

A48 Main Road

Alvington Parish

Appendix 8

Printable Version – (Double sided/duplex)

September 2018

A48 Main Road – overview

The A48 passes through the centre of Alvington, to the North for Gloucester and to the South for Chepstow, Newport and Cardiff.

The A48 has very old origins, it was first thought to have been Roman, but this has never been proven. There is considerable Roman evidence in the area, thus there should be roads somewhere and hence it is easy to assume the A48 could have been Roman.

There are however references to 1145 when the Bishop of Hereford granted Alvington Manor to Llanthony Priory, he mentioned the recent devastation of land and dispersal of the inhabitants and it is possible that the ordered plan of the village, with a series of long home closes, (houses with long gardens or orchards), extending North West and South East from the main Gloucester to Chepstow road, was created after the grant.

This arrangement still exists today thus making it impossible to widen the A48 or the footpaths through the village.

Until the first Severn and Wye Bridge crossing was opened in 1966, the A48 was part of the main route between London and South Wales. For a while the volume of traffic was greatly reduced, however the volume has increased with time.

Possible reasons:

1. In 1966 not every household had a car, now 50 years later it is not uncommon for a household to have four cars.
2. Tolls on the Severn Bridge used to be split both ways but were changed to West bound only entry into Wales, hence a large number of HGV type vehicles now avoid the tolls by driving down the A48 to South Wales.
3. The introduction of Supermarkets and more industry to the area requiring larger commercial vehicles for deliveries and transportation.
4. More recently internet shopping has resulted in more courier (white van) home deliveries.
5. Travelling further to work by car is the preferred option to public transport, especially as there are continual cuts in services.

The design and capabilities of modern vehicles are more suitable for motorways not narrow older type A roads such as the A48.

The A48 is the main route between Gloucester and Chepstow with essential artery access to the Forest of Dean. The A48 was de-trunked from A48 (T) on 1st July 2005.

The volume, speed and size of vehicles are resulting in many safety issues on the A48.

A survey of the speed and volume of traffic took place at the top of the Swan Hill between Thursday 9th June and Wednesday 15th June 2016. A survey also took place on Clanna Lane at the same time.

The speed and volume recorded for 7 days over 24 hours.

The results were average speed 37 mph and an average volume of 11,010 vehicles per day.

The current maximum legal sizes and weight of Lorries are as follows:

Weight: 44 tonnes.

Length: Between 12 metres and 18.75 metres.

Width: 2.55 excluding mirrors, refrigerated vehicles 2.60 metres.

The width of the A48 through the village. Kerb to white centre line is 3.30 metres.

3.30 metres (road width) less width of Lorry 2.55 meters = 0.75 metres.

or

10.83 feet less width of Lorry 8.37 feet = 2.46 feet.

0.75 metres or 2.46 feet is the difference between the width of a Lorry and width of the A48.

The current maximum legal sizes and weight of Coaches are as follows:

Weight: 18 tonnes.

Width: 2.60 metres excluding mirrors, same as refrigerated.

There is an A48 Group that meets twice a year in May and December; they discuss the issues that have been raised by residents.

Extra Volume of Traffic

An estimate for the extra volume of traffic on the A48 through the village, with the expected allocation of 2195 new dwellings in this area.

To obtain these figures Dave Simmons at Gloucestershire County Council, Shire Hall, Gloucester, was contacted.

The attached emails give the expected result of volume increase.

There will be a new speed and volume survey carried out in the near future.

Also another additional 256 new homes have been recently approved for Lydney. This will result in a change to the Dave Simmons calculations.

Another factor to increase the volume of traffic will be the removal of the Severn Bridge tolls in 2018.

Attachments:

1. TS4630 Alvington Summary Report - Speed and Volume Surveys June 2016.
2. A48 Alvington traffic survey data - Speed Statistics Report. June 2016
3. A48 Alvington traffic survey data - Weekly Volume Report. June 2016
4. A48 Main Road, Alvington, incident records by speed (fixed) camera. Collision and casualty by severity and year of location
5. Lorry sizes and weights.
6. A48 Group Report.
7. Email to Dave Simmons regarding extra traffic to include 2195 new houses.
8. Email from Dave Simmons with expected volume increase.

Alvington Speed Surveys June 2016

Introduction

- This report provides a summary of the results of speed surveys that were carried out at two locations in Alvington. The surveys took place between Thursday 9th June and Wednesday 15th June 2016.
- The surveys were carried out by means of Automatic Traffic Counters (ATC), Radar attached to street furniture. With careful installation and level of traffic flow at each of the two locations, a high degree of accuracy is possible from the survey method employed.
- Speeds - all speed surveys are carried out over a period of 7 days or more. The results given within this report are averaged over a 7-day period. The mean speed is the measurement used nationally in assessments for speed limits and is therefore used within this report for consistency.
- Flows - the figures given within this summary are the combined two-way 24 hours flows averaged for a day over the period of the survey. This reduces the effect of daily variations and gives the best indication of the overall traffic flows.

Location of Surveys

Site 10395 Clanna Raod



Site 10394_A48 Main Road





Results

	Alvington		
	Site 10394 A48 Main Road		
	N/b	S/b	Combined
Mean speed (mph)	31.9	31.9	31.9
85 th %ile speed (mph)	38	36	37
Average Mon-Fri Volume	5205	5804	11010
Average Mon-Sun Volume	4859	5373	10232
	Site 10395 Clanna Road		
	N/b	S/b	Combined
Mean speed (mph)	22.4	23.6	23
85 th %ile speed (mph)	26	29	28
Average Mon-Fri Volume	496	517	1013
Average Mon-Sun Volume	467	488	955

Speeds

- The speed limit at both sites is 30 mph.
- Speed limits are based on Department for Transport (DfT) guidelines - DfT Circular 01/2006 - 'Setting Local Speed Limits'. In simple terms, the DLTR criteria states that the mean speeds should be comparable to the existing/proposed speed limit.
- The mean speeds at site 10394 Main Road are just above the posted speed limit; however speeds at site 10395 are well below the posted speed limit.

Traffic volume

- The total traffic volume of approximately 11000 vehicles at site 10394 Main Road and 1000 vehicles at site 10395 Clanna Road is the average for a weekday, calculated from one week of measurement. In general, traffic volumes are higher during the week than at the weekend.

Speed Statistics Report GCC_SURVEYMANAGER 000000010394 2016-06-09 to 2016-06-15

Site Name A48 MAIN ROAD, ALVINGTON

Site ID 000000010394

Grid 360085200641

Description MAIN ROAD, ALVINGTON

All directions																	
	Total	Mean	Std	<--	Percentile bins								-->	% over limit (30mph) by:			
	Flow	Speed	Dev	5th	15th	25th	50th	75th	85th	90th	95th	0%	5%	10%	15%		
00:00:00	397	34.8	7	25	29	31	34	38	42	44	47	75.8	67	52.1	43.6		
01:00:00	193	36.8	7.3	27	30	32	36	41	43	46	50	79.3	75.6	63.7	58.5		
02:00:00	160	36.3	8.1	23	28	30	36	41	44	47	51	74.4	71.3	61.9	58.1		
03:00:00	173	36	6.5	27	30	31	35	40	44	46	48.3	80.9	69.4	58.4	53.8		
04:00:00	303	31.6	9.5	12	21	28	33	38	40	42	44	64	57.4	46.9	42.9		
05:00:00	965	35.8	6.2	27	30	31	35	39	42	44	47	81.2	74.7	62.5	55.5		
06:00:00	2691	33.5	5.3	26	28	30	33	37	39	40	42	71.6	62.4	46.8	39.4		
07:00:00	4077	32.2	5.2	24	28	29	32	35	37	39	41	62.4	52.4	35.4	28.1		
08:00:00	4886	31.3	4.8	24	27	28	31	34	36	37	40	55.4	44.9	28.1	21.6		
09:00:00	4193	31.3	4.7	25	27	29	31	34	36	37	40	54.7	44.3	28	20.6		
10:00:00	4517	30.8	4.9	24	27	28	30	33	35	37	39	50	39.8	24.6	18.8		
11:00:00	4695	30.9	4.6	24	27	28	31	34	35	36.4	39	51.3	40.2	25.3	18.7		
12:00:00	4547	31.2	4.6	25	27	28	31	34	36	37	39	52.5	42.1	26.7	20.7		
13:00:00	4660	31.6	4.9	24	27	29	31	34	36	38	40	57.7	46.4	29.1	23.2		
14:00:00	4689	31.5	4.9	24	27	29	31	34	36	38	40	55.2	44.5	28.3	21.7		
15:00:00	5290	31.1	5	24	27	28	31	34	36	37	39	52.6	42.2	26.6	20.3		
16:00:00	5891	31.6	4.7	25	27	29	31	34	36	37	40	57.3	46.5	30.1	23.4		
17:00:00	5941	31.2	5.1	23	27	28	31	34	36	37	40	53.5	43.8	28.3	22.1		
18:00:00	4680	32.2	5.4	24	27	29	32	35	37	39	42	61.3	52.3	36.2	29		
19:00:00	3110	33.3	5.6	26	28	30	33	36	38	40	43	68.6	60.4	43.3	35.8		
20:00:00	2109	33.9	5.9	26	29	30	33	37	40	42	44	71.1	62.5	47.6	39.9		
21:00:00	1575	33.7	5.9	26	28	30	33	37	39	42	45	67.8	59	43.9	37.1		

22:00:00	1175	33.8	6	26	28	30	33	37	40	41	44	68.1	61.4	47.5	39.8
23:00:00	709	35	6.6	26.5	29	30	34	39	41.5	43	46.5	74.9	67	54	46.8
07-19	58066	31.4	4.9	24	27	29	31	34	36	37	40	55.2	44.9	28.8	22.3
06-22	67551	31.7	5.1	24	27	29	31	34	36	38	41	57.3	47.2	31.1	24.5
06-24	69435	31.8	5.1	24	27	29	31	34	37	38	41	57.7	47.6	31.6	25
00-24	71626	31.9	5.3	24	27	29	31	35	37	38	41	58.3	48.3	32.5	25.8
am Peak	08:00:00	01:00:00	04:00:00	01:00:00	01:00:00	01:00:00	01:00:00	01:00:00	02:00:00	02:00:00	02:00:00	05:00:00	01:00:00	01:00:00	01:00:00
Peak Value	4886	36.8	9.5	27	30	32	36	41	44	47	51	81.2	75.6	63.7	58.5
pm Peak	17:00:00	23:00:00	23:00:00	23:00:00	20:00:00	19:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00
Peak Value	5941	35	6.6	26.5	29	30	34	39	41.5	43	46.5	74.9	67	54	46.8

