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A487 New Dyfi Bridge

Environmental Statement –
Volume 3: Appendix 13.1

Non-Motorised User Context Report

900237-ARP-ZZ-ZZ-RP-CH-00005

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1 Introduction

1.1 Context

The Welsh Government proposes to provide a new section of the A487 Fishguard to Bangor trunk road incorporating the provision of a new river crossing of the Afon Dyfi.

The existing bridge is located immediately north of Machynlleth in North Powys, close to the border with Gwynedd and Ceredigion. The existing A487 bridge (Pont ar Ddyfi) is the first crossing of Afon Dyfi upstream of its mouth, with the next crossing approximately 8km east at Jubilee Bridge, Grofft. Pont ar Ddyfi is on the southern boundary of Snowdonia National Park.

The existing bridge is on the A487 Fishguard to Bangor trunk road, which is the principal strategic north-south route along the west coast of Wales. The bridge is directly south of the A487/A493 T-junction (with the A493 forming the minor arm of this junction).

Continued use of existing bridge is significantly affected by two issues:

- Repeated flooding from Afon Dyfi of the A487 just south of the bridge, with dangerously high flood water at the bridge itself, and
- Ongoing deterioration of the existing masonry which necessitates on going repair and strengthening works to keep the bridge in operation.

There have been several studies into the area to look at operation, suitability, online and off-line improvements and traffic management. In November 2000, a Powys TRA Stage II Technical Appraisal Report, supported by an Environmental Statement, concluded that for the trunk road to remain accessible at all times the recommended option was to construct an offline multi-span viaduct across the river and floodplain.

1.2 The Scheme

The A487 New Dyfi Bridge scheme is a 900m section of new single carriageway road. The proposed route is to the southeast of the existing route and Pont ar Ddyfi. The scheme includes a 570m viaduct and river bridge across the Afon Dyfi and associated floodplain. The existing A487 would be de-trunked between the two ends of the scheme. The existing Pont ar Ddyfi would be restricted to Non-Motorised Users (NMUs) only.

The location of the scheme is shown on Plan 900237-ARP-ZZ-ZZ-DR-YE-00012 included in Appendix A.

1.3 Purpose of this Report

Non-motorised users (NMUs) are considered to be pedestrians, cyclists and equestrians. The purpose of this NMU Context Report is to address the first of two elements of the NMU Audit.

This comprises the collation of background information of relevance to NMUs, and the presentation of that information in an NMU Context Report, leading to agreement on the design stages for which a NMU Audit Report is required.

1.4 Methodology

The methodology for this NMU Context Report has been determined in accordance with the requirements of DMRB HD42/05 “Non-Motorised User Audits” and TA91/05 “Provision for Non-Motorised Users”, and covers the following key elements:

- a) NMU flows
- b) Motorised traffic flows and speeds
- c) Road accident records
- d) Public Rights of Way network
- e) National Cycle Network routes
- f) Future land use
- g) Identification of key NMU trip generators
- h) Identification of relevant desire lines
- i) Views and information from user groups

2 Existing Traffic Flows and Speeds

2.1 Methodology

The A487 New Dyfi Bridge Traffic Local Model Validation Report and the A487 New Dyfi Bridge Traffic Survey Report provide detailed explanations on the data collection and methodology.

A traffic model has been created using a combination of traffic count undertaken specifically for the project and count data from Welsh Government and Department for Transport. Annual average daily traffic (AADT) flows were calculated for key roads in the model area. The AM and PM surveyed counts are from the Manual Classified Counts (MCC), conducted on 17 September 2015 between 7am and 7pm.

The second set of counts was an Automatic Traffic Count (ATC) on roads in the study area for a seven day period from 11 September to 17 September 2015. The ATCs provide data on vehicle speeds.

During the course of the surveys no accidents were recorded and as such these flows can be taken as normal and have not been affected by any external factor that could disrupt the flows recorded.

2.2 Data

Table 1 provides a summary of the flows on each link. The full survey results and location of counts are included in Appendix B

Link		AM Peak	PM Peak	AADT
A493 (west of Pont ar Ddyfi)	Eastbound	92	115	1207
	Westbound	80	130	1214
	2 way	172	245	2421
A487 (north of junction with B4404)	Northbound	93	171	1595
	Southbound	131	168	1565
	2 way	224	339	3160
A487 (south of bridge)	Northbound	138	285	2384
	Southbound	207	263	2454
	2 way	345	548	4838
A489 Heol Maengwyn	Eastbound	245	429	3263
	Westbound	303	314	3316
	2 way	548	743	6579
B4404	Eastbound	10	26	199
	Westbound	29	22	230
	2 way	39	48	429
	Eastbound	87	186	1602

A487 (south of junction with B4404)	Westbound	144	179	1651
	2 way	231	365	3253
A487 (south of junction with A489 Heol Maengwyn)	Eastbound	204	431	2529
	Westbound	304	314	2632
	2 way	508	745	5161

Table 1 2015 Surveyed Traffic Flows

Table 2 shows the seven-day 85%ile of the 24h directional vehicle speeds.

ATC location	Direction	24hr 85%ile speed	Speed limit
Site 1, A487, Machynlleth	Eastbound	32.8	30
	Westbound	32.8	
Site 2, A493, Machynlleth (Bridge Sign)	Eastbound	41.4	60
	Westbound	43.3	
Site 3, A487, Machynlleth (Road Narrows Sign)	Northbound	43.0	60
	Southbound	42.8	
Site 4, A489, Machynlleth	Northbound	44.1	60
	Southbound	46.0	

Table 2 Directional Vehicle Speeds

2.3 Discussion

An analysis of the counts shows that the AM peak hour occurred between 8am and 9am and that the PM peak hour occurred between 5pm and 6pm. Generally the traffic flows increased throughout the day, peaked during the inter peak period before decreasing. This pattern was observed in both the MCC and the seven day average from the ATCs. The PM peak was generally busier than the AM peak.

The peak hour counts on the A487 demonstrate an element of tidality with the AM outbound flows being greater than the inbound flows. Flows on the other roads do exhibit differences between inbound and outbound, but the difference is not as great as that on the A487.

The results show that the seven day average speeds are similar for both directions.

3 Forecast Traffic Flows

3.1 Methodology

For this project there are no particular developments that need to be considered, as there are no significant developments of relevance proposed in the area. Any developments planned in the area are accommodated by the Tempro factors used for increasing the traffic.

3.2 Data

For this scheme, two assessment years have been chosen. These are the scheme opening year of 2019 and fifteen years after opening, so 2034. Table 3 summarises the forecast AADT flows for the links surveyed in the 2015 flows. The full forecast flows are included in Appendix C.

Link		2019	2034
A493 (west of Pont ar Ddyfi)	Eastbound	1300	1567
	Westbound	1307	1576
	2 way	2607	3143
A487 (north of junction with B4404)	Northbound	1719	2072
	Southbound	1686	3032
	2 way	3405	5104
A487 (south of Pont ar Ddyfi)	Northbound	2568	3095
	Southbound	2644	3186
	2 way	5212	6281
A489 Heol Maengwyn	Eastbound	2516	4237
	Westbound	3573	4306
	2 way	6089	8543
B4404	Eastbound	214	258
	Westbound	248	299
	2 way	462	557
A487 (south of junction with B4404)	Eastbound	1726	2080
	Westbound	1779	2144
	2 way	3505	4224
A487 (south of junction with A489 Heol Maengwyn)	Eastbound	2724	3283
	Westbound	2835	3417
	2 way	5559	6700

Table 3 Forecast Flows

4 NMU Flows

4.1 Methodology

NMU counts were undertaken during October half term school holidays from Sunday 25 October to Tuesday 27 October (inclusive), between 8am and 4pm. This recorded NMU type (pedestrian, cyclist, equestrian) and the direction of movement.

4.2 Data

Two locations were surveyed, as shown on Plan 900237-ARP-ZZ-ZZ-DR-YE-00012 included as Appendix A. Counts were broken down into 15 minute periods within the overall daily count, allowing for a profile of NMU movements over a daily period. Full results of the NMU counts are included as Appendix D. This includes plans showing the location of the counts.

Table 4 shows the daily totals for each of the surveyed days.

Description		Sunday			Monday			Tuesday		
		Ped.	Cycl.	Total	Ped.	Cycl.	Total	Ped.	Cycl.	Total
Count location 1 – NCN Route 8 crossing A487 south of Pont ar Ddyfi	WB	33	19	52	20	6	26	16	4	20
	EB	24	16	40	15	8	23	8	7	15
	2-way	57	35	92	35	14	49	24	11	35
Count location 2 – NCN Route 8, north of Afon Dyfi Millennium bridge	SWB	23	14	37	0	6	6	0	4	4
	NEB	16	14	30	0	8	8	0	7	7
	2-way	39	28	67	0	14	14	0	11	11

Table 4 2015 Surveyed NMU Flows

4.3 Discussion

No equestrian activity was observed during the surveyed period.

The results of the survey show Sunday to be the busiest day at both count locations, with pedestrians as the predominant NMU type. Across the three surveyed days, the NCN Route 8 crossing south of Pont ar Ddyfi saw more NMU activity than the NCN Route 8, north of Afon Dyfi Millennium bridge.

It is notable that the surveys on Monday and Tuesday recorded no pedestrian activity at the count location north of Afon Dyfi Millennium bridge, with only a low number of cycle movements observed.

5 Public Transport

The availability and convenience of access to the start/end points of public transport journeys forms a key consideration in the context of NMU activity.

Maintaining accessibility to public transport services is critical in ensuring communities can access key local facilities. It also ensures that there are viable alternatives to car use for longer distance journeys that may be regarded as too far or too hazardous to be undertaken in their entirety by walking or cycling.

Table 5 summarises the bus services and their routes that serve the bus stops in the immediate vicinity of Pont ar Ddyfi. The frequency of most services is approximately 1-2 per hour during the weekday daytime. Appendix E contains the complete timetables for each of the services listed below.

Route No.	Frequency (buses per day)			Route
	Monday – Friday	Saturday	Sunday	
34	9	9	-	Machynlleth – Ceinws – Aberllefenni
34A (extension to 34)	3	-	-	Machynlleth Circular
T2	5	5	2	Aberystwyth – Machynlleth – Dolgellau – Porthmadog – Caernarfon – Bangor
X27	4	6	-	Machynlleth – Corris – Dolgellau
X28/29	6	6	-	Llanegryn – Tywyn – Machynlleth – Aberystwyth

Table 5 Bus Service Summary

Bus stops in the vicinity of Pont ar Ddyfi operate as request stops, with no signage or carriageway demarcations. Consultation with Lloyds Coaches revealed that outside of town centres, many of the buses operate on a hail and ride type service, with few bus stops demarcated with timetables or shelter provision. However, there are some locations that are recognised as bus stops, due to frequency of use and/or layby formation.

The nearest bus stops with timetable information are located at Lloyds Coaches Bus Depot, at both the northbound and southbound stops, approximately 700m south of Pont ar Ddyfi.

Lloyd Coaches operates the majority of the local services. Buses do not permit the carriage of cycles.

Machynlleth railway station, on the Cambrian Line, is located approximately 600m south of Pont ar Ddyfi and is managed by Arriva Trains Wales. Typical daytime frequencies and journey times to key nearby and long distance destinations are outlined in Table 6. These are listed in order of journey time duration.

Destination (direct trains from Machynlleth)	Service frequency (trains per day)			Journey time duration
	Monday – Friday	Saturday	Sunday	
Aberdovey	8	8	1	18 minutes
Aberystwyth	16	15	13	34 minutes
Newtown	12	12	8	36 minutes
Barmouth	8	8	1	63 minutes
Shrewsbury	12	12	8	73 minutes
Harlech	8	8	1	89 minutes

Table 6 Services from Machynlleth railway station

In addition to the passenger services operating from Machynlleth railway station, a preserved railway line known as Corris Railway operates as a visitor attraction, some 6km north of Pont ar Ddyfi. The track totals 0.75 miles in length, so is not considered a form of passenger transport, but is recognised as a trip generator.

6 Accident Data

Accident data been obtained from Welsh Government in order to evaluate the number of Personal Injury Accidents (PIAs) which have occurred in the vicinity of the existing Pont ar Ddyfi and on connecting roads. This assesses accidents involving pedestrians and cyclists over a five year period, from 1st January 2009 to 31st December 2014. These records have been examined to identify issues with the existing highway which may contribute towards road safety problems for NMUs.

An ‘accident’ involves personal injury occurring on the public highway (including footways) in which at least one vehicle is involved and which becomes known to the police within 30 days of its occurrence. ‘Damage-only’ accidents are not included. The statistics relate only to personal injury accidents on public roads that are reported to the police, and subsequently recorded, using the STATS19 accident reporting form.

One accident may give rise to several casualties and the severity of an accident is based on the most severely injured casualty:

- Slight - minor injury or slight shock requiring roadside attention but not requiring hospital treatment;
- Serious - an injury for which a person is detained in hospital; or
- Fatal - in which at least one person is killed.

Plan 900237-ARP-ZZ-ZZ-DR-YE-00012 included as Appendix A shows the location of accidents involving NMUs in the vicinity of the scheme, denoted by NMu type and severity.

There have been a total of seven PIAs within the search cordon over the five year period. Of these incidents, six were classified as minor and one was classified as serious. There have been no NMu fatalities.

No NMu incidents occurred on Pont ar Dyfi, or north of Machynlleth railway station.

Three of the slight incidents involved cyclists, all occurring in Machynlleth town centre.

Four of the incidents involved pedestrians, three of which were classified as slight and one was serious. The serious incident occurred on A489 Newtown Road, east of Machynlleth at 01:24am, when a taxi proceeding normally along the carriageway struck a pedestrian. No street lighting is present and footways are provided on both sides of the carriageway at this location.

7 Desire Lines

There are two principal types of desire lines: utility desire lines and recreational desire lines. Each has its own needs and requirements, as explained below.

Utility desire lines are desire lines associated with a direct need. This can be a need to work, shop, attend school or visit specific locations for a specific purpose. This type of desire line is a connection between the place of residence (source) and the location to be visited (destination). Often users will take the perceived quickest route, sometimes this is the route with the shortest distance. For NMUs, these can often be grouped or aligned to follow corridors. Generally, it is this type of desire line which will see users making injudicious crossings of roads, where the risk is considered (by the individual user) to be less than the benefit gained in terms of time or distance. Often the journey is not completely weather dependent but is more likely to be popular when conditions are fine.

A recreational desire line tends to take the form of circular walking, jogging, running or cycling route, or sometimes a return journey along a given corridor. Generally this type of use is much more informal, often will be done by people who have a detailed knowledge of the area and availability of routes. Unsafe NMU activity can be less prevalent in this user group, with the exception of when a user is unfamiliar with the routes or areas, and comes upon an obstruction which would require the user to turn back or take a risk to pass the obstruction encountered. Often recreational desire lines are developed through promotion, for example a local authority may publish route maps for circular walks, and these routes start to fall into regular use. Often journeys of this type are weather dependent.

An established desire line is considered to be one for which reasonable facilities exist for NMU use.

A potential desire line is one for which barriers currently exist, although these barriers may not necessarily preclude its active use.

There are some desire lines in the Machynlleth area but relatively few that cross Pont ar Ddyfi. Desire lines have been identified are within the town; west-east movement into the town centre from surrounding residential areas. The rural nature of the area and the absence of towns and villages within walking distance limits number of desire lines beyond the boundary of the town.

8 Policy and Strategic Objectives

This section provides an overview of the legislation, policies and plans, relevant to NMUs within the vicinity of the scheme. This includes consideration of overarching national and regional policies, together with the local planning and transport plan policies of Powys County Council, Gwynedd County Council and Snowdonia National Park Authority.

8.1 National Policy

People, Places, Futures – The Wales Spatial Plan (2008)

The Wales Spatial Plan (WSP) was originally adopted in 2004 as the 20 year plan for sustainable development in Wales. It was updated in 2008 and provides the ‘overarching framework and integration tool for Wales’. It underpins the future improvement of regional and national strategic planning for transport.

There are five guiding themes which set out the National Framework. The key themes are based on:

- Building sustainable communities;
- Promoting a sustainable economy;
- Valuing our environment;
- Achieving sustainable accessibility; and
- Respecting distinctiveness.

Among the key challenges identified within the WSP is to integrate sustainable transport solutions with community and development planning to improve accessibility.

Wales Transport Strategy – One Wales: Connecting the Nation (2008)

The Wales Transport Strategy (WTS), One Wales: Connecting the Nation, was published in 2008. The document outlines how the transport policy approach is more responsive than previous strategies in its delivery of the Welsh Government’s wider policy agenda, and has attempted to be flexible to reflect different regional circumstances.

The four main regions in Wales are each represented by a regional transport consortium, which has been created through partnerships between neighbouring Local Authorities.

The stated goal of the strategy is for Wales to promote sustainable transport networks that safeguard the environment, while strengthening Wales’ economic and social life. The transport strategy identifies a series of high-level sustainable transport themes and sets out the steps to their delivery, including:

- Achieving a more effective and efficient transport system;
- Achieving greater use of the more sustainable and healthy forms of travel; and

- Minimising demands on the transport system.

National Transport Plan (2010)

The National Transport Plan sets out what Wales should deliver over the next five years, set within the context of Wales' long-term vision as set out in One Wales. The plan identifies national and regional interventions, and recognises the role of local authorities in identifying priorities for transport investment at a local level to support the outcomes in the Wales Transport Strategy and in line with guidance provided by Welsh Government through their Local Transport Plans.

