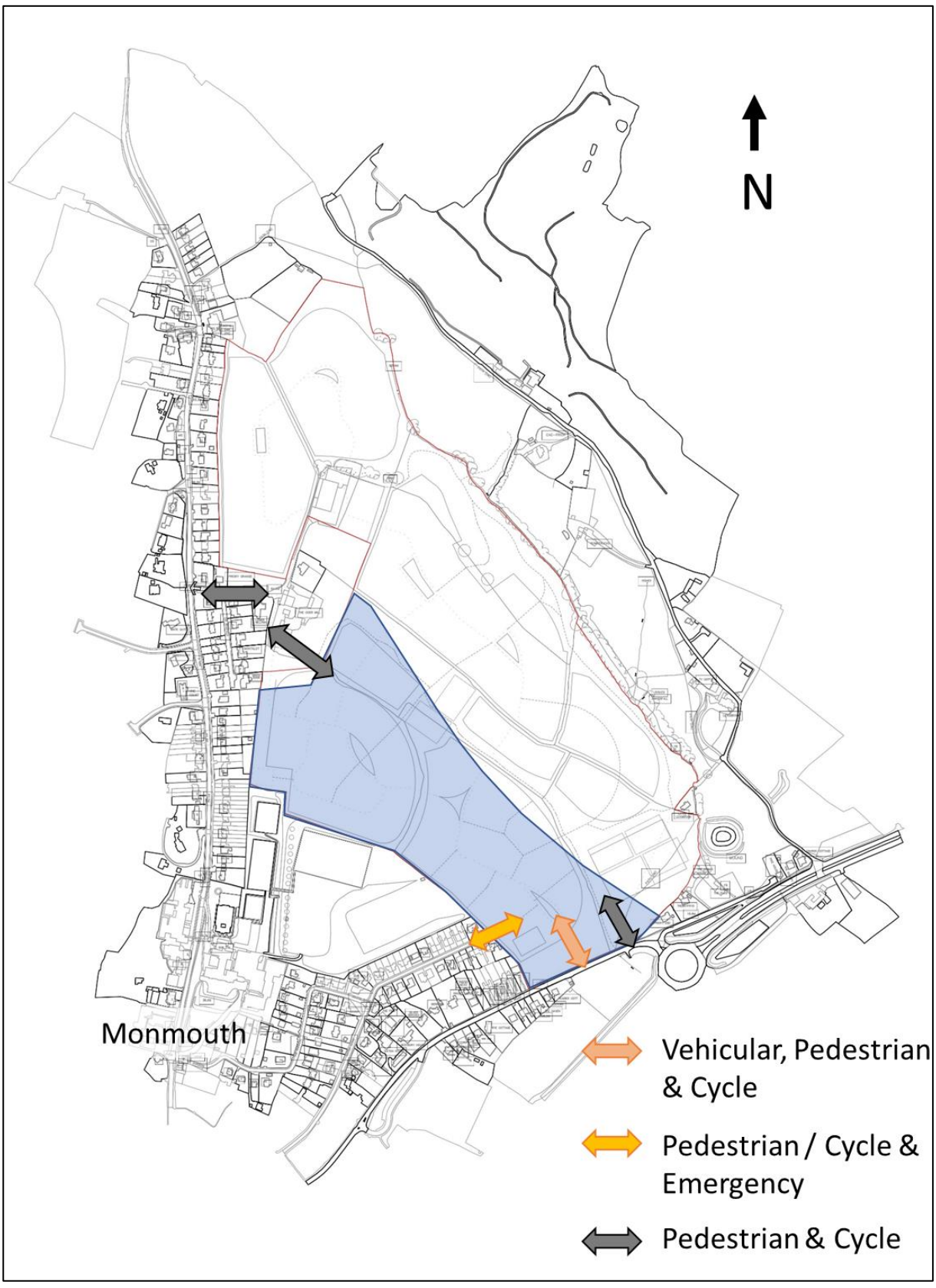
4.9 To the northwest of the site, Priory Lane can form another potential pedestrian and cycle access. This would provide a link to Hereford Road and to the bus stops adjacent to Vine Acre.

Vehicle Access

4.10 The primary site access is proposed from Dixton Road to the south of the site with a new priority junction including ghost island right turn.

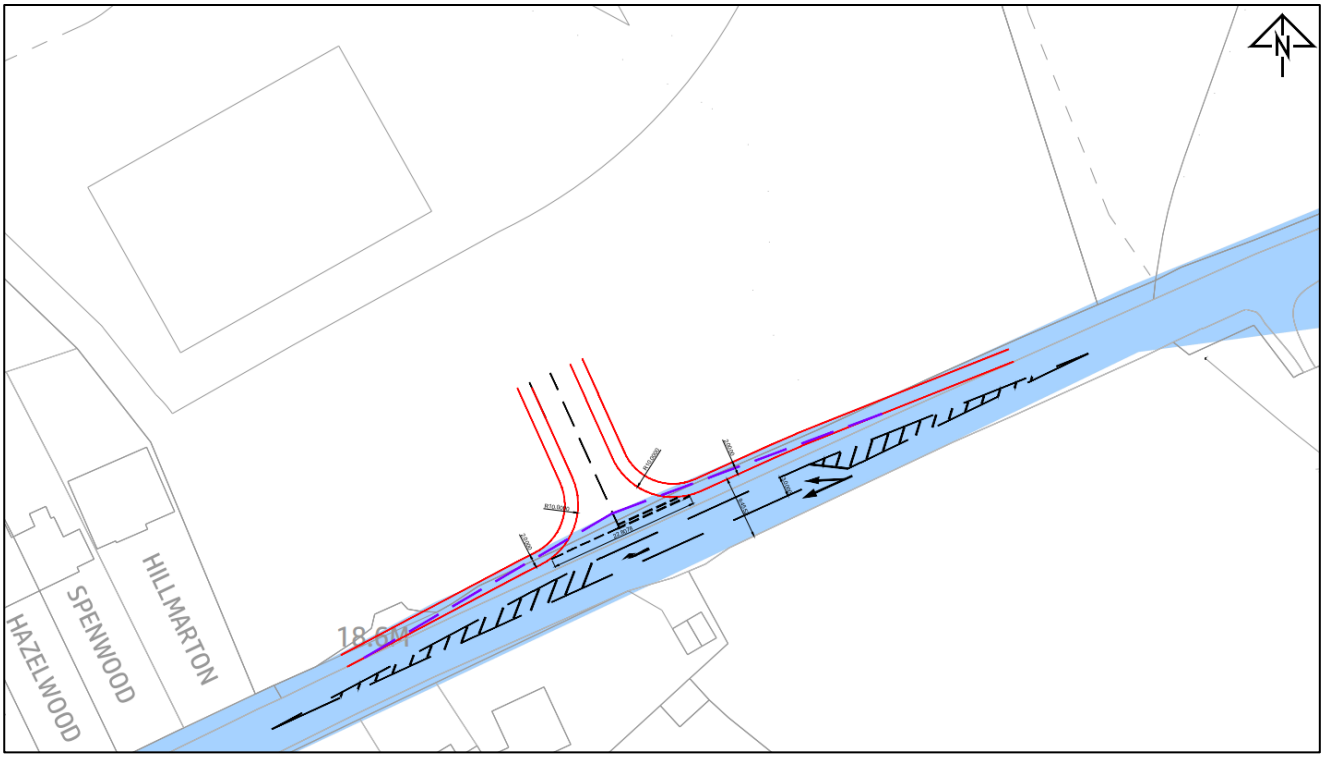
4.11 The access locations are shown in **Figure 4.2**.

Figure 4.2 – Site Access Locations



4.12 The access from Dixton Road would take the form of a priority junction with a dedicated right-turn ghost island. There could be an opportunity to include a pedestrian refuge island in this junction to improve connectivity across Dixton Road. An initial plan for this access is shown in **Figure 4.3**. A copy of this plan is also provided in **Appendix C**.

Figure 4.3 – Dixton Road Indicative Access Proposal



4.13 The access is approximately 200m southwest along Dixton Road from the roundabout with the A40. It is proposed that this access will provide the primary access for the site.

4.14 An emergency access, as detailed below, will also be provided for emergency vehicles. The principle of providing a single access in the initial phase should be considered acceptable in this scenario, as the site will initially develop from the south, though the emergency access is propsoed from Dixton Close

Emergency Access

4.15 A secondary, emergency access is proposed from Dixton Close An emergency access route is a route that will provide suitable and sufficient access and egress for emergency vehicles. This access would provide a link from the internal highway network to the existing, avoiding the main access in the event the main access becomes inaccessible or blocked.

4.16 This access would be shared with pedestrians and cyclists, who would benefit from 24/7 access while emergency vehicle access would be restricted by a demountable bollard (s).

Summary

4.17 The main vehicular and pedestrian access to the site is proposed via Dixton Road to the south. It is proposed to take the form of a priority junction with a dedicated right turn lane. There will be additional accesses for pedestrians and cyclists. An emergency access is proposed from via Dixton Close

4.18 The trip generation exercise demonstrates that the number of units proposed could be serviced by a single access point off Dixon Road. This access point is supplemented by secondary pedestrian/cycle routes and an emergency access point to the south.

5 Sustainable Access Strategy

Overview

5.1 The site is proposed to include mobility measures aimed at reducing car use / demand and supporting accessibility by active travel modes.

5.2 There are four key stages to creating a socially inclusive community, thereby encouraging community interaction, in such a way to encourage non-motorised travel modes, prioritising walking and cycling, followed by use of public transport.

5.3 At the current time, over a year following the beginning of the national lockdown, multiple large organisations have announced permanent work from home or flexible working arrangements. Indeed, Welsh Government have announced their desire to give workers in Wales more flexibility, and the aim is that 30% of the Welsh workforce will work at home or near their home. This is a significant reduction in daily commuters and would only have a positive impact on the existing road network. Through initiatives set out within this Mobility Strategy, the proposed development site will seek to adhere to this target.

5.4 New development must grasp the opportunities to provide for the change in behaviour by designing for liveability from the very outset.

5.5 **Design**: creating communities, where public interaction, outdoor and indoor, is the norm. Where friends and day-to-day activities are nearby and easy to get to, and where it is not an automatic reaction when leaving home to get into a car. The site is in a suitable location to take advantage of the proximity of a range of day-to-day facilities both within and external to the proposed site.

5.6 The site design will be of a pedestrian scale. As a resident on the site, walking, cycling, and using a bus will be a viable option and vehicle intimidation will be at a minimum.

5.7 **Choice**: providing the infrastructure and facilities to minimise reliance on any single option. This widens social inclusion and makes car use more of a choice and less of a necessity.

5.8 Through increased choices a change in behaviour can be affected. The proposals have the ability to introduce and maintain any sustainable transport options and will seek to encourage a net travel behavioural change.

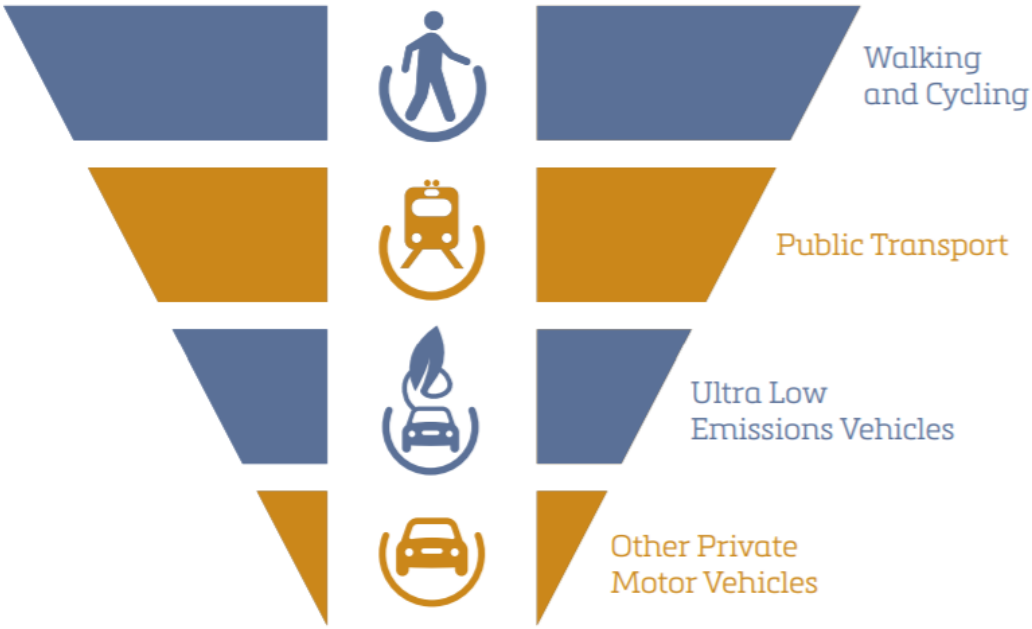
5.9 **Behaviour**: educating people in the options and consequences for mobility. It brings together awareness, health, environment and personal convenience.

5.10 One of the 'by design' aims is to create an environment where fewer people automatically choose to use their cars when leaving their homes, therefore decreasing the impact on the road network.

5.11 **Network Management:** managing the road network in accordance with the user hierarchy preferred by MCC and national policy (**Figure 5.1**). The sustainable transport hierarchy is a key theme which runs through PPW 11 and other policy documents, and as such it is necessary for the site to consider this. It is in fact stated within PPW 11 that "the sustainable transport hierarchy must be a key principle

in the preparation of development plans, including site allocations, and when considering and determining planning applications".

Figure 5.1 – Sustainable Transport Hierarchy



5.12 Car travel is the lowest capacity network in terms of space occupied per person. It also occupies the lowest priority in the user hierarchy. This means, for instance, prioritising the reliability and speed of bus and cycle movement over that of cars in the commuter peaks. As such, the objective of the transport strategy for the site is not to follow a predict and provide approach to deliver more road capacity to the detriment of investment for other modes of travel choice.

Walking

5.13 The aim for developments is to provide an environment in which pedestrians and cyclists will feel as though they are afforded highest priority. Pedestrian routes will be direct, convenient and attractive, and contribute to the sense of place created by the design and layout of the site. The development will seek to maximise and enhance the permeability of the site to pedestrians and cyclists and aim to encourage non-motorised modes of transport for short trips.

Cycling

5.14 Technology is bringing significant change to the cycle industry, and e-bikes are now the biggest single market sector in the cycling industry. In a recent trial in Randers, Denmark, 91% of participants approved of e-bikes after they had used them. Of those who used the pedal-assisted bikes 75% were women, and 70% were aged 35-54. Research undertaken in Brighton also provided high levels of user satisfaction.

5.15 The rise in popularity of e-bikes has led people to be more likely to travel further and for longer periods of time. Therefore, it is fair to assume people would be willing to travel further if they were

traveling on an e-bike. Additionally, E-bikes attract users that otherwise may not consider using a bike in replacement of a car trip for shorter (or medium) length journeys.

Bus Stops

5.16 Improvements to the existing bus stops on Dixton Road can be undertaken with the provision of raised (kassel) kerbs and waiting shelters.

Car Clubs

5.17 Enterprise have traditional Car leasing and operation in Monmouth. Whilst there are established Car Club operations in both Cardiff and Bristol, there are not currently any Car Club schemes in Monmouth or Monmouthshire. There is an opportunity for a Car Club to be provided on the site CoMoUK research has concluded that one car club vehicle can replace up to 20 traditional vehicles from the roads[3].

5.18 Car Clubs are designed to offer an alternative to private car ownership. They offer access to a variety of shared vehicles with members paying on a pay-as-you-drive basis. They allow individuals and families to benefit from the convenience of owning a car without the need to manage repairs, depreciation, insurance, servicing and parking.

5.19 In this instance car club vehicles are able to offer a flexible approach to car ownership and have a significantly higher utilisation than a typical privately owned vehicle which is only used about 10-15% of the time.

5.20 Depending on the scope of the development and the number of dwellings, there is a good opportunity to provide a car club or similar scheme in Monmouth.

Carpooling

5.21 Carpooling is where a car driver will use their own personal vehicle to give lifts to passengers, usually whose origins and destinations are similar to their own.

5.22 App-based carpooling is now taking off (i.e., Bla Bla Car and Liftshare), and lifts can be booked on demand, reflecting modern lifestyles, removing the requirement to plan journeys well in advance to participate in an effective carpooling system.

5.23 There are a number of benefits to car clubs/carpooling:

[3]https://uploadsssl.webflow.com/6102564995f71c83fba14d54/632885c07c790d2577d1445f_CoMoUK%20Car%20Club%20Annual%20Report%20UK%202021.pdf

i) Cost savings (i.e., travel costs and the costs of owning a vehicle);

ii) Less congestion and fewer cars on the road;

iii) Reduces parking issues; and

iv) Networking/making friends.