SOUTHBOUND

	Total	Mean	Std	<--	Percentile bins							-->	% over limit (30mph) by:			
	Flow	Speed	Dev	5th	15th	25th	50th	75th	85th	90th	95th	0%	5%	10%	15%	
00:00:00	147	36.5	7.2	28	30.2	31	35	40	44	45	49.2	85	74.1	60.5	52.4	
01:00:00	72	36.1	6.6	26.6	30	31	35.5	39	43	43.7	49	77.8	73.6	65.3	58.3	
02:00:00	68	36.9	7.3	27.4	29	31.2	36	41	43	47	51.5	79.4	75	64.7	61.8	
03:00:00	116	35.6	6.2	27	30	31	35	39	42.9	45.3	48	78.4	70.7	58.6	54.3	
04:00:00	180	34.1	5.3	25	29	31	34	37	39	41	42.9	75.6	66.1	52.2	46.1	
05:00:00	596	36.2	5.9	28	31	32	36	39	42	44	47.1	85.4	78.7	64.9	57.9	
06:00:00	2021	33.5	4.5	27	29	30	33	36	38	40	42	73.7	63	45.5	37.5	
07:00:00	2610	32.4	4	27	29	30	32	35	36	37	40	65.5	53.2	33.5	25.2	
08:00:00	2781	31.3	3.9	26	28	29	31	33	35	36	38	54.9	42.4	23.9	16.9	
09:00:00	2390	31.2	3.8	26	28	29	31	33	35	36	38	53.6	40.9	23.9	16.4	
10:00:00	2517	30.7	4.1	25	27	28	30	33	34	36	38	47.5	36.1	20.5	14.9	
11:00:00	2599	30.9	3.6	26	28	29	31	33	34	35	37	50.3	36.6	20.8	14.1	
12:00:00	2440	31.1	3.7	26	28	29	31	33	35	36	38	51.4	39.5	22	15.5	
13:00:00	2354	31.7	4.1	26	28	29	31	34	36	37	39	58.7	45.3	26.7	20.3	
14:00:00	2346	31.2	4	26	28	29	31	33	35	36	38	54	40.6	23.7	16.4	
15:00:00	2547	31.1	4	26	28	29	31	33	35	36	38	52.9	40.2	23.4	16.6	
16:00:00	2918	31.5	3.9	26	28	29	31	34	35	36	38	57.3	44	26.3	19.2	

17:00:00	2750	31.6	4.2	26	28	29	31	34	36	37	39	57.1	45.2	27.7	20.6
18:00:00	2169	32.5	4.4	26	28	29	32	35	37	38	40	65.8	55.5	36.7	28
19:00:00	1462	33.2	4.6	27	29	30	33	36	38	39	41	69.7	59.6	43	33.7
20:00:00	982	33.5	5.1	27	29	30	33	36	39	41	43	71.3	60.4	44.1	35.2
21:00:00	730	33.1	5.3	26	28	30	32	36	38	40	43	65.9	56.8	38.5	30.7
22:00:00	527	33.8	5.7	26	28.2	30	33	37	39	41	43	68.7	61.7	46.9	38.5
23:00:00	292	35.2	6	27.6	29	31	34	39	42	43	47	76.7	69.9	56.5	48.3
07-19	30421	31.4	4	26	28	29	31	34	35	36	39	55.7	43.2	25.7	18.6
06-22	35616	31.7	4.2	26	28	29	31	34	36	37	39	57.9	45.8	28.3	21
06-24	36435	31.8	4.3	26	28	29	31	34	36	37	39	58.2	46.2	28.8	21.5
00-24	37614	31.9	4.4	26	28	29	31	34	36	37	40	59	47.1	29.8	22.5
am Peak	08:00:00	02:00:00	02:00:00	00:00:00	05:00:00	05:00:00	02:00:00	02:00:00	00:00:00	02:00:00	02:00:00	05:00:00	05:00:00	01:00:00	02:00:00
Peak Value	2781	36.9	7.3	28	31	32	36	41	44	47	51.5	85.4	78.7	65.3	61.8
pm Peak	16:00:00	23:00:00	23:00:00	23:00:00	19:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00
Peak Value	2918	35.2	6	27.6	29	31	34	39	42	43	47	76.7	69.9	56.5	48.3

NORTHBOUND

	Total	Mean	Std	<--	Percentile bins							-->	% over limit (30mph) by:			
	Flow	Speed	Dev	5th	15th	25th	50th	75th	85th	90th	95th	0%	5%	10%	15%	
00:00:00	250	33.8	6.7	23.5	28	30	33	36.2	40.3	43	46	70.4	62.8	47.2	38.4	
01:00:00	121	37.1	7.6	27	30	32	36	42	44	47.6	51.9	80.2	76.9	62.8	58.7	
02:00:00	92	35.8	8.5	22	26	29.2	36	42	44	47	52	70.7	68.5	59.8	55.4	
03:00:00	57	36.8	7.1	27.8	30.7	31	36	41.5	47	48.4	51	86	66.7	57.9	52.6	
04:00:00	123	27.9	12.6	11	12	14	29	38	41	43.6	49	47.2	44.7	39	38.2	
05:00:00	369	35.2	6.8	24	28	30	35	40	43	44	46.5	74.5	68.3	58.5	51.8	
06:00:00	670	33.6	7.3	22	26	28	34	39	40	42	46	65.4	60.3	50.6	44.9	
07:00:00	1467	31.8	6.7	21	25	27	32	36	39	40	43	57	50.9	38.9	33.4	
08:00:00	2105	31.4	5.8	22	26	28	31	35	37	39	41	56	48.1	33.6	27.7	
09:00:00	1803	31.4	5.8	22	26	28	31	35	37	38	41	56.2	48.8	33.4	26.1	
10:00:00	2000	31	5.6	21	26	28	31	34	36	38	40	53.1	44.5	29.8	23.7	
11:00:00	2096	30.9	5.6	21	26	28	31	34	36	38	40	52.7	44.7	30.9	24.3	

12:00:00	2107	31.4	5.5	23	26	28	31	35	37	39	41	53.8	45.2	32	26.6
13:00:00	2306	31.5	5.6	22	26	28	31	35	37	39	41	56.6	47.5	31.5	26.1
14:00:00	2343	31.7	5.6	23	27	28	31	35	37	39	41	56.3	48.4	32.9	27
15:00:00	2743	31	5.8	22	26	28	31	34	37	38	41	52.3	44	29.5	23.7
16:00:00	2973	31.7	5.4	23	27	28	31	35	37	39	41	57.2	48.9	33.8	27.5
17:00:00	3191	30.8	5.8	22	25	27	31	34	36	38	40	50.5	42.7	28.8	23.4
18:00:00	2511	32	6.2	22	26	28	31	35	38	40	43	57.3	49.6	35.8	29.7
19:00:00	1648	33.4	6.3	24	28	30	33	37	39	41	45	67.7	61	43.6	37.7
20:00:00	1127	34.2	6.5	25	28	30	34	38	41	43	45	71	64.3	50.7	43.9
21:00:00	845	34.2	6.3	25	28	30	33	38	41	42.4	46	69.5	60.9	48.6	42.6
22:00:00	648	33.8	6.2	25	28	30	33	38	40	41.1	44.5	67.6	61.1	48	40.9
23:00:00	417	34.8	6.9	25	29	30	34	38.5	41	43	46.1	73.6	65	52.3	45.8
07-19	27645	31.4	5.8	22	26	28	31	35	37	39	41	54.8	46.7	32.3	26.3
06-22	31935	31.7	5.9	22	26	28	31	35	37	39	42	56.6	48.7	34.3	28.4
06-24	33000	31.8	6	22	26	28	31	35	38	39	42	57	49.2	34.8	28.8
00-24	34012	31.9	6.1	22	26	28	31	35	38	39	42	57.5	49.7	35.4	29.4
am Peak	08:00:00	01:00:00	04:00:00	03:00:00	03:00:00	01:00:00	01:00:00	01:00:00	03:00:00	03:00:00	02:00:00	03:00:00	01:00:00	01:00:00	01:00:00
Peak Value	2105	37.1	12.6	27.8	30.7	32	36	42	47	48.4	52	86	76.9	62.8	58.7
pm Peak	17:00:00	23:00:00	23:00:00	20:00:00	23:00:00	19:00:00	20:00:00	23:00:00	20:00:00	20:00:00	23:00:00	23:00:00	23:00:00	23:00:00	23:00:00
Peak Value	3191	34.8	6.9	25	29	30	34	38.5	41	43	46.1	73.6	65	52.3	45.8

Weekly Volume Report GCC_SURVEYMANAGER 00000010394 2016-06-09 to 2016-06-15

Site Name A48 MAIN ROAD, ALVINGTON

Site ID 000000010394

Grid 360085200641

Description MAIN ROAD, ALVINGTON

All directions										
	<--	Average of each					-->	Average		Total
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Workday	7 Day	Count
00:00:00	24	23	32	34	42	136	106	31	57	397
01:00:00	13	15	13	20	24	45	63	17	28	193
02:00:00	14	20	20	13	22	28	43	18	23	160
03:00:00	27	21	19	24	35	20	27	25	25	173
04:00:00	48	39	41	45	42	33	55	43	43	303
05:00:00	174	163	169	175	162	74	48	169	138	965
06:00:00	514	521	520	463	461	134	78	496	384	2691
07:00:00	714	777	704	745	720	264	153	732	582	4077
08:00:00	821	894	850	861	832	420	208	852	698	4886
09:00:00	632	662	635	666	698	570	330	659	599	4193
10:00:00	632	585	624	676	719	713	568	647	645	4517
11:00:00	557	625	668	654	730	772	689	647	671	4695
12:00:00	599	620	582	635	723	693	695	632	650	4547
13:00:00	608	644	620	635	752	749	652	652	666	4660
14:00:00	645	655	684	649	780	662	614	683	670	4689
15:00:00	738	767	764	771	946	696	608	797	756	5290
16:00:00	875	869	908	980	970	689	600	920	842	5891
17:00:00	863	996	959	951	958	652	562	945	849	5941
18:00:00	636	747	744	816	786	509	442	746	669	4680
19:00:00	386	440	444	517	568	410	345	471	444	3110
20:00:00	239	297	321	354	342	309	247	311	301	2109
21:00:00	223	264	227	283	215	197	166	242	225	1575
22:00:00	134	143	178	206	216	197	101	175	168	1175
23:00:00	65	89	111	66	172	140	66	101	101	709
07-19	8320	8841	8742	9039	9614	7389	6121	8911	8295	58066
06-22	9682	10363	10254	10656	11200	8439	6957	10431	9650	67551
06-24	9881	10595	10543	10928	11588	8776	7124	10707	9919	69435
00-24	10181	10876	10837	11239	11915	9112	7466	11010	10232	71626
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	
Peak Volume	821	894	850	861	832	772	689	852	698	
pm Peak	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	13:00:00	12:00:00	17:00:00	17:00:00	
Peak Volume	875	996	959	980	970	749	695	945	849	
SOUTHBOUND										
	<--	Average of each					-->	Average		Total
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Workday	7 Day	Count
00:00:00	6	6	13	14	22	43	43	12	21	147
01:00:00	8	6	4	7	13	12	22	8	10	72