Of these, specific interventions relate to NMUs:

- Draw on Smarter Choices guidance: increase more healthy and sustainable travel;
- Develop a larger number of traffic free walking and cycling routes and segregated public transport routes;
- Maintain the Safe Routes in Communities programme to develop safer walking and cycling opportunities;
- Deliver Walking and Cycling Action Plan targets;
- Continue to increase the amount of funding available for walking and cycling schemes;
- Improvements in the provision of safer walking and cycling routes;
- Continue to work with UK Government on development of the new Road Safety Strategy; and
- Address road safety in areas where casualty and fatality rates are higher than the national average, or where there are issues for vulnerable groups.

Road Safety Framework for Wales (2013)

This supersedes the Road Safety Strategy, which successfully achieved and exceeded the targeted reductions in casualties for all road users in Wales in 2010.

The 2013 framework sets out the Welsh Government's priorities for road safety and focuses on casualty reduction targets. Compared to the averages for 2004-2008 its targets are:

- 40% reduction in the total number of people killed and seriously injured on Welsh roads by 2020;
- 25% reduction in the number of motorcyclists killed and seriously injured on Welsh roads by 2020; and
- 40% reduction in the number of young people (aged 16-24) killed and seriously injured on Welsh roads by 2020.

Active Travel (Wales) Act (2013) and Active Travel Action Plan (2014)

The Active Travel (Wales) Act 2013 completed its passage through the National Assembly for Wales on 1 October 2013. The Bill became an Act of the Assembly on 4 November 2013.

The Act makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.

By connecting key sites such as workplaces, hospitals, schools and shopping areas with active travel routes, the Act will encourage people to rely less on their cars when making short journeys. The Act will come into force in mid-2014. Over winter 2013/14 there will be public consultations on the statutory guidance needed to implement the Act, and a Direction on the geographic coverage of the Act. The Act will be supported by the Active Travel Action Plan, and its implementation will be overseen by the Active Travel Board.

The Act requires local authorities in Wales to produce active travel maps and deliver year on year improvements in active travel routes and facilities. It requires highways authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of walkers and cyclists in a range of other highway authority functions. The first stage requires local authorities to produce an Existing Routes Map (ERM) for each 'designated area' and submit these to Welsh Government by 22 January 2016. Consideration will be made of any adopted ERMs in the future, as part of any updates to the NMU Context Report and the subsequent NMU Audit Report.

8.2 Regional Policy

Mid Wales Joint Local Transport Plan 2015

The Local Transport Plan has been jointly prepared by the Mid Wales Local Authorities of Powys, Ceredigion and Gwynedd (for Meirionnydd) in response to the Welsh Government requirement for LTPs to be submitted by the end of January 2015. The plan preparation has been overseen by TraCC as a current Joint Committee of the local authorities for transport. The Plan is a statutory document for transport in the region.

The Plan aims to address the key issues and opportunities for Mid Wales:

- Difficulties in gaining access to employment and services, particularly for those without a car and because of the need to travel long distances;
- Poor opportunities for passing, pinch point and constraints on the strategic road network lead to increased journey times and reduced journey time reliability for the movement of people and goods within the region and to key destinations outside of Mid Wales

- Increased risks to the resilience of the network through impacts of climate change, including flood risk
- Opportunities to increase mode share by active travel modes and to improve the health and well-being of the local community and to continue to improve the road safety record

The plan identifies within its issues and constraints section that the nature of the road network is such that alternative routes often involve a considerable detour for traffic. It is stated that the closure of the Dyfi Bridge due to flooding means isolation for the residents of Meirionnydd, notably from essential hospital services in Aberystwyth.

In the plan's medium and longer term aspirations, it is stated that the local authorities will want to continue to work closely with Welsh Government to bring forward the improvements to the strategic connection issues – the A487 Dyfi Crossing for example – some of which will be implemented beyond 2020 given their scale and level of investment.

Walking and Cycling Strategy for Mid-Wales (2012)

TraCC published the Walking and Cycling Strategy for Mid-Wales in 2012. The overarching aim is to invest in walking and cycling projects and initiatives in order to achieve the following:

- Improve the health and wellbeing of Mid Wales residents;
- Reduce car use and carbon and other environmental impacts of travel;
- Improve accessibility to and between key settlements, public transport interchanges, employment, education, and services and facilities;
- Encourage economic development through enhancing tourism, leisure and recreation infrastructure;
- Influence travel decisions of present and future transport users through land use planning and travel behaviour initiatives.

8.3 Local Policy

Powys County Council Rights of Way Improvement Plan (2007)

Powys County Council (PCC) published its first Rights of Way Improvement Plan (PROWIP) in 2007.

Under Section 60 of the Countryside and Rights of Way Act 2000 (the 'CROW' Act), every local authority is required to prepare and publish a Rights of Way Improvement Plan for the management, provision and promotion of the public rights of way in their areas. The aims of each plan are to extend the network and improve the connectivity of the routes, to improve accessibility for all users and to improve local awareness of the Public Rights of Way Network within each area.

PCC's PROWIP states a series of 10-year objectives based on the following aims:

- Condition of the Public Rights of Way Network
 - To have an open, easy to use and well-signed public rights of way network.
 - Effectively manage, monitor and maintain opened paths in a satisfactory condition.
- Management and Enforcement of Public Rights of Way and Access Land
 - Take all reasonable steps to improve access for all.
 - Identify and develop local, circular routes around settlements.
 - Improve and increase access onto and across Access Land.
 - Ensure the long-term success of the recreational trails in Powys.
- Definitive Map and Statement
 - Achieve an accurate and up-to-date Definitive Map and Statement.
 - Make the Definitive Map and Statement widely available in appropriate formats.
- Publicity and Promotion
 - Increase the range and quality of public information in a variety of formats.

Gwynedd Rights of Way Improvement Plan (2007)

Gwynedd County Council (GCC) published its first Rights of Way Improvement Plan in 2007.

The Plan was approached as both a challenge and opportunity for the Council to adapt and review the network to meet modern day needs and so to help deliver wider benefits for both Gwynedd's residents and its visitors.

Some of the key issues identified through assessments undertaken as part of the plan included:

- A safe, accessible, easy to use path network is needed;
- An accurate and up-to-date Definitive Map is needed which assures the public what their rights are on any recorded route;
- Better promotion of the path network for all;
- The access opportunities available to horse-riders and cyclists are limited; and
- There is considerable scope for integrating public rights of way issues with other action areas through partnership working.

Eryri Local Development Plan (2007-2022)

The Local Development Plan (LDP) for Snowdonia National Park Authority was formally adopted on 13th July 2011. The Local Development Plan contains strategic policies and development policies which will deliver the long term spatial vision for the future of Snowdonia National Park.

Strategic Policy L: Accessibility and Transport details the National Park Authority's commitment to improving access to local facilities and reduce the need to travel especially by private car. Within the National Park walking and cycling, improved access to public transport and provision of facilities will be encouraged.

Development will be supported where:

- a) The provision of services are located so as to minimise the need to travel.
- b) There is convenient access via footpaths, cycle paths and public transport, thereby encouraging the use of these modes of travel for local journeys, reducing the need to travel by private car and improving the accessibility of services to those with poor availability of transport.
- c) There is an improvement in accessibility for all, in particular disabled people.
- d) Changes to the road network do not damage or cause detrimental effects to ProW, listed buildings or historic monuments or cause adverse effects to environmental designations. The highest priority will be given to the conservation and enhancement of the characteristic biodiversity of Snowdonia, particularly habitats and species designated under national and European legislation. Where possible, these improvements to the road network will feature provision for segregated pedestrian and cycling uses.
- e) It will reduce or remove vehicle traffic from within town centres and where possible from rural areas.
- f) The natural environment of the park is not adversely affected.
- g) Secure cycle parking facilities are provided where appropriate.

8.4 Summary

As this section indicates, the aims of the scheme align to national, regional and local transport planning policies in terms of supporting economic growth, connectivity, accessibility and complementing sustainable travel including walking and cycling for local trips.

The policies detailed above will be considered as part of the scheme specific objectives for NMUs that are set out in final section of this report.

9 Trip Generators

Machynlleth in itself is a trip generator, as a tourist attraction and a base from which many explore Snowdonia and the surrounding area. For the purposes of this report, it is assumed that all journeys made by NMUs would start and finish at home, so residential premises are not considered specific trip generators. Those considered to generate more frequent NMU flows are highlighted in bold.

These are varied and include many of the following:

- Places of Worship
 - St Peters Parish Church
 - Capel Maengwyn
 - Saint Mair Catholic Church
- Supermarkets
 - Heol Maengwyn Spar and Post Office
 - The Co-operative
- Public Houses
- Bus Stops
- Railway Station
 - **Machynlleth railway station**
- Schools
 - **Ysgol Bro Ddyfi**
 - Machynlleth Community Nursery
 - **Machynlleth Community Primary School**
- Community centres and facilities
 - Bro Ddyfi Community Hospital
 - Machynlleth Health Centre
- Leisure Centres and Sports Facilities
 - Machynlleth Bowling Club
 - Bro Dyfi Leisure Centre
- Offices and Industrial Employment Sites
 - Parc Menter Treowain Enterprise Park
- Long distance footpaths and cycle routes
- Forest walks and trails.

Plan 900237-ARP-ZZ-ZZ-DR-YE-00012 included in Appendix A shows the locations of all established trip generators listed above, denoted by type.

10 Public Rights of Way Network

10.1 Introduction

Listed below are the definitions from the UK Government of types of routes which are considered 'Public Rights of Way'.

Footpath	If the path is used for walking only, it is a footpath. This is different from a footway (the pavement alongside a road), in that it means the whole width of the highway. Footpaths are usually just tracks, and are rarely surfaced or lit. They are open to walkers, runners and users of mobility vehicles.
Bridleway	Bridleways are legally protected routes that the public can use on foot or on horseback. Cyclists are permitted to use the bridleways, although through the Countryside Act 1968 there is no obligation to facilitate the cyclists on the routes and they must give way to other users. Horse drawn vehicles are not permitted.
Byway open to all traffic (BOAT)	These are open to all forms of traffic; pedestrians, horse riders, cyclists and car and other motor vehicle drivers.
Restricted byway	On these routes there are restrictions on how you can travel. You are permitted to use the route on foot, horseback, bicycle or horse drawn carriage. You cannot use motorised vehicles along this route.
Permissive path	It is possible for landowners to allow access over their land without dedicating a right of way. These accesses are called permissive paths. To the user they are often indistinguishable from normal highways. Landowners can specify which user groups are permitted to use these routes, which can include cyclists, equestrians and pedestrians.
Open access land	This is an area with the freedom to roam at will. Although there are footpaths and trails running across this land, there is no legal obligation for users to follow them. There are a number of exempted activities associated with Open Access land including cycling, horse riding, offroading and walking animals (other than dogs on a leash). The land can be used for these activities if expressly permitted by the landowner.
Common Land	Common land is private land over which both the landowners and commoners have rights. The

Countryside and Rights of Way Act introduced a right to roam over Common land. Each common often has its own rules with regards to permitted activities.

Green Lane

These can sometimes be referred to as Other Routes with Public Access on mapping. They can either be Byways Open to All Traffic (BOATs) or they can be formed by Unclassified County Roads. In both cases motor vehicles, equestrian users and horse drawn vehicles, cyclists and pedestrians may use the route.

10.2 Promoted Cycling Routes

The ‘promoted’ NMU routes (those identified or designated as NMU routes by local authorities or Sustrans) within the vicinity are:

- National Cycle Network Route 8 - Known as the Lôn Las Cymru, fully open and signed between Cardiff and Holyhead (Anglesey) via Brecon, Builth Wells, Machynlleth, Porthmadog and Bangor.
- National Cycle Network Route 82- Route 82 will run from Bangor to Fishguard when complete. Within the vicinity of the bridge, the route passes along the A493 and is characterised as an on-carriageway route.
- Eurovelo 2 (EV2) is a 5,500 km long-distance cycling route running from Galway, Ireland to Moscow, Russia. This east-west route passes successively through seven countries — Ireland, the UK, the Netherlands, Germany, Poland, Belarus and Russia and visits all their capital cities. Within the vicinity of Machynlleth, the EV2 follows the NCN Route 8.
- Mach 1, 2 and 3 mountain biking routes- Of varying length and riding skill levels, the three Mach routes cover the area south of Machynlleth. The routes have no waymarkers, but route maps are available from Dyfi Mountain Biking.

10.3 Promoted Walking Routes

There are a number of promoted walking routes in Powys and Gwynedd.

The Wales Coastal Path passes through Machynlleth. The Wales Coast Path is a long-distance footpath which follows, or runs close to, the majority of the coastline of Wales. Within the local area, the route takes a generally north-south direction, crossing Pont ar Ddyfi.

Glyndŵr’s Way is a long distance footpath in mid Wales. It runs for 135 miles (217 km) in an extended loop through Powys between Knighton and Welshpool. The path passes Machynlleth to the southeast.

Other notable walking routes are promoted by Natural Resources Wales, which are predominately recreational and circular. Whilst there are numerous routes in

the area surrounding Machynlleth, none, other than Glyndŵr's Way pass through the town, and none cross the Afon Dyfi at Pont ar Ddyfi.

There is wayfinding provision in the town centre for pedestrians.

10.4 Bridleways

There are no bridleways within the vicinity of the proposed scheme.

10.5 General Condition

The NCN routes are well signposted within the vicinity of the scheme. It has been reported that livestock gates and other barriers along NCN route 8 are a hindrance to cyclists.

11 Views of User Groups

The following parties have been contacted or comment regarding the relevant issues:

Potential Consultations

- Lloyds Coaches
- Arriva Trains Wales
- Ramblers Cymru
- Powys Ramblers
- Long Distance Walkers Association
- Snowdonia National Park Authority
- Snowdonia Walking Groups
- Sustrans
- Cyclists' Touring Club
- Dyfi Valley MTB Club
- Summit Cycles (local bike shop)
- British Horse Society
- Carreg Dressage
- Disability Wales
- RNIB
- Centre for Alternative Technology
- Ysgol Bro Ddyfi
- Gwynedd CC
- Powys CC
- Natural Resources Wales

It is important that the scheme takes into account the needs of existing and future NMU travellers.

No responses relevant to NMUs have been received to date.

12 Conflict Points

Obstacles and obstructions to desire lines can include natural and manmade features, including hills, rivers, busy roads and railways. Accessibility problems can also be significant barriers to movement for those who have special requirements. There are a number of areas around the bridge where tactile paving, and/or dropped kerbs have not been provided, or stepped access is the only means of accessing areas.

Barriers to movement can present major safety issues for some of the most vulnerable road users, either resulting in risky behaviour or avoidance of travel. The latter can be a cause of social isolation. The following are considered to be the key obstacles and obstructions to desire lines within the study area:

- a) Cambrian Railway Line
- b) Afon Dyfi
- c) Steep gradients in and around the study area;
- d) Seasonal flood risk
- e) A487
- f) A493

Overall it can be seen that there are a number of barriers to movement. The intersection of these barriers with NMU routes and desire lines are the most likely points of conflict for NMUs.

The most critical conflict points for NMUs exist where they come into direct conflict with vehicles. This includes where there is insufficient footway provision or poor/no crossing facilities.

Conflict points can be managed by providing appropriate crossings and routes for NMUs to either avoid the conflict or manage it to an acceptable level of risk.

13 Scheme Objectives

The following Scheme Objectives for NMUs are proposed in respect of the proposed new section of the A487, north of Machynlleth, for the proposed A487 New Dyfi Bridge and tie-in junctions.

Provision for pedestrians, cyclists, and equestrians would take due account of design standards, including Active Travel (Wales) Act Design Guidance, Design Manual for Roads and Bridges, and any relevant documents referred to therein.

In the context of the specific objectives set out below, all facilities directly provided by the scheme would, within reason, be accessible, attractive for use, coherent, comfortable, convenient, direct, and safe for users to use. All of these parameters should be considered in the overall context of the provision being made, and pre-existent on the surrounding network.

1. Ensure safe, accessible and direct crossing facilities with clear wayfinding are provided at the both ends of new bridge to cater for the cyclists and pedestrians using this part of the network, including the NCN routes.
2. NMu access along NCN8 / B4404 shall be maintained throughout the construction period. During periods of closure, reasonable safe, accessible, well way marked diversion routes shall be provided.
3. NMu access along NCN80/82/A493 shall be maintained throughout the construction period. During periods of closure, reasonable safe, accessible, well way marked diversion routes shall be provided.
4. NMu access along footpath along southern side of Afon Dyfi shall be maintained throughout the construction period. During periods of closure, reasonable safe, accessible, well way marked diversion routes shall be provided.
5. NMu access along A487 shall be maintained throughout the construction period. During periods of closure, reasonable safe, accessible, well way marked diversion routes shall be provided.
6. During times of flooding, provide suitable, safe and convenient route across Afon Dyfi.

14 Summary

The proposed A487 New Dyfi Bridge provides a suitable opportunity for Welsh Government to rationalise the provision of new facilities within the proposed highway scheme.

The scheme will be assessed in the context of these objectives at a number of stages through the project life. It is proposed that NMU audits which should take place at the following stages of the design and construction process:

- Preliminary design: following the completion of preliminary design, prior to the Stage 1 Road Safety Audit.
- Detailed design: following the completion of detailed design, prior to the Stage 2 Road Safety Audit.
- Post construction: following completion of construction. This should accompany the Stage 3 Road Safety Audit, and should be completed prior to the undertaking of any Stage 4 Road Safety Audit.