5.24 Carpooling will be encouraged within the development alongside existing schemes.

Summary

5.25 The site would support a range of enhancements to accessibility provided through a range of mobility measures aimed at reducing car use / demand which can be secured via a Section 106 contribution. The transport strategy would support the development of a socially inclusive community to encourage non-motorised travel modes, prioritising walking and cycling, followed by use of public transport.

5.26 Enterprise have traditional Car leasing and operation in Monmouth. There is an opportunity for a Car Club to be provided on the site and initial discussions with a Car Club operator should be considered.

5.27 Improvements to existing bus stops can also be delivered on Dixton Road which could include bus shelters and raised (kassel) kerbs.

5.28 The development will seek to maximise and enhance the permeability of the site to pedestrians and cyclists and aim to encourage non-motorised modes of transport for short trips.

6 Trip Generation and Distribution

Overview

6.1 Trip generation has been undertaken for the proposed development of 300 dwellings.

6.2 This section of the report provides a forecast of the likely trip generation associated with the development and includes the anticipated level of vehicle movements.

Residential Trip Generation

6.3 An assessment of trip generation has been undertaken using the industry standard TRICS database (Version 7.4.2). Sites have been selected using the following criteria for the Weekday selection:

i) **Land Use**: 03/MM Residential – Mixed Private/Affordable Housing;

ii) **Calculation Options**: Multi-modal Vehicles;

iii) **Location**: UK (excluding London and Northern Ireland);

iv) **Dwellings (no.)**: 250+;

v) **Day of Week**: Weekday;

vi) **Location Types**: Edge of Town.

6.4 The TRICS database returned the following four sites based on the above selection parameters. These sites are listed in **Table 6.1**.

Table 6.1 – Residential Weekday TRICS Sites

TRICS Site Reference	Town/ City	Area	Location	Total Dwellings
ES-03-M-11	Hailsham	Edge Of Town	East Sussex	354
HC-03-M-06	Titchfield	Edge Of Town	Hampshire	328
SC-03-M-06	Redhill	Edge Of Town	Surrey	500
WK-03-M-01	Stratford Upon Avon	Edge Of Town	Warwickshire	395

6.5 The sites in **Table 6.1** form the basis of the trip generation, with the vehicular trip rates per dwelling set out in **Table 6.2**. The full TRICS outputs are included in **Appendix D.**

Table 6.2 – Residential Vehicle Trip Rates (Weekday) per dwelling

Time Period	Arrival	Departure	Two Way
07:00-08:00	0.048	0.231	0.279
08:00-09:00	0.105	0.303	0.408
09:00-10:00	0.100	0.139	0.239
10:00-11:00	0.094	0.116	0.210
11:00-12:00	0.102	0.110	0.212
12:00-13:00	0.117	0.108	0.225
13:00-14:00	0.104	0.113	0.217
14:00-15:00	0.111	0.129	0.240
15:00-16:00	0.213	0.131	0.344
16:00-17:00	0.205	0.118	0.323
17:00-18:00	0.242	0.119	0.361
18:00-19:00	0.235	0.119	0.354
Daily	**1.676**	**1.736**	**3.412**

6.6 As shown in **Table 6.2** the peak hours are forecast to be from 08:00-09:00 in the AM and from 17:00-18:00 in the PM. This is typical of a development of this scale and location.

6.7 The subsequent vehicular trip generation based on a robust assumption of 300 dwellings is set out in **Table 6.3**.

Table 6.3 – Residential Vehicle Movements (Weekday) (Based on 300 dwellings)

Time Period	Arrival	Departure	Two Way
07:00-08:00	14	69	84
08:00-09:00	32	91	122
09:00-10:00	30	42	72
10:00-11:00	28	35	63
11:00-12:00	31	33	64
12:00-13:00	35	32	68
13:00-14:00	31	34	65
14:00-15:00	33	39	72
15:00-16:00	64	39	103
16:00-17:00	62	35	97
17:00-18:00	73	36	108
18:00-19:00	71	36	106
Daily	**503**	**521**	**1024**

The forecast in **Table 6.3** shows that the AM peak hour is anticipated to generate 122 two-way vehicle movements and the PM peak hour is anticipated to generate 108 two-way vehicle

movements. In the AM this is the equivalent to approximately 2 additional vehicles per minute and in the PM equivalent to 1.8 additional vehicles per minute. The peak period vehicle movements are shown in **Table 6.4**.

Table 6.4 – Residential Vehicle Movements (Weekday)

Period	Arrival	Departure	Two Way
07:00-08:00	14	69	84
08:00-09:00	32	91	122
09:00-10:00	30	42	72
16:00-17:00	62	35	97
17:00-18:00	73	36	108
18:00-19:00	71	36	106

Details: based on 300 dwellings

Distribution

6.8 The distribution of vehicle trips has been undertaken using 2011 Census Journey to Work for the Middle Super Output Area (MSOA) in which the site is located. This has been based on *Location of usual residence and place of work by method of travel to work.* 2011 data has been used as there is existing uncertainty over the validity of the 2023 Census data as the Census was undertaken during the Covid-19 Pandemic.

6.9 The site is located in MSOA '*Monmouthshire 004'*. This area comprehensively covers the residential areas of Monmouth including Wyesham, Osbaston, Dixton and Over Monnow as well as the town centre. The site is to the northeast of Monmouth, east of Osbaston and the A466 Hereford Road.

6.10 The Vehicle routing has been undertaken using ARC GIS routing which is based on a Tomtom dataset (EuropeHERE 2019.2 data). This dataset uses historical Satellite navigation data to provide anonymously collected aggregated data, providing the ability to predict driving behaviour across the road network. The sample size is not published.

6.11 The assignment is based on conditions and journey times on the highway network at 08:30. Both the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour were reviewed and there was minimal variation between the two peak periods. As such the AM peak hour was used.

6.12 The distribution and route choice therefore reflect the existing network congestion and journey times. Routing is determined by the closest destination and therefore there are not multiple routes for each destination.

6.13 The resulting distribution based on '*main mode: Driving a Car or Van'* is provided in **Table 6.5**.

Table 6.5 – Residential Journey to Work – Route Assignments

Route	Driving a car or Van	Percentage
A40 Eastbound	360	20.8%
A40 Westbound	604	34.9%
A466 Northbound	106	6.1%
Hereford Road	504	29.1%
B4293 Northbound	157	9.1%
Total	**1,731**	**100.0%**

6.14 The assignment of vehicles associated with the development has been undertaken based on the above percentages.

6.15 Within **Appendix E**, **Figure 1** provides an illustration of the residential vehicle assignment through the local highway network, while **Figure 2** provides a regional context.

6.16 The resulting peak period vehicle movements are shown in **Table 6.6** for the AM and **Table 6.7** for the PM.

Table 6.6 – AM Peak Period - Vehicle Movements by Route

Route	%	07:00-08:00			08:00-09:00			09:00-10:00		
		Arr	Dep	Two Way	Arr	Dep	Two Way	Arr	Dep	Two Way
A40 Eastbound	20.8%	3	14	17	7	19	25	6	9	15
A40 Westbound	34.9%	5	24	29	11	32	43	10	15	25
A466 Northbound	6.1%	1	4	5	2	6	7	2	3	4
Hereford Road	29.1%	4	20	24	9	26	36	9	12	21
B4293 Northbound	9.1%	1	6	8	3	8	11	3	4	7
Total	**100.0%**	**14**	**69**	**84**	**32**	**91**	**122**	**30**	**42**	**72**

Table 6.7 – PM Peak Period - Vehicle Movements by Route

Route	%	16:00 - 17:00			17:00 - 18:00			18:00 - 19:00		
		Arr	Dep	Two Way	Arr	Dep	Two Way	Arr	Dep	Two Way
A40 Eastbound	20.8%	13	7	20	15	7	23	15	7	22
A40 Westbound	34.9%	21	12	34	25	12	38	25	12	37
A466 Northbound	6.1%	4	2	6	4	2	7	4	2	6
Hereford Road	29.1%	18	10	28	21	10	32	21	10	31
B4293 Northbound	9.1%	6	3	9	7	3	10	6	3	10
Total	**100.0%**	**62**	**35**	**97**	**73**	**36**	**108**	**71**	**36**	**106**

Summary

6.17 The forecast vehicular trips generated by 300 dwellings at this site show that in the AM peak the site is anticipated to generate 122 two-way vehicle movements while in the PM peak the site is anticipated to generate 108 two-way vehicle movements.

6.18 In the AM this is the equivalent to approximately 2 additional vehicles per minute and in the PM equivalent to 1.8 additional vehicles per minute.

7 Traffic Impact

Overview

7.1 At this stage, the anticipated vehicle movements set out in **Table 6.6** and **Table 6.7** have been compared to the baseline traffic flows (2018 surveys) through local junctions as previously set out in **Table 2.4** (A40 Roundabout) and **Table 2.5** (Monk St / Priory St / The Parade / Dixton Road).

7.2 A comparison between the existing junction movements and the development flows for the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours is provided in **Table 7.1.**

Table 7.1 – Traffic Impact Summary

A40 Roundabout Vehicular Movements			
Time Period	**Existing Traffic**	**Development Flow**	**Change**
08:00-09:00	3,319	87	2.6%
17:00-18:00	2,797	77	2.7%
Monk St / Priory St / The Parade / Dixton Road			
Time Period	**Existing Traffic**	**Development Flow**	**Change**
08:00-09:00	986	36	3.6%
17:00-18:00	852	32	3.7%

7.3 Based on the proposed level of development, the percentage increase in traffic is anticipated to be approximately 2.7% at the A40 roundabout and approximately 3.7% at the Monk St / Priory St / The Parade / Dixton Road junction.

7.4 The increases at both junctions are considered to sit within the typical variation in traffic flow across a typical week and as a result is not considered to result in a discernible change to the traffic levels or operation of the local highway network.

8 Summary & Conclusion

Summary

8.1 This report considers the feasibility of a residential development of up to 300 homes in this location. It sets out a proposed access strategy and assesses the likely effect of a development of this scale on the local transport network.

8.2 The document recognises that there has been a significant change in the way people live and travel as a result of the COVID-19 pandemic. The pandemic has highlighted the quality and accessibility of people's local areas as being important for people's health and well-being.

8.3 The site is well connected and well located to amenities including education, recreation and public transport. Both primary and secondary education is located a 16 minute and 10 minute walk from the site respectively, with journey times taken from the closest site access.

8.4 There is good infrastructure for pedestrians with a number of routes available between the site and different areas of Monmouth via Dixton Road, Dixton Close and A466 Hereford Road.

8.5 There are nearby bus stops which can be improved as part of the development and various proposed active travel improvements coming forward in Monmouth which will actively contribute to a better network of walking and cycling routes.

8.6 Vehicular access to the site is proposed via Dixton Road to the south. The access will take the form of a priority junction with a dedicated right turn lane. A second, emergency access is proposed to the west via Dixton Close.

8.7 The forecast vehicular trips generated by 300 dwellings at this site show that the AM peak hour is anticipated to generate 122 two-way vehicle movements while in the PM peak hour the site is anticipated to generate 108 two-way vehicle movements.

Conclusion

8.8 The development site is considered to be in a sustainable location within the context of local and national policy.

8.9 A review of PIC data has not identified any existing highway safety issues which could be exacerbated by the proposed development.

8.10 The proposed vehicular access is considered appropriate to serve the proposed 300 dwellings. The traffic effect forecast using TRICS for the 300 dwellings demonstrates a limited proportional impact on the operation of the local highway network.

vectos.

Appendix A

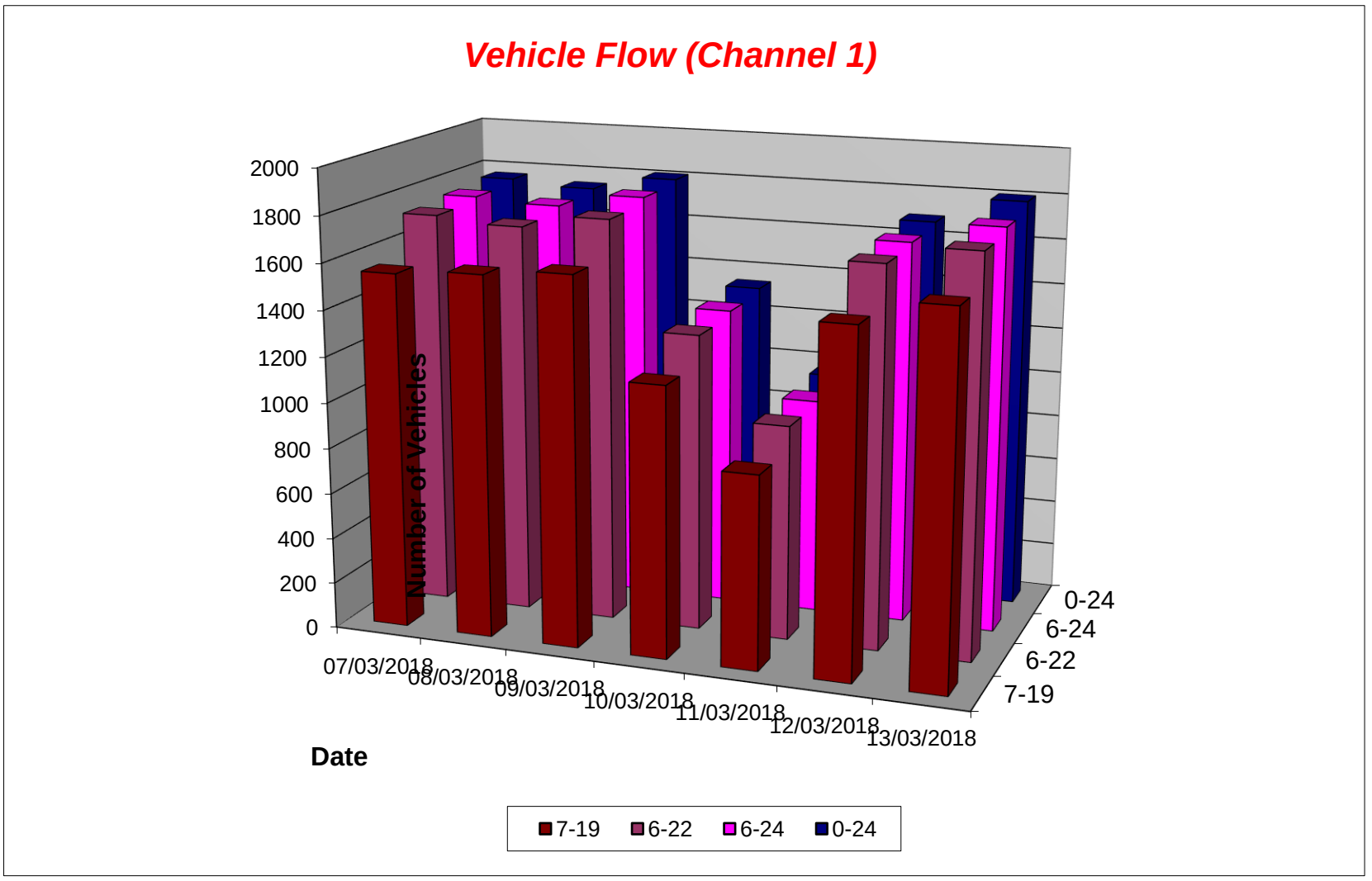
Traffic Surveys

Dixton Road, Monmouth ATC

Channel 1 - Eastbound **Vehicle Flow** **Week 1**

Hr Ending	07/03/2018 Wednesday	08/03/2018 Thursday	09/03/2018 Friday	10/03/2018 Saturday	11/03/2018 Sunday	12/03/2018 Monday	13/03/2018 Tuesday	5 Day Ave	7 Day Ave
1	1	2	3	6	10	1	6	3	4
2	3	2	0	3	1	4	0	2	2
3	2	1	1	5	2	2	1	1	2
4	1	1	2	2	1	1	2	1	1
5	3	2	1	3	2	3	4	3	3
6	9	6	10	2	2	7	28	12	9
7	43	24	49	8	2	40	25	36	27
8	137	115	131	38	6	130	107	124	95
9	197	253	255	85	21	208	233	229	179
10	136	117	118	101	48	128	139	128	112
11	86	127	131	131	83	90	129	113	111
12	121	109	108	153	105	109	110	111	116
13	95	107	109	120	127	97	106	103	109
14	102	121	97	112	91	101	92	103	102
15	120	133	120	92	98	114	118	121	114
16	144	123	116	103	75	152	116	130	118
17	173	151	148	92	70	166	160	160	137
18	160	134	151	80	65	113	162	144	124
19	81	86	121	70	52	82	123	99	88
20	71	58	56	61	51	69	55	62	60
21	32	29	31	31	31	34	36	32	32
22	33	19	22	20	15	24	24	24	22
23	14	12	16	9	5	14	17	15	12
24	4	13	13	12	3	1	10	8	8