02:00:00	8	6	9	8	7	13	17	8	10	68
03:00:00	20	17	13	20	27	11	8	19	17	116
04:00:00	41	27	30	26	30	20	6	31	26	180
05:00:00	110	98	107	111	93	47	30	104	85	596
06:00:00	391	391	410	356	338	82	53	377	289	2021
07:00:00	458	493	451	482	483	156	87	473	373	2610
08:00:00	440	508	508	487	477	234	127	484	397	2781
09:00:00	356	370	330	384	394	346	210	367	341	2390
10:00:00	357	326	330	387	387	393	337	357	360	2517
11:00:00	309	345	391	348	396	450	360	358	371	2599
12:00:00	328	325	304	329	408	369	377	339	349	2440
13:00:00	313	298	306	328	364	382	363	322	336	2354
14:00:00	302	337	353	333	385	328	308	342	335	2346
15:00:00	349	351	348	380	483	358	278	382	364	2547
16:00:00	407	417	466	477	525	328	298	458	417	2918
17:00:00	407	448	421	436	462	300	276	435	393	2750
18:00:00	316	342	327	359	380	231	214	345	310	2169
19:00:00	167	207	196	252	252	206	182	215	209	1462
20:00:00	111	136	141	167	151	144	132	141	140	982
21:00:00	107	117	102	130	95	105	74	110	104	730
22:00:00	59	64	77	91	94	99	43	77	75	527
23:00:00	33	38	51	23	57	59	31	40	42	292
07-19	4342	4560	4535	4730	5144	3875	3235	4662	4346	30421
06-22	5118	5411	5384	5635	5980	4412	3676	5506	5088	35616
06-24	5210	5513	5512	5749	6131	4570	3750	5623	5205	36435
00-24	5403	5673	5688	5935	6323	4716	3876	5804	5373	37614
am Peak	07:00:00	08:00:00	08:00:00	08:00:00	07:00:00	11:00:00	11:00:00	08:00:00	08:00:00	
Peak Volume	458	508	508	487	483	450	360	484	397	
pm Peak	16:00:00	17:00:00	16:00:00	16:00:00	16:00:00	13:00:00	12:00:00	16:00:00	16:00:00	
Peak Volume	407	448	466	477	525	382	377	458	417	

NORTHBOUND										
	<--	Average of each					-->	Average		Total
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Workday	7 Day	Count
00:00:00	18	17	19	20	20	93	63	19	36	250
01:00:00	5	9	9	13	11	33	41	9	17	121
02:00:00	6	14	11	5	15	15	26	10	13	92
03:00:00	7	4	6	4	8	9	19	6	8	57
04:00:00	7	12	11	19	12	13	49	12	18	123
05:00:00	64	65	62	64	69	27	18	65	53	369
06:00:00	123	130	110	107	123	52	25	119	96	670
07:00:00	256	284	253	263	237	108	66	259	210	1467
08:00:00	381	386	342	374	355	186	81	368	301	2105
09:00:00	276	292	305	282	304	224	120	292	258	1803
10:00:00	275	259	294	289	332	320	231	290	286	2000
11:00:00	248	280	277	306	334	322	329	289	299	2096
12:00:00	271	295	278	306	315	324	318	293	301	2107
13:00:00	295	346	314	307	388	367	289	330	329	2306

14:00:00	343	318	331	316	395	334	306	341	335	2343
15:00:00	389	416	416	391	463	338	330	415	392	2743
16:00:00	468	452	442	503	445	361	302	462	425	2973
17:00:00	456	548	538	515	496	352	286	511	456	3191
18:00:00	320	405	417	457	406	278	228	401	359	2511
19:00:00	219	233	248	265	316	204	163	256	235	1648
20:00:00	128	161	180	187	191	165	115	169	161	1127
21:00:00	116	147	125	153	120	92	92	132	121	845
22:00:00	75	79	101	115	122	98	58	98	93	648
23:00:00	32	51	60	43	115	81	35	60	60	417
07-19	3978	4281	4207	4309	4470	3514	2886	4249	3949	27645
06-22	4564	4952	4870	5021	5220	4027	3281	4925	4562	31935
06-24	4671	5082	5031	5179	5457	4206	3374	5084	4714	33000
00-24	4778	5203	5149	5304	5592	4396	3590	5205	4859	34012
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	
Peak Volume	381	386	342	374	355	322	329	368	301	
pm Peak	16:00:00	17:00:00	17:00:00	17:00:00	17:00:00	13:00:00	15:00:00	17:00:00	17:00:00	
Peak Volume	468	548	538	515	496	367	330	511	456	

A48 Main Road, Alvington, Glos – fixed camera

CAMERA DETAILS:

Type of camera:	Fixed Speed Camera
Site length:	250 metre radius
Ordnance Survey Grid Ref:	36029 20083
Camera live date:	March 1996
Site code:	59F
Speed limit:	30 mph

COLLISION BY SEVERITY AND YEAR AT LOCATION:

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
FATAL	0	0	0	0	0	0	0	0	0	0
SERIOUS	0	0	0	0	0	0	0	0	0	0
SLIGHT	1	0	1	1	0	1	0	0	0	1
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
FATAL	0	0	0	0	0	0	0	0	0	0
SERIOUS	0	0	0	0	0	0	0	0	0	0
SLIGHT	0	3	0	0	2	0	0	0	1	0
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
FATAL	0	0	0	0	0					
SERIOUS	0	0	0	1	0					
SLIGHT	0	0	0	0	0					

CASUALTY BY SEVERITY AND YEAR AT LOCATION:

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
FATAL	0	0	0	0	0	0	0	0	0	0
SERIOUS	0	0	0	0	0	0	0	0	0	0
SLIGHT	2	0	1	2	0	1	0	0	0	1
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
FATAL	0	0	0	0	0	0	0	0	0	0
SERIOUS	0	0	0	0	0	0	0	0	0	0
SLIGHT	0	4	0	0	3	0	0	0	1	0
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
FATAL	0	0	0	0	0					
SERIOUS	0	0	0	1	0					
SLIGHT	0	0	0	0	0					

SPEED SURVEY DATA:

Latest survey date:	2009
85th percentile speed:	33.8 mph
Mean speed:	29.4 mph

NOTICES OF INTENDED PROSECUTION ISSUED AT THIS SITE:

2005-2006	2007-2008	2009-2010	2011-2012	2013	2014	2015
144	483	486	555	0	24	54

Please note: This data will be updated annually. The Gloucestershire Road Safety Partnership reserves the right to amend any figures as new information comes to light. All camera sites in Gloucestershire are operated in accordance with our Operational Strategy. Data and casualty information is published for reasons of transparency. Should you have any questions regarding an existing site, or suggestions for a new site investigation, please [contact us](#)

**Results of Radar vehicle speed and volume survey
carried out by Gloucestershire Constabulary**

Location:	A48 Alvington	
	on Brockweir sign	
Dir 1: Twd	Lydney	
Dir 2: Twd	Woolaston	

Posted
Speed Limit:

30

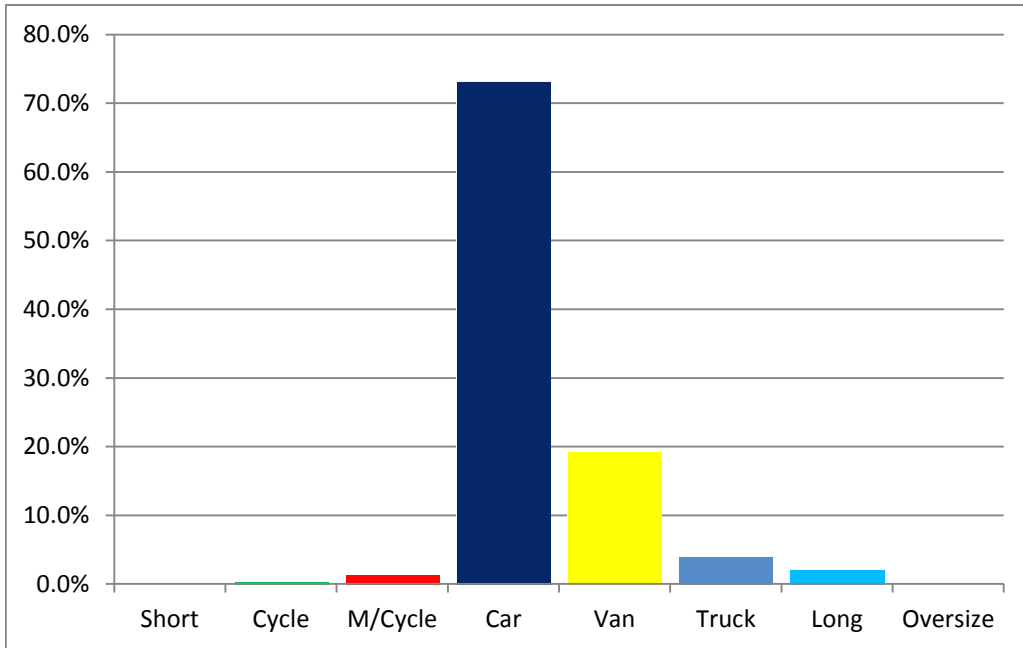
From:	20/12/2017
To:	29/12/2017
No. of Days:	9