14.1 Declarations

We confirm that this Context Report has been prepared in accordance with the terms set out in HD 42/05 and that the objectives set out for agreement by the Project Sponsor have been set with due regard for the existing conditions for Non-Motorised Users.


NMU Audit Leader

Design Team Leader

14/01/2016

14/01/2016

X 

X 

Simon Westwood
NMU Audit Leader
Signed by: simon westwood

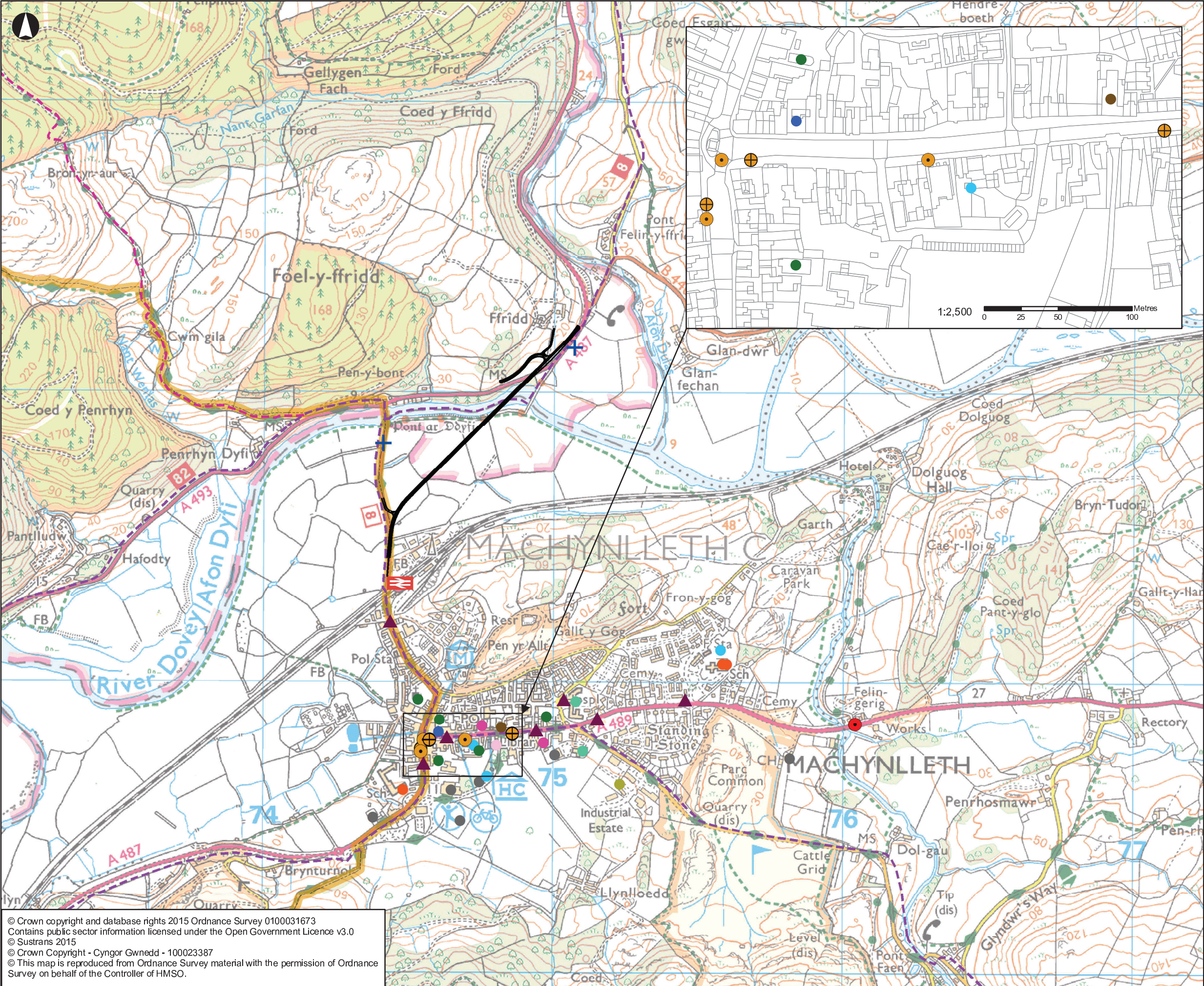
Chris Furneaux
Associate
Signed by: chris.furneaux

Simon Westwood CEng MICE

Chris Furneaux CEng MICE

Appendix A

NMU Context Report Plan
900237-ARP-ZZ-ZZ-DR-YE-
00012



Legend

- Proposed Scheme
- NMU Count Locations
- Bus Stop
- Nursery
- Places of Worship
- School/ Education Establishment
- Clinic: Health Centres
- Sport and Leisure Centres
- Village Hall / Community Facility
- Public House / Inn
- Supermarket
- Offices and Industrial Employment Site
- Railway Station
- Wales Coast Path
- National Cycle Network
- Regional Cycle Network
- Footpath
- Other Route with Public Access
- National Trail / Recreational Route
- Restricted Byway

Accident Type

- Slight, Cyclist
- Slight, Pedestrian
- Serious, Pedestrian

0	170	340	680	
P01.4	12/11/15	EB	PI	SW

Rev	Date	By	Chkd	Appd
-----	------	----	------	------

ARUP

GRIFFITHS

civil engineering and construction

WHS

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Solihull B90 8AE
Tel +44 121 213 3000 Fax +44 121 213 3001
www.arup.com

Client

Llywodraeth Cymru
Welsh Government

Project Title

A487 New Dyfi Bridge

Drawing Title

NMU Context Report Plan

Scale at A3

1:12,500

Role

Specialist Designer - Environmental

Suitability

S0 - Initial non-contractual

Arup Job No

244562-00

Rev

P01.4

Name

900237-ARP-ZZ-ZZ-DR-YE-00012

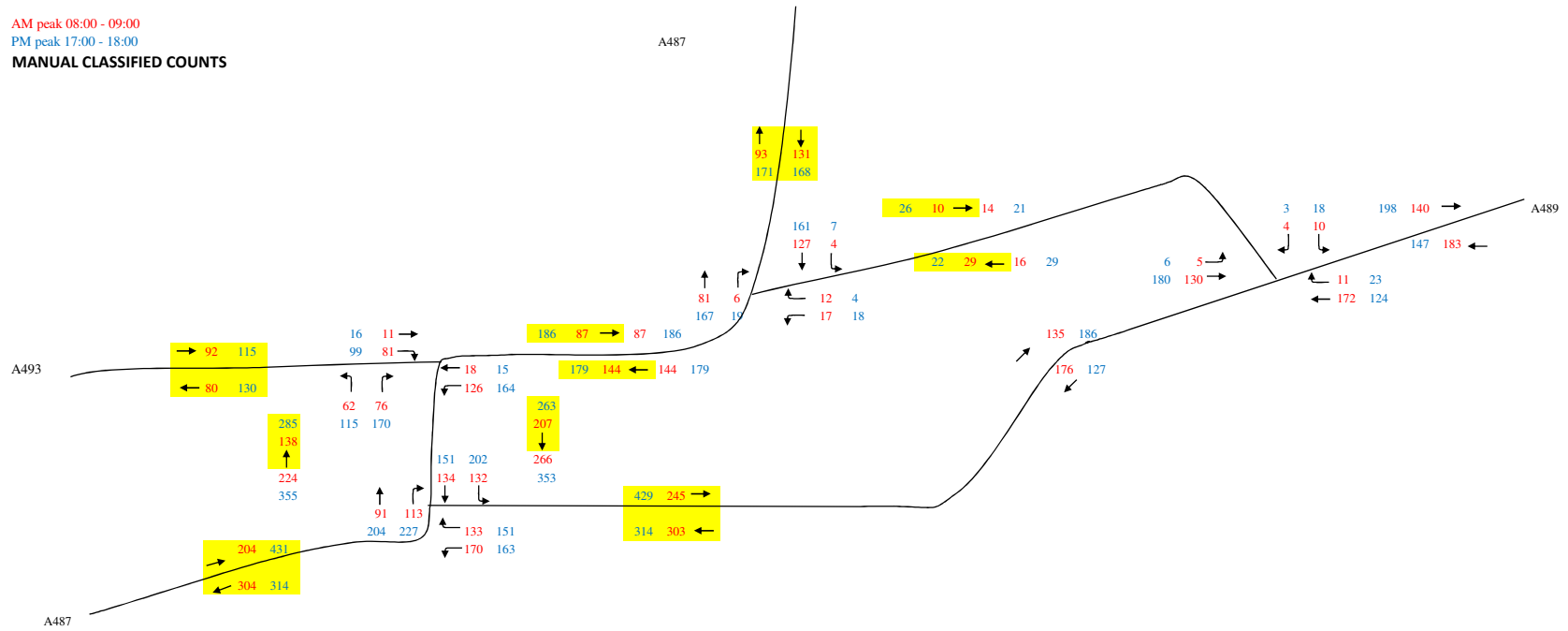
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Appendix B

Vehicle Surveyed Flows

PM peak 17:00 - 18:00

MANUAL CLASSIFIED COUNTS



LOCA1A487 / HEOL PENTRENHEDYN / HEOL MAENGWYN

DAY: THURSDAY

DAY: THURSDAY

DAY: THURSDAY

[illegible]

Time Total

7:00	73	
715	126	
730	124	
745	172	495 42 8%
800	156	
815	156	
830	228	
845	233	773 43 6%
900	175	
915	171	
930	186	
945	215	748 30 4%
1000	208	
1015	207	
1030	235	
1045	215	860 50 6%
1100	219	
1115	211	
1130	216	
1145	207	853 55 6%
1200	218	
1215	214	
1230	228	
1245	229	889 39 4%
1300	218	
1315	208	
1330	199	
1345	209	818 29 4%
1400	214	
1415	247	
1430	223	
1445	239	923 45 5%
1500	253	
1515	251	
1540	268	
1600	210	962 27 3%
1615	207	
1630	217	
1645	256	1003 24 2%
1700	261	
1715	310	
1730	276	
1745	251	1098 25 4%
1800	254	
1815	188	
1830	196	
1845	147	785 9 1%
		4%

4%

MANUAL CLASSIFIED COUNTS

JOB R:1508 15

JOB N:MACHYNLLETH

SITE: 2

DATE:17/09/2015

DAY: THURSDAY

LOCAT:A493 / A487

MANUAL CLASSIFIED COUNTS

JOB R:1508 15

JOB N:MACHYNLLETH

SITE: 2

LOCAT:A493 / A487

MANUAL CLASSIFIED COUNTS

JOB R:1508 15

JOB N:MACHYNLLETH

SITE: 2

DATE:17/09/2015

DAY: THURSDAY

LOCAT:A493 / A487

TIME	MOVEMENT 1 FROM A493 TO A487 (NE)							
	CAR	LDV	OGV1	OGV2	PSV	MCL	PCL	TOT
7:00	0	0	0	0	0	0	0	0
7:15	0	0	1	0	0	0	0	1
7:30	3	0	0	0	0	0	0	3
7:45	2	0	0	0	0	0	0	2
H/TOT	5	0	1	0	0	0	0	6
8:00	0	0	1	0	0	0	0	1
8:15	2	0	1	0	0	0	0	3
8:30	2	0	0	0	0	0	0	2
8:45	5	0	0	0	0	0	0	5
H/TOT	9	0	2	0	0	0	0	11
9:00	2	0	0	0	0	0	0	2
9:15	4	1	1	0	0	0	0	6
9:30	2	0	0	0	0	0	0	2
9:45	4	0	0	0	0	0	0	4
H/TOT	12	1	1	0	0	0	0	14
10:00	5	0	1	0	0	0	0	6
10:15	5	0	1	0	0	0	0	6
10:30	5	0	1	0	0	0	0	6
10:45	3	1	0	0	0	0	0	4
H/TOT	17	3	2	0	0	0	0	22
11:00	7	1	1	0	0	0	0	9
11:15	7	2	0	0	0	0	0	9
11:30	7	2	0	0	0	0	0	9
11:45	6	0	0	0	0	0	0	6
H/TOT	23	3	1	0	0	0	0	28
12:00	2	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0
12:30	3	1	1	0	0	0	0	5
12:45	3	2	0	0	0	0	0	5
H/TOT	8	3	1	0	0	0	0	12
13:00	4	3	1	0	0	0	0	8
13:15	2	1	0	0	0	0	0	3
13:30	8	2	0	0	0	0	0	10
13:45	2	0	0	0	0	0	0	2
H/TOT	16	6	1	0	0	0	0	23
14:00	2	4	0	0	0	0	0	6
14:15	5	0	0	0	0	0	0	5
14:30	0	2	1	0	0	0	0	3
14:45	0	0	0	0	0	0	3	3
H/TOT	7	6	1	0	0	0	3	17
15:00	1	0	0	0	0	0	0	1
15:15	4	1	0	0	0	0	0	5
15:30	2	0	0	0	0	0	0	2
15:45	2	1	1	0	0	0	0	4
H/TOT	9	2	1	0	0	0	0	12
16:00	1	0	0	0	0	0	0	1
16:15	3	4	0	0	0	0	0	7
16:30	4	0	0	0	0	0	0	4
16:45	5	2	0	0	0	0	0	7
H/TOT	13	6	0	0	0	0	0	19
17:00	6	0	1	0	0	1	0	8
17:15	1	1	0	0	0	0	0	2
17:30	2	1	0	0	0	0	0	3
17:45	3	0	0	0	0	0	0	3
H/TOT	12	2	1	0	0	1	0	16
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	1	0	0	0	1
18:45	2	0	0	0	0	0	0	2
H/TOT	4	0	0	1	0	0	0	5
H/TOT	135	32	12	1	0	5	0	185

MANUAL CLASSIFIED COUNTS

JOB R:1508 15

TIME	MOVEMENT 2 FROM A493 TO A487 (S)							
	CAR	LDV	OGV1	OGV2	PSV	MCL	PCL	TOT
7:00	6	6	0	0	0	0	0	12
7:15	3	0	0	0	1	0	0	4
7:30	8	1	0	1	0	0	0	10
7:45	8	5	0	0	0	0	0	14
H/TOT	31	15	0	1	1	0	0	49
8:00	15	4	0	0	0	0	0	19
8:15	18	1	0	1	1	0	0	21
8:30	19	4	2	0	0	0	0	25
8:45	12	3	1	0	0	0	0	16
H/TOT	64	12	3	1	1	0	0	81
9:00	14	4	0	0	0	0	0	18
9:15	19	0	0	0	2	0	0	21
9:30	15	3	0	0	0	0	0	18
9:45	18	5	0	0	0	0	0	23
H/TOT	64	12	3	1	1	0	0	81
10:00	22	5	0	1	0	0	0	28
10:15	21	9	1	0	0	0	0	31
10:30	21	9	0	0	0	0	0	30
10:45	20	3	1	0	0	0	0	24
H/TOT	86	26	2	1	1	0	0	116
11:00	23	3	2	0	0	0	0	28
11:15	21	6	0	0	0	0	0	27
11:30	20	3	2	0	0	0	0	25
11:45	20	3	0	1	0	0	0	24
H/TOT	84	15	4	1	1	0	0	105
12:00	20	4	2	0	0	0	0	26
12:15	12	4	2	1	0	1	0	20
12:30	16	4	2	0	0	0	0	22
12:45	17	3	0	0	0	0	0	20
H/TOT	65	15	6	1	0	1	0	88
13:00	12	3	0	0	0	1	0	16
13:15	9	3	0	1	1	0	0	14
13:30	16	1	1	0	0	0	0	18
13:45	22	2	2	0	0	0	0	26
H/TOT	59	9	3	1	1	1	0	74
14:00	23	2	1	0	0	1	0	27
14:15	8	2	1	0	0	0	0	11
14:30	18	5	1	0	0	0	0	24
14:45	14	3	0	0	0	0	0	17
H/TOT	63	12	3	0	0	1	0	79
15:00	18	4	1	0	0	0	0	23
15:15	19	5	0	0	0	0	0	24
15:30	20	3	1	0	0	0	0	24
15:45	11	1	0	0	0	0	0	12
H/TOT	68	13	2	0	1	0	0	84
16:00	30	5	0	0	0	0	0	35
16:15	30	5	0	0	0	0	0	35
16:30	30	5	0	0	1	0	0	36
16:45	21	8	0	0	0	1	0	30
H/TOT	85	22	2	0	1	1	0	111
17:00	22	4	1	0	0	1	0	28
17:15	21	4	1	0	0	0	0	26
17:30	16	2	0	0	1	2	0	21
17:45	18	2	0	0	1	0	0	21
H/TOT	77	14	2	0	2	4	0	99
18:00	13	5	0	0	0	0	0	18
18:15	10	2	0	0	0	0	0	12
18:30	14	1	0	0	1	0	0	16
18:45	10	3	0	0	0	0	0	14
H/TOT	50	10	0	0	1	0	0	61
H/TOT	798	175	27	6	12	8	1	1007