7-19	1552	1576	1605	1177	841	1490	1595	1564	1405
6-22	1731	1706	1763	1297	940	1657	1735	1718	1547
6-24	1749	1731	1792	1318	948	1672	1762	1741	1567
0-24	1768	1745	1809	1339	966	1690	1803	1763	1589



Dixton Road, Monmouth ATC

Channel 1 - Eastbound **Average Speed** **Week 1**

Hr Ending	07/03/2018 Wednesday	08/03/2018 Thursday	09/03/2018 Friday	10/03/2018 Saturday	11/03/2018 Sunday	12/03/2018 Monday	13/03/2018 Tuesday
1	25.5	20.5	32.2	30.1	28.2	25.5	27.6
2	25.5	25.5	-	28.0	25.5	25.5	-
3	31.8	25.5	15.5	28.5	25.5	31.8	25.5
4	33.0	25.5	25.5	25.5	25.5	33.0	25.5
5	28.0	31.8	15.5	25.5	25.5	28.0	29.2
6	29.4	26.8	28.0	25.5	24.2	28.0	28.4
7	29.4	28.7	28.5	28.0	24.2	29.1	29.3
8	27.7	28.3	28.3	27.4	27.6	27.9	27.7
9	27.1	27.5	27.8	27.8	28.5	27.1	28.1
10	24.8	26.4	27.1	27.1	28.1	25.2	26.4
11	27.6	26.3	26.0	28.1	28.0	27.2	25.2
12	26.0	27.4	25.2	26.9	27.3	26.1	25.4
13	26.2	26.6	25.8	27.7	27.4	22.0	25.3
14	27.0	27.4	26.3	27.7	27.6	25.9	26.5
15	26.1	25.7	26.3	27.7	27.6	26.6	26.5
16	27.1	27.3	27.1	26.2	26.9	26.5	27.3
17	27.5	27.8	27.0	28.0	28.1	28.0	27.3
18	26.7	26.4	27.5	28.9	28.3	28.1	28.2
19	27.8	25.7	27.4	28.6	26.9	27.6	27.5
20	28.4	29.0	28.0	27.9	27.7	28.3	28.3
21	28.0	28.9	28.1	28.4	27.6	29.1	28.1
22	29.1	28.7	29.7	28.8	26.7	28.7	29.0
23	28.4	26.5	27.2	28.0	29.5	30.3	27.6
24	27.4	31.5	31.7	28.0	25.5	25.5	29.2
10-12	26.7	26.8	25.6	27.5	27.6	26.6	25.3
14-16	26.7	26.5	26.7	26.9	27.3	26.5	26.9
0-24	27.0	27.1	27.1	27.7	27.6	26.9	27.1

Average	27.2

Channel 1 - Eastbound **85th Percentile**

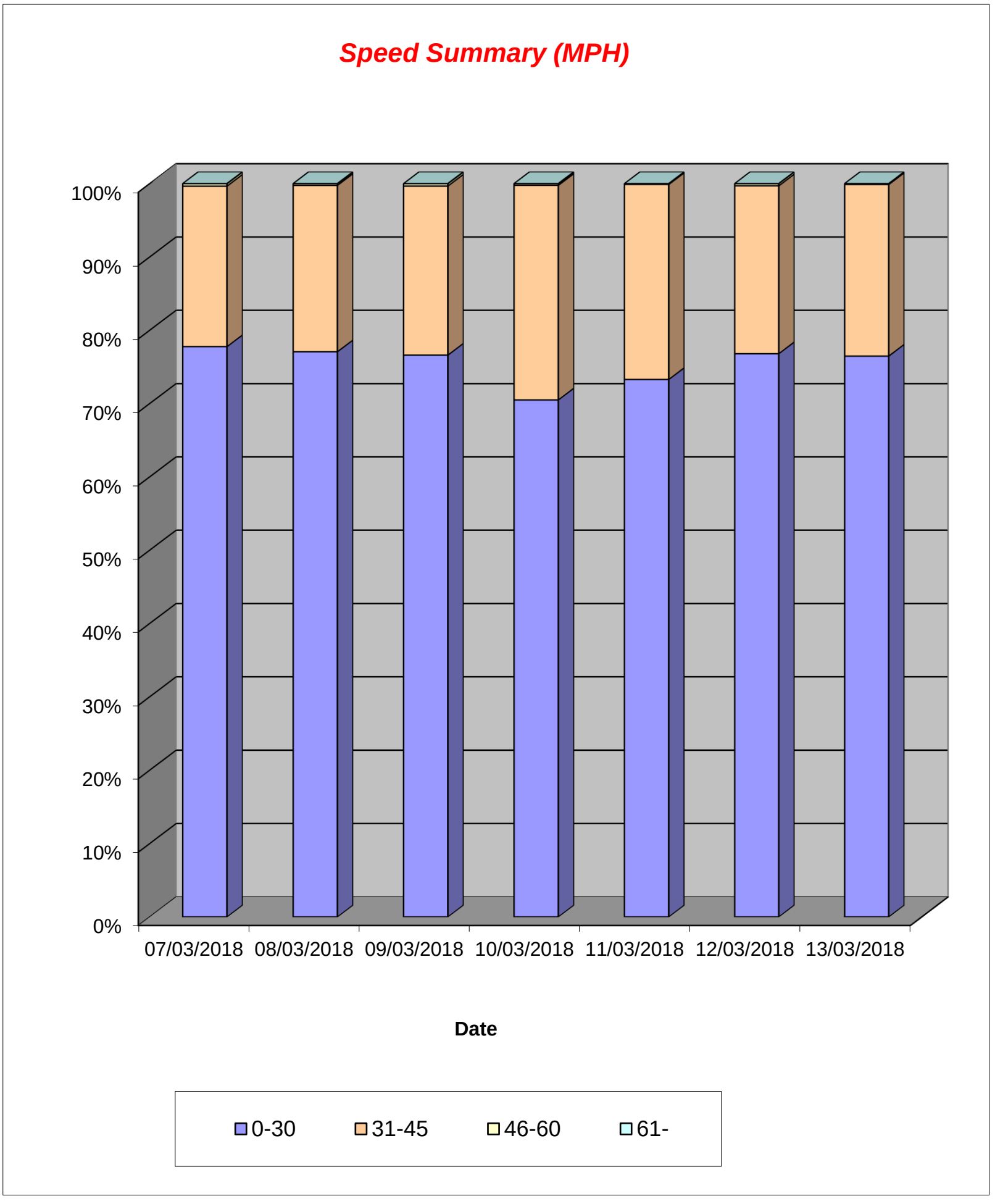
Hr Ending	07/03/2018 Wednesday	08/03/2018 Thursday	09/03/2018 Friday	10/03/2018 Saturday	11/03/2018 Sunday	12/03/2018 Monday	13/03/2018 Tuesday
1	-	26.1	39.0	38.6	33.2	-	38.3
2	26.0	25.8	-	33.7	-	26.2	-
3	38.6	-	-	33.9	26.2	38.9	-
4	-	-	25.8	26.3	-	-	26.0
5	33.3	38.8	-	25.5	25.9	33.1	33.3
6	43.8	33.6	33.2	26.0	33.1	28.1	33.3
7	33.0	39.0	33.6	33.9	33.8	33.4	38.0
8	33.8	33.9	33.4	33.4	38.5	33.5	33.5
9	33.8	33.2	33.4	33.7	33.8	33.5	33.2
10	26.2	33.7	33.7	33.5	33.6	25.7	33.9
11	33.0	34.0	33.3	33.5	33.8	33.3	26.1
12	26.0	33.2	26.1	33.5	33.0	33.1	33.8
13	33.9	33.5	33.2	33.4	33.2	26.1	26.4
14	33.8	33.1	26.4	33.4	33.1	33.2	33.3
15	33.4	34.0	33.6	33.3	33.1	33.9	33.5
16	34.0	33.7	33.1	33.1	33.3	33.1	33.1
17	33.9	33.0	33.5	33.2	33.1	33.4	33.6
18	33.1	33.6	33.9	34.0	33.0	33.3	33.4
19	33.9	33.1	33.3	33.1	33.5	33.9	34.0
20	33.4	33.1	33.8	33.4	33.7	33.8	33.1
21	33.5	33.8	33.4	33.4	33.5	38.3	33.9
22	33.8	33.3	33.3	33.5	33.8	33.7	33.6
23	33.1	33.0	33.9	33.2	38.1	38.3	33.3
24	33.6	38.3	43.6	33.5	25.7	-	38.1
10-12	33.5	33.4	33.6	33.3	33.7	33.0	26.0
14-16	33.3	33.3	33.4	33.6	33.5	33.3	33.2
0-24	33.6	33.9	33.1	33.5	33.4	33.8	34.0

85th %ile	33.6

Dixton Road, Monmouth ATC

Channel 1 - Eastbound **Speed Summary** **Week 1**

Speed (MPH)	07/03/2018 Wednesday	08/03/2018 Thursday	09/03/2018 Friday	10/03/2018 Saturday	11/03/2018 Sunday	12/03/2018 Monday	13/03/2018 Tuesday
0-30	1375	1345	1386	944	708	1298	1379
31-45	387	396	417	392	257	387	422
46-60	6	4	6	3	1	5	2
61-	0	0	0	0	0	0	0
TOTAL	**1768**	**1745**	**1809**	**1339**	**966**	**1690**	**1803**



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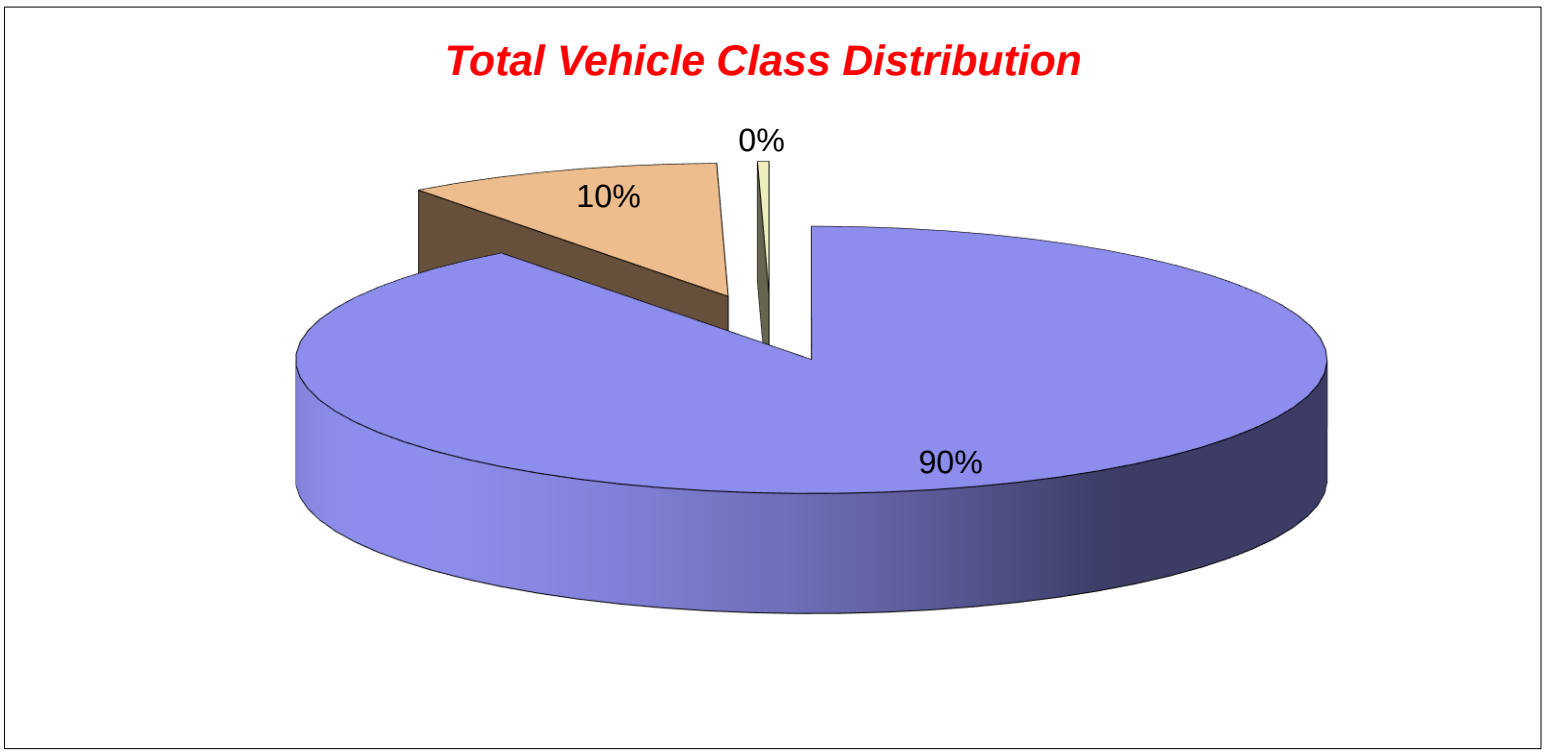
Channel 1 - Eastbound **Vehicle Class** **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
07/03/2018				
7-19	1376	172	4	**1552**
6-22	1539	188	4	**1731**
6-24	1556	189	4	**1749**
0-24	1567	195	6	**1768**
08/03/2018				
7-19	1390	181	5	**1576**
6-22	1511	189	6	**1706**
6-24	1535	189	7	**1731**
0-24	1544	194	7	**1745**
09/03/2018				
7-19	1419	182	4	**1605**
6-22	1573	186	4	**1763**
6-24	1602	186	4	**1792**
0-24	1612	191	6	**1809**
10/03/2018				
7-19	1091	84	2	**1177**
6-22	1205	88	4	**1297**
6-24	1223	90	5	**1318**
0-24	1239	95	5	**1339**
11/03/2018				
7-19	805	35	1	**841**
6-22	902	37	1	**940**
6-24	910	37	1	**948**
0-24	925	40	1	**966**
12/03/2018				
7-19	1328	160	2	**1490**
6-22	1477	178	2	**1657**
6-24	1492	178	2	**1672**
0-24	1502	184	4	**1690**
13/03/2018				
7-19	1395	191	9	**1595**
6-22	1530	196	9	**1735**
6-24	1556	196	10	**1762**
0-24	1588	204	11	**1803**

Average				
7-19	1258	144	4	**1405**
6-22	1391	152	4	**1547**
6-24	1411	152	5	**1567**
0-24	1425	158	6	**1589**