Vehicle Flow Volumes		
All Days	Total	Per day
Dir 1:	38227	4247
Dir 2:	38198	4244
Total	76425	8492

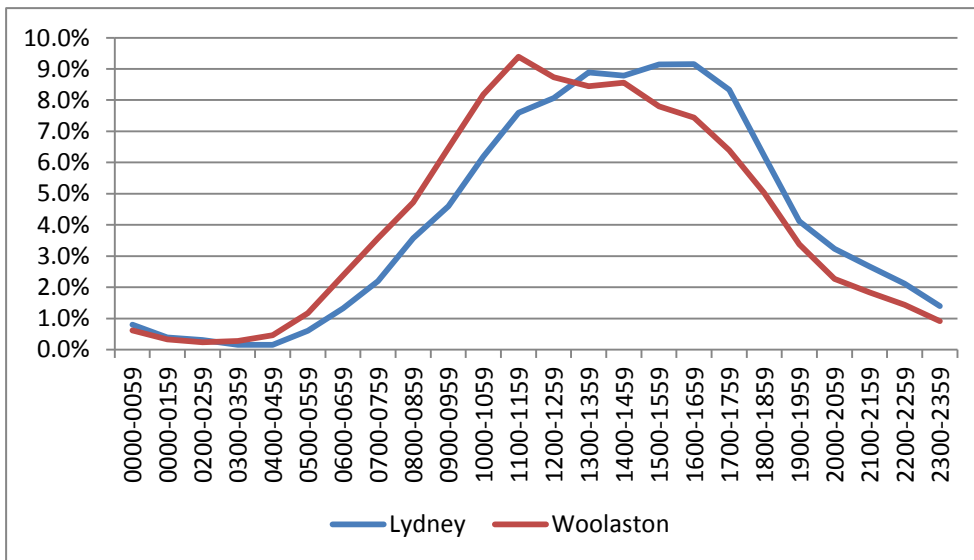
Speed Statistics - All Days(mph)		
	Mean	85%ile
Dir 1:	29	32
Dir 2:	28	31

The 85%ile is established by listing all speed records in ascending order. The speed of the vehicle recorded at the 85% point is used. So, for example for 1000 vehicle records this would be the vehicle that was listed at 850 or for 33000 vehicles it would be record 26900.

% of Total Vehicle Flow by Type



% of Total Vehicle Flow by Time of Day



**Results of Radar vehicle speed and volume survey
carried out by Gloucestershire Constabulary**

Location:	A48 Alvington	
	on Brockweir sign	
Dir 1: Twd	Lydney	
Dir 2: Twd	Woolaston	

Posted
Speed Limit:

30

From:	20/12/2017
To:	29/12/2017
No. of Days:	9

Vehicle Flow Volumes		
All Days	Total	Per day
Dir 1:	38227	4247
Dir 2:	38198	4244
Total	76425	8492
Weekdays	Total	Per day
Dir 1:	29907	4272
Dir 2:	30183	4312
Total	60090	8584
Weekends	Total	Per day
Dir 1:	8320	4160
Dir 2:	8015	4008
Total	16335	8168

Speed Statistics - All Days(mph)		
	Mean	85%ile
Dir 1:	29	32
Dir 2:	28	31

Speed Statistics - Weekdays(mph)		
	Mean	85%ile
Dir 1:	29	32
Dir 2:	28	31

Speed Statistics - Weekend(mph)		
	Mean	85%ile
Dir 1:	29	30
Dir 2:	28	31

The 85%ile is established by listing all speed records in ascending order. The speed of the vehicle recorded at the 85% point is used. So, for example for 1000 vehicle records this would be the vehicle that was listed at 850 or for 33000 vehicles it would be record 26900.

Weekday Peak Hours Mean speeds

	Dir 1:	Dir 2:	Both Dir
07:00-08:00	28	28	28
08:00-09:00	29	28	29
15:00-16:00	28	27	28
16:00-18:00	28	27	28
Mean	28	28	28

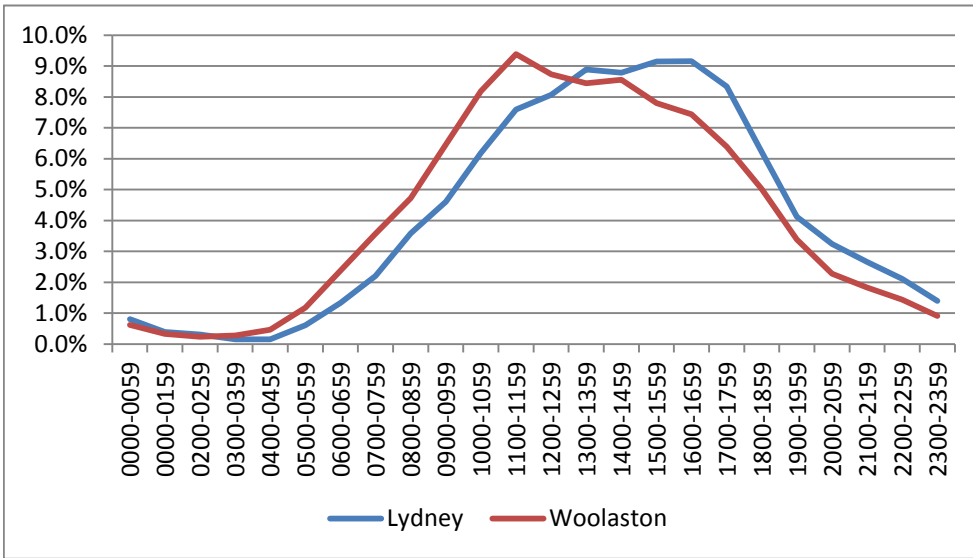
Weekday Peak Hours Vehicle Flows

	Dir 1:	Dir 2:	Both Dir
07:00-08:00	708	1178	1886
08:00-09:00	1086	1443	2529
15:00-16:00	2771	2389	5160
16:00-18:00	5466	4297	9763
Mean	2508	2327	4835

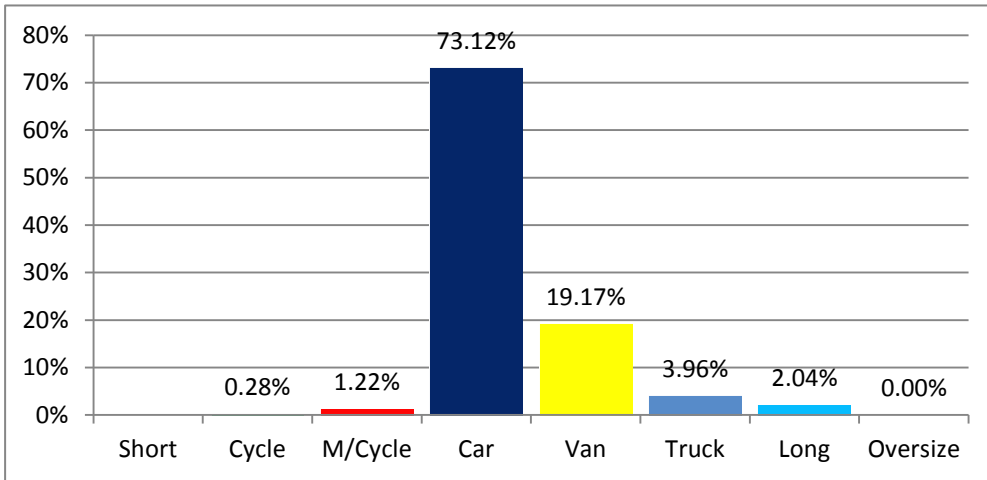
Weekday Peak Hours Vehicle Flows per Day

Weekday	Dir 1	Dir 2	Combined
07:00-08:00	101.1428571	168	269
08:00-09:00	155	206.1428571	361
15:00-16:00	396	341	737.1428571
16:00-18:00	780.8571429	614	1395
Mean	358	332	690.6428571

% of Total Vehicle Flow by Time of Day



% of Total Vehicle Flow by Type





Lorry sizes and weights

Standard Note: SN/BT/654

Last updated: 23 November 2009

Author: [REDACTED]

Section: [REDACTED]

This Note sets out the current maximum size and weight of lorries used on UK roads, the various changes there have been to the rules, usually as a result of EU initiatives, and the enforcement system for monitoring compliance. It also gives the current state of play regarding the continued speculation that longer, heavier lorries will be forced on the UK's roads by the European Commission. Further information on road transport issues can be found on the relevant page of the Parliament website.

The current UK limits, set out in full in the *Road Vehicles (Construction and Use) Regulations 1986* (SI 1986/1078), as amended, are as follows:

weight	<ul style="list-style-type: none">• 44 tonnes for lorries with 6 axles; drive axle(s) must not exceed 10500kg and have road friendly suspension OR have a maximum axle weight not exceeding 8500kg. Each part of the combination must have 3 axles and the trailer must have road friendly suspension. Additionally, an engine complying with at least Euro 2 specification (or gas) is needed for operation over 41000kg.• 40 tonnes for lorries with 5 axles with maximum axle weight limit of 11.5 tonnes
length	<ul style="list-style-type: none">• 12 metres for a rigid vehicle• 16.5 metres for an articulated vehicle if the articulated combination can turn within a concentric radii of 12.5 metres and 5.3 metres; otherwise 15.5 metres• 18.75 metres for a road train (a combination of a lorry and a trailer)
width	<ul style="list-style-type: none">• 2.55 metres excluding driving mirrors• refrigerated vehicles are permitted to be 2.6 metres wide to allow for the extra thickness of the insulation
height	<ul style="list-style-type: none">• no limit, but wherever possible a maximum of 4.95 metres should be adhered to in order to make maximum use of the motorway and trunk road network

This information is provided to Members of Parliament in support of their parliamentary duties and is not intended to address the specific circumstances of any particular individual. It should not be relied upon as being up to date; the law or policies may have changed since it was last updated; and it should not be relied upon as legal or professional advice or as a substitute for it. A suitably qualified professional should be consulted if specific advice or information is required.

This information is provided subject to our general terms and conditions which are available online or may be provided on request in hard copy. Authors are available to discuss the content of this briefing with Members and their staff, but not with the general public.