MANUAL CLASSIFIED COUNTS

JOB R:1508 15

MOVEMENT 4 FROM A47 (S) TO A49 (E)									MOVEMENT 5 FROM A49 (E) TO A47 (S)								
CAR	LDV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LDV	OGV1	OGV2	PSV	MCL	PCL	TOT	
8	2	0	0	0	0	0	2	7:00	4	2	2	2	0	0	0	9	
8	2	0	1	0	0	0	3	7:15	19	5	2	2	2	0	0	28	
8	6	1	0	1	0	0	8	7:30	11	4	1	1	0	1	0	18	
15	8	1	2	1	1	1	24	7:45	20	5	1	0	0	0	0	26	
7	1	0	0	0	0	0	2	8:00	11	4	0	0	0	0	0	15	
7	1	0	0	0	0	0	2	8:15	10	7	3	1	0	0	0	21	
8	7	0	3	0	1	0	9	8:30	20	8	0	0	0	0	0	28	
14	5	2	1	0	0	0	12	8:45	31	9	0	0	0	4	0	40	
14	5	2	1	0	0	0	12	9:00	16	5	0	1	0	0	0	22	
32	19	6	0	0	0	0	57	9:15	31	2	0	0	0	0	0	33	
18	3	2	0	0	0	0	23	9:30	17	7	1	0	0	0	0	25	
12	6	1	0	0	0	0	9	9:45	22	8	1	0	1	0	0	32	
15	5	0	1	1	0	0	7	9:50	21	5	1	0	1	0	0	28	
20	7	2	1	0	0	0	10	10:00	26	7	0	0	0	0	0	33	
21	21	3	1	1	0	0	26	10:15	33	32	3	1	2	1	0	72	
18	5	2	1	1	0	0	27	10:30	26	4	1	0	1	1	0	32	
11	3	2	0	1	0	0	37	10:45	26	8	0	0	0	1	0	35	
14	2	0	1	0	0	0	7	10:50	13	10	0	0	0	0	0	23	
97	16	8	2	3	1	0	127	11:00	114	25	2	1	2	0	0	146	
18	5	3	2	1	1	0	30	11:05	21	4	0	0	0	2	0	27	
10	4	2	2	1	0	0	39	11:15	27	4	0	1	1	5	1	42	
15	1	1	1	0	0	0	4	11:30	26	7	0	0	0	0	0	33	
15	1	1	1	0	0	0	4	11:45	27	7	0	2	1	0	0	37	
103	18	8	5	3	2	1	130	11:50	103	22	3	2	2	7	1	141	
28	2	0	1	0	0	0	31	12:00	28	3	4	0	1	2	0	38	
30	3	1	0	1	4	0	39	12:15	26	7	0	2	0	0	0	35	
13	1	0	0	0	0	0	4	12:30	26	7	0	0	0	0	0	33	
11	1	1	4	0	0	0	37	12:45	20	5	0	1	0	0	0	26	
115	8	5	5	1	5	0	139	13:00	102	20	6	3	1	6	0	138	
34	4	0	0	0	0	0	38	13:00	28	5	1	1	0	0	0	34	
34	4	0	0	0	0	0	38	13:15	28	5	1	1	0	0	0	34	
17	6	0	0	1	0	0	24	13:30	29	4	1	0	0	0	0	34	
14	9	2	0	0	0	0	35	13:45	27	8	0	1	1	0	0	37	
110	24	9	1	0	0	0	139	14:00	104	21	3	2	2	0	0	131	
21	2	0	0	0	0	0	27	14:05	25	5	1	2	1	0	0	33	
19	13	2	0	0	0	0	34	14:15	26	5	0	0	0	0	0	31	
19	7	1	1	0	0	0	28	14:30	22	5	0	1	0	0	0	28	
18	8	2	0	0	2	0	30	14:45	17	3	4	0	0	0	0	24	
85	32	6	4	3	2	0	132	15:00	85	24	3	3	1	7	0	122	
11	6	0	0	0	0	0	17	15:05	26	5	1	2	1	0	0	34	
11	6	0	0	0	0	0	17	15:15	27	5	1	2	1	0	0	35	
30	6	0	0	1	0	0	21	15:25	25	5	2	1	0	0	0	33	
27	2	1	0	0	0	0	30	15:45	25	3	1	0	0	0	0	29	
108	21	2	1	1	6	0	139	16:00	94	19	5	0	3	1	0	122	
44	9	0	1	0	0	0	54	16:05	26	5	0	0	0	0	0	31	
25	9	3	0	2	0	0	39	16:10	21	7	0	1	1	0	0	30	
39	4	1	0	0	0	0	44	16:30	30	6	0	1	0	1	0	38	
11	29	2	1	0	0	0	42	16:45	20	5	1	1	0	1	0	27	
35	9	0	2	1	0	0	46	17:00	24	3	0	1	0	0	0	28	
35	9	0	2	1	0	0	46	17:15	39	10	0	1	0	0	0	50	
11	29	2	1	0	0	0	42	17:30	24	3	0	1	0	0	0	28	
116	27	2	1	0	0	0	130	17:45	112	10	0	0	0	0	0	122	
14	6	0	0	0	0	0	40	18:00	26	4	0	1	1	0	0	32	
17	6	0	0	0	0	0	33	18:15	29	4	0	0	2	0	0	34	
15	4	0	1	0	0	0	20	18:30	18	1	0	0	0	0	0	21	
17	6	0	0	0	0	0	40	18:45	26	4	0	1	0	0	0	31	
197	17	0	2	0	2	0	116	19:00	104	11	1	1	3	2	0	122	
1231	250	50	33	24	19	0	1534	19:15	1056	274	39	26	31	9	0	1226	

JOB N MACHYNLLETH

SITE: 3

LOCAT/A487 / B4404

JOB N MACHYNLLETH

SITE: 3

LOCAT/A487 / B4404

JOB N MACHYNLLETH

DATE: 17/09/2015

DAY: THURSDAY

LOCAT/A487 / B4404

DATE: 17/09/2015

DAY: THURSDAY

TIME	MOVEMENT 1					
	FROM A487 (N) TO B4404					
	CAH	LDV	DGV1	DGV2	PSV	MCL PCL TOT
7:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	1	0	0	1	0	1
7:45	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1
8:00	0	1	0	0	0	0
8:15	0	0	0	0	0	0
8:30	1	0	0	0	0	1
8:45	2	0	0	0	0	2
H/TOT	3	1	0	0	0	4
9:00	0	0	0	0	0	0
9:15	2	1	0	0	0	3
9:30	0	0	0	0	0	0
9:45	1	1	0	0	0	2
H/TOT	3	2	0	0	0	5
10:00	0	0	0	0	0	0
10:15	1	0	0	1	0	2
10:30	1	1	0	0	0	2
10:45	2	0	0	0	0	2
H/TOT	5	1	0	1	0	7
11:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0
11:30	1	0	0	1	0	2
11:45	2	0	0	0	0	2
H/TOT	3	0	0	1	0	4
12:00	0	0	0	0	0	0
12:15	0	0	0	1	0	1
12:30	0	0	0	0	0	0
12:45	0	0	0	0	0	0
H/TOT	0	0	0	1	0	1
13:00	0	0	0	0	0	0
13:15	0	0	0	0	0	0
13:30	0	0	0	0	0	0
13:45	2	0	0	0	0	2
H/TOT	2	0	0	0	0	2
14:00	0	0	0	1	0	0
14:15	0	0	0	0	0	0
14:30	2	1	1	0	0	4
14:45	1	0	0	0	0	1
H/TOT	5	1	1	1	0	8
15:00	2	0	1	0	0	3
15:15	0	0	0	0	0	0
15:30	0	0	0	0	0	0
15:45	3	0	0	0	1	4
H/TOT	5	0	1	0	1	7
16:00	1	0	0	0	0	1
16:15	3	0	0	1	0	4
16:30	0	2	0	0	0	2
16:45	2	0	0	0	0	2
H/TOT	6	2	0	1	0	9
17:00	1	1	0	0	0	2
17:15	4	0	0	0	0	4
17:30	0	0	0	0	0	0
17:45	1	0	0	0	0	1
H/TOT	6	1	0	0	0	7
18:00	0	0	0	0	0	0
18:15	1	1	2	0	0	2
18:30	1	0	0	0	0	1
18:45	4	1	0	0	0	5
H/TOT	6	2	2	0	0	8
P/TOT	45	10	3	3	1	64

MANUAL CLASSIFIED COUNTS

JOB R 1508 15

JOB N MACHYNLLETH

SITE: 4

LOCAT/B4404 / A489

DATE: 17/09/2015

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB R 1508 15

JOB N MACHYNLLETH

SITE: 4

LOCAT/B4404 / A489

TIME	MOVEMENT 4					
	FROM A487 (S) TO B4404					
	CAH	LDV	DGV1	DGV2	PSV	MCL PCL TOT
7:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	2	0	0	0	0	2
7:45	2	2	0	0	1	5
H/TOT	4	2	0	0	1	7
8:00	0	0	0	1	0	1
8:15	0	0	0	0	0	0
8:30	0	2	0	0	0	2
8:45	1	2	0	0	0	3
H/TOT	1	4	0	1	0	6
9:00	1	2	0	0	0	3
9:15	1	1	0	0	0	2
9:30	2	1	0	0	0	3
9:45	2	2	0	0	0	4
H/TOT	6	6	1	0	0	13
10:00	3	2	1	0	0	6
10:15	0	1	0	0	0	1
10:30	2	1	0	0	0	3
10:45	0	1	1	0	0	2
H/TOT	5	5	2	0	0	12
11:00	3	1	0	0	0	4
11:15	3	1	0	0	0	4
11:30	7	2	0	0	0	9
11:45	0	0	0	0	0	0
H/TOT	13	3	2	0	0	18
12:00	0	0	0	0	0	0
12:15	0	0	0	0	0	0
12:30	3	1	0	0	0	4
12:45	3	1	0	0	0	4
H/TOT	7	1	0	0	0	8
13:00	4	0	0	0	0	4
13:15	1	1	0	0	0	2
13:30	3	0	0	0	0	3
13:45	2	0	0	0	0	2
H/TOT	10	1	0	0	0	11
14:00	5	3	1	0	0	9
14:15	2	0	0	0	0	2
14:30	4	0	0	0	0	4
14:45	3	3	0	0	0	6
H/TOT	14	6	2	1	0	23
15:00	8	5	0	0	0	13
15:15	2	0	0	0	0	2
15:30	1	1	1	0	0	3
15:45	3	0	0	0	0	3
H/TOT	13	9	2	1	0	25
16:00	2	0	0	0	0	2
16:15	0	0	0	0	0	0
16:30	7	1	0	0	0	8
16:45	3	2	0	0	0	5
H/TOT	13	4	0	0	0	17
17:00	5	1	1	0	0	7
17:15	4	0	0	0	0	4
17:30	3	0	0	0	0	3
17:45	4	0	0	0	0	4
H/TOT	16	2	0	0	0	18
18:00	1	2	0	0	0	3
18:15	4	2	0	0	0	6
18:30	4	0	0	0	0	4
18:45	2	4	0	0	0	6
H/TOT	11	8	0	0	0	19
P/TOT	119	38	9	2	1	171

MANUAL CLASSIFIED COUNTS

JOB R 1508 15

JOB N MACHYNLLETH

SITE: 4

LOCAT/B4404 / A489

DATE: 17/09/2015

DAY: THURSDAY

TIME	MOVEMENT 5					
	FROM B4404 TO A487 (S)					
	CAH	LDV	DGV1	DGV2	PSV	MCL PCL TOT
7:00	1	0	0	0	0	1
7:15	2	0	0	0	0	2
7:30	2	1	0	0	0	3
7:45	4	1	0	0	0	5
H/TOT	9	2	0	0	0	11
8:00	3	1	1	0	0	5
8:15	2	1	0	0	0	3
8:30	5	0	1	0	1	7
8:45	3	2	1	0	0	6
H/TOT	10	3	2	1	1	17
9:00	3	1	1	0	0	5
9:15	5	1	0	0	0	6
9:30	1	0	0	0	0	1
9:45	5	2	0	0	0	7
H/TOT	14	4	1	0	0	19
10:00	3	2	1	0	0	6
10:15	4	2	1	0	0	7
10:30	3	1	0	0	0	4
10:45	0	0	0	0	0	0
H/TOT	14	4	1	0	0	19
11:00	3	1	0	0	0	4
11:15	0	1	0	0	0	1
11:30	3	1	0	0	0	4
11:45	0	0	0	0	0	0
H/TOT	6	2	1	0	0	9
12:00	2	0	0	0	0	2
12:15	1	1	0	0	0	2
12:30	2	0	0	0	0	2
12:45	3	0	0	0	0	3
H/TOT	8	1	0	0	0	9
13:00	0	1	0	0	0	1
13:15	0	0	0	0	0	0
13:30	4	2	0	0	0	6
13:45	5	0	1	0	0	6
H/TOT	11	2	2	0	0	16
14:00	0	1	0	0	0	1
14:15	4	0	0	0	0	4
14:30	1	1	0	0	0	2
14:45	3	3	0	0	0	6
H/TOT	8	5	0	0	0	13
15:00	2	0	0	0	0	2
15:15	1	1	1	0	0	3
15:30	3	0	0	0	0	3
15:45	3	1	0	0	1	5
H/TOT	9	2	1	0	1	14
16:00	2	0	0	0	0	2
16:15	3	2	0	0	0	5
16:30	2	1	0	0	0	3
16:45	1	1	0	0	0	2
H/TOT	7	4	0	0	0	11
17:00	4	0	0	0	0	4
17:15	5	2	0	0	0	7
17:30	3	0	0	0	0	3
17:45	4	0	0	0	0	4
H/TOT	16	2	0	0	0	18
18:00	1	2	0	0	0	3
18:15	4	2	0	0	0	6
18:30	4	0	0	0	0	4
18:45	2	4	0	0	0	6
H/TOT	11	8	0	0	0	19
P/TOT	119	38	9	2	1	171

Time Total

7:00 19
7:15 45
7:30 45
7:45 55 164 17 10%
8:00 47
8:15 64
8:30 66
8:45 70 247 22 9%
9:00 53
9:15 69
9:30 61
9:45 71 254 11 4%
10:00 72
10:15 84
10:30 79
10:45 94 329 21 6%
11:00 75
11:15 91
11:30 92
11:45 71 329 21 6%
12:00 77
12:15 80
12:30 83
12:45 74 314 22 7%
13:00 87
13:15 73
13:30 74
13:45 82 316 15 5%
14:00 68
14:15 104
14:30 68
14:45 63 303 22 7%
15:00 75
15:15 74
15:30 82
15:45 71 302 15 5%
16:00 66
16:15 99
16:30 93
16:45 95 353 12 3%
17:00 82
17:15 112
17:30 86
17:45 96 376 11 3%
18:00 75
18:15 80
18:30 47
18:45 74 276 4 1%
5%