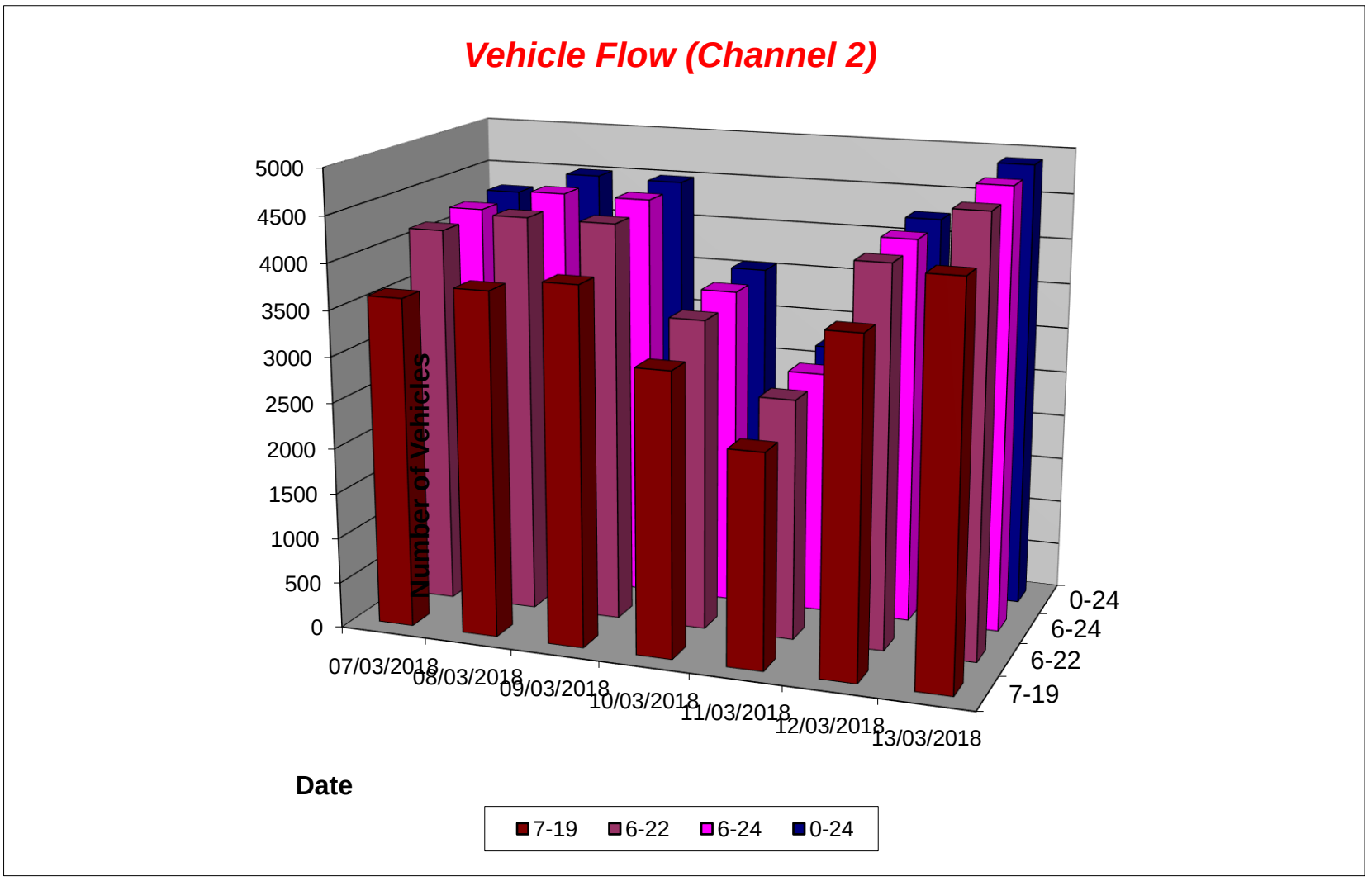


Dixton Road, Monmouth ATC

Channel 2 - Westbound **Vehicle Flow** **Week 1**

Hr Ending	07/03/2018 Wednesday	08/03/2018 Thursday	09/03/2018 Friday	10/03/2018 Saturday	11/03/2018 Sunday	12/03/2018 Monday	13/03/2018 Tuesday	5 Day Ave	7 Day Ave
1	6	6	5	16	28	4	4	5	10
2	3	7	6	13	9	2	5	5	6
3	6	1	1	5	4	7	3	4	4
4	4	5	1	5	6	7	4	4	5
5	2	9	10	5	2	3	8	6	6
6	18	19	15	8	12	18	45	23	19
7	119	88	99	20	15	109	100	103	79
8	205	215	209	72	28	216	268	223	173
9	366	352	392	154	62	323	471	381	303
10	258	258	302	249	154	259	367	289	264
11	271	307	320	274	250	255	306	292	283
12	269	294	324	371	284	274	317	296	305
13	316	294	384	402	308	294	367	331	338
14	272	294	367	321	238	278	378	318	307
15	311	302	346	290	268	332	334	325	312
16	337	347	278	294	221	361	344	333	312
17	372	431	287	272	211	424	401	383	343
18	367	375	402	218	172	386	419	390	334
19	274	302	296	177	142	240	305	283	248
20	224	236	176	147	126	159	177	194	178
21	99	123	102	68	88	123	116	113	103
22	103	147	75	72	64	115	66	101	92
23	52	72	58	67	23	51	58	58	54
24	13	25	35	36	20	12	39	25	26

7-19	3618	3771	3907	3094	2338	3642	4277	3843	3521
6-22	4163	4365	4359	3401	2631	4148	4736	4354	3972
6-24	4228	4462	4452	3504	2674	4211	4833	4437	4052
0-24	4267	4509	4490	3556	2735	4252	4902	4484	4102



Dixton Road, Monmouth ATC

Channel 2 - Westbound **Average Speed** **Week 1**

Hr Ending	07/03/2018 Wednesday	08/03/2018 Thursday	09/03/2018 Friday	10/03/2018 Saturday	11/03/2018 Sunday	12/03/2018 Monday	13/03/2018 Tuesday
1	26.8	30.9	31.0	31.1	28.6	27.4	33.0
2	28.0	28.7	32.6	29.2	32.4	29.2	29.5
3	28.8	38.0	25.5	30.5	31.1	30.1	39.7
4	33.6	32.0	33.0	34.5	34.2	32.3	31.1
5	35.5	30.8	34.2	32.0	43.0	34.7	34.2
6	30.8	29.1	31.3	30.2	28.8	29.5	27.6
7	30.0	29.6	28.4	30.9	28.2	29.4	29.2
8	28.1	29.1	28.3	28.6	25.2	27.9	28.2
9	24.4	26.4	26.2	28.3	27.4	24.6	26.9
10	26.5	26.3	27.2	27.1	27.4	26.5	27.0
11	26.1	26.6	26.2	27.0	26.7	26.2	26.3
12	25.7	26.6	26.2	26.2	26.8	25.8	26.4
13	26.1	26.5	24.6	26.5	26.7	25.6	24.3
14	26.9	26.1	25.5	26.4	27.5	26.0	25.5
15	26.3	26.1	23.9	27.0	27.0	25.5	24.0
16	24.7	24.3	22.9	26.7	27.4	25.1	22.5
17	25.5	24.3	23.3	28.2	27.3	24.4	23.7
18	26.6	24.7	26.0	27.7	27.4	25.2	26.2
19	27.0	26.5	26.5	26.7	27.4	26.8	26.5
20	26.2	27.5	27.1	28.0	28.0	27.3	26.9
21	27.3	28.0	27.6	28.8	28.6	27.9	27.7
22	27.8	27.0	28.1	28.2	27.8	27.7	28.2
23	28.8	28.8	28.4	27.7	29.6	27.5	28.6
24	31.3	29.5	29.0	28.3	29.6	31.8	29.0
10-12	25.9	26.6	26.2	26.6	26.7	26.0	26.3
14-16	25.5	25.2	23.4	26.9	27.2	25.3	23.3
0-24	26.3	26.3	25.9	27.2	27.3	26.0	25.9

Average	26.4

Channel 2 - Westbound **85th Percentile**

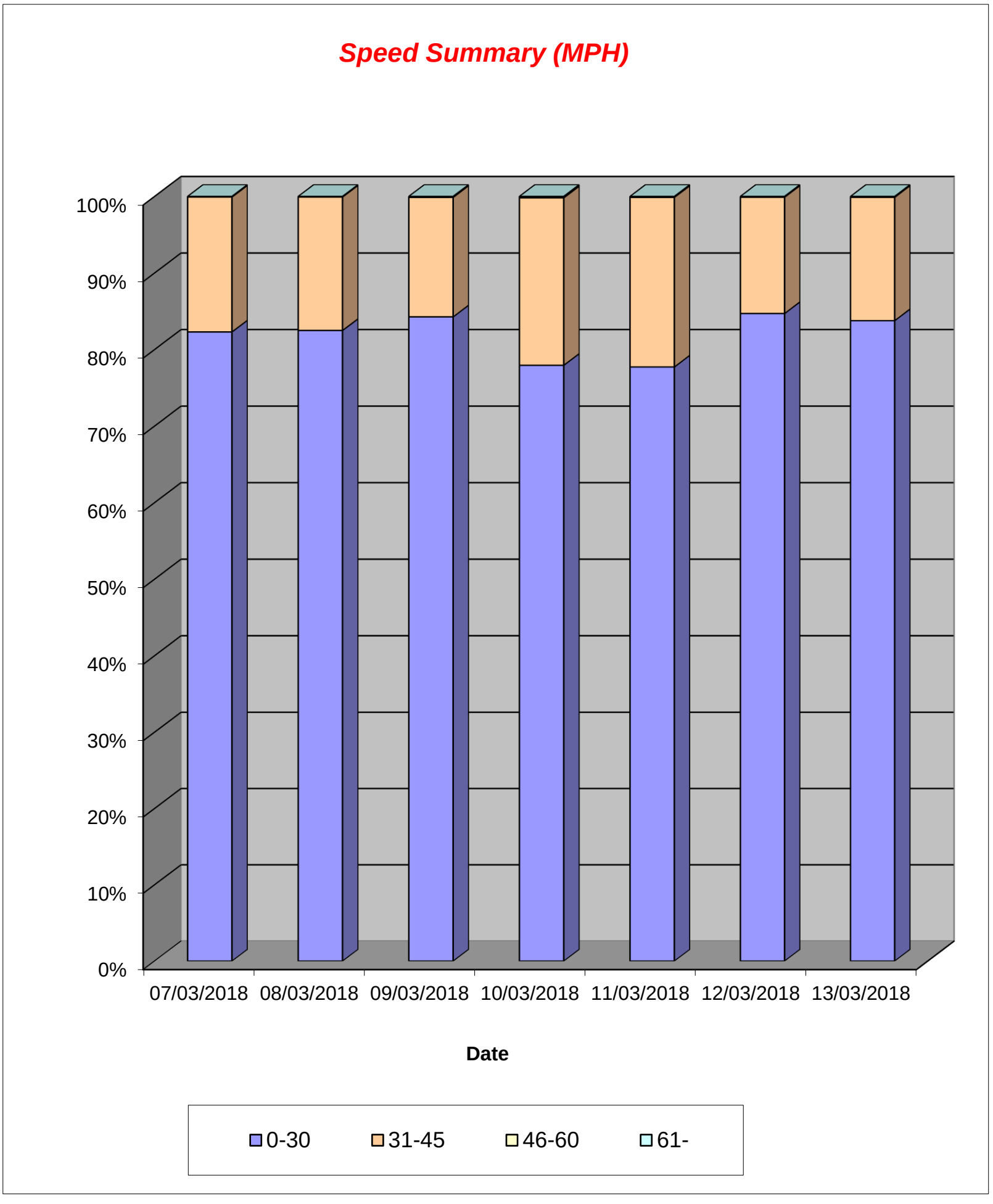
Hr Ending	07/03/2018 Wednesday	08/03/2018 Thursday	09/03/2018 Friday	10/03/2018 Saturday	11/03/2018 Sunday	12/03/2018 Monday	13/03/2018 Tuesday
1	33.1	43.9	38.2	38.9	33.7	33.1	43.0
2	33.0	33.4	48.0	33.1	43.5	33.3	38.7
3	38.3	-	-	48.6	33.2	38.6	43.8
4	43.5	38.3	-	48.3	38.2	33.8	33.3
5	38.9	33.2	38.6	38.1	43.3	38.5	38.7
6	33.5	38.5	38.2	33.2	38.8	33.2	33.4
7	33.4	33.2	33.5	38.1	33.1	33.9	33.8
8	33.8	33.6	33.7	33.4	26.0	33.4	33.7
9	33.8	33.4	33.8	34.0	33.8	33.3	33.4
10	33.7	33.9	33.4	33.5	33.8	33.8	33.1
11	26.2	33.5	26.4	33.5	33.3	26.2	33.4
12	26.5	33.2	33.7	34.0	34.0	25.9	33.3
13	26.1	33.7	25.6	33.2	33.8	25.7	26.2
14	33.5	26.2	26.1	26.5	33.7	33.9	25.8
15	33.4	26.1	26.2	33.4	33.9	26.1	26.3
16	26.2	26.3	25.5	33.3	33.9	25.9	25.7
17	33.2	25.7	25.9	33.5	33.4	25.9	26.1
18	33.4	26.3	33.4	33.1	33.1	26.4	34.0
19	33.5	33.2	26.6	33.5	34.0	33.6	33.2
20	33.8	34.0	34.0	34.0	33.8	33.9	33.9
21	33.5	33.1	33.8	33.6	33.7	33.5	33.1
22	33.4	33.1	33.7	33.9	33.4	33.3	34.0
23	33.5	33.8	33.4	33.7	38.0	33.9	33.6
24	38.2	33.4	33.7	33.4	33.2	38.3	33.6
10-12	26.1	33.5	26.3	33.7	33.2	26.1	33.9
14-16	26.0	25.6	25.9	33.1	33.5	25.7	26.1
0-24	33.7	33.1	33.4	33.8	33.4	33.3	33.2

85th %ile	33.4

Dixton Road, Monmouth ATC

Channel 2 - Westbound **Speed Summary** **Week 1**

Speed (MPH)	07/03/2018 Wednesday	08/03/2018 Thursday	09/03/2018 Friday	10/03/2018 Saturday	11/03/2018 Sunday	12/03/2018 Monday	13/03/2018 Tuesday
0-30	3512	3720	3784	2772	2126	3602	4107
31-45	752	786	701	778	606	646	790
46-60	3	3	5	6	3	4	5
61-	0	0	0	0	0	0	0
TOTAL	**4267**	**4509**	**4490**	**3556**	**2735**	**4252**	**4902**

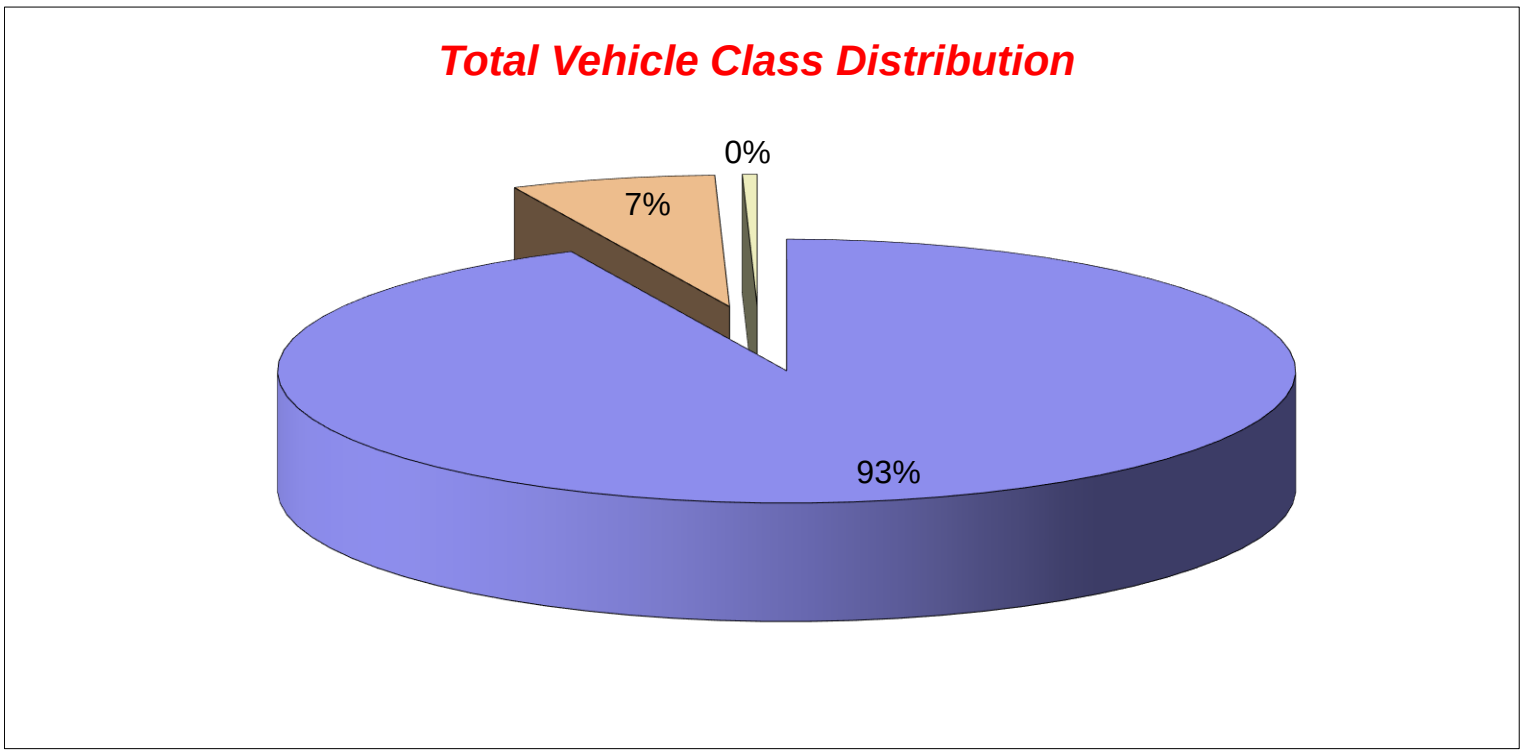


Dixton Road, Monmouth ATC

Channel 2 - Westbound **Vehicle Class** **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
07/03/2018				
7-19	3293	313	12	**3618**
6-22	3809	340	14	**4163**
6-24	3872	342	14	**4228**
0-24	3905	347	15	**4267**
08/03/2018				
7-19	3428	325	18	**3771**
6-22	3996	351	18	**4365**
6-24	4090	354	18	**4462**
0-24	4131	358	20	**4509**
09/03/2018				
7-19	3611	274	22	**3907**
6-22	4046	290	23	**4359**
6-24	4137	291	24	**4452**
0-24	4167	297	26	**4490**
10/03/2018				
7-19	2960	120	14	**3094**
6-22	3253	132	16	**3401**
6-24	3354	134	16	**3504**
0-24	3400	140	16	**3556**
11/03/2018				
7-19	2268	65	5	**2338**
6-22	2549	75	7	**2631**
6-24	2591	76	7	**2674**
0-24	2649	77	9	**2735**
12/03/2018				
7-19	3332	292	18	**3642**
6-22	3820	309	19	**4148**
6-24	3883	309	19	**4211**
0-24	3918	314	20	**4252**
13/03/2018				
7-19	3947	306	24	**4277**
6-22	4388	323	25	**4736**
6-24	4483	324	26	**4833**
0-24	4542	332	28	**4902**