3 Domestic weights in other EU countries

Some EU countries allow higher gross weights for domestic operations than those permitted under EU rules for international transit. There was some discussion of harmonising domestic limits in the early 1990s, but this was resisted by several Member States, particularly Denmark, Finland Sweden and the Netherlands which would have had to reduce their current ceilings as their maximum weights were (and are) far higher than those proposed by the EU.

The lorry weights allowed in the individual Member States are set out in the following table taken from the Freight Transport Association's *International Road Transport Guide* (11th Ed.), 2006, p406:

	Four axles	Road train, five axles +	Arctic, five axles +
Austria	38	40	40
Belgium	39	44	44
Denmark*	38	48	48
Finland	38	60	48
France	38	40	40
Germany	36	40	40
Greece	36	40	40
Ireland**	35	40	40
Italy	40	44	44
Luxembourg	-	44	44
Netherlands	40	50	50
Norway	-	50	47
Portugal	37	40	40

³¹ Transport Committee, *The enforcement activities of the Vehicle and Operator Services Agency (VOSA)* (seventh report of session 2008-09), HC 39, 24 August 2009, paras 16-17

Spain	36	40	40
Sweden^{***}	-	60	60
Switzerland	34	34	34
UK^{****}	36	40	40
<p>* = five axles = 44t, six axles = 48t</p> <p>** = arctic combin, weight depends on axles spacing (over 8m = 48t)</p> <p>*** = depends on axle spacing and road network</p> <p>**** = 44t on 3+3 configuration with Euro 2/3 engine</p>			

A48 MEETING

NOTES OF 51st MEETING HELD AT LYDNEY COUNCIL CHAMBERS ON WEDNESDAY 17 MAY 2017

Purpose and Aim of Meeting: "To provide delegates and members with the opportunity, *in an informal forum*, to review together the current position and explore the issues relevant to the present and future strategies designed to promote safety on the A48 and its approaches, particularly where it passes through communities west of Highnam and within the county boundary."

LIST OF DELEGATES/REPRESENTATIVES ATTENDING: -

Rhodri Grey, Highways, Gloucestershire County Council
Dave Collicott, Gloucestershire Constabulary
Debbie Powell, Gloucestershire Constabulary
Cllr Steve O'Leary, Newnham-on-Severn Parish Council
Cllr Rod Crisp, Minsterworth Parish Council
Cllr Alan Haslam, Alvington Parish Council
Cllr Miriam Corringham, Woolaston Parish Council
Cllr Pam Ensor, Westbury-on-Severn Parish Council

Chair and Administrator: Fiona Thomas

1. Welcome and apologies

The Chair welcomed the members and delegates, especially Debbie Powell (Gloucestershire Constabulary) and Cllr Alan Haslam (Alvington PC).

Apologies have been received from Brian Watkins (Highways), Cllr Helen Pike (Awre & Blakeney PC) and Andrew Parker-Mowbray (RSP).

2. ADMINISTRATION

Further to our last meeting, Fiona Thomas confirmed that she has now written to Lloyds Bank to close the account and sent a donation covering the final bank and cash balances (totalling £9.30) to the Great Western Air Ambulance Charity.

Fiona Thomas told the meeting that Rosamond Dauncey, former Notetaker, has passed away, and wished to record Rosamond's contribution to the A48 Meeting over many years.

3. ACCURACY OF NOTES 16 NOVEMBER 2016

No comments.

4. UPDATE ON ACCIDENT STATISTIC SIGNS – The signs have been changed recently, however, the one at Elton seems to be out of sync with all the others. Rhodri Grey to follow up.

5. UPDATE ON RIVER BANK EROSION – Rhodri Grey said that Geotechnical team have been monitoring the river bank at The Dinney and are not noticing any significant changes. Alan Haslam commented that the flood plain in Alvington is reducing as the river increases its width. Others commented that the Environment Agency are allowing this to happen by not maintaining the walls at various points along the Severn. Rhodri Grey recommended inviting the Environment Agency to attend future meetings. FT to action.

6. REVIEW OF MATTERS DISCUSSED AT PREVIOUS MEETING

Rhodri Grey submitted report from Brian Watkins as follows:

Resurfacing

No resurfacing is planned along the A48 during the current financial year between Elton and Chepstow. Some resurfacing is planned through Minsterworth to the top of Hunthill Road. This is intended to be a full road treatment. For 2018/19 the following schemes are provisionally in the programme subject to funding and priorities remaining in place of course:

- Newnham High Street
- Blakeney 30 limit to Viney Hill crossroads
- A48 Stroat to Tutshill junction sections only

Some small area patching works are programmed for the current financial year on the A48 from Stroat to the Diving Centre access.

Lydney level crossing upgrade:

Design work has been completed, the intention is to award a contract October 2017 with a view to start construction March/April 2018. This is a few months later than the originally planned start of construction in November 2017.

The Collision Reduction Treatment from County boundary to Brookend (Woolaston), is still scheduled for 2017/18. Miriam Corringham asked for more information about the plans for this scheme. Rhodri Grey confirmed that details of the proposals will be released in July 2017.

The following drainage schemes have been completed:

- Newnham (Silver Fox) to Newnham
- Aylburton/Lydney Roundabout
- Aylburton village
- Blackpool Brook clearance
- The bottom of Swan Hill, Alvington

Vehicle Activated Sign has been installed on the northbound approach to Blakeney by the school. Following a meeting with Blakeney PC the proposals for a School Safety Zone and general features to encourage slower speeds through Blakeney are currently being reviewed, to consider the Parish Council's comments.

Other works - Speed measurements are being logged this week at Aylburton (Lydney side).

Back to Boundary/heavy vegetation clearance - We undertook back to boundary clearance works at several locations on the A48 last winter:

- County Boundary at Chepstow to Tutshill Junction
- Lydney Bypass
- Bullo to Newnham

We will be looking to undertake further works this coming winter season.

Newnham Parish Council now have a mobile Speed Indicator Display sign. Posts have been erected on Station Road and Dean Road. Locations have been agreed with the Parish Council for two posts on the A48 within Newnham. These should be erected by the end of July.

Victoria Hotel, Newnham: This is still with GCC legal and is ongoing.

Oakdale Roundabout, Lydney: We are currently in discussion with the site on owners on alterations to the signage and lining on the approaches to and at the roundabout.

7. NOTICE OF ANY LOCAL TRAFFIC SURVEYS AND COMMUNITY SPEED WATCH SCHEME

Dave Collicott reported that the Road Safety Partnership has been dissolved, however, the good news is that the team is now working in collaboration with both the Police and Fire Brigade to review what is required and evolve into a new way of all working hard together. The Road Safety Partnership Community Hub website is ongoing. It is a conduit to receive concerns regarding road safety which can then be forwarded to the most appropriate agency to handle. <https://roadsafety-gloucestershire.org.uk/communityhub/>

Dave Collicott explained that he and Debbie Powell will be job-sharing and expect to provide an improved service as a result.

No surveys have been done on the A48 since the last meeting but many have been conducted on other roads. Once the last few of these are completed they have been tasked with reviewing fixed camera sites along the A48. The reason is that equipment is out of date and the desire is to replace them with digital. This will mean that the cameras can be operational for longer (as they won't run out of film) and will offer a faster turnaround. Surveys will assess whether the camera locations are still appropriate for current driver behaviours.

The Gloucestershire Speed Tool Kit has been updated and is available online at <http://www.grcc.org.uk/road-safety/road-safety>, click on the image to download the pdf document. FT to circulate link to Parish Councils.

Community Speed Watch – Debbie Powell has been tasked with reviewing this scheme. This will involve establishing that those who have registered are still active groups with up-to-date contact details and that a consistent approach is being applied. Alan Haslam reported that his group had received so much verbal abuse that they are now refusing to participate. Debbie Powell confirmed that support will be offered by the local Police Authority and from Special Constables. It seems that some findings have not been actioned consistently.

Both Westbury-on-Severn and Minsterworth reported difficulties with the introduction of schemes for mobile Vehicle Activated Signs. They felt that too many conditions were being imposed, making the schemes difficult to manage within their communities. Neither group are currently progressing this scheme which had been offered by the Police and Crime Commissioner.

8. ANY NEW MATTERS

Newnham-on-Severn – Steve O'Leary reported that their Vehicle Activated Sign is now functioning at the bottom of Dean Hill with no problems. Amey have filled the potholes which are now busy self-emptying and, therefore, will need to be redone. Newnham PC have very productive meetings with Brian Watkins approximately every 4 months. The problems caused by the fencing outside the Victoria Hotel are ongoing.

Alvington – Alan Haslam reported local concerns regarding the risk posed to pedestrians, including school children crossing the A48 in Alvington, speeding vehicles. Drivers of all types of vehicle appear to exceed the speed limit coming down the hill and only slow just in time for the speed camera. They have had visits from the mobile speed camera and this did seem to be effective whilst it was in place. Dave Collicott explained that sadly it was difficult to push it up

the priority list without there having been any recent accidents or fatalities. He also reported that Motorbike should be out and about again soon.

Minsterworth – Rod Crisp reported that the chevrons on the bend at Wild Goose layby have been knocked down. Rhodri Grey expects that these will be repaired soon. Rod Crisp also reported that the community are still hoping to have islands installed at the north end of Minsterworth, near to the garage.

Westbury-on-Severn – Pam Ensor reported two problems with vehicles being rear-ended in whilst waiting to turn off the A48 in Westbury. At the top of Wintles Hill, drivers in the right-hand lane coming up the hill who stop to turn into Stantway are being hit from behind by drivers using that lane to overtake. And a vehicle has been written off whilst waiting to turn off the A48 into Hunthill. In addition, Pam Ensor reported a sign has been demolished at Chaxhill Care Home and Westbury-on-Severn community still want a pedestrian crossing. The community are aware that a pedestrian crossing has been installed in Littledean, but cannot reach agreement for a similar scheme in Westbury village.

Awre & Blakeney – Fiona Thomas read out an email received from Helen Pike, regarding 2 sunken man hole covers which are causing problems in Blakeney. Rhodri Grey asked FT to forward the email to the Amey inbox at gcccouncillors@amey.co.uk.