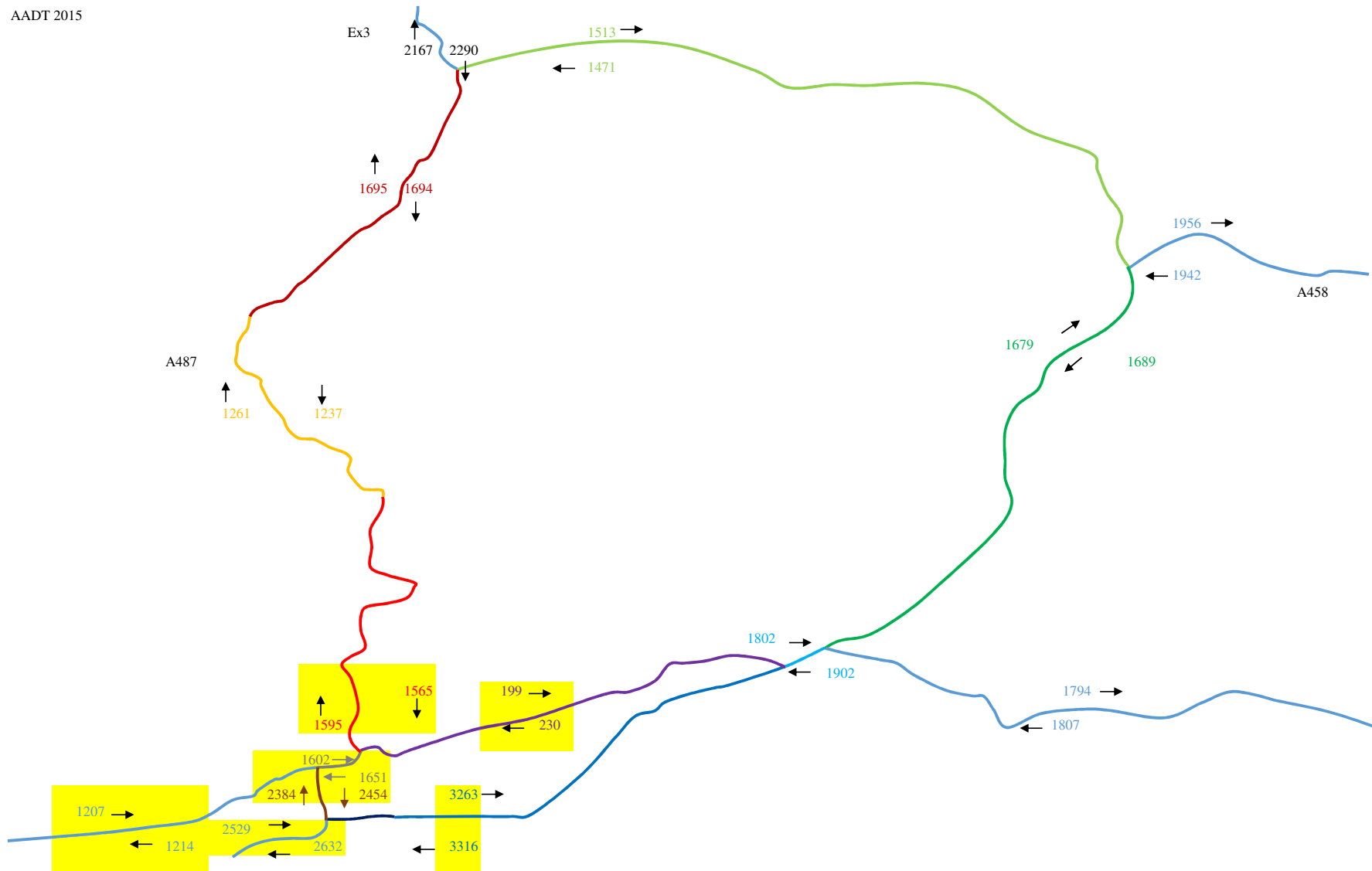
TIME	MOVEMENT 1 FROM B404 TO A489 (NE)						
	CAR	LDV	ODV1	ODV2	PSV	MCL	PCL
7:00	0	1	0	0	0	0	1
7:15	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	0
7:45	0	1	0	0	0	0	1
H/TOT	1	2	0	0	0	0	3
8:00	4	0	0	0	0	0	4
8:15	2	0	0	0	0	0	2
8:30	1	0	0	0	0	0	1
8:45	3	0	0	0	0	0	3
H/TOT	10	0	0	0	0	0	10
9:00	2	1	0	0	0	0	3
9:15	1	0	0	0	0	0	1
9:30	2	1	0	0	0	0	3
9:45	1	0	1	0	0	0	2
H/TOT	6	2	1	0	0	0	9
10:00	6	0	1	1	0	0	8
10:15	2	1	0	0	0	0	3
10:30	5	2	0	0	0	0	7
10:45	3	4	0	0	0	0	7
H/TOT	16	7	1	1	0	0	25
11:00	3	1	1	0	0	0	5
11:15	1	1	0	0	0	0	2
11:30	3	1	1	0	0	0	6
11:45	1	0	0	0	0	0	1
H/TOT	8	4	2	0	0	0	14
12:00	1	0	0	0	0	0	1
12:15	4	0	0	0	0	0	4
12:30	1	0	0	0	0	0	1
12:45	0	0	1	0	0	0	1
H/TOT	6	0	1	0	0	0	7
13:00	1	0	0	0	0	0	1
13:15	2	2	0	0	0	0	4
13:30	3	0	2	0	0	0	5
13:45	2	0	0	0	0	0	2
H/TOT	8	2	2	0	0	0	12
14:00	2	1	0	0	0	0	3
14:15	5	1	0	0	0	0	6
14:30	1	1	0	0	0	0	2
14:45	2	1	1	0	0	0	5
H/TOT	10	4	1	0	0	0	15
15:00	2	2	1	0	0	3	8
15:15	4	0	0	0	0	0	4
15:30	4	0	0	0	0	0	4
15:45	2	0	0	0	1	1	4
H/TOT	13	3	1	0	1	4	22
16:00	4	0	0	0	0	0	4
16:15	1	1	0	0	0	0	2
16:30	2	1	0	0	0	0	3
16:45	2	2	0	0	0	0	4
H/TOT	9	4	0	0	0	0	13
17:00	5	1	1	0	0	0	7
17:15	3	1	2	0	0	0	6
17:30	3	1	0	0	0	0	4
17:45	1	0	0	0	0	0	1
H/TOT	12	3	3	0	0	0	18
18:00	2	0	0	0	0	0	2
18:15	1	1	0	0	0	0	2
18:30	3	0	0	0	0	0	3
18:45	1	1	0	0	0	0	2
H/TOT	7	2	0	0	0	0	9
H/TOT	106	35	12	1	1	4	158

TIME	MOVEMENT 2 FROM B404 TO A489 (S)						
	CAR	LDV	ODV1	ODV2	PSV	MCL	PCL
7:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	1
7:45	1	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	2
8:00	0	1	0	0	0	0	1
8:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0
H/TOT	1	3	0	0	0	0	4
9:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0
9:30	1	1	0	0	0	0	2
9:45	0	1	0	0	0	0	1
H/TOT	1	2	1	0	0	0	4
10:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0
10:30	0	0	1	0	0	0	1
10:45	0	1	0	0	0	0	1
H/TOT	0	1	0	0	0	0	1
11:00	1	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0
11:30	0	1	0	0	0	0	1
11:45	2	0	0	0	0	0	2
H/TOT	3	1	0	0	0	0	4
12:00	1	0	0	0	0	0	1
12:15	3	0	0	0	0	0	3
12:30	1	0	0	0	0	0	1
12:45	2	0	0	0	0	0	2
H/TOT	7	0	0	0	0	0	7
13:00	1	3	0	0	0	0	4
13:15	1	0	0	0	0	0	1
13:30	1	0	0	0	0	0	1
13:45	0	2	0	0	0	0	2
H/TOT	3	5	0	0	0	0	8
14:00	1	0	0	0	0	0	1
14:15	1	0	0	0	0	0	1
14:30	1	1	0	0	0	0	2
14:45	1	0	0	0	0	0	1
H/TOT	4	1	0	0	0	0	5
15:00	0	1	0	0	0	0	1
15:15	0	1	0	0	0	0	1
15:30	0	1	1	0	0	0	2
15:45	1	0	1	0	0	0	2
H/TOT	1	3	2	0	0	0	6
16:00	2	0	0	1	0	0	3
16:15	0	1	0	0	0	0	1
16:30	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0
H/TOT	3	1	0	1	0	0	5
17:00	1	0	0	0	0	0	1
17:15	0	1	0	0	0	0	1
17:30	1	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	3
18:00	1	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	2
H/TOT	3	0	0	0	0	0	3
H/TOT	30	17	3	1	0	0	51

TIME	MOVEMENT 3 FROM A489 (S) TO B404						
	CAR	LDV	ODV1	ODV2	PSV	MCL	PCL
7:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0
8:00	0	0	1	0	0	0	1
8:15	0	0	0	0	0	0	0
8:30	1	1	0	0	0	0	2
8:45	1	1	0	0	0	0	2
H/TOT	2	2	1	0	0	0	5
9:00	1	0	0	0	0	0	1
9:15	0	0	0	0	0	0	0
9:30	0	1	0	0	0	0	1
9:45	2	1	0	0	0	0	3
H/TOT	3	2	0	0	0	0	5
10:00	4	0	0	0	0	0	4
10:15	0	2	0	0	0	0	2
10:30	1	2	0	0	0	0	3
10:45	0	0	0	0	0	0	0
H/TOT	5	4	0	0	0	0	9
11:00	0	0	0	0	0	0	0
11:15	0	1	0	0	0	0	1
11:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1
12:00	2	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	1
12:45	2	0	1	0	0	0	3
H/TOT	5	0	1	0	0	0	6
13:00	1	0	0	0	0	0	1
13:15	2	0	0	0	0	0	2
13:30	2	0	0	0	0	0	2
13:45	1	1	1	0	0	0	3
H/TOT	6	1	1	0	0	0	8
14:00	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	1
14:45	0	2	0	0	0	0	2
H/TOT	1	2	0	0	0	0	3
15:00	1	1	1	0	0	0	3
15:15	0	4	0	0	0	0	4
15:30	1	0	0	0	0	0	1
15:45	2	0	0	0	0	0	2
H/TOT	4	5	1	0	0	0	10
16:00	1	1	0	0	0	0	2
16:15	3	2	0	0	0	0	5
16:30	1	1	0	0	0	0	2
16:45	0	1	0	0	0	0	1
H/TOT	5	5	0	0	0	0	10
17:00	2	1	0	0	0	0	3
17:15	1	1	0	0	0	0	2
17:30	1	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0
H/TOT	4	2	0	0	0	0	6
18:00	1	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	0	6
H/TOT	40	25	4	0	0	0	69

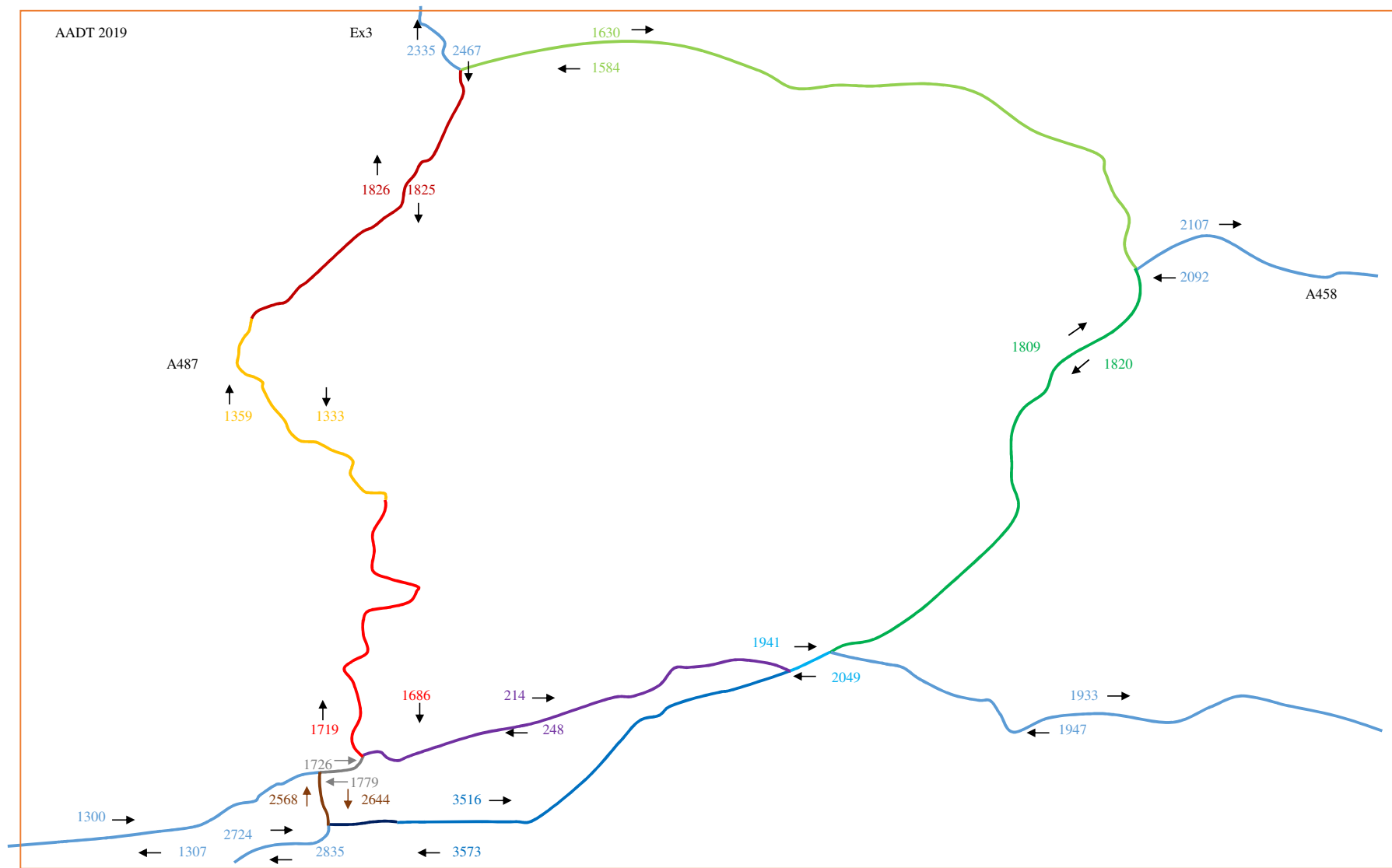
MOVEMENT 4							
FROM A489 (S) TO A489 (NE)							
TIME	CAR	LDV	ODV1	ODV2	PSV	MCL	PCL
7:00	19	1	2	0	0	0	22
7:15	10	0	1	0	0	0	11
7:30	16	2	0	0	0	0	18
7:45	20	1	0	1	0	0	22
H/TOT	65	4	3	1	0	0	73
8:00	21	2	1	0	1	0	25
8:15	26	2	1	0	0	0	31
8:30	41	2	2	0	0	1	46
8:45	27	4	0	1	0	0	32
H/TOT	115	10	4	1	1	1	133
9:00	34	3	1	0	0	0	38
9:15	12	1	2	0	0	0	15
9:30	11	6	1	0	0	0	18
9:45	29	8	1	0	0	0	38
H/TOT	86	18	7	1	0	0	112
10:00	18	4	1	0	0	0	23
10:15	16	4	2	2	0	1	25
10:30	20	3	2	2	0	0	27
10:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
11:00	27	6	1	2	1	0	37
11:15	16	4	0	0	0	0	20
11:30	14	2	0	0	0	0	16
11:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
12:00	18	4	1	0	0	0	23
12:15	16	4	2	2	0	1	25
12:30	20	3	2	2	0	0	27
12:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
13:00	27	6	1	2	1	0	37
13:15	16	4	0	0	0	0	20
13:30	14	2	0	0	0	0	16
13:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
14:00	18	4	1	0	0	0	23
14:15	16	4	2	2	0	1	25
14:30	20	3	2	2	0	0	27
14:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
15:00	27	6	1	2	1	0	37
15:15	16	4	0	0	0	0	20
15:30	14	2	0	0	0	0	16
15:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
16:00	18	4	1	0	0	0	23
16:15	16	4	2	2	0	1	25
16:30	20	3	2	2	0	0	27
16:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
17:00	27	6	1	2	1	0	37
17:15	16	4	0	0	0	0	20
17:30	14	2	0	0	0	0	16
17:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
18:00	18	4	1	0	0	0	23
18:15	16	4	2	2	0	1	25
18:30	20	3	2	2	0	0	27
18:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
19:00	27	6	1	2	1	0	37
19:15	16	4	0	0	0	0	20
19:30	14	2	0	0	0	0	16
19:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
20:00	18	4	1	0	0	0	23
20:15	16	4	2	2	0	1	25
20:30	20	3	2	2	0	0	27
20:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
21:00	27	6	1	2	1	0	37
21:15	16	4	0	0	0	0	20
21:30	14	2	0	0	0	0	16
21:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
22:00	18	4	1	0	0	0	23
22:15	16	4	2	2	0	1	25
22:30	20	3	2	2	0	0	27
22:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
23:00	27	6	1	2	1	0	37
23:15	16	4	0	0	0	0	20
23:30	14	2	0	0	0	0	16
23:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
24:00	18	4	1	0	0	0	23
24:15	16	4	2	2	0	1	25
24:30	20	3	2	2	0	0	27
24:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
25:00	27	6	1	2	1	0	37
25:15	16	4	0	0	0	0	20
25:30	14	2	0	0	0	0	16
25:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
26:00	18	4	1	0	0	0	23
26:15	16	4	2	2	0	1	25
26:30	20	3	2	2	0	0	27
26:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
27:00	27	6	1	2	1	0	37
27:15	16	4	0	0	0	0	20
27:30	14	2	0	0	0	0	16
27:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
28:00	18	4	1	0	0	0	23
28:15	16	4	2	2	0	1	25
28:30	20	3	2	2	0	0	27
28:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
29:00	27	6	1	2	1	0	37
29:15	16	4	0	0	0	0	20
29:30	14	2	0	0	0	0	16
29:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
30:00	18	4	1	0	0	0	23
30:15	16	4	2	2	0	1	25
30:30	20	3	2	2	0	0	27
30:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
31:00	27	6	1	2	1	0	37
31:15	16	4	0	0	0	0	20
31:30	14	2	0	0	0	0	16
31:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
32:00	18	4	1	0	0	0	23
32:15	16	4	2	2	0	1	25
32:30	20	3	2	2	0	0	27
32:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
33:00	27	6	1	2	1	0	37
33:15	16	4	0	0	0	0	20
33:30	14	2	0	0	0	0	16
33:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
34:00	18	4	1	0	0	0	23
34:15	16	4	2	2	0	1	25
34:30	20	3	2	2	0	0	27
34:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
35:00	27	6	1	2	1	0	37
35:15	16	4	0	0	0	0	20
35:30	14	2	0	0	0	0	16
35:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
36:00	18	4	1	0	0	0	23
36:15	16	4	2	2	0	1	25
36:30	20	3	2	2	0	0	27
36:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
37:00	27	6	1	2	1	0	37
37:15	16	4	0	0	0	0	20
37:30	14	2	0	0	0	0	16
37:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
38:00	18	4	1	0	0	0	23
38:15	16	4	2	2	0	1	25
38:30	20	3	2	2	0	0	27
38:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
39:00	27	6	1	2	1	0	37
39:15	16	4	0	0	0	0	20
39:30	14	2	0	0	0	0	16
39:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
40:00	18	4	1	0	0	0	23
40:15	16	4	2	2	0	1	25
40:30	20	3	2	2	0	0	27
40:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
41:00	27	6	1	2	1	0	37
41:15	16	4	0	0	0	0	20
41:30	14	2	0	0	0	0	16
41:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
42:00	18	4	1	0	0	0	23
42:15	16	4	2	2	0	1	25
42:30	20	3	2	2	0	0	27
42:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
43:00	27	6	1	2	1	0	37
43:15	16	4	0	0	0	0	20
43:30	14	2	0	0	0	0	16
43:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
44:00	18	4	1	0	0	0	23
44:15	16	4	2	2	0	1	25
44:30	20	3	2	2	0	0	27
44:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
45:00	27	6	1	2	1	0	37
45:15	16	4	0	0	0	0	20
45:30	14	2	0	0	0	0	16
45:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
46:00	18	4	1	0	0	0	23
46:15	16	4	2	2	0	1	25
46:30	20	3	2	2	0	0	27
46:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
47:00	27	6	1	2	1	0	37
47:15	16	4	0	0	0	0	20
47:30	14	2	0	0	0	0	16
47:45	26	5	0	0	0	0	31
H/TOT	83	18	3	2	1	0	107
48:00	18	4	1	0	0	0	23
48:15	16	4	2	2	0	1	25
48:30	20	3	2	2	0	0	27
48:45	23	6	2	1	0	0	32
H/TOT	77	17	7	5	0	1	102
49:00	27	6	1	2	1	0	37
49:15	16	4	0	0	0	0	20
49:30	14	2	0	0	0		