Average				
7-19	3263	242	16	**3521**
6-22	3694	260	17	**3972**
6-24	3773	261	18	**4052**
0-24	3816	266	19	**4102**



Monmouth - Tuesday 13th February 2018

Junction: Dixton Road/A40

Approach: School Access

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

	Left Turn				Northbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0700 - 0715	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
0715 - 0730	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
0730 - 0745	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
0745 - 0800	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
0815 - 0830	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
0830 - 0845	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
0845 - 0900	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Hourly Total	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**
0915 - 0930	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
0930 - 0945	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
0945 - 1000	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
Hourly Total	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**

	Left Turn				Northbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1600 - 1615	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
1615 - 1630	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
1630 - 1645	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
1645 - 1700	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Hourly Total	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
1715 - 1730	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**
1730 - 1745	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**
1745 - 1800	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Hourly Total	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**1**
1800 - 1815	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
1815 - 1830	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
1830 - 1845	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
1845 - 1900	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**1**

TIME	Queue Lengths (Vehicles) Stationary
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0
1000	0

TIME	Queue Lengths (Vehicles) Stationary
1600	0
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	0
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	0
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0
1900	0

Monmouth - Tuesday 13th February 2018

Junction: Dixton Road/A40

Approach: A40 EB

	Left Turn				Eastbound				Right Turn				U Turns			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0700 - 0715	5	0	0	**5**	252	47	1	**300**	0	0	0	**0**	48	4	0	**52**
0715 - 0730	13	0	0	**13**	266	41	0	**307**	0	0	0	**0**	67	4	0	**71**
0730 - 0745	10	1	0	**11**	287	38	0	**325**	0	0	0	**0**	63	3	1	**67**
0745 - 0800	19	0	1	**20**	296	43	1	**340**	0	0	0	**0**	72	5	1	**78**
Hourly Total	**47**	**1**	**1**	**49**	**1101**	**169**	**2**	**1272**	**0**	**0**	**0**	**0**	**250**	**16**	**2**	**268**
0800 - 0815	21	0	3	**24**	289	36	1	**326**	0	0	0	**0**	74	6	2	**82**
0815 - 0830	17	1	6	**24**	277	41	1	**319**	1	0	0	**1**	69	4	0	**73**
0830 - 0845	19	0	1	**20**	286	38	1	**325**	0	0	0	**0**	81	5	1	**87**
0845 - 0900	24	0	1	**25**	274	34	0	**308**	0	0	0	**0**	72	3	1	**76**
Hourly Total	**81**	**1**	**11**	**93**	**1126**	**149**	**3**	**1278**	**1**	**0**	**0**	**1**	**296**	**18**	**4**	**318**
0900 - 0915	16	0	1	**17**	256	31	0	**287**	0	0	0	**0**	59	2	0	**61**
0915 - 0930	19	0	1	**20**	242	40	1	**283**	0	0	0	**0**	50	6	0	**56**
0930 - 0945	14	0	0	**14**	231	36	0	**267**	0	0	0	**0**	46	3	1	**50**
0945 - 1000	15	0	1	**16**	243	32	0	**275**	0	0	0	**0**	39	3	0	**42**
Hourly Total	**64**	**0**	**3**	**67**	**972**	**139**	**1**	**1112**	**0**	**0**	**0**	**0**	**194**	**14**	**1**	**209**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**192**	**2**	**15**	**209**	**3199**	**457**	**6**	**3662**	**1**	**0**	**0**	**1**	**740**	**48**	**7**	**795**

	Left Turn				Eastbound				Right Turn				U Turns			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1600 - 1615	35	0	2	**37**	233	28	0	**261**	0	0	0	**0**	18	2	1	**21**
1615 - 1630	35	0	0	**35**	239	22	1	**262**	0	0	0	**0**	29	5	0	**34**
1630 - 1645	31	0	0	**31**	217	29	0	**246**	0	0	0	**0**	27	1	1	**29**
1645 - 1700	33	1	0	**34**	245	31	1	**277**	1	0	0	**1**	29	2	0	**31**
Hourly Total	**134**	**1**	**2**	**137**	**934**	**110**	**2**	**1046**	**1**	**0**	**0**	**1**	**103**	**10**	**2**	**115**
1700 - 1715	38	0	0	**38**	261	24	1	**286**	1	0	0	**1**	31	2	1	**34**
1715 - 1730	41	0	1	**42**	257	26	1	**284**	0	0	0	**0**	25	2	0	**27**
1730 - 1745	45	0	0	**45**	272	22	0	**294**	0	0	0	**0**	28	3	1	**32**
1745 - 1800	48	0	0	**48**	249	29	0	**278**	0	0	0	**0**	22	2	1	**25**
Hourly Total	**172**	**0**	**1**	**173**	**1039**	**101**	**2**	**1142**	**1**	**0**	**0**	**1**	**106**	**9**	**3**	**118**
1800 - 1815	37	0	1	**38**	240	21	0	**261**	0	0	0	**0**	37	3	1	**41**
1815 - 1830	27	0	0	**27**	223	28	1	**252**	0	0	0	**0**	31	3	0	**34**
1830 - 1845	22	0	1	**23**	227	26	2	**255**	0	0	0	**0**	28	1	0	**29**
1845 - 1900	18	0	1	**19**	209	19	0	**228**	0	0	0	**0**	29	2	0	**31**
Hourly Total	**104**	**0**	**3**	**107**	**899**	**94**	**3**	**996**	**0**	**0**	**0**	**0**	**125**	**9**	**1**	**135**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**410**	**1**	**6**	**417**	**2872**	**305**	**7**	**3184**	**2**	**0**	**0**	**2**	**334**	**28**	**6**	**368**

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

	Queue Lengths (Vehicles)
TIME	Stationary
700	2
705	3
710	4
715	3
720	4
725	3
730	3
735	3
740	4
745	4
750	5
755	7
800	5
805	6
810	6
815	10
820	7
825	12
830	11
835	6
840	6
845	10
850	7
855	8
900	7
905	6
910	5
915	5
920	6
925	4
930	3
935	4
940	5
945	4
950	5
955	3
1000	4

	Queue Lengths (Vehicles)
TIME	Stationary
1600	3
1605	2
1610	4
1615	4
1620	3
1625	6
1630	5
1635	6
1640	9
1645	6
1650	5
1655	7
1700	4
1705	5
1710	4
1715	6
1720	9
1725	9
1730	10
1735	6
1740	10
1745	12
1750	14
1755	10
1800	5
1805	7
1810	6
1815	8
1820	5
1825	5
1830	6
1835	5
1840	3
1845	3
1850	3
1855	2
1900	3

Monmouth - Tuesday 13th February 2018

Junction: Dixton Road/A40

Approach: Dixton Road

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

	Left Turn				Southbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0700 - 0715	6	0	0	**6**	0	0	0	**0**	22	0	0	**22**
0715 - 0730	11	0	0	**11**	0	0	0	**0**	37	1	0	**38**
0730 - 0745	15	0	0	**15**	0	0	0	**0**	31	0	0	**31**
0745 - 0800	19	0	0	**19**	0	0	0	**0**	39	0	1	**40**
Hourly Total	**51**	**0**	**0**	**51**	**0**	**0**	**0**	**0**	**129**	**1**	**1**	**131**
0800 - 0815	22	0	0	**22**	0	0	0	**0**	42	1	3	**46**
0815 - 0830	28	0	1	**29**	1	0	0	**1**	44	1	6	**51**
0830 - 0845	33	0	0	**33**	0	0	0	**0**	46	0	5	**51**
0845 - 0900	27	1	0	**28**	0	0	0	**0**	44	1	2	**47**
Hourly Total	**110**	**1**	**1**	**112**	**1**	**0**	**0**	**1**	**176**	**3**	**16**	**195**
0900 - 0915	29	0	0	**29**	0	0	0	**0**	41	0	0	**41**
0915 - 0930	21	0	0	**21**	0	0	0	**0**	35	1	1	**37**
0930 - 0945	20	1	0	**21**	0	0	0	**0**	27	1	0	**28**
0945 - 1000	27	0	0	**27**	0	0	0	**0**	31	0	1	**32**
Hourly Total	**97**	**1**	**0**	**98**	**0**	**0**	**0**	**0**	**134**	**2**	**2**	**138**
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
TOTAL	**258**	**2**	**1**	**261**	**1**	**0**	**0**	**1**	**439**	**6**	**19**	**464**

	Left Turn				Southbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1600 - 1615	14	0	1	**15**	1	0	0	**1**	19	0	0	**19**
1615 - 1630	17	0	0	**17**	1	0	0	**1**	18	1	0	**19**
1630 - 1645	15	1	0	**16**	0	0	0	**0**	14	1	0	**15**
1645 - 1700	27	1	0	**28**	0	0	0	**0**	16	0	1	**17**
Hourly Total	**73**	**2**	**1**	**76**	**2**	**0**	**0**	**2**	**67**	**2**	**1**	**70**
1700 - 1715	26	0	1	**27**	0	0	0	**0**	20	0	0	**20**
1715 - 1730	25	0	0	**25**	0	0	0	**0**	15	0	0	**15**
1730 - 1745	27	0	1	**28**	0	0	0	**0**	20	0	1	**21**
1745 - 1800	26	0	0	**26**	0	0	0	**0**	19	1	0	**20**
Hourly Total	**104**	**0**	**2**	**106**	**0**	**0**	**0**	**0**	**74**	**1**	**1**	**76**
1800 - 1815	27	0	0	**27**	0	0	0	**0**	18	0	0	**18**
1815 - 1830	19	0	0	**19**	0	0	0	**0**	14	0	1	**15**
1830 - 1845	21	0	0	**21**	0	0	0	**0**	13	0	0	**13**
1845 - 1900	16	0	0	**16**	0	0	0	**0**	13	0	0	**13**
Hourly Total	**83**	**0**	**0**	**83**	**0**	**0**	**0**	**0**	**58**	**0**	**1**	**59**
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
TOTAL	**260**	**2**	**3**	**265**	**2**	**0**	**0**	**2**	**199**	**3**	**3**	**205**

Queue Lengths (Vehicles)

TIME	Stationary
700	3
705	2
710	4
715	4
720	3
725	3
730	3
735	4
740	5
745	8
750	6
755	7
800	10
805	11
810	8
815	12
820	9
825	13
830	11
835	10
840	8
845	9
850	13
855	8
900	10
905	7
910	6
915	7
920	6
925	4
930	5
935	5
940	5
945	3
950	4
955	3
1000	4

Queue Lengths (Vehicles)

TIME	Stationary
1600	2
1605	4
1610	4
1615	5
1620	2
1625	4
1630	2
1635	2
1640	5
1645	4
1650	9
1655	5
1700	4
1705	7
1710	4
1715	10
1720	5
1725	6
1730	6
1735	7
1740	4
1745	5
1750	3
1755	3
1800	6
1805	5
1810	9
1815	5
1820	4
1825	6
1830	6
1835	4
1840	6
1845	5
1850	4
1855	5
1900	5

Monmouth - Tuesday 13th February 2018

Junction: Dixton Road/A40

Approach: A40 WB

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

	Left Turn				Westbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0700 - 0715	0	0	0	**0**	204	57	0	**261**	8	0	0	**8**
0715 - 0730	0	0	0	**0**	221	52	1	**274**	6	0	0	**6**
0730 - 0745	0	0	0	**0**	246	50	1	**297**	11	0	0	**11**
0745 - 0800	0	0	0	**0**	267	52	0	**319**	12	0	0	**12**
Hourly Total	**0**	**0**	**0**	**0**	**938**	**211**	**2**	**1151**	**37**	**0**	**0**	**37**
0800 - 0815	0	0	0	**0**	258	44	0	**302**	17	0	0	**17**
0815 - 0830	0	0	0	**0**	244	49	0	**293**	26	1	0	**27**
0830 - 0845	1	0	0	**1**	271	41	1	**313**	34	0	1	**35**
0845 - 0900	0	0	0	**0**	263	37	1	**301**	31	0	0	**31**
Hourly Total	**1**	**0**	**0**	**1**	**1036**	**171**	**2**	**1209**	**108**	**1**	**1**	**110**
0900 - 0915	0	0	0	**0**	246	31	0	**277**	26	0	0	**26**
0915 - 0930	0	0	0	**0**	234	36	0	**270**	26	0	1	**27**
0930 - 0945	0	0	0	**0**	222	33	1	**256**	19	1	0	**20**
0945 - 1000	0	0	0	**0**	237	32	0	**269**	18	0	0	**18**
Hourly Total	**0**	**0**	**0**	**0**	**939**	**132**	**1**	**1072**	**89**	**1**	**1**	**91**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**1**	**0**	**0**	**1**	**2913**	**514**	**5**	**3432**	**234**	**2**	**2**	**238**

	Left Turn				Westbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1600 - 1615	0	0	0	**0**	241	24	0	**265**	15	0	0	**15**
1615 - 1630	0	0	0	**0**	259	22	0	**281**	14	0	0	**14**
1630 - 1645	0	0	0	**0**	261	25	1	**287**	19	0	1	**20**
1645 - 1700	0	0	0	**0**	257	27	0	**284**	17	1	0	**18**
Hourly Total	**0**	**0**	**0**	**0**	**1018**	**98**	**1**	**1117**	**65**	**1**	**1**	**67**
1700 - 1715	0	0	0	**0**	248	31	0	**279**	11	0	0	**11**
1715 - 1730	0	0	0	**0**	244	25	1	**270**	20	1	0	**21**
1730 - 1745	0	0	0	**0**	259	29	1	**289**	9	0	0	**9**
1745 - 1800	0	0	0	**0**	261	26	0	**287**	12	0	0	**12**
Hourly Total	**0**	**0**	**0**	**0**	**1012**	**111**	**2**	**1125**	**52**	**1**	**0**	**53**
1800 - 1815	1	0	0	**1**	233	22	2	**257**	18	0	0	**18**
1815 - 1830	0	0	0	**0**	219	19	1	**239**	16	0	1	**17**
1830 - 1845	0	0	0	**0**	209	20	1	**230**	13	0	0	**13**
1845 - 1900	0	0	0	**0**	231	14	0	**245**	9	0	0	**9**
Hourly Total	**1**	**0**	**0**	**1**	**892**	**75**	**4**	**971**	**56**	**0**	**1**	**57**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**1**	**0**	**0**	**1**	**2922**	**284**	**7**	**3213**	**173**	**2**	**2**	**177**

	Queue Lengths (Vehicles)
TIME	Stationary
700	4
705	3
710	5
715	7
720	5
725	4
730	5
735	5
740	9
745	6
750	7
755	5
800	4
805	5
810	6
815	10
820	5
825	8
830	11
835	7
840	6
845	6
850	9
855	5
900	12
905	4
910	6
915	3
920	4
925	5
930	4
935	2
940	3
945	4
950	4
955	4
1000	5

	Queue Lengths (Vehicles)
TIME	Stationary
1600	5
1605	3
1610	4
1615	4
1620	6
1625	3
1630	5
1635	4
1640	6
1645	3
1650	10
1655	6
1700	7
1705	8
1710	6
1715	5
1720	8
1725	5
1730	5
1735	6
1740	7
1745	6
1750	9
1755	5
1800	6
1805	9
1810	5
1815	5
1820	4
1825	5
1830	4
1835	3
1840	5
1845	4
1850	4
1855	3
1900	4