9. SAFETY - TO DISCUSS HOW TO IMPROVE ROAD SAFETY THROUGH EDUCATION AND COMMUNICATION WITH LOCAL COMMUNITIES

There was a discussion regarding the '20 is plenty' stickers which can be purchased online.

10. ANY OTHER BUSINESS

None.

11. ARRANGEMENTS FOR NEXT MEETING

The next meeting will be held on Wednesday 15 November 2017 to commence promptly at 2.00pm in Lydney Council Chambers.

The meeting closed at 3.05pm.

Notes

a) To report any problems on the roads such as potholes, vegetation overgrowth, dirty or damaged road signs or flooding, visit <http://www.gloucestershire.gov.uk/reportit>

Visit <http://roadsafety-gloucestershire.org.uk> for more information on all aspects of road and community safety.

Meeting at 0900 on Thursday 9th November 2017

Meeting with Brian Watkins (Amey Highways), Jeff Wheeler (Amey Public Rights of Way), Alan Haslam (Chairman of Alvington Parish Council) and Chris Shill.

- 1) A request was put in to Amey in the middle of JULY to clear back the footpath, to its inner edge from Knapp Lane to the junction going to Netherend on the A48. (The request was put in at this time for the job to be done before the start of the autumn term.) The request was due to the fact that villagers from Alvington have to walk to Woolaston school and the pavement which is overgrown and does not allow a mother with three small children, (one in a pushchair) to walk safely to school. The only alternative is to cross a very busy road and climb up a very steep path to the school four times a day via Woolaston park. The A48 is a very busy road and where the family have to cross to go on the alternative footpath the traffic is fast. All that needs doing is the footpath on the main road to be cleared back to its inner edge and a weed control spray to keep the vegetation back.
- 2) If the clearing back is not possible, is there anyway the alternative footpath could be made safer and more user friendly?
- 3) Around Alvington village many of footpaths and stiles are overgrown and in a state of disrepair. Also, is there any chance of having a survey done to get the stiles repaired and bad areas cleared up? What would be the cost of replacing certain stiles with kissing gates because dogs are unable to get over the stiles and unable to get through due to cattle fencing.
- 4) Church Lane is in a state of disrepair. In the summer a survey was carried out and the markings were put down for the footpath and road to be resurfaced. We were told the work would be done by the end of September. This has not been done and a couple of weeks ago minor work was done but many of the potholes marked to be filled, were not done where the lane was at its worst.
- 5) None of the lights on the direction bollards on the pedestrian island on the A48 by the Globe are working.

AGENDA

52nd A48 MEETING

WEDNESDAY 15 NOVEMBER 2017 – 2.00pm
LYDNEY COUNCIL CHAMBERS

Purpose and Aim of Meeting

“To provide delegates and members with the opportunity, in an informal forum, to review together the current position and explore the issues relevant to the present and future strategies designed to promote safety on the A48 and its approaches, particularly where it passes through communities west of Highnam and within the county boundary.”

1. Welcome and apologies (*Fiona Thomas*)
2. Administration (*Fiona Thomas*)
3. Accuracy of notes of meeting held on 17 May 2017
4. Update on Accident Statistic Signs (*Glos. Highways & Road Safety Partnership*)
5. Review of matters discussed at previous meeting and Proposed Works (*Glos. Highways*)
6. Notice of any local traffic surveys and Community Speed Watch scheme (*Glos. Constabulary*)
7. Any new matters (*Members*)
 - a) Newnham-on-Severn
 - b) Woolaston
 - c) Alvington
 - d) Tidenham
 - e) West Dean
 - f) Minsterworth
 - g) Westbury-on-Severn
 - h) Awre and Blakeney
 - i) Lydney
 - j) Aylburton
8. Update on riverbank erosion at The Dinney (*Glos. Highways*)
9. Safety - to discuss how to improve road safety through education and communication with local communities (*Glos. Road Safety Partnership*)
10. Any other business
11. Arrangements for next meeting

A 48

Purpose of Group

To provide delegates and members with the opportunity to review together the current position and explore the issues relevant to the present and future strategies designed to promote safety on the A 48 and its approaches, particularly where it passes through communities west of Highnam and within the county boundary.

Members of Gloucester Highways , Gloucester Road Safety Partnership and the Gloucestershire Constabulary are also represented as well as some members of the Gloucestershire County Council. Alvington representative Cllr Paul Smoker.

The group meets twice a year in May and December and includes members from *the villages and parishes along the route.*

Issues raised

There are common issues raised throughout the parishes, the predominant one being the amount of speeding drivers in the vicinity and through the villages along the area of the remit of the A48. Various solutions have been tried, such as the accident figures on notice boards. However there are variances as to the accuracy of the figures as these vary from site to site instead of being the same.

Speeding

Alvington Parish Council took it upon themselves to organize a training day for volunteers to operate radar guns in association with the police. This was a very successful campaign which highlighted the speeds that were frequently occurring within the 30 m.p.h. zone within the village. The results are published elsewhere. Other methods of slowing traffic have frequently been discussed, such as speed bumps, but these are not allowed on A roads.

The Police asked that we highlight particular times and speeds and this information was recorded and passed on to the Police resulting in some further action by the police with static CCTV vans.

Condition of the A48

This was also a common complaint that has been addressed in Alvington and gradually some of the roads through the villages along the route and repairs are ongoing.

Road signage

Again, a common complaint is that road signs are dirty or covered by overhanging branches, and verges were overgrown. The response from the Highways Agency was that perhaps some of the villages should take ownership and clean them themselves or apply for grants from the County Council.

Alvington parish Council have actively cleared verges and sprayed weedkiller to increase visibility along the entrance to village from the Lydney approach. This however is not without risk and again owing to the speed of some approaching vehicles and the proximity of the signs to the verge has been declared a H&S high risk project and ought to be carried out by the official agencies who have been contacted.

Road works

The road through the village has been resurfaced with a quieter type of tarmac greatly reducing the vehicular noise. However it was not without its problems as the diversion routes were either unsatisfactory or completely ignored causing serious problems and bottlenecks. This again was raised with the Highways Agency as a serious issue and is a common complaint the length of the A48. It was highlighted that any and all diversions have a serious impact on surrounding villages and therefore ought to be policed more effectively and more thought given to the various routes, particularly with the signage which in some areas was lacking. It was also pointed out that if an A road is diverted the diversion should be via another A road and not narrow B roads, particularly for HGVs.

Included in this issue is the early reporting of proposed dates with clear start and finish times both on a daily basis but also a long term definition i.e. Start date and Finish date.

Safety of pavements

Many of the pavements along the A48 and particularly through Alvington are very narrow, low and have vegetation overgrowth. This is particularly true of the road down Swan Hill on the exit of the village and is used as an "acceleration area" particularly by HGVs to enable them to climb the hill leaving the village. This has been reported as a particular hazard to pedestrians especially in the wet and rainy times when the spray caused is often torrential. This is mainly caused by the inefficiency of the drains in clearing the water away. Again this has been reported and Severn Trent have carried out some remedial work.

The hill leaving the village toward Woolaston is frequently overgrown and has to be reported before any remedial work commences. A solution which has been raised would be to weed kill the creepers and brambles and contact the field owner to require them to control the overgrowth. Again this has been suggested. Gloucestershire Highways are aware that this is a continuing problem the length of the A48 and are reviewing the problem and will be taking further action. It was highlighted that the maintenance of the pavements would encourage more usage and this would encourage drivers to slow down. It was highlighted that this is not the case as vehicles continue to speed despite pedestrians even walking with prams.

It was also raised that there is no safe footpath between Alvington and Ayleburton, which means that many people who would happily walk to Lydney have no choice, but to drive the short distance.

The Parish Council Involvement and conclusions.

The Parish Council continue to be actively involved with the Agencies involved with the A48 in all areas and frequently e mail and telephone concerns to ensure a record is maintained of the villagers concerns.

While it is appreciated that finance is not infinite. Cllr Paul Smooker raised the issue that as Alvington is furthest from Gloucester we need to beat our drum the loudest.

The Parish Council has, several occasions, highlighted the e-mail and tel number of the various agencies involved with the A48 and encouraged villagers to contact them directly.

Alec Davis

From: SIMMONS, Dave [Dave.Simmons@gloucestershire.gov.uk]
Sent: 02 June 2017 16:02
To: 'Alec Davis'
Cc: 'Alec Davis'
Subject: RE: NDP Query - GCC Comments ~ 2nd June 2017 DS to AD @ 16:02 hrs
Attachments: Alvington NDP GCC Comments Rev B.pdf

Hi again Alec,

On further review of the Lydney Trip rates since responding to your earlier email, the figures were niggling me. I checked the TRICS outputs and there was an anomaly in the figures. I have corrected it and I feel the trip rate figures are more representable for the area. It has increased the number of new trips travelling through Alvington, but I feel this will allow for a more robust assessment in support of your NDP.

I apologise for any inconvenience.

Any queries, please feel free to contact me.

Kind Regards

David Simmons Bsc Hon AMIHE

Principal Development Co-ordinator

Gloucestershire County Council, Block 5, Floor 1, Shire Hall, Gloucester, GL1 2TH

Email: dave.simmons@gloucestershire.gov.uk

Current Design Guide: Manual for Gloucestershire Streets, 4th Edition. [[Web Link](#)]

Standing Advice - Appendix C of MfGS



From: Alec Davis [<mailto:alecd@btinternet.com>]
Sent: 02 June 2017 14:30
To: SIMMONS, Dave
Cc: 'Alec Davis'
Subject: RE: NDP Query - GCC Comments ~ 1st June 2017

Dave,

THANK YOU so much for your prompt response. You are a super star, just brilliant your additional detailed information.

Now understood with much more clarity.

THANK YOU again for your support and help.

I'm sure Verlie EAGLES would also like to pass on her most sincere thanks to you for your detailed information.

Kind regards

Alec

From: SIMMONS, Dave [<mailto:Dave.Simmons@gloucestershire.gov.uk>]
Sent: 02 June 2017 14:13
To: 'Alec Davis'
Subject: RE: NDP Query - GCC Comments ~ 1st June 2017

Hi Alec,

No problem I have replied in red below.