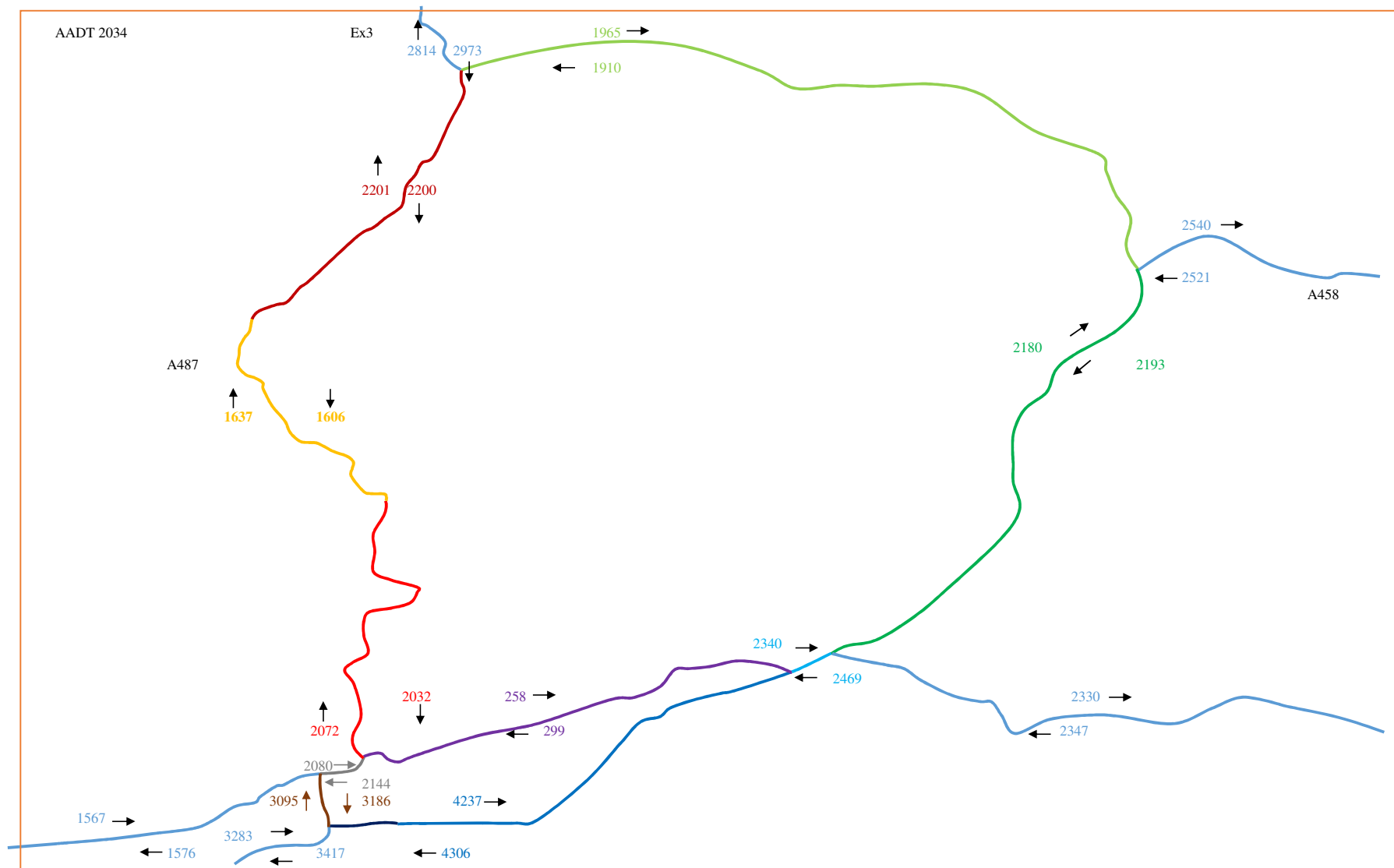
AADT 2015



Appendix C

Forecast Flows





Appendix D

NMU Surveyed Flows



SITE 1



SITE 2

NMU COUNTS

JOB REF: 1508 30

JOB NAME: MACHYNLLETH

SITE: 1

DATE: 10/25/2015

LOCATION: A487 (National Cycle Route 8)

DAY: SUNDAY

TIME	MOVEMENT 1 EASTBOUND				MOVEMENT 2 WESTBOUND			
	PED	PCL	HORSE & RIDER	TOT	PED	PCL	HORSE & RIDER	TOT
8:00	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0
8:30	2	0	0	2	0	2	0	2
8:45	0	1	0	1	5	0	0	5
H/TOT	2	1	0	3	5	2	0	7
9:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	5	0	0	5	1	0	0	1
H/TOT	5	0	0	5	1	0	0	1
10:00	2	0	0	2	0	0	0	0
10:15	3	0	0	3	1	0	0	1
10:30	0	8	0	8	2	0	0	2
10:45	0	0	0	0	7	0	0	7
H/TOT	5	8	0	13	10	0	0	10
11:00	0	0	0	0	2	0	0	2
11:15	0	0	0	0	2	1	0	3
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	4	0	0	4
H/TOT	0	0	0	0	8	1	0	9

NMU COUNTS

JOB REF: 1508 30

JOB NAME: MACHYNLLETH

SITE: 1

DATE: 10/25/2015

LOCATION: A487 (National Cycle Route 8)

DAY: SUNDAY

TIME	MOVEMENT 1 EASTBOUND				MOVEMENT 2 WESTBOUND			
	PED	PCL	HORSE & RIDER	TOT	PED	PCL	HORSE & RIDER	TOT
12:00	2	0	0	2	0	0	0	0
12:15	0	1	0	1	4	2	0	6
12:30	4	2	0	6	0	2	0	2
12:45	2	0	0	2	0	0	0	0
H/TOT	8	3	0	11	4	4	0	8
13:00	0	0	0	0	0	1	0	1
13:15	0	1	0	1	0	0	0	0
13:30	0	0	0	0	0	1	0	1
13:45	0	1	0	1	0	2	0	2
H/TOT	0	2	0	2	0	4	0	4
14:00	0	0	0	0	0	0	0	0
14:15	2	0	0	2	0	1	0	1
14:30	1	0	0	1	0	0	0	0
14:45	0	1	0	1	0	0	0	0
H/TOT	3	1	0	4	0	1	0	1
15:00	1	1	0	2	2	0	0	2
15:15	0	0	0	0	1	0	0	1
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	2	7	0	9
H/TOT	1	1	0	2	5	7	0	12
P/TOT	24	16	0	40	33	19	0	52

NMU COUNTS

JOB REF: 1508 30

JOB NAME: MACHYNLLETH

SITE: 2

DATE: 10/25/2015

LOCATION: A487

DAY: SUNDAY

TIME	MOVEMENT 1 NORTH/EASTBOUND				MOVEMENT 2 SOUTH/WESTBOUND			
	PED	PCL	HORSE & RIDER	TOT	PED	PCL	HORSE & RIDER	TOT
8:00	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0
8:30	0	0	0	0	1	2	0	3
8:45	1	1	0	2	5	0	0	5
H/TOT	1	1	0	2	6	2	0	8
9:00	1	0	0	1	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	0	0	0	0
10:00	5	0	0	5	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	8	0	8	6	0	0	6
H/TOT	5	8	0	13	6	0	0	6
11:00	0	0	0	0	4	1	0	5
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	4	0	0	4
11:45	1	0	0	1	0	0	0	0
H/TOT	1	0	0	1	8	1	0	9

NMU COUNTS

JOB REF: 1508 30

JOB NAME: MACHYNLLETH

SITE: 2

DATE: 10/25/2015

LOCATION: A487

DAY: SUNDAY

TIME	MOVEMENT 1 NORTH/EASTBOUND				MOVEMENT 2 SOUTH/WESTBOUND			
	PED	PCL	HORSE & RIDER	TOT	PED	PCL	HORSE & RIDER	TOT
12:00	1	0	0	1	1	0	0	1
12:15	0	0	0	0	0	2	0	2
12:30	1	2	0	3	0	0	0	0
12:45	5	0	0	5	0	1	0	1
H/TOT	7	2	0	9	1	3	0	4
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	1	0	1	1	2	0	3
H/TOT	0	1	0	1	1	2	0	3
14:00	1	0	0	1	0	0	0	0
14:15	0	0	0	0	1	0	0	1
14:30	0	0	0	0	0	0	0	0
14:45	0	1	0	1	0	0	0	0
H/TOT	1	1	0	2	1	0	0	1
15:00	0	1	0	1	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	2	0	2
15:45	0	0	0	0	0	4	0	4
H/TOT	0	1	0	1	0	6	0	6
P/TOT	16	14	0	30	23	14	0	37

NMU COUNTS

JOB REF: 1508 30

JOB NAME: MACHYNLLETH

SITE: 1

DATE: 10/26/2015

LOCATION: A487 (National Cycle Route 8)

DAY: MONDAY

TIME	MOVEMENT 1 EASTBOUND				MOVEMENT 2 WESTBOUND			
	PED	PCL	HORSE & RIDER	TOT	PED	PCL	HORSE & RIDER	TOT
8:00	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	1	0	1
8:30	0	1	0	1	0	0	0	0
8:45	0	3	0	3	2	2	0	4
H/TOT	0	4	0	4	2	3	0	5
9:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	1	0	1	0	0	0	0
9:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	2	0	0	2	0	0	0	0
10:30	0	1	0	1	0	1	0	1
10:45	1	0	0	1	2	0	0	2
H/TOT	3	1	0	4	2	1	0	3
11:00	0	0	0	0	0	0	0	0
11:15	2	0	0	2	0	0	0	0
11:30	0	0	0	0	2	0	0	2
11:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	2	2	0	0	2

NMU COUNTS

JOB REF: 1508 30

JOB NAME: MACHYNLLETH

SITE: 1

DATE: 10/26/2015

LOCATION: A487 (National Cycle Route 8)

DAY: MONDAY

TIME	MOVEMENT 1 EASTBOUND				MOVEMENT 2 WESTBOUND			
	PED	PCL	HORSE & RIDER	TOT	PED	PCL	HORSE & RIDER	TOT
12:00	5	0	0	5	0	0	0	0
12:15	0	0	0	0	4	0	0	4
12:30	0	0	0	0	0	0	0	0
12:45	1	0	0	1	3	0	0	3
H/TOT	6	0	0	6	7	0	0	7
13:00	0	0	0	0	2	0	0	2
13:15	0	1	0	1	0	1	0	1
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	2	1	0	3
14:00	0	0	0	0	0	1	0	1
14:15	0	0	0	0	1	0	0	1
14:30	3	0	0	3	0	0	0	0
14:45	1	0	0	1	2	0	0	2
H/TOT	4	0	0	4	3	1	0	4
15:00	0	1	0	1	2	0	0	2
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	2	0	0	2
P/TOT	15	8	0	23	20	6	0	26

NMU COUNTS

JOB REF: 1508 30

JOB NAME: MACHYNLLETH

SITE: 2

DATE: 10/26/2015

LOCATION: A487

DAY: MONDAY

TIME	MOVEMENT 1			
	NORTH/EASTBOUND			
	PED	PCL	HORSE & RIDER	TOT
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	1	0	1
8:45	0	3	0	3
H/TOT	0	4	0	4
9:00	0	0	0	0
9:15	0	0	0	0
9:30	0	1	0	1
9:45	0	0	0	0
H/TOT	0	1	0	1
10:00	0	0	0	0
10:15	0	0	0	0
10:30	0	1	0	1
10:45	0	0	0	0
H/TOT	0	1	0	1
11:00	0	0	0	0
11:15	0	0	0	0
11:30	0	0	0	0
11:45	0	0	0	0
H/TOT	0	0	0	0

MOVEMENT 2			
SOUTH/WESTBOUND			
PED	PCL	HORSE & RIDER	TOT
0	0	0	0
0	1	0	1
0	0	0	0
0	2	0	2
0	3	0	3
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

NMU COUNTS

JOB REF: 1508 30

JOB NAME: MACHYNLLETH

SITE: 2

DATE: 10/26/2015

LOCATION: A487

DAY: MONDAY

TIME	MOVEMENT 1 NORTH/EASTBOUND				MOVEMENT 2 SOUTH/WESTBOUND			
	PED	PCL	HORSE & RIDER	TOT	PED	PCL	HORSE & RIDER	TOT
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	1	0	1	0	1	0	1
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	0	1	0	1
14:00	0	0	0	0	0	1	0	1
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	1
15:00	0	1	0	1	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	0	0	0	0
P/TOT	0	8	0	8	0	6	0	6

NMU COUNTS

JOB REF: 1508 30

JOB NAME: MACHYNLLETH

SITE: 1

DATE: 10/27/2015

LOCATION: A487 (National Cycle Route 8)

DAY: TUESDAY

TIME	MOVEMENT 1 EASTBOUND				MOVEMENT 2 WESTBOUND			
	PED	PCL	HORSE & RIDER	TOT	PED	PCL	HORSE & RIDER	TOT
8:00	1	0	0	1	0	0	0	0
8:15	0	1	0	1	1	0	0	1
8:30	0	1	0	1	0	0	0	0
8:45	0	1	0	1	0	0	0	0
H/TOT	1	3	0	4	1	0	0	1
9:00	0	0	0	0	1	1	0	2
9:15	0	1	0	1	0	0	0	0
9:30	0	1	0	1	0	0	0	0
9:45	0	0	0	0	1	0	0	1
H/TOT	0	2	0	2	2	1	0	3
10:00	0	1	0	1	0	0	0	0
10:15	2	0	0	2	1	0	0	1
10:30	0	0	0	0	0	0	0	0
10:45	1	0	0	1	0	0	0	0
H/TOT	3	1	0	4	1	0	0	1
11:00	0	0	0	0	8	0	0	8
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	2	0	0	2
H/TOT	0	0	0	0	10	0	0	10

NMU COUNTS

JOB REF: 1508 30

JOB NAME: MACHYNLLETH

SITE: 1

DATE: 10/27/2015

LOCATION: A487 (National Cycle Route 8)

DAY: TUESDAY

TIME	MOVEMENT 1 EASTBOUND				MOVEMENT 2 WESTBOUND			
	PED	PCL	HORSE & RIDER	TOT	PED	PCL	HORSE & RIDER	TOT
12:00	1	0	0	1	0	3	0	3
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	1	0	0	1
12:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	1	1	3	0	4
13:00	1	0	0	1	0	0	0	0
13:15	0	0	0	0	1	0	0	1
13:30	0	1	0	1	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	1	1	0	2	1	0	0	1
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	2	0	0	2	0	0	0	0
H/TOT	2	0	0	2	0	0	0	0
P/TOT	8	7	0	15	16	4	0	20

NMU COUNTS

JOB REF: 1508 30

JOB NAME: MACHYNLLETH

SITE: 2

DATE: 10/27/2015

LOCATION: A487

DAY: TUESDAY

TIME	MOVEMENT 1 NORTH/EASTBOUND				MOVEMENT 2 SOUTH/WESTBOUND			
	PED	PCL	HORSE & RIDER	TOT	PED	PCL	HORSE & RIDER	TOT
8:00	0	0	0	0	0	0	0	0
8:15	0	1	0	1	0	0	0	0
8:30	0	1	0	1	0	0	0	0
8:45	0	1	0	1	0	0	0	0
H/TOT	0	3	0	3	0	0	0	0
9:00	0	0	0	0	0	1	0	1
9:15	0	1	0	1	0	0	0	0
9:30	0	1	0	1	0	0	0	0
9:45	0	0	0	0	0	0	0	0
H/TOT	0	2	0	2	0	1	0	1
10:00	0	1	0	1	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

NMU COUNTS

JOB REF: 1508 30

JOB NAME: MACHYNLLETH

SITE: 2

DATE: 10/27/2015

LOCATION: A487

DAY: TUESDAY

TIME	MOVEMENT 1 NORTH/EASTBOUND				MOVEMENT 2 SOUTH/WESTBOUND			
	PED	PCL	HORSE & RIDER	TOT	PED	PCL	HORSE & RIDER	TOT
12:00	0	0	0	0	0	3	0	3
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	3	0	3
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	1	0	1	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	1	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	7	0	7	0	4	0	4

Appendix E

Bus Timetables

CORRIS UCHAF/UPPER CORRIS - MACHYNLLETH (Crynodeb o bob gwasanaethau / Summary of all services)