Monmouth - Tuesday 13th February 2018

Junction: Monk Street/Priory Street/The Parade/Dixton Road

Approach: Monk Street

	Left Turn				Northbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0700 - 0715	4	0	0	**4**	5	0	0	**5**	4	0	0	**4**
0715 - 0730	6	1	0	**7**	9	0	0	**9**	3	0	0	**3**
0730 - 0745	8	1	0	**9**	13	0	0	**13**	8	0	0	**8**
0745 - 0800	5	0	0	**5**	16	0	0	**16**	9	1	0	**10**
Hourly Total	**23**	**2**	**0**	**25**	**43**	**0**	**0**	**43**	**24**	**1**	**0**	**25**
0800 - 0815	12	1	0	**13**	17	0	0	**17**	12	1	0	**13**
0815 - 0830	16	0	0	**16**	22	1	0	**23**	19	0	0	**19**
0830 - 0845	27	0	1	**28**	24	0	0	**24**	26	0	0	**26**
0845 - 0900	21	0	0	**21**	23	0	0	**23**	24	0	0	**24**
Hourly Total	**76**	**1**	**1**	**78**	**86**	**1**	**0**	**87**	**81**	**1**	**0**	**82**
0900 - 0915	17	0	0	**17**	21	0	0	**21**	20	0	0	**20**
0915 - 0930	14	0	0	**14**	14	0	0	**14**	20	1	0	**21**
0930 - 0945	16	1	0	**17**	16	0	0	**16**	14	0	0	**14**
0945 - 1000	17	0	0	**17**	17	0	0	**17**	13	0	0	**13**
Hourly Total	**64**	**1**	**0**	**65**	**68**	**0**	**0**	**68**	**67**	**1**	**0**	**68**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**163**	**4**	**1**	**168**	**197**	**1**	**0**	**198**	**172**	**3**	**0**	**175**

	Left Turn				Northbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1600 - 1615	13	0	0	**13**	8	0	0	**8**	13	1	0	**14**
1615 - 1630	9	0	0	**9**	13	0	0	**13**	19	0	0	**19**
1630 - 1645	16	0	0	**16**	15	0	0	**15**	15	0	0	**15**
1645 - 1700	11	0	0	**11**	12	0	0	**12**	16	1	0	**17**
Hourly Total	**49**	**0**	**0**	**49**	**48**	**0**	**0**	**48**	**63**	**2**	**0**	**65**
1700 - 1715	15	0	0	**15**	14	0	0	**14**	17	0	0	**17**
1715 - 1730	12	0	0	**12**	10	0	0	**10**	14	0	0	**14**
1730 - 1745	19	1	0	**20**	15	0	0	**15**	10	0	0	**10**
1745 - 1800	8	0	0	**8**	11	0	0	**11**	11	0	0	**11**
Hourly Total	**54**	**1**	**0**	**55**	**50**	**0**	**0**	**50**	**52**	**0**	**0**	**52**
1800 - 1815	10	0	0	**10**	12	0	0	**12**	10	0	0	**10**
1815 - 1830	7	0	0	**7**	8	0	0	**8**	9	0	0	**9**
1830 - 1845	6	0	0	**6**	16	0	0	**16**	12	0	0	**12**
1845 - 1900	9	0	0	**9**	7	0	0	**7**	10	0	0	**10**
Hourly Total	**32**	**0**	**0**	**32**	**43**	**0**	**0**	**43**	**41**	**0**	**0**	**41**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**135**	**1**	**0**	**136**	**141**	**0**	**0**	**141**	**156**	**2**	**0**	**158**

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

TIME	Queue Lengths (Vehicles) Stationary
700	2
705	2
710	2
715	3
720	3
725	4
730	3
735	3
740	4
745	3
750	3
755	4
800	3
805	4
810	6
815	5
820	7
825	6
830	5
835	10
840	7
845	6
850	8
855	7
900	6
905	5
910	4
915	4
920	2
925	4
930	4
935	2
940	3
945	2
950	2
955	3
1000	2

TIME	Queue Lengths (Vehicles) Stationary
1600	2
1605	0
1610	2
1615	3
1620	2
1625	0
1630	2
1635	3
1640	3
1645	4
1650	2
1655	5
1700	2
1705	3
1710	3
1715	6
1720	3
1725	5
1730	3
1735	2
1740	2
1745	3
1750	2
1755	5
1800	4
1805	3
1810	3
1815	2
1820	2
1825	4
1830	6
1835	3
1840	4
1845	2
1850	2
1855	3
1900	2

Monmouth - Tuesday 13th February 2018

Junction: Monk Street/Priory Street/The Parade/Dixton Road

Approach: Priory Street

	Left Turn				Eastbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0700 - 0715	7	0	0	**7**	9	0	0	**9**	6	0	0	**6**
0715 - 0730	9	0	1	**10**	15	0	0	**15**	4	0	0	**4**
0730 - 0745	13	0	0	**13**	23	0	0	**23**	6	0	0	**6**
0745 - 0800	16	0	0	**16**	21	0	1	**22**	5	0	0	**5**
Hourly Total	**45**	**0**	**1**	**46**	**68**	**0**	**1**	**69**	**21**	**0**	**0**	**21**
0800 - 0815	23	0	0	**23**	27	0	1	**28**	10	0	0	**10**
0815 - 0830	28	0	0	**28**	28	1	0	**29**	12	0	0	**12**
0830 - 0845	35	0	1	**36**	21	0	1	**22**	18	0	0	**18**
0845 - 0900	31	0	0	**31**	26	1	0	**27**	20	0	0	**20**
Hourly Total	**117**	**0**	**1**	**118**	**102**	**2**	**2**	**106**	**60**	**0**	**0**	**60**
0900 - 0915	34	0	0	**34**	30	0	0	**30**	22	0	0	**22**
0915 - 0930	24	0	0	**24**	15	1	1	**17**	14	0	0	**14**
0930 - 0945	25	0	1	**26**	15	0	0	**15**	15	0	0	**15**
0945 - 1000	24	0	0	**24**	22	0	0	**22**	17	0	0	**17**
Hourly Total	**107**	**0**	**1**	**108**	**82**	**1**	**1**	**84**	**68**	**0**	**0**	**68**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**269**	**0**	**3**	**272**	**252**	**3**	**4**	**259**	**149**	**0**	**0**	**149**

	Left Turn				Eastbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1600 - 1615	15	0	0	**15**	11	0	0	**11**	9	0	0	**9**
1615 - 1630	19	0	0	**19**	9	0	1	**10**	7	0	0	**7**
1630 - 1645	22	0	1	**23**	12	1	0	**13**	16	0	0	**16**
1645 - 1700	21	0	1	**22**	11	0	0	**11**	10	0	0	**10**
Hourly Total	**77**	**0**	**2**	**79**	**43**	**1**	**1**	**45**	**42**	**0**	**0**	**42**
1700 - 1715	20	0	0	**20**	14	0	1	**15**	9	0	0	**9**
1715 - 1730	18	0	0	**18**	15	0	0	**15**	16	0	0	**16**
1730 - 1745	26	0	0	**26**	26	0	1	**27**	16	0	0	**16**
1745 - 1800	22	0	0	**22**	17	1	0	**18**	19	0	0	**19**
Hourly Total	**86**	**0**	**0**	**86**	**72**	**1**	**2**	**75**	**60**	**0**	**0**	**60**
1800 - 1815	19	0	1	**20**	15	0	1	**16**	15	0	0	**15**
1815 - 1830	20	0	0	**20**	11	0	0	**11**	11	0	0	**11**
1830 - 1845	15	0	0	**15**	10	0	0	**10**	10	0	0	**10**
1845 - 1900	11	0	0	**11**	12	0	0	**12**	9	0	0	**9**
Hourly Total	**65**	**0**	**1**	**66**	**48**	**0**	**1**	**49**	**45**	**0**	**0**	**45**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**228**	**0**	**3**	**231**	**163**	**2**	**4**	**169**	**147**	**0**	**0**	**147**

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

	Queue Lengths (Vehicles)
TIME	**Stationary**
700	3
705	2
710	2
715	3
720	4
725	3
730	4
735	5
740	4
745	5
750	4
755	3
800	5
805	7
810	11
815	7
820	6
825	8
830	7
835	6
840	7
845	8
850	7
855	8
900	10
905	8
910	7
915	4
920	7
925	5
930	3
935	4
940	5
945	4
950	3
955	5
1000	4

	Queue Lengths (Vehicles)
TIME	**Stationary**
1600	2
1605	2
1610	2
1615	2
1620	2
1625	4
1630	2
1635	3
1640	2
1645	4
1650	2
1655	5
1700	4
1705	2
1710	3
1715	4
1720	4
1725	5
1730	3
1735	2
1740	5
1745	4
1750	6
1755	3
1800	3
1805	2
1810	3
1815	2
1820	4
1825	4
1830	5
1835	3
1840	3
1845	4
1850	2
1855	3
1900	3

Monmouth - Tuesday 13th February 2018

Junction: Monk Street/Priory Street/The Parade/Dixton Road

Approach: The Parade

	Left Turn				Southbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0700 - 0715	19	0	0	**19**	0	0	0	**0**	7	0	0	**7**
0715 - 0730	27	1	0	**28**	1	0	0	**1**	9	0	0	**9**
0730 - 0745	24	0	0	**24**	2	0	0	**2**	12	0	0	**12**
0745 - 0800	20	0	0	**20**	6	0	0	**6**	18	0	0	**18**
Hourly Total	**90**	**1**	**0**	**91**	**9**	**0**	**0**	**9**	**46**	**0**	**0**	**46**
0800 - 0815	30	0	0	**30**	4	0	0	**4**	16	0	0	**16**
0815 - 0830	31	0	0	**31**	9	0	0	**9**	34	0	0	**34**
0830 - 0845	26	0	0	**26**	16	0	0	**16**	26	0	0	**26**
0845 - 0900	29	1	0	**30**	13	0	0	**13**	30	0	0	**30**
Hourly Total	**116**	**1**	**0**	**117**	**42**	**0**	**0**	**42**	**106**	**0**	**0**	**106**
0900 - 0915	22	0	0	**22**	15	0	0	**15**	27	0	0	**27**
0915 - 0930	24	0	0	**24**	17	0	0	**17**	21	0	0	**21**
0930 - 0945	21	1	0	**22**	14	0	0	**14**	18	0	0	**18**
0945 - 1000	19	0	0	**19**	13	0	0	**13**	17	0	0	**17**
Hourly Total	**86**	**1**	**0**	**87**	**59**	**0**	**0**	**59**	**83**	**0**	**0**	**83**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**292**	**3**	**0**	**295**	**110**	**0**	**0**	**110**	**235**	**0**	**0**	**235**

	Left Turn				Southbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1600 - 1615	11	0	0	**11**	10	0	0	**10**	29	0	0	**29**
1615 - 1630	8	0	0	**8**	13	0	0	**13**	22	0	0	**22**
1630 - 1645	7	0	0	**7**	11	0	0	**11**	26	0	0	**26**
1645 - 1700	12	1	0	**13**	15	0	0	**15**	21	0	0	**21**
Hourly Total	**38**	**1**	**0**	**39**	**49**	**0**	**0**	**49**	**98**	**0**	**0**	**98**
1700 - 1715	16	0	0	**16**	12	0	0	**12**	29	0	0	**29**
1715 - 1730	13	0	0	**13**	16	0	0	**16**	31	0	0	**31**
1730 - 1745	12	0	0	**12**	11	0	0	**11**	27	0	0	**27**
1745 - 1800	17	0	0	**17**	19	0	0	**19**	25	0	0	**25**
Hourly Total	**58**	**0**	**0**	**58**	**58**	**0**	**0**	**58**	**112**	**0**	**0**	**112**
1800 - 1815	20	0	0	**20**	8	0	0	**8**	20	0	0	**20**
1815 - 1830	14	0	0	**14**	12	0	0	**12**	26	0	0	**26**
1830 - 1845	11	0	0	**11**	9	0	0	**9**	21	0	0	**21**
1845 - 1900	10	0	0	**10**	5	0	0	**5**	17	0	0	**17**
Hourly Total	**55**	**0**	**0**	**55**	**34**	**0**	**0**	**34**	**84**	**0**	**0**	**84**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**151**	**1**	**0**	**152**	**141**	**0**	**0**	**141**	**294**	**0**	**0**	**294**

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

	Queue Lengths (Vehicles)
TIME	Stationary
700	2
705	4
710	3
715	3
720	4
725	5
730	4
735	3
740	4
745	6
750	8
755	6
800	6
805	7
810	8
815	6
820	9
825	11
830	9
835	10
840	8
845	9
850	11
855	12
900	10
905	8
910	7
915	10
920	6
925	7
930	5
935	6
940	4
945	5
950	5
955	4
1000	5

	Queue Lengths (Vehicles)
TIME	Stationary
1600	3
1605	3
1610	2
1615	4
1620	2
1625	3
1630	2
1635	3
1640	3
1645	2
1650	5
1655	7
1700	4
1705	7
1710	5
1715	4
1720	7
1725	9
1730	4
1735	5
1740	4
1745	5
1750	7
1755	5
1800	5
1805	7
1810	3
1815	4
1820	5
1825	4
1830	3
1835	4
1840	3
1845	3
1850	3
1855	2
1900	2

Monmouth - Tuesday 13th February 2018

Junction: Monk Street/Priory Street/The Parade/Dixton Road

Approach: Dixton Road

	Left Turn				Westbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0700 - 0715	7	0	0	**7**	6	0	0	**6**	0	0	0	**0**
0715 - 0730	9	0	0	**9**	9	0	0	**9**	2	0	0	**2**
0730 - 0745	4	1	0	**5**	4	0	1	**5**	2	0	0	**2**
0745 - 0800	11	0	0	**11**	11	0	0	**11**	7	0	0	**7**
Hourly Total	**31**	**1**	**0**	**32**	**30**	**0**	**1**	**31**	**11**	**0**	**0**	**11**
0800 - 0815	10	0	0	**10**	12	0	1	**13**	6	0	0	**6**
0815 - 0830	16	1	0	**17**	14	0	3	**17**	7	1	0	**8**
0830 - 0845	27	0	0	**27**	15	0	0	**15**	12	0	0	**12**
0845 - 0900	29	0	0	**29**	19	1	0	**20**	15	1	0	**16**
Hourly Total	**82**	**1**	**0**	**83**	**60**	**1**	**4**	**65**	**40**	**2**	**0**	**42**
0900 - 0915	27	0	0	**27**	15	0	0	**15**	11	0	0	**11**
0915 - 0930	19	0	0	**19**	17	0	0	**17**	10	0	0	**10**
0930 - 0945	14	0	0	**14**	14	0	0	**14**	6	0	0	**6**
0945 - 1000	16	0	0	**16**	9	0	0	**9**	7	0	0	**7**
Hourly Total	**76**	**0**	**0**	**76**	**55**	**0**	**0**	**55**	**34**	**0**	**0**	**34**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**189**	**2**	**0**	**191**	**145**	**1**	**5**	**151**	**85**	**2**	**0**	**87**

	Left Turn				Westbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1600 - 1615	16	0	0	**16**	24	0	1	**25**	9	0	0	**9**
1615 - 1630	19	0	0	**19**	22	1	0	**23**	10	0	0	**10**
1630 - 1645	14	0	0	**14**	29	0	1	**30**	13	0	0	**13**
1645 - 1700	16	1	0	**17**	27	0	0	**27**	9	0	0	**9**
Hourly Total	**65**	**1**	**0**	**66**	**102**	**1**	**2**	**105**	**41**	**0**	**0**	**41**
1700 - 1715	21	0	0	**21**	19	0	0	**19**	16	0	0	**16**
1715 - 1730	25	0	0	**25**	26	0	1	**27**	11	0	0	**11**
1730 - 1745	22	0	0	**22**	22	1	0	**23**	12	0	0	**12**
1745 - 1800	27	0	0	**27**	28	0	0	**28**	15	0	0	**15**
Hourly Total	**95**	**0**	**0**	**95**	**95**	**1**	**1**	**97**	**54**	**0**	**0**	**54**
1800 - 1815	15	0	0	**15**	17	0	1	**18**	19	0	0	**19**
1815 - 1830	20	0	0	**20**	15	0	0	**15**	14	0	0	**14**
1830 - 1845	16	0	0	**16**	13	0	1	**14**	8	0	0	**8**
1845 - 1900	9	0	0	**9**	12	0	0	**12**	5	0	0	**5**
Hourly Total	**60**	**0**	**0**	**60**	**57**	**0**	**2**	**59**	**46**	**0**	**0**	**46**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**220**	**1**	**0**	**221**	**254**	**2**	**5**	**261**	**141**	**0**	**0**	**141**