Kind Regards

David Simmons Bsc Hon AMIHE

Principal Development Co-ordinator

Gloucestershire County Council, Block 5, Floor 1, Shire Hall, Gloucester, GL1 2TH

Email: dave.simmons@gloucestershire.gov.uk

Current Design Guide: Manual for Gloucestershire Streets, 4th Edition. [[Web Link](#)]

Standing Advice - Appendix C of MfGS



From: Alec Davis [<mailto:alecd@btinternet.com>]
Sent: 02 June 2017 13:22
To: SIMMONS, Dave
Cc: 'Alec Davis'
Subject: RE: NDP Query - GCC Comments ~ 1st June 2017
Importance: High

Afternoon Dave,

Many thanks for your detailed response. Very much appreciated. Will share at our next NDP meeting on Monday.

A couple of points of clarification. I'm sure there is a simple explanation for the following

Page 1 of 8

Could you please explain what is:-

E02004634 Forest of Dean 009

E02004635 Forest of Dean 010

Page 2 of 8

LYDNEY

Could you please explain what is:-

Isoa2011:E01022256 Forest of Dean 009A & 009C-F (Combined Totals)

Page 4 of 8

ALVINGTON

Could you please explain what is:-

Isoa2011:E01022227 Forest of Dean 009B

Page 5 of 8

NETHEREND WOOLASTON

Could you please explain what is:-

Isoa2011:E01022248 Forest of Dean 010A

Page 6 of 8
SEDBURY

Could you please explain what is:-

Isoa2011:E01022272 Forest of Dean 010B

Isoa2011:E01022273 Forest of Dean 010C

Page 7 of 8
TUTSHILL

Could you please explain what is:-

Isoa2011:E01022275 Forest of Dean 010E

I shall answer the above here; In simple terms, LSOA means Lower Super Output Area and is basically the scale of a geographic area. There are a number of different scales but I primarily used LSOA as it improves reporting of small area statics. E01022275 is a code that represents the geographical census area. These census areas and associated census data are visualised into a series of maps, each individual maps is attributed their own code such as Forest of Dean 010B. The data is then extracted in a spreadsheet table which results in the headings you see above. Examples of how the data looks are below;

- [E01022248 Forest of Dean 010A](#)
- [E01022249 Forest of Dean 010B](#)
- [E01022250 Forest of Dean 010C](#)
- [E01022251 Forest of Dean 010D](#)
- [E01022252 Forest of Dean 010E](#)
- [E01022253 Forest of Dean 010F](#)
- [E01022254 Forest of Dean 010G](#)
- [E01022255 Forest of Dean 010H](#)
- [E01022256 Forest of Dean 010I](#)
- [E01022257 Forest of Dean 010J](#)
- [E01022258 Forest of Dean 010K](#)
- [E01022259 Forest of Dean 010L](#)
- [E01022260 Forest of Dean 010M](#)
- [E01022261 Forest of Dean 010N](#)
- [E01022262 Forest of Dean 010O](#)
- [E01022263 Forest of Dean 010P](#)
- [E01022264 Forest of Dean 010Q](#)
- [E01022265 Forest of Dean 010R](#)
- [E01022266 Forest of Dean 010S](#)
- [E01022267 Forest of Dean 010T](#)
- [E01022268 Forest of Dean 010U](#)
- [E01022269 Forest of Dean 010V](#)
- [E01022270 Forest of Dean 010W](#)
- [E01022271 Forest of Dean 010X](#)
- [E01022272 Forest of Dean 010Y](#)
- [E01022273 Forest of Dean 010Z](#)
- [E01022274 Forest of Dean 010A](#)
- [E01022275 Forest of Dean 010B](#)
- [E01022276 Forest of Dean 010C](#)
- [E01022277 Forest of Dean 010D](#)
- [E01022278 Forest of Dean 010E](#)
- [E01022279 Forest of Dean 010F](#)
- [E01022280 Forest of Dean 010G](#)
- [E01022281 Forest of Dean 010H](#)
- [E01022282 Forest of Dean 010I](#)
- [E01022283 Forest of Dean 010J](#)
- [E01022284 Forest of Dean 010K](#)
- [E01022285 Forest of Dean 010L](#)
- [E01022286 Forest of Dean 010M](#)
- [E01022287 Forest of Dean 010N](#)
- [E01022288 Forest of Dean 010O](#)
- [E01022289 Forest of Dean 010P](#)
- [E01022290 Forest of Dean 010Q](#)
- [E01022291 Forest of Dean 010R](#)
- [E01022292 Forest of Dean 010S](#)
- [E01022293 Forest of Dean 010T](#)
- [E01022294 Forest of Dean 010U](#)
- [E01022295 Forest of Dean 010V](#)
- [E01022296 Forest of Dean 010W](#)
- [E01022297 Forest of Dean 010X](#)
- [E01022298 Forest of Dean 010Y](#)
- [E01022299 Forest of Dean 010Z](#)



WF01BEW - Location of usual residence and place of work (OA level)

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population All usual residents ages 16 and over in employment the w
 units Persons
 date 2011

place of work	currently residing in			
	E01022226 : Forest of Dean 009A	E01022254 : Forest of Dean 009C	E01022255 : Forest of Dean 009D	E01022256 : Forest of Dean 009E
E02004626 : Forest of Dean 001 Dymock - Huntley	4	2	4	
E02004627 : Forest of Dean 002 Newent	0	10	3	
E02004628 : Forest of Dean 003 Drybrook - Mitchelde	16	31	33	
E02004629 : Forest of Dean 004 Cinderford	22	37	35	
E02004630 : Forest of Dean 005 Longhope - Westbur	13	29	16	
E02004631 : Forest of Dean 006 West Coleford	3	4	2	
E02004632 : Forest of Dean 007 Coleford	53	44	41	
E02004633 : Forest of Dean 008 Parkend	18	24	46	
E02004634 : Forest of Dean 009 Lydney	219	318	254	
E02004635 : Forest of Dean 010 Tutshill and Sedbury	17	21	19	

Page 8 of 8

Sorry. Another couple of points of clarification.

A traffic survey last summer identified an average of over 11,000 vehicle movements through Alvington per day during a 24 hour period.

Question 1

Is the total of 6685 projected as additional trips through Alvington?

The projected 6685 is the total daily additional trips generated by the proposed allocation of 2195 dwellings.

Question 2

Is the total of 1760 projected two way person (private)vehicle trips additional to the 6685 above?

Of those 6685 additional total daily trips, 1760 of them would be passing through Alvington.

SO SORRY TO Ask so many questions after all your good work documenting the projected increases.

A big thank you again for your continued help and support it is very much appreciated.

Kind regards

Alec

From: SIMMONS, Dave [<mailto:Dave.Simmons@gloucestershire.gov.uk>]
Sent: 01 June 2017 10:21
To: 'Alec Davis'
Subject: RE: NDP Query - GCC Comments ~ 1st June 2017

Dear Alec/Verlie,

Apologies for the delay, it took longer than anticipated.

Please find attached my comments regarding the proposed Alvington NDP. If you have any further queries or requests feel free to contact me.

Kind Regards

David Simmons Bsc Hon AMIHE
Principal Development Co-ordinator
Gloucestershire County Council, Block 5, Floor 1, Shire Hall, Gloucester, GL1 2TH
Email: dave.simmons@gloucestershire.gov.uk
Current Design Guide: Manual for Gloucestershire Streets, 4th Edition. [[Web Link](#)]
Standing Advice - Appendix C of MfGS



From: Alec Davis [<mailto:alecd@btinternet.com>]
Sent: 25 May 2017 15:26
To: SIMMONS, Dave
Cc: 'Alec Davis'
Subject: RE: NDP Query - Verlie Eagles reply ~ 15th May 2017

Dear Dave

Many thanks for your mail all noted.

FYI Our next NDP meeting is on Monday 5th June.

Kind regards

Alec

From: SIMMONS, Dave [<mailto:Dave.Simmons@gloucestershire.gov.uk>]
Sent: 18 May 2017 16:13
To: 'Alec Davis'
Subject: RE: NDP Query - Verlie Eagles reply ~ 15th May 2017

Dear Verlie and Alec,

Thank you for you email.

I will have a look at this request for you and will provide some comments in due course, possible early to mid next week.

I hope that is acceptable.

Kind Regards

David Simmons Bsc Hon AMIHE

Principal Development Co-ordinator

Gloucestershire County Council, Block 5, Floor 1, Shire Hall, Gloucester, GL1 2TH

Email: dave.simmons@gloucestershire.gov.uk

Current Design Guide: Manual for Gloucestershire Streets, 4th Edition. [[Web Link](#)]

Standing Advice - Appendix C of MfGS



From: Alec Davis [<mailto:alecd@btinternet.com>]

Sent: 15 May 2017 20:59

To: SIMMONS, Dave

Cc: 'Alec Davis'

Subject: RE: NDP Query - Verlie Eagles reply ~ 15th May 2017

Dear David,

Please accept my apologies for the delay in getting back to you. I am with Alvington NDP not Alyburton.

According to the new allocation plan there is to be a total of 2,195 new dwellings in the area:-
Lydney 1856, Alvington 11, Netherend Woolaston 48, Sedbury 150 and Tutshill 130

This has not been passed by the inspector as yet, possibly July 2017.

Kate Baugh suggested I contacted Shire Hall as a formula is used to calculate an estimated number of vehicles per household.

I have to estimate the expected increase in vehicles passing through Alvington on the A48. This could result in safety issues as there are already 11,010 for an average 24 hours over 7 days, monitored in June 2016.

Yours sincerely

Mrs Verlie Eagles

From: SIMMONS, Dave [<mailto:Dave.Simmons@gloucestershire.gov.uk>]

Sent: 05 May 2017 15:32

To: 'alecd@btinternet.com'

Subject: NDP Query - Verlie Eagles

Dear Alec,

I hope you do not mind me contacting you out of the blue. I was speaking to a colleague of yours, Verlie Eagles, who is working on the Neighbourhood Development Plan for Alyburton. Verlie wanted to have some information regarding the number of vehicles or trips that are to be generated by the proposed allocation sites in the areas of Alvington, Woolaston, Tutshill and Lydney, Circa 2000 dwellings.

My telephone line was very poor which made it difficult to establish what sort of information you required and explain/provide advice in an understandable manner.

This is the reason for my email, if you can provide me with a brief description of the information you are trying to obtain, I can endeavour to help you.