Lloyd's Coaches

30/34/X27

Llyn i Sadwrn



















o/from 24/09/12

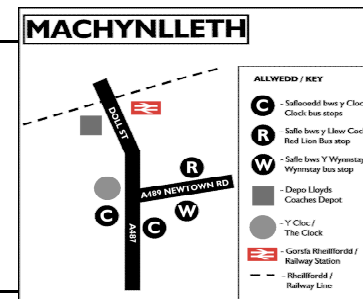
Monday to Saturday

Côd./Code:																				
Gweithredwr/Operator:		Sch	S&SH		S	twfsh									Sch	SH	Sch		S	
Rhif gwasanaeth/Service No.:		Lloyds 34	Lloyds 30	Lloyds 30	Lloyds 34	Lloyds X27	Lloyds X27	Lloyds 34	Lloyds X27	Lloyds 34	Lloyds X27	Lloyds 34	Lloyds X27	Lloyds 34	Lloyds X27	Lloyds 30	Lloyds X27	Lloyds X27	Lloyds 34	Lloyds X27
MACHYNLLETH Cloc	X28	0640	0725	0735	0800	0815	0915	0930	1015	1130	1215	1330	1415	1420	1535	1535	1540	1615	1640	1740
Machynlleth Lloyds Coaches Depo/Depot		0642	0727	0737	0802	0817	0917	0932	1017	1132	1217	1132	1417	1422	1537	1537	1542	1617	1642	1742
Pantperthog		0646	0731	0741	0806	0821	0921	0936	1021	1136	1221	1336	1421	1426	1541	1541	1546	1621	1646	1746
Canol.y Dec.Am/Centre for Alt.Tec		----	----	----	----	----	0937	----	----	1137	----	1337	----	1427	----	----	1547	----	1647	1747
Escairgeiliog		----	----	----	----	----	0941	----	----	1141	----	1341	----	1431	----	----	1551	----	1651	1751
Corris Braich Goch	32	0653	0736	----	0813	0826	0926	0945	1026	1145	1226	1345	1426	1435	1546	1546	1555	1626	1655	1755
Corris Institiwt/Institute		0654	0737	----	0814	----	0946	----	----	1146	----	1346	----	1436	----	----	1556	----	1656	1756
ABERLEFENNI		0658	0741	----	0818	----	0950	----	----	1150	----	1350	----	1441	----	----	1600	----	1700	1800
Corris Braich Goch		----	0746	0746	----	0826	0926	----	1026	----	1226	----	1426	1446	1546	1551	----	1626	----	----
Corris Uchaf		----	0748	0748	----	0828	0928	----	1028	----	1228	----	1428	1448	1548	1553	----	1628	----	----
Minffordd		----	0753t	0753t	----	0833	0933	----	1033	----	1233	----	1433	1453a	1553	1558	----	1633	----	----

GWELER GWASANAETH X27 AM SIWRNEIAU
YCHWANEGOL RHWNG CORRIS UCHAF/BRAICH
GOCH A MACHYNLLETH - TOCYNNAU
DYCHWELYD GWASANAETH 34 YN DDILYS AR
WASANAETH X27 SIWRNAI X32 EXPRESS
MOTORS

**SEE SERVICE X27 TIMETABLE FOR ADDITIONAL
JOURNEYS BETWEEN UPPER CORRIS/BRAICH
GOCH & MACHYNLLETH - 34 SERVICE DAY
RETURN TICKETS VALID ON X27 SERVICE
INCLUDING X32 JOURNEY OPERATED BY
EXPRESS MOTORS**


Côd/Code:																					
	Sch			Sch			Sch			Sch			Sch			S			NS		
Gweithredwr/Operator:	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds	Lloyds		
Rhif gwasanaeth/Service No':	34	34	34	X27	34	X27	34	X27	34	X27	30	34	X27	34	X27	34	X27	34	X27		
Minffordd	----	----	----	0910	----	1110	----	1310	----	1510	1515a	----	1610	----	1710	----	1810	----	----		
Corris Uchaf	----	----	----	0915	----	1115	----	1315	----	1515	1520	----	1615	----	1715	----	1815	----	1902		
Corris Braich Goch	----	----	----	0917	----	1117	----	1317	----	1517	1522	----	1617	----	1717	----	1817	----	1904		
ABERLEFFENNI	0700	0820	0900	----	0955	----	1155	----	1355	----	1528	1605	----	1705	----	1805	----	----	----		
Corris Institiwt/Institute	0704	0826	0904	----	0959	----	1159	----	1359	----	----	1609	----	1709	----	1809	----	----	----		
Corris Braich Goch	0705	0825	0905	0917	1000	1117	1200	1317	1400	1517	----	1610	1617	1710	1717	1810	1817	1904	----		
Escairgellion	0709	0830	0909	----	1004	----	1204	----	1404	----	----	1614	----	1714	----	1814	----	1908	----		
Can.y Dec.Am/Centre for Alt.Tec	0712	0834	0912	----	1007	----	1207	----	1407	----	----	1617	----	1717	----	1817	----	1911	----		
Pantperthog	0713	0835	0913	0921	1008	1121	1208	1321	1408	1521	----	1618	1621	1718	1721	1818	1821	1912	----		
Machynlleth Lloyds Coaches Depo/Depot	0717	0839	0917	0925	1012	1125	1212	1325	1412	1525	----	1622	1625	1722	1725	1822	1825	1916	----		
MACHYNLLETH Llew Coch / Red Lion	----	----	----	1015mc	----	1215mc	----	----	----	----	----	1625mc	----	----	----	----	----	----	----		
MACHYNLLETH Cloc	0720	0845	0920	0927	CC	1127	CC	1327	1415	1527	----	CC	1627	1725	1727	1825	1827	1919	----		
	c-X28		c-X28	c-X28	c-X28	c-X28	c-X28	c-X28	c-X28	c-X28		c-X28		c-X28	c-X28	c-X28	c-X28	c-X28			



COD

a - Yn ymestyn i/o Abergynolwyn (gweler tabl 30)
CC - Mae'r bws yn ymestyn i Cae Crwn/Meddygfa Machynlleth Llun i Gwener
c-X28 - Yn cysylltu gyda gwasanaeth X28 (Machynlleth - Aberystwyth)
yn Machynlleth Cloc
mc - Yn gweithredu i safle bws Machynlleth Cloc ar ddydd Sadwrn
S - Yn gweithredu ar ddydd Sadwrn yn unig
Sch - Dyddiau ysgol yn unig
SH - Yn gweithredu ar wyliau ysgol yn unig
t - Yn ymestyn i Tywyn (gweler tabl 30)
twfsh - Dydd Mawrth, Mercher a Gwener yn ystod gwyliau ysgol
& - Defnyddir bws llawr isel ar y gwasanaeth hwn fel arfer
bocs - Cysylltiad ar gael gyda'r llywyr a ddangosir yn y bocs ar y cwitht

CODE

Extends to/from Abergynolwyn (see table 30) -	a
Bus extends to Cae Crwn/Machynlleth Surgery Monday to Friday -	CC
Connects with service X28 (Machynlleth - Aberystwyth)	
at Machynlleth Clock -	c-X28
Operates to the bus stop by Machynlleth Clock on Saturdays -	mc
Operates on Saturday only -	S
School days only -	Sch
Operates school holidays only -	SH
Extends to Tywyn (see table 30) -	t
Tuesday, Wednesday, Friday during school holidays -	twfsh
Low floor bus normally used on this journey -	
For connections available see table shown in box on the left -	box

MACHYNLLETH - CAE CRWN

Lloyd's Coaches

34A

Dydd Llun i Gwener

o/from 02/04/12

Monday to Friday

MACHYNLLETH Cloc	0845	0915	----	1115	----	1315	1520	----
MACHYNLLETH Llew Coch / Red Lion	0846	0916	1016	1116	1216	1316	1521	1626
Cae Crwn	0850	0920	1020	1120	1220	1320	1525	1630
Canolfan Iechyd Machynlleth Health Centre	0852	0922	1022	1122	1222	1322	1527	1632
MACHYNLLETH Gwesty Wynnstay Hotel	0854	0926	1026	1126	1226	1326	1531	1636
MACHYNLLETH Cloc	----	0927	----	1127	----	1327	1532	1637
Machynlleth depo Lloyds Coaches depot	0856	#	1028	#	1228	#	#	#

CÔD

CODE

- Mae'r bws yn ymestyn i Aberllefenni ar wasanaeth 34

Bus extends to Aberllefenni as service 34 - #

LLOYDS COACHES

t: 01654 702 100

e: info@lloydscoaches.com

w: www.lloydscoaches.com



MACHYNLLETH - ABERYSTWYTH

o/from 02/11/2015

Monday to Saturday																	Sundays and Public Holidays
The X28 Coastliner service is normally operated by modern easy access double decker vehicles																	X28
Côd/Code:	X28	NS	Sch	S&SH	Sch	X28	X28	X28	X28	X28	X28	Sch	S&SH	Sch	X28	X28	
Rhif gwasanaeth/Route number:	X28	X28	YP04	X28	X28	X28	X28	X28	X28	X28	X28	X28	X28	X28	X28	X28	X28
Machynlleth Depo/Depot	0645	0725	----	0745	0745	0850	0925	1025	1125	1225	1325	1345	1425	1425	1525	1635	0808
MACHYNLLETH Cloc cyrr./arr.	0646	0726	0753	0747	0747	0852	0926	1026	1126	1226	1326	1346	1426	1426	1526	1636	0810
MACHYNLLETH Cloc gad./dep. 34/34A/X27/X29/T2	0650	0730	0755	0750	0750	0855	0930	1030	1130	1230	1330	1350	1430	1430	1530	1640	0810
Derwenlas Black Lion		0733	0758	0753	0753	0858	0933	1033	1133	1233	1333	1353	1433	1433	1533	1643	0813
Glandyfi	0657	0737	0802	0757	0757	0902	0937	1037	1137	1237	1337	1357	1437	1437	1537	1647	0817
Eglwysfach P.O.	0659	0739	0804	0759	0759	0904	0939	1039	1139	1239	1339	1359	1439	1439	1539	1649	0818
Furnace	0701	0741	0806	0801	0801	0906	0941	1041	1141	1241	1341	1401	1441	1441	1541	1651	0819
Tre'r Ddôl WildFowler	0707	0747	0812	0807	0807	0912	0947	1047	1147	1247	1347	1407	1447	1447	1547	1657	0823
Tre Taliesin	0709	0749	0814	0809	0809	0914	0949	1049	1149	1249	1349	1409	1449	1449	1549	1659	0825
Talybont Sgwâr/Square	0712	0752	0817	0812	0812	0917	0952	1052	1152	1252	1352	1412	1452	1452	1552	1702	0829
Bow Street Swyddfa'r Bost/Post Office	0719	0758	0824	0820	0820	0924	0959	1059	1159	1259	1359	1419	1459	1459	1559	1709	0835
Comins Coch	----	0801	----	0823	0823	0927	1002	1102	1202	1302	1402	----	1502	1502	1602	1712	----
Waunfawr am/for Ysgol Penglais School	----	0805	yp	0828	0830y	0932	1007	1107	1207	1307	1407	----	1507	1507y	1607	1717	----
Ysbyty Bronglais Hospital	0723	0808	----	0831	0834	0935	1010	1110	1210	1310	1410	----	1510	1518	1610	1720	0838
ABERYSTWYTH Gors. Bws/Bus Stn. Saf./Std 4	0725	0810	----	0836	0839	0938	1013	1113	1213	1313	1413	1425	1513	1520	1613	1723	0840
ABERYSTWYTH Gors. Bws/Bus Stn. Saf./Std 4	----	0815	----	0838	0840	----	1015	1115	1215	1315	1415	----	----	----	1615	1725	----
Swyddfeydd Cyngor Sir Ceredigion Council Offices	----	0817	----	0840	0842	----	1017	1117	1217	1317	1417	----	----	----	1617	1727	----
Aberystwyth Morrisons	----	0819	----	0842	0844	----	1019	1119	1219	1319	1419	----	----	----	1619	1729	----

Côd/Code:	NS	Sch															
Rhif gwasanaeth/Route number:	X28	X28	X28	X28	X28	X28	X28	X28	X28	X28	YP04	X28	X28	X28	X28		X28
Aberystwyth Morrisons	0820	----	0920	1020	1120	1220	1320	1420	----	----	----	1620	1730	----	----		----
Swyddfeydd Cyngor Sir Ceredigion Council Offices	0821	----	0921	1021	1121	1221	1321	1421	----	----	----	1621	1731	----	----		----
ABERYSTWYTH Gors. Bws/Bus Stn. Saf./Std 4	0825	----	0925	1025	1125	1225	1325	1425	----	----	----	1625	1735	----	----		1645

ABERYSTWYTH Gors. Bws/Bus Stn. Saf./Std 4	0830	0910	0930	1030	1130	1230	1330	1430	1530	1530	----	1630	1740	1845	2045		1645
Ysbyty Bronglais Hospital	0832	0912	0932	1032	1132	1232	1332	1432	1532	1532	----	1632	1742	1847	2047		1647
Waunfawr am/for Ysgol Penglais School	0835	----	0935	1035	1135	1235	1335	1435	1535	1535	yp	1635	1745	----	----		----
Comins Coch	0839	----	0939	1039	1139	1239	1339	1439	1539	1539	----	1639	1749	----	----		----
Bow Street Swyddfa'r Bost/Post Office	0842	0917	0942	1042	1142	1242	1342	1442	1542	1542	1541	1642	1752	1852	2052		1650
Talybont Sgwâr/Square	0848	0923	0948	1048	1148	1248	1348	1448	1548	1548	1547	1648	1758	1858	2058		1656
Tre Taliesin	0851	0926	0951	1051	1151	1251	1351	1451	1551	1551	1552	1651	1801	1901	2101		1700
Tre'r Ddôl Wildfowler	0853	0928	0953	1053	1153	1253	1353	1453	1553	1553	1557	1653	1803	1903	2103		1703
Furnace	0859	0934	0959	1059	1159	1259	1359	1459	1559	1559	1607	1659	1809	1909	2109		1707
Eglwysfach P.O.	0901	0936	1001	1101	1201	1301	1401	1501	1601	1601	1609	1701	1811	1911	2111		1708
Glandyfi	0903	0938	1003	1103	1203	1303	1403	1503	1603	1603	1611	1703	1813	1913	2113		1709
Derwenlas Black Lion	0906	0941	1006	1106	1206	1306	1406	1506	1606	1606	1614	1706	1816	1916	2116		1713
MACHYNLLETH Cloc cyrr./arr.	0910	0945	1010	1110	1210	1310	1410	1510	1610	1610	1618	1710	1820	1920	2120		1715
MACHYNLLETH Cloc gad./dep.	0911	0946	1011	1111	1211	1311	1410	1511	1611	1611	1619	1711	1821	1921	2121		1715
Machynlleth Depo/Depot	0912	0947	1012	1112	1212	1312	1412	1512	1612	1612	1620	1712	1822	1922	2122		1717

COD

NS - Dim ar ddydd Sadwrn
Sch - Yn gweithredu un unig pan mae Ysgolion Penglais â Phenweddig yn agored
S&S - Dydd Sadwrn ac ar dyddiau gwyliau Ysgol Penglais yn unig
yp - Yn gweithredu i Ysgol Penglais am 0832 / 1515 ar ddyddiau pan mae'r ysgol yn agored
yp Gweithredu i Penweddig am 0832/1530

CODE

Not Saturdays -
Only operates when Penglais & Penweddig schools are open -
Saturdays & Ysgol Penglais school holidays -
Operates to Penglais School at 0832/1515 on school days when the school is open -
operates to Penweddig by 0832/1530
NS
Sch
S&SH
yp

Defnyddir bws llawr isel ar y gwasanaeth hwn fel arfer
Box - Yn aros hyd at 10 munud eysylltiad gyda gwasanaethau 34/X27/X29

Low floor bus normally used on this journey -
Awaits up to 10 minutes for connection with services 34/X27/X29 -
Box