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

	Queue Lengths (Vehicles)
TIME	**Stationary**
700	0
705	0
710	2
715	0
720	2
725	2
730	0
735	0
740	2
745	0
750	0
755	3
800	4
805	5
810	6
815	5
820	7
825	6
830	6
835	6
840	7
845	8
850	10
855	11
900	8
905	6
910	7
915	6
920	4
925	3
930	5
935	4
940	2
945	3
950	4
955	4
1000	3

	Queue Lengths (Vehicles)
TIME	**Stationary**
1600	2
1605	2
1610	3
1615	2
1620	3
1625	4
1630	2
1635	3
1640	5
1645	4
1650	5
1655	6
1700	6
1705	5
1710	6
1715	9
1720	5
1725	4
1730	7
1735	6
1740	7
1745	10
1750	10
1755	7
1800	8
1805	10
1810	5
1815	7
1820	10
1825	7
1830	8
1835	6
1840	6
1845	3
1850	3
1855	4
1900	3

Monmouth - Tuesday 13th February 2018

Junction: Monk Street/Priory Street/The Parade/Dixton Road

Approach: Monk Street

	Left Turn				Northbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0700 - 0715	4	0	0	**4**	5	0	0	**5**	4	0	0	**4**
0715 - 0730	6	1	0	**7**	9	0	0	**9**	3	0	0	**3**
0730 - 0745	8	1	0	**9**	13	0	0	**13**	8	0	0	**8**
0745 - 0800	5	0	0	**5**	16	0	0	**16**	9	1	0	**10**
Hourly Total	**23**	**2**	**0**	**25**	**43**	**0**	**0**	**43**	**24**	**1**	**0**	**25**
0800 - 0815	12	1	0	**13**	17	0	0	**17**	12	1	0	**13**
0815 - 0830	16	0	0	**16**	22	1	0	**23**	19	0	0	**19**
0830 - 0845	27	0	1	**28**	24	0	0	**24**	26	0	0	**26**
0845 - 0900	21	0	0	**21**	23	0	0	**23**	24	0	0	**24**
Hourly Total	**76**	**1**	**1**	**78**	**86**	**1**	**0**	**87**	**81**	**1**	**0**	**82**
0900 - 0915	17	0	0	**17**	21	0	0	**21**	20	0	0	**20**
0915 - 0930	14	0	0	**14**	14	0	0	**14**	20	1	0	**21**
0930 - 0945	16	1	0	**17**	16	0	0	**16**	14	0	0	**14**
0945 - 1000	17	0	0	**17**	17	0	0	**17**	13	0	0	**13**
Hourly Total	**64**	**1**	**0**	**65**	**68**	**0**	**0**	**68**	**67**	**1**	**0**	**68**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**163**	**4**	**1**	**168**	**197**	**1**	**0**	**198**	**172**	**3**	**0**	**175**

	Left Turn				Northbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1600 - 1615	13	0	0	**13**	8	0	0	**8**	13	1	0	**14**
1615 - 1630	9	0	0	**9**	13	0	0	**13**	19	0	0	**19**
1630 - 1645	16	0	0	**16**	15	0	0	**15**	15	0	0	**15**
1645 - 1700	11	0	0	**11**	12	0	0	**12**	16	1	0	**17**
Hourly Total	**49**	**0**	**0**	**49**	**48**	**0**	**0**	**48**	**63**	**2**	**0**	**65**
1700 - 1715	15	0	0	**15**	14	0	0	**14**	17	0	0	**17**
1715 - 1730	12	0	0	**12**	10	0	0	**10**	14	0	0	**14**
1730 - 1745	19	1	0	**20**	15	0	0	**15**	10	0	0	**10**
1745 - 1800	8	0	0	**8**	11	0	0	**11**	11	0	0	**11**
Hourly Total	**54**	**1**	**0**	**55**	**50**	**0**	**0**	**50**	**52**	**0**	**0**	**52**
1800 - 1815	10	0	0	**10**	12	0	0	**12**	10	0	0	**10**
1815 - 1830	7	0	0	**7**	8	0	0	**8**	9	0	0	**9**
1830 - 1845	6	0	0	**6**	16	0	0	**16**	12	0	0	**12**
1845 - 1900	9	0	0	**9**	7	0	0	**7**	10	0	0	**10**
Hourly Total	**32**	**0**	**0**	**32**	**43**	**0**	**0**	**43**	**41**	**0**	**0**	**41**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**135**	**1**	**0**	**136**	**141**	**0**	**0**	**141**	**156**	**2**	**0**	**158**

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

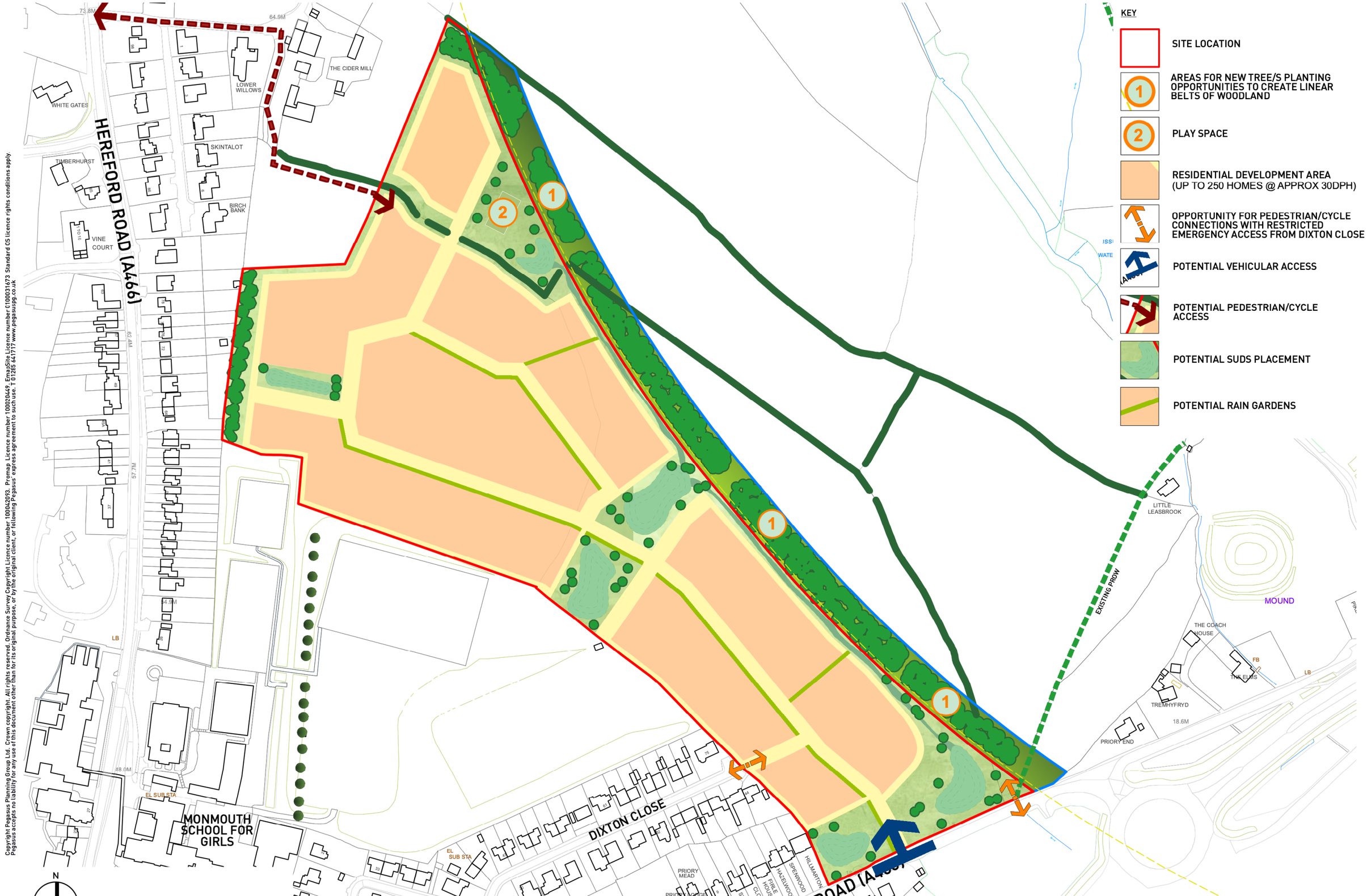
TIME	Queue Lengths (Vehicles) Stationary
700	2
705	2
710	2
715	3
720	3
725	4
730	3
735	3
740	4
745	3
750	3
755	4
800	3
805	4
810	6
815	5
820	7
825	6
830	5
835	10
840	7
845	6
850	8
855	7
900	6
905	5
910	4
915	4
920	2
925	4
930	4
935	2
940	3
945	2
950	2
955	3
1000	2

TIME	Queue Lengths (Vehicles) Stationary
1600	2
1605	0
1610	2
1615	3
1620	2
1625	0
1630	2
1635	3
1640	3
1645	4
1650	2
1655	5
1700	2
1705	3
1710	3
1715	6
1720	3
1725	5
1730	3
1735	2
1740	2
1745	3
1750	2
1755	5
1800	4
1805	3
1810	3
1815	2
1820	2
1825	4
1830	6
1835	3
1840	4
1845	2
1850	2
1855	3
1900	2

vectos.

Appendix B

Concept Masterplan



LEASBROOK, MONMOUTH - **STRATEGIC MASTERPLAN**

Pegasus Design

PEGASUSGROUP.CO.UK | TEAM/DRAWN BY EJT/CB/VB | APPROVED BY P.M: EJT | DATE: 08/08/23 | SCALE: 1:2500 @A3 | DRWG: **P18-0649**_01 REV: K | CLIENT: **REDROW HOMES** |

vectos.

Appendix C

Indicative Access Proposal

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Updated Alignment	RJ	JH	01.08.23

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

LEGEND:

PROPOSED KERBING

VISIBILITY SPLAY 2.4m x 43m based on MfS

MONMOUTHSHIRE COUNTY COUNCIL ADOPTED HIGHWAY 18.11.19

Land East of Monmouth

Site Access General Arrangement

Redrow

vectos. | PART OF SLR

Ground Floor Helmont House, Churchill Way, Cardiff CF10 2HE
t: 0117 203 5240 e: vectos@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
KR	EW	08.01.20	1:500 at A3	183748 - A05	A

vectos.

Appendix D

TRICS Outputs

Calculation Reference: AUDIT-152302-191125-1146

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	SC	SURREY	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 328 to 500 (units:)
Range Selected by User: 300 to 1400 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 29/06/18

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:

Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	4 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	4

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

Selected Location Sub Categories:

Residential Zone	4

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

Secondary Filtering selection:

Use Class:

C3	4 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	2 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 ES-03-M-11 MIXED HOUSES & FLATS EAST SUSSEX
HEMPSTEAD LANE
HAILSHAM
UPPER HORSEBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 354
Survey date: WEDNESDAY *13/07/16* *Survey Type: MANUAL*

2 HC-03-M-06 HOUSES & FLATS HAMPSHIRE
HUNTS POND ROAD
NEAR FAREHAM
TITCHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 328
Survey date: WEDNESDAY *04/11/15* *Survey Type: MANUAL*

3 SC-03-M-06 HOUSES & FLATS SURREY
ST ANNE'S DRIVE
REDHILL

Edge of Town
Residential Zone
Total Number of dwellings: 500
Survey date: WEDNESDAY *11/12/13* *Survey Type: MANUAL*

4 WK-03-M-01 MIXED HOUSES & FLATS WARWICKSHIRE
BIRMINGHAM ROAD
STRATFORD UPON AVON

Edge of Town
Residential Zone
Total Number of dwellings: 395
Survey date: FRIDAY *29/06/18* *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/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	394	0.048	4	394	0.231	4	394	0.279
08:00 - 09:00	4	394	0.105	4	394	0.303	4	394	0.408
09:00 - 10:00	4	394	0.100	4	394	0.139	4	394	0.239
10:00 - 11:00	4	394	0.094	4	394	0.116	4	394	0.210
11:00 - 12:00	4	394	0.102	4	394	0.110	4	394	0.212
12:00 - 13:00	4	394	0.117	4	394	0.108	4	394	0.225
13:00 - 14:00	4	394	0.104	4	394	0.113	4	394	0.217
14:00 - 15:00	4	394	0.111	4	394	0.129	4	394	0.240
15:00 - 16:00	4	394	0.213	4	394	0.131	4	394	0.344
16:00 - 17:00	4	394	0.205	4	394	0.118	4	394	0.323
17:00 - 18:00	4	394	0.242	4	394	0.119	4	394	0.361
18:00 - 19:00	4	394	0.235	4	394	0.119	4	394	0.354
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.676			1.736			3.412

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:	328 - 500 (units:)
Survey date date range:	01/01/11 - 29/06/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	394	0.003	4	394	0.002	4	394	0.005
08:00 - 09:00	4	394	0.008	4	394	0.007	4	394	0.015
09:00 - 10:00	4	394	0.003	4	394	0.003	4	394	0.006
10:00 - 11:00	4	394	0.002	4	394	0.002	4	394	0.004
11:00 - 12:00	4	394	0.004	4	394	0.004	4	394	0.008
12:00 - 13:00	4	394	0.003	4	394	0.003	4	394	0.006
13:00 - 14:00	4	394	0.002	4	394	0.001	4	394	0.003
14:00 - 15:00	4	394	0.003	4	394	0.004	4	394	0.007
15:00 - 16:00	4	394	0.010	4	394	0.011	4	394	0.021
16:00 - 17:00	4	394	0.002	4	394	0.002	4	394	0.004
17:00 - 18:00	4	394	0.003	4	394	0.002	4	394	0.005
18:00 - 19:00	4	394	0.001	4	394	0.001	4	394	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.042			0.086

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	394	0.000	4	394	0.000	4	394	0.000
08:00 - 09:00	4	394	0.001	4	394	0.001	4	394	0.002
09:00 - 10:00	4	394	0.000	4	394	0.000	4	394	0.000
10:00 - 11:00	4	394	0.001	4	394	0.001	4	394	0.002
11:00 - 12:00	4	394	0.002	4	394	0.001	4	394	0.003
12:00 - 13:00	4	394	0.001	4	394	0.001	4	394	0.002
13:00 - 14:00	4	394	0.000	4	394	0.001	4	394	0.001
14:00 - 15:00	4	394	0.001	4	394	0.001	4	394	0.002
15:00 - 16:00	4	394	0.000	4	394	0.000	4	394	0.000
16:00 - 17:00	4	394	0.000	4	394	0.000	4	394	0.000
17:00 - 18:00	4	394	0.001	4	394	0.001	4	394	0.002
18:00 - 19:00	4	394	0.000	4	394	0.000	4	394	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	394	0.003	4	394	0.008	4	394	0.011
08:00 - 09:00	4	394	0.001	4	394	0.012	4	394	0.013
09:00 - 10:00	4	394	0.004	4	394	0.008	4	394	0.012
10:00 - 11:00	4	394	0.002	4	394	0.001	4	394	0.003
11:00 - 12:00	4	394	0.001	4	394	0.004	4	394	0.005
12:00 - 13:00	4	394	0.003	4	394	0.004	4	394	0.007
13:00 - 14:00	4	394	0.002	4	394	0.003	4	394	0.005
14:00 - 15:00	4	394	0.004	4	394	0.003	4	394	0.007
15:00 - 16:00	4	394	0.007	4	394	0.003	4	394	0.010
16:00 - 17:00	4	394	0.009	4	394	0.003	4	394	0.012
17:00 - 18:00	4	394	0.012	4	394	0.004	4	394	0.016
18:00 - 19:00	4	394	0.003	4	394	0.004	4	394	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.057			0.108

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	394	0.056	4	394	0.306	4	394	0.362
08:00 - 09:00	4	394	0.139	4	394	0.514	4	394	0.653
09:00 - 10:00	4	394	0.133	4	394	0.200	4	394	0.333
10:00 - 11:00	4	394	0.127	4	394	0.164	4	394	0.291
11:00 - 12:00	4	394	0.140	4	394	0.156	4	394	0.296
12:00 - 13:00	4	394	0.171	4	394	0.146	4	394	0.317
13:00 - 14:00	4	394	0.162	4	394	0.164	4	394	0.326
14:00 - 15:00	4	394	0.167	4	394	0.169	4	394	0.336
15:00 - 16:00	4	394	0.347	4	394	0.183	4	394	0.530
16:00 - 17:00	4	394	0.315	4	394	0.181	4	394	0.496
17:00 - 18:00	4	394	0.341	4	394	0.175	4	394	0.516
18:00 - 19:00	4	394	0.324	4	394	0.179	4	394	0.503
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.422			2.537			4.959