Kind Regards

David Simmons Bsc Hon AMIHE

Principal Development Co-ordinator

Gloucestershire County Council, Block 5, Floor 1, Shire Hall, Gloucester, GL1 2TH

Email: dave.simmons@gloucestershire.gov.uk

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Standing Advice - Appendix C of MfGS



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Highways Development Management

Shire Hall
Gloucester
GL1 2TH

email: dave.simmons@gloucestershire.gov.uk

Please ask for: David Simmons

Our Ref: Alvington NDP

Your Ref:

Date: 2 June 2017

Dear Verlie & Alec

The following information has been derived from the latest available Census data and industry recognised TRICS trip rate survey database. I hope you find the following information of use and if you have any further requests please feel free to contact me.

QS416EW - Car or van availability

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Cars	E02004634 : Forest of Dean 009	E02004635 : Forest of Dean 010
All categories: Car or van availability	4,263	2,903
No cars or vans in household	774	330
1 car or van in household	1,790	1,139
2 cars or vans in household	1,255	1,029
3 cars or vans in household	321	285
4 or more cars or vans in household	123	120
sum of All cars or vans in the area	5,809	4,616

009: $5809/4263 = 1.36$ cars per household

010: $4610/2903 = 1.58$ cars per household

$1.58+1.36 = 2.94/2 = 1.47$ average car ownership levels per household across the two super out put areas which include the 5 locations requested.

Lydney 1856 Proposed Dwellings:

Method of Journey to work using Super Output Lower Layer Output Areas 009A, 009C-009F

Method of Travel to Work	Isoa2011:E01022256 : Forest of Dean 009A & 009C-F (Combined Totals)
All categories: Method of travel to work	6,063
Work mainly at or from home	156
Underground, metro, light rail, tram	0
Train	77
Bus, minibus or coach	75
Taxi	4
Motorcycle, scooter or moped	30
Driving a car or van	2,774
Passenger in a car or van	254
Bicycle	92
On foot	510
Other method of travel to work	14
Not in employment	2,077

The Work from home and Not in Employment categories have been omitted as they are unlikely to be generating trips in the peak hours. There are 3830 householders likely to be making trips in the peak hour, of which 2774 are undertaken by private motorcar. This results in a modal split of 72.4%. This will be applied to the total person trip rates to determine the likely number of car trips generated by proposed housing in Lydney.

Time	Arrivals	Departures	Two-way	Modal Split Applied
AM Peak 8-9am	283	1251	1534	1111
PM Peak 5-6pm	1050	498	1547	1120
Local Network Peak 3-4pm	731	538	1547	1120
Total Daily			13773	9972

Distribution and Assignment:

Distribution and assignment has been determined by interrogating Origin and Destination NOMIS census data and most likely routes vehicles will take to reach their terminal destination.

According to NOMIS, 1845 vehicles were distributed onto the network with 29.10% being assigned to the routes that travel through Alvington. 70.89% were assigned towards the north east and therefore would not travel through Alvington.

The likely number of additional vehicle movements to travel through Alvington as a result of the additional 1856 dwellings would be;

AM Peak: 324 two-way vehicle trips,

PM Peak: 326 two-way vehicle trips,

LN Peak: 326 two-way vehicle trips,

Total Daily: 2902 two-way vehicle trips.

Alvington 11 proposed dwellings:

Method of Travel to Work	Isoa2011:E01022227 : Forest of Dean 009B
All categories: Method of travel to work	1,149
Work mainly at or from home	72
Underground, metro, light rail, tram	1
Train	17
Bus, minibus or coach	11
Taxi	1
Motorcycle, scooter or moped	5
Driving a car or van	521
Passenger in a car or van	32
Bicycle	10
On foot	64
Other method of travel to work	4
Not in employment	411

The Work from home and Not in Employment categories have been omitted as they are unlikely to be generating trips in the peak hours. There are 666 householders likely to be making trips in the peak hour, of which 521 are undertaken by private motorcar. This results in a modal split of 78.2%. This will be applied to the total person trip rates to determine the likely number of car trips generated by proposed housing in Alvington.

Time	Arrivals	Departures	Two-way	Modal Split Applied
AM Peak 8-9am	1.9	8.8	10.7	8.4
PM Peak 5-6pm	5.2	3.3	8.5	6.7
Local Network Peak 3-4pm	5.7	3.6	9.3	7.3
Total Daily			79.2	62

Netherend Woolaston 48 proposed dwellings:

Method of Travel to Work	Isoa2011:E01022248 : Forest of Dean 010A
All categories: Method of travel to work	1,279
Work mainly at or from home	139
Underground, metro, light rail, tram	0
Train	13
Bus, minibus or coach	9
Taxi	0
Motorcycle, scooter or moped	13
Driving a car or van	574
Passenger in a car or van	28
Bicycle	9
On foot	51
Other method of travel to work	7
Not in employment	436

The Work from home and Not in Employment categories have been omitted as they are unlikely to be generating trips in the peak hours. There are 704 householders likely to be making trips in the peak hour, of which 574 are undertaken by private motorcar. This results in a modal split of 81.5%. This will be applied to the total person trip rates to determine the likely number of car trips generated by proposed housing in Netherend Woolaston.

Time	Arrivals	Departures	Two-way	Modal Split Applied
AM Peak 8-9am	8.3	32.8	46.5	38
PM Peak 5-6pm	22.8	14.3	37.1	30.2
Local Network (LN) Peak 3-4pm	24.8	15.7	40.5	33
Total Daily			346	282

Distribution and Assignment:

Distribution and assignment has been determined by interrogating Origin and Destination NOMIS census data and most likely routes vehicles will take to reach their terminal destination.

According to NOMIS, 473 vehicles were distributed onto the network with 39.32% being assigned to the routes that travel through Alvington. 60.68% were assigned towards the south west and therefore would not travel through Alvington. The likely number of additional vehicle movements to travel through Alvington as a result of the additional 48 dwellings would be;

AM Peak: 15 two-way vehicle trips,
 PM Peak: 12 two-way vehicle trips,
 LN Peak: 13 two-way vehicle trips,
 Total Daily: 111 two-way vehicle trips.

Sedbury 150 Proposed Dwellings:

Method of Travel to Work	Isoa2011:E01022272 : Forest of Dean 010B	Isoa2011:E01022273 : Forest of Dean 010C	Combined
All categories: Method of travel to work	925	953	1,878
Work mainly at or from home	24	28	125
Underground, metro, light rail, tram	1	1	2
Train	9	13	22
Bus, minibus or coach	16	13	29
Taxi	4	1	5
Motorcycle, scooter or moped	9	8	17
Driving a car or van	403	366	769
Passenger in a car or van	45	28	73
Bicycle	11	41	52
On foot	70	159	229
Other method of travel to work	5	20	25
Not in employment	328	275	603

The Work from home and Not in Employment categories have been omitted as they are unlikely to be generating trips in the peak hours. There are 1223 householders likely to be making trips in the peak hour, of which 769 are undertaken by private motorcar. This results in a modal split of 62.87%. This will be applied to the total person trip rates to determine the likely number of car trips generated by the proposed housing in Sedbury.

Time	Arrivals	Departures	Two-way	Modal Split Applied
AM Peak 8-9am	26	119.3	145	91.2
PM Peak 5-6pm	71.2	44.8	116	73
Local Network (LN) Peak 3-4pm	77.4	49.1	126.4	79.5
Total Daily			1081	680

Distribution and Assignment:

Distribution and assignment has been determined by interrogating Origin and Destination NOMIS census data and most likely routes vehicles will take to reach their terminal destination.

According to NOMIS, 678 vehicles were distributed onto the network with 11.50% being assigned to the routes that travel through Alvington. 88.50% were assigned towards the south west and therefore would not travel through Alvington. The likely number of additional vehicle movements to travel through Alvington as a result of the additional 48 dwellings would be;

- AM Peak: 11 two-way vehicle trips,
- PM Peak: 9 two-way vehicle trips,
- LN Peak: 10 two-way vehicle trips,
- Total Daily: 79 two-way vehicle trips.

Tutshill Proposed 130 Dwellings:

Method of Travel to Work	Isoa2011:E01022275 : Forest of Dean 010E
All categories: Method of travel to work	1,101
Work mainly at or from home	70
Underground, metro, light rail, tram	1
Train	15
Bus, minibus or coach	14
Taxi	3
Motorcycle, scooter or moped	8
Driving a car or van	514
Passenger in a car or van	33
Bicycle	9
On foot	72
Other method of travel to work	4
Not in employment	358

Work from home and Not in Employment categories have been omitted as they are unlikely to be generating trips in the peak hours. There are 673 householders likely to be making trips in the peak hour, of which 514 are undertaken by private motorcar. This results in a modal split of 76.4%. This will be applied to the total person trip rates to determine the likely number of car trips generated by proposed housing in Tutshill.

Time	Arrivals	Departures	Two-way	Modal Split Applied
AM Peak 8-9am	22.5	103.4	126	93.97
PM Peak 5-6pm	62	39	100.6	76.9
Local Network (LN) Peak 3-4pm	67	43	110	84
Total Daily			937	716

Distribution and Assignment:

Distribution and assignment has been determined by interrogating Origin and Destination NOMIS census data and most likely routes vehicles will take to reach their terminal destination.

According to NOMIS, 438 vehicles were distributed onto the network with 9.58% being assigned to the routes that travel through Alvington. 90.41% were assigned towards the south west and therefore would not travel through Alvington. The likely number of additional vehicle movements to travel through Alvington as a result of the additional 130 dwellings would be;

AM Peak: 9 two-way vehicle trips,
 PM Peak: 8 two-way vehicle trips,
 LN Peak: 9 two-way vehicle trips,
 Total Daily: 69 two-way vehicle trips.

Total Impact/Additional vehicle trips routed through Alvington.

The additional 2195 dwellings would generate the following additional trips upon the network;

AM Peak: 1343

PM Peak: 1307

LN Peak: 1324

Total Daily: 11712

The following trips have been derived from the total person trips TRICS with private motorcar modal split applied with consideration given to the percentage distribution and assignment. It can be said that the approximate number of additional vehicle trips travelling through Alvington as a result of the 2195 dwellings would be the following;

AM Peak: 368 two-way vehicle trips,

PM Peak: 362 two-way vehicle trips,

LN Peak: 366 two-way vehicle trips,

Total Daily: 3223 two-way vehicle trips.

Yours Sincerely

David Simmons

Principal Development Coordinator