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	394	0.008	4	394	0.020	4	394	0.028
08:00 - 09:00	4	394	0.014	4	394	0.093	4	394	0.107
09:00 - 10:00	4	394	0.025	4	394	0.018	4	394	0.043
10:00 - 11:00	4	394	0.008	4	394	0.012	4	394	0.020
11:00 - 12:00	4	394	0.014	4	394	0.020	4	394	0.034
12:00 - 13:00	4	394	0.020	4	394	0.018	4	394	0.038
13:00 - 14:00	4	394	0.012	4	394	0.015	4	394	0.027
14:00 - 15:00	4	394	0.017	4	394	0.013	4	394	0.030
15:00 - 16:00	4	394	0.058	4	394	0.021	4	394	0.079
16:00 - 17:00	4	394	0.025	4	394	0.023	4	394	0.048
17:00 - 18:00	4	394	0.032	4	394	0.018	4	394	0.050
18:00 - 19:00	4	394	0.029	4	394	0.012	4	394	0.041
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.262			0.283			0.545

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	394	0.003	4	394	0.022	4	394	0.025
08:00 - 09:00	4	394	0.003	4	394	0.030	4	394	0.033
09:00 - 10:00	4	394	0.008	4	394	0.010	4	394	0.018
10:00 - 11:00	4	394	0.007	4	394	0.011	4	394	0.018
11:00 - 12:00	4	394	0.008	4	394	0.013	4	394	0.021
12:00 - 13:00	4	394	0.011	4	394	0.011	4	394	0.022
13:00 - 14:00	4	394	0.009	4	394	0.010	4	394	0.019
14:00 - 15:00	4	394	0.019	4	394	0.013	4	394	0.032
15:00 - 16:00	4	394	0.033	4	394	0.008	4	394	0.041
16:00 - 17:00	4	394	0.028	4	394	0.016	4	394	0.044
17:00 - 18:00	4	394	0.015	4	394	0.008	4	394	0.023
18:00 - 19:00	4	394	0.013	4	394	0.007	4	394	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.157			0.159			0.316

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	394	0.000	4	394	0.009	4	394	0.009
08:00 - 09:00	4	394	0.001	4	394	0.015	4	394	0.016
09:00 - 10:00	4	394	0.000	4	394	0.006	4	394	0.006
10:00 - 11:00	4	394	0.000	4	394	0.003	4	394	0.003
11:00 - 12:00	4	394	0.000	4	394	0.001	4	394	0.001
12:00 - 13:00	4	394	0.001	4	394	0.001	4	394	0.002
13:00 - 14:00	4	394	0.001	4	394	0.001	4	394	0.002
14:00 - 15:00	4	394	0.003	4	394	0.001	4	394	0.004
15:00 - 16:00	4	394	0.004	4	394	0.000	4	394	0.004
16:00 - 17:00	4	394	0.006	4	394	0.000	4	394	0.006
17:00 - 18:00	4	394	0.016	4	394	0.000	4	394	0.016
18:00 - 19:00	4	394	0.005	4	394	0.000	4	394	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.037			0.074

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	394	0.003	4	394	0.031	4	394	0.034
08:00 - 09:00	4	394	0.004	4	394	0.046	4	394	0.050
09:00 - 10:00	4	394	0.008	4	394	0.016	4	394	0.024
10:00 - 11:00	4	394	0.007	4	394	0.015	4	394	0.022
11:00 - 12:00	4	394	0.008	4	394	0.013	4	394	0.021
12:00 - 13:00	4	394	0.011	4	394	0.012	4	394	0.023
13:00 - 14:00	4	394	0.010	4	394	0.010	4	394	0.020
14:00 - 15:00	4	394	0.022	4	394	0.013	4	394	0.035
15:00 - 16:00	4	394	0.037	4	394	0.008	4	394	0.045
16:00 - 17:00	4	394	0.034	4	394	0.016	4	394	0.050
17:00 - 18:00	4	394	0.032	4	394	0.008	4	394	0.040
18:00 - 19:00	4	394	0.018	4	394	0.007	4	394	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.194			0.195			0.389

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	394	0.069	4	394	0.364	4	394	0.433
08:00 - 09:00	4	394	0.158	4	394	0.664	4	394	0.822
09:00 - 10:00	4	394	0.169	4	394	0.242	4	394	0.411
10:00 - 11:00	4	394	0.144	4	394	0.192	4	394	0.336
11:00 - 12:00	4	394	0.163	4	394	0.193	4	394	0.356
12:00 - 13:00	4	394	0.205	4	394	0.181	4	394	0.386
13:00 - 14:00	4	394	0.186	4	394	0.192	4	394	0.378
14:00 - 15:00	4	394	0.211	4	394	0.198	4	394	0.409
15:00 - 16:00	4	394	0.448	4	394	0.216	4	394	0.664
16:00 - 17:00	4	394	0.383	4	394	0.223	4	394	0.606
17:00 - 18:00	4	394	0.417	4	394	0.205	4	394	0.622
18:00 - 19:00	4	394	0.373	4	394	0.202	4	394	0.575
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.926			3.072			5.998

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	394	0.036	4	394	0.202	4	394	0.238
08:00 - 09:00	4	394	0.084	4	394	0.273	4	394	0.357
09:00 - 10:00	4	394	0.086	4	394	0.120	4	394	0.206
10:00 - 11:00	4	394	0.074	4	394	0.096	4	394	0.170
11:00 - 12:00	4	394	0.081	4	394	0.089	4	394	0.170
12:00 - 13:00	4	394	0.101	4	394	0.091	4	394	0.192
13:00 - 14:00	4	394	0.092	4	394	0.106	4	394	0.198
14:00 - 15:00	4	394	0.094	4	394	0.109	4	394	0.203
15:00 - 16:00	4	394	0.184	4	394	0.104	4	394	0.288
16:00 - 17:00	4	394	0.185	4	394	0.104	4	394	0.289
17:00 - 18:00	4	394	0.214	4	394	0.105	4	394	0.319
18:00 - 19:00	4	394	0.219	4	394	0.108	4	394	0.327
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.450			1.507			2.957

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	394	0.008	4	394	0.025	4	394	0.033
08:00 - 09:00	4	394	0.012	4	394	0.021	4	394	0.033
09:00 - 10:00	4	394	0.011	4	394	0.012	4	394	0.023
10:00 - 11:00	4	394	0.016	4	394	0.016	4	394	0.032
11:00 - 12:00	4	394	0.015	4	394	0.015	4	394	0.030
12:00 - 13:00	4	394	0.012	4	394	0.012	4	394	0.024
13:00 - 14:00	4	394	0.010	4	394	0.006	4	394	0.016
14:00 - 15:00	4	394	0.011	4	394	0.015	4	394	0.026
15:00 - 16:00	4	394	0.019	4	394	0.015	4	394	0.034
16:00 - 17:00	4	394	0.018	4	394	0.012	4	394	0.030
17:00 - 18:00	4	394	0.022	4	394	0.011	4	394	0.033
18:00 - 19:00	4	394	0.013	4	394	0.010	4	394	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.167			0.170			0.337

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	394	0.001	4	394	0.002	4	394	0.003
08:00 - 09:00	4	394	0.001	4	394	0.002	4	394	0.003
09:00 - 10:00	4	394	0.001	4	394	0.004	4	394	0.005
10:00 - 11:00	4	394	0.001	4	394	0.001	4	394	0.002
11:00 - 12:00	4	394	0.001	4	394	0.001	4	394	0.002
12:00 - 13:00	4	394	0.000	4	394	0.000	4	394	0.000
13:00 - 14:00	4	394	0.000	4	394	0.000	4	394	0.000
14:00 - 15:00	4	394	0.001	4	394	0.001	4	394	0.002
15:00 - 16:00	4	394	0.001	4	394	0.001	4	394	0.002
16:00 - 17:00	4	394	0.003	4	394	0.000	4	394	0.003
17:00 - 18:00	4	394	0.002	4	394	0.000	4	394	0.002
18:00 - 19:00	4	394	0.001	4	394	0.000	4	394	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.012			0.025

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

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

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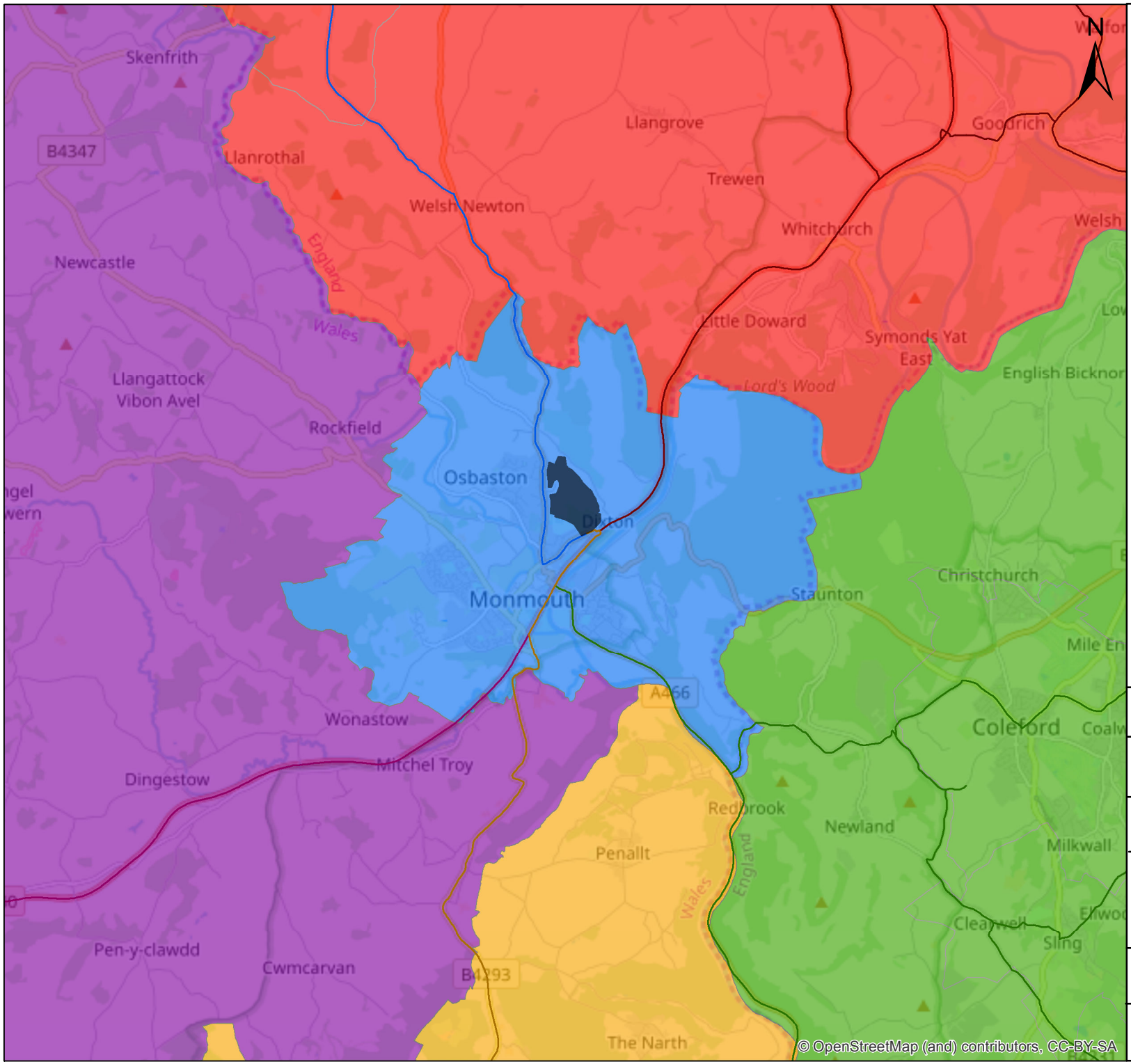
Appendix E

GIS Distribution Outputs



Legend

- Site
- B4293 Northbound
- A466 Northbound
- Hereford Road Southbound
- A40 Eastbound
- A40 Westbound
- A40 Eastbound - 21%
- A466 Northbound - 6%
- A40 Westbound - 35%
- Hereford Road Southbound - 29%
- B4293 Northbound - 9%

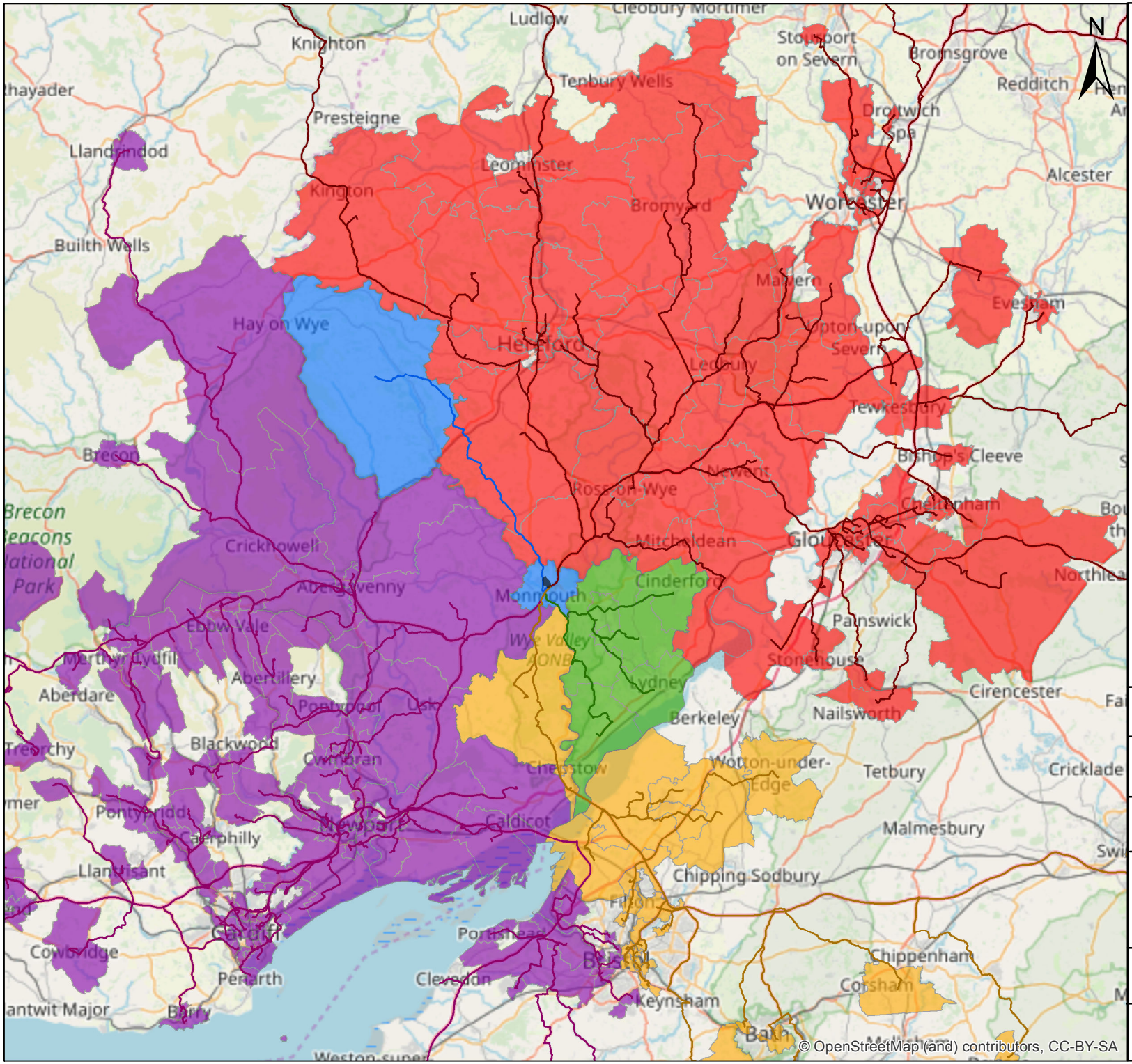
Redrow Homes Ltd

Land East of Monmouth

Residential Distribution – Local Context

FIGURE: **Figure 1**

DRAWN BY:	CHECKED BY:	DATE:
HJ	EW	18/11/2019



Redrow Homes Ltd

Land East of Monmouth

Residential Distribution – Strategic Context

FIGURE: **Figure 2**

DRAWN BY:	CHECKED BY:	DATE:
HJ	EW	18/11/2019

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