LLANEGRYN - TYWYN - MACHYNLLETH

LLOYDS COACHES

X29

Llun i Sadwrn

o/from 04/09/12

Monday to Saturday

Suliau a

Gwyliau Cyhoeddus

Sundays &

Public Holidays

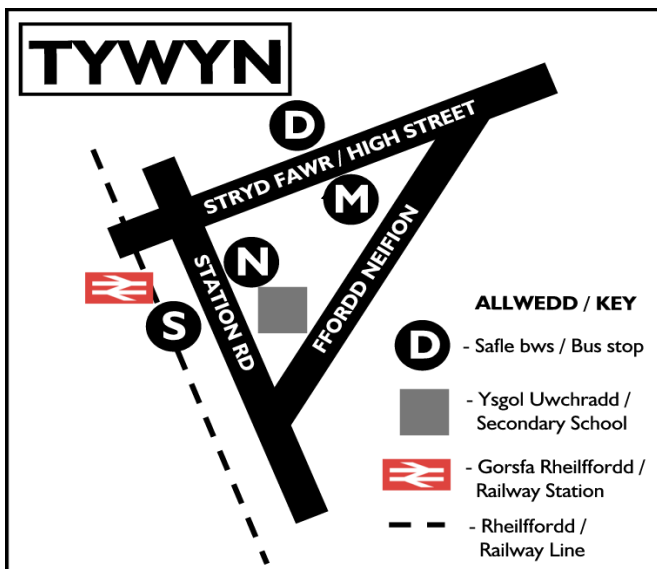
o/from 01/04/12

Côd/Code:	NS	NS	NS	NS	NS	NS	NS	NS	NS	H
Rhif gwasanaeth/Route number:	X29	X29	X29	X29	X29	X29	X29	X29	X29	X29
Llanegryn	0640	----	----	----	----	----	----	----	----	* * *
Bryncrug	0645	----	----	----	----	----	----	----	----	* * *
TYWYN St. Fawr/High St. (M)	28	0650	0850	1050	1250	1450yt	1615	1700	1720	1805
Tywyn Gors. Tren/Rail. Stn. (N)		0651	0851	1051	1251	1451	1616	1701	1721	1806
Tywyn Ysbyty/Hospital		0652	0852	1052	1252	1452	1617	1702	1722	1807
Aberdyfi Cofadail/Cenotaph		0700	0900	1100	1300	1500	1625	1710	1730	1815
Cwrt		0710	0910	1110	1310	1510	1635	1720	1740	1825
Pennal		0712	0912	1112	1312	1512	1637	1722	1742	1827
Machynlleth Lloyds Coaches Depo/Depot		0722	0923	1123	1323	1523	1648	1733	1753	1837
MACHYNLLETH Cloc cyrr./arr.		0725	0925	1125	1325	1525	1650	1735	1755	1840
		c-X28	c-X28	c-X28	c-X28	c-X28				
Côd/Code:	NS	NS	NS	NS	NS	NS	NS	NS	NS	H
Rhif gwasanaeth/Route number:	X29	X29	X29	X29	X29	X29	X29	X29	X29	X29
MACHYNLLETH Cloc gad./dep.	T2	X28	0600	0720	0755	1015	1215	1410	1625	1715
Machynlleth Lloyds Coaches Depo/Depot			0602	0722	0757	1017	1217	1412	1627	1712
Pennal			0608	0728	0803	1023	1223	1418	1633	1723
Cwrt			0610	0730	0805	1025	1225	1420	1635	1725
Aberdyfi gyf Cofadail/ opp Cenotaph			0620	0740	0815	1035	1235	1430	1645	1735
Tywyn Ysbyty/Hospital			0628	0748	0824	1044	1244	1439	1654	1744
Tywyn Gors. Tren/Rail. Stn. (S)			0629	0749	----	----	----	----	1745	----
Ysgol Uwchradd Tywyn High School (Ffordd Neifion)			----	----	0825	1045	1245	1440	1655	----
TYWYN St. Fawr/High St. (M)			----	----	0828	1047	1247	1442yt	1657	----
TYWYN St. Fawr/High St. (D)			0630	0750	----	----	----	----	1746	----
Tywyn Sinema/Cinema			0631	*	----	----	----	----	1747r	----
Bryncrug			0634	*	----	----	----	----	1750r	----
Llanegryn			0637	*	----	----	----	----	1753r	----

Siwrneiau ychwanegol ar ddyddiau ysgol

Additional school days only journeys

Bus:	528A	528A
Côd/Code:	Sch	Sch
Rhif gwasanaeth/Route number:	528	528
Llangelynin Church	0800	1515
Rhoslefain	0803	1518
Llanegryn	0807	----
Bryncrug	0815	1521
TYWYN St. Fawr/High St. (M)	0821	----
Tywyn Gors. Tren/Rail. Stn. (N)	0822	----
Ysgol Uwchradd Tywyn	0825	----
Ysgol Penybryn School	----	1525
Bus:	528A	528A
Côd/Code:	Sch	Sch
Rhif gwasanaeth/Route number:	528	528
TYWYN St. Fawr/High St. (D)	0750	----
Ysgol Uwchradd Tywyn	----	1447
Bryncrug	0754	1457
Llanegryn	----	1505
Rhoslefain	0757	1509
Llangelynin Church	0759	1512



TOCYN 5 DIWRNOD GAR
GAEL RHWNG TYWYN,
MACHYNLLETH AC
ABERYSTWYTH

£25.00 OEDOLYN / £12.50
PLENTYN (hyd at 16 oed)

5 DAY WEEKLY TICKET
AVAILABLE BETWEEN
TYWYN, MACHYNLLETH
& ABERYSTWYTH

£25.00 ADULT / £12.50
CHILD (until 16th birthday)

CÔD

c-X28 - Yn cysylltu gyda gwasanaeth X28 (Machynlleth - Aberystwyth) yn Machynlleth Cloc

Col - Dyddiau coleg yn unig

H - Yn gweithredu o'r dydd Sul cyntaf ym mis Gorffennaf i'r dydd Sul diwethaf ym mis Awst pob blwyddyn (yn cynnwys gwyliau cyhoeddus yn ystod y cyfnod hwn)

NS - Dim ar ddydd Sadwrn

r - yn gweithredu ar gais yn unig rhwng Tywyn a Llanegryn

Sch - Dyddiau ysgol yn unig

S&SH - Dydd Sadwrn ac ar dyddiau gwyliau Ysgol Penglais yn unig

yt - Yn ymestyn i/o Ysgol Uwchradd Tywyn ar ddyddiau ysgol

♿ - Defnyddir bws llawr isel ar y gwasanaeth hwn fel arfer

* - Gweler tabl 28 am wasanaeth cyswllt rhwng Tywyn a Dolgellau

X28 - Yn aros am wasanaeth X28 (Aberystwyth - Machynlleth) ym Machynlleth Cloc

Connects with service X28 (Machynlleth - Aberystwyth) at Machynlleth Clock - c-X28

College days only - Col

Operates from the first Sunday in July to the last Sunday in August every year (including public holidays during this period) - H

Not Saturdays - NS

Operates on request only between Tywyn & Llanegryn - r

Operates school days only - Sch

Saturdays & Ysgol Penglais school holidays - S&SH

Extends to/from Tywyn High School on school days only - yt

Low floor bus normally used on this journey - ♿

See table 28 for connecting service between Tywyn & Dolgellau - *

Awaits connection with X28 service (Aberystwyth - Machynlleth) at Machynlleth Clock - X28

BANGOR - PORTHMADOG - DOLGELLAU - ABERYSTWYTH

T2 TrawsCymru


Monday to Saturday

With effect from 2 November 2015

Sunday and
Public Holiday


Gweithredwr/Operator													
	X28	X28	T2	T2	T2	T2	T2	T2	X28	T2	T2	T2	
BANGOR, Cloc Safle/Stop (B) gad/dep	----	----	09:15	11:15	13:25	15:25	17:20	----	19:35	----	09:15	13:15	17:45
Bangor, Gorsaf Trên/Rail Station (H)	----	----	09:18	11:18	13:28	15:28	17:23	----	19:38	----	09:18	13:17	17:48
Coleg Menai	----	----	09:22	11:22	13:32	15:32	17:25	----	19:42	----	09:22	13:19	17:50
Ysbyty Gwynedd	----	----	09:28	11:28	13:38	15:38	17:30	----	19:48	----	09:28	13:25	17:56
Y Felinheli, Y Fictoria	----	----	----	----	----	----	----	----	----	----	09:33	13:30	18:01
CAERNARFON, Safle/Stop C cyrr/arr	----	----	09:41	11:42	13:52	15:52	17:43	----	20:02	----	09:41	13:40	18:10
CAERNARFON Safle/Stop C gad/dep	----	----	09:45	11:43	13:53	15:53	17:45	----	20:03	----	09:45	13:40	18:10
Bontnewydd	----	----	09:50	11:48	13:58	15:58	17:50	----	20:08	----	09:50	13:45	18:15
Groeslon	----	----	----	----	----	----	17:55	----	----	----	09:55	13:50	18:20
PENYGRŌES	----	----	09:58	11:56	14:06	16:06	18:00	----	20:16	----	10:00	13:53	18:23
Llanllyfni	----	----	----	----	----	----	----	----	----	----	10:02	13:55	18:25
Pant-Glas	----	----	----	----	----	----	----	----	----	----	10:10	14:03	18:33
Garndolbenmaen	----	----	----	----	----	----	18:15	----	----	----	10:15	14:09	18:39
Dolbenmaen	----	----	10:08	12:06	14:16	16:16	18:17	----	20:26	----	----	----	----
Penmorfa	----	----	10:11	12:09	14:19	16:19	18:19	----	20:29	----	10:19	14:17	18:46
TREMADOG, Sgwâr/Square	----	----	10:17	12:15	14:25	16:25	18:30	----	20:35	----	10:22	14:19	18:48
Porthmadog, Gorsaf Trên/Rail Station	----	----	10:20	12:18	14:28	16:28	18:33	----	20:38	----	10:23	14:20	18:49
Porthmadog Sportsman	----	----	10:21	12:19	14:29	16:29	18:34	----	20:39	----	10:24	14:21	18:50
PORTHMADOG cyrr/arr	----	----	10:23	12:19	14:29	16:29	18:35	----	20:39	----	10:25	14:25	18:50
PORTHMADOG gad/dep	----	----	10:25	12:25	14:35	16:35	18:35	----	20:41	----	10:25	14:25	18:50
Minffordd	----	----	10:30	12:30	14:40	16:40	18:40	----	20:46	----	10:30	14:30	18:55
Penrhyndeudraeth	----	----	10:33	12:33	14:43	16:43	18:43	----	20:49	----	10:33	14:33	18:58
TAN-Y-BWLCH, Oakeley Arms (A)	----	----	10:40	12:40	14:50	16:50	18:50	----	20:56	----	10:45	14:40	19:05
Gellilydan	----	----	10:46	12:46	14:56	16:56	18:55	----	21:02	----	10:50	14:46	----
TRAWSFYNYDD, Cross Foxes	----	----	10:52	12:52	15:02	17:02	19:02	----	21:07	----	10:55	14:52	----
Trawsfynydd, Bryn Glas	----	----	----	12:52	15:02	17:02	----	----	21:07	----	10:55	14:52	19:10
Bronaber	----	----	10:58	12:58	15:08	17:08	19:07	----	21:12	----	11:00	14:58	19:16
Ganllwyd	----	----	11:04	13:04	15:14	17:14	19:08	----	21:18	----	11:05	15:04	19:22
Ty'n y Groes	----	----	11:05	13:05	15:15	17:15	19:09	----	21:19	----	11:06	15:05	19:23
Llanelltyd, Bro Cymmer	----	----	11:10	13:10	15:20	17:20	19:13	----	21:24	----	11:10	15:10	19:28
Dolgellau Coleg Meirion Dwyfor	----	----	11:13	13:13	15:23	17:23	19:16	----	21:27	----	11:13	15:13	19:30
DOLGELLAU, Sgwâr Eldon Square cyrr/arr	----	----	11:15	13:15	15:25	17:25	19:18	----	21:30	----	11:15	15:15	19:35
DOLGELLAU, Sgwâr Eldon Square gad/dep	----	----	11:20	13:20	15:30	17:35	----	19:35	21:31	----	11:20	15:20	19:35
Minffordd	----	----	11:35	13:35	15:45	17:50	----	19:50	21:46	----	11:35	15:35	19:50
Corris Uchaf	----	----	11:40	13:40	15:50	17:55	----	19:55	21:51	----	11:40	15:40	19:55
Corris, Braich Goch	----	----	11:42	13:42	15:52	17:57	----	19:57	21:53	----	11:42	15:42	19:57
Pantperthog, CAT A487	----	----	11:45	13:45	15:55	18:00	----	20:00	21:56	----	11:45	15:47	20:02
MACHYNLLETH, Gorsaf Trên/Rail Station	06:45	----	11:53	13:48	15:58	18:03	----	20:03	21:59	08:08	11:53	15:51	20:03
MACHYNLLETH, Cloc cyrr/arr	06:46	08:50	11:55	13:50	16:00	18:05	----	20:05	22:01	08:10	11:55	15:53	20:05
MACHYNLLETH, Cloc gad/dep	06:50	08:55	12:00	13:55	16:00	18:05	----	20:05	----	08:10	12:00	16:00	----
Tre'r Ddol	07:07	09:12	12:15	14:10	16:15	18:20	----	20:20	----	08:23	12:18	16:18	----
Talybont	07.12	09.17	12:23	14:15	16:20	18.28	----	20.28	----	08.29	12.26	16.25	----
Bow Street	07.19	09.24	12:30	14:20	16:24	18.35	----	20.35	----	08.31	12.26	16.31	----
Comins Coch	----	09.27	----	14:23	16:27	----	----	----	----	----	----	----	----
Ysbyty Bronglais Hospital	07.23	09.35	12:34	14:31	16:33	18.39	----	20.39	----	08.38	12.39	16.39	----
ABERYSTWYTH, Gorsaf Trên/Rail St arr	07:25	09.38	12:36	14:34	16:35	18:40	----	20:40	----	08:40	12:41	16:41	----
ABERYSTWYTH, Gorsaf Trên/Rail St dep	----	----	----	14:35	16:35	----	----	----	----	----	12:41	----	----
ABERYSTWYTH, Morrisons	----	----	----	14:36	16:40	----	----	----	----	----	12:45	----	----

CÔD

NS - Dim ar ddydd Sadwrn
R - Ar gais yn unig
Sch - Yn gweithredu un unig pan mae Ysgolion Penglais â Phenweddig yn agored
S&SH - Dydd Sadwrn ac ar dyddiau gwyliau Ysgol Penglais yn unig
t# - Siwrnai trên Trenau Arriva Cymru, cysylltwch â 0871 200 22 33 am fanylion
 - Defnyddir bws llawr isel ar y gwasanaeth hwn fel arfer

Bocs - Yn aros hyd at 10 munud am gysylltiad gyda'r gwasanaethau yn y bocs

CODE

Not Saturdays - **NS**
 On request only - **R**
 Only operates when Penglais & Penweddig schools are open - **Sch**
 Saturdays & Ysgol Penglais school holidays - **S&SH**
 Arriva Trains Wales rail journey, telephone 0871 200 22 33 for details - **t#**
 Low floor bus normally used on this journey - 

Awaits up to 10 minutes for connection with services shown in box - **Box**

BANGOR - PORTHMADOG - DOLGELLAU - ABERYSTWYTH

T2 TrawsCymru

Monday to Saturday

Sunday and
Public Holiday

Gweithredwr/Operator	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>								<div><div></div><div></div><div></div></div>				
	T2	T2	T2	EXPRESS			EXPRESS			T2	T2	T2	X28
Aberystwyth Morrisons	----	----	----	----	15:30	17:55	----	----	----	----	----	----	----
ABERYSTWYTH , Gorsaf Trên/Rail Station	----	----	----	----	15:35	18:00	----	----	----	----	----	----	----
Aberystwyth , Gorsaf Trên/Rail Station	----	07:35	10:00	13:55	15:40	18:05	----	18:45	20:45	----	08:45	13:55	16:45
Ysbyty Bronglais Hospital	----	07:37	10:02	13:57	15:42	18:07	----	18:47	20:47	----	08:47	13:57	16:47
Comins-Coch	----	07:44	----	----	15:49	18:14	----	----	----	----	----	----	----
Bow Street	----	07:47	10:12	14:02	15:52	18:17	----	18:55	20:55	----	08:55	14:02	16:50
Talybont	----	07:53	10:18	14:08	15:58	18:23	----	19:02	20:58	----	09:02	1408	16:56
Tre'r Ddol	----	07:58	10:23	14:13	16:03	18:28	----	19:03	21:03	----	09:07	14:13	17:03
MACHYNLLETH, Cloc cyrr/arr	----	08:15	10:35	14:30	16:25	18:45	----	19:22	21:20	----	09:30	14:30	17:15
MACHYNLLETH, Cloc gad/dep	07:30	08:20	10:40	14:35	16:30	18:50	----	----	----	----	09:30	14:35	17:15
Machynlleth Gorsaf Trên/Rail Station	07:32	08:22	10:42	14:37	16:32	18:52	----	----	----	06:02	09:32	14:37	17:17
Pantperthog, CAT A487	07:36	08:26	10:46	14:41	16:36	18:56	----	----	----	06:06	09:36	14:45	----
Corris, Braich Goch	07:41	08:31	10:51	14:46	16:41	19:01	----	----	----	06:11	09:41	14:48	----
Corris Uchaf	07:43	08:33	10:53	14:48	16:43	19:03	----	----	----	06:13	09:43	14:50	----
Minffordd	07:48	08:38	10:58	14:53	16:48	19:08	----	----	----	06:15	09:48	14:53	----
DOLGELLAU, Sgwâr Eldon Square cyrr/arr	08:00	08:50	11:10	15:10	17:00	19:20	----	----	----	06:30	10:05	15:05	----
DOLGELLAU, Sgwâr Eldon Square gad/dep	08:00	09:00	11:20	15:20	17:35	----	19:35	----	----	06:30	10:15	15:20	----
Dolgellau, Coleg Meirion Dwyfor	08:03	09:03	11:23	15:23	17:38	----	19:38	----	----	06:32	10:18	15:23	----
Llanelltyd, Bro Cymmer	08:05	09:05	11:25	15:25	17:40	----	19:40	----	----	06:35	10:20	15:25	----
Ty'n y Groes	08:10	09:10	11:30	15:30	17:45	----	19:44	----	----	06:40	10:25	15:30	----
Ganllwyd	08:11	09:11	11:31	15:31	17:46	----	19:45	----	----	06:41	10:26	15:31	----
Bronaber	08:17	09:17	11:37	15:37	17:52	----	19:50	----	----	06:47	10:32	15:37	----
Trawsfynydd, Bryn Glas	08:23	09:23	11:43	----	17:58	----	----	----	----	----	10:37	15:38	----
TRAWSFYNYDD, Cross Foxes	08:23	09:23	11:43	15:43	17:58	----	19:55	----	----	----	10:38	15:45	----
Gellilydan	08:29	09:29	11:49	15:49	18:04	----	20:02	----	----	----	10:44	15:49	----
TAN-Y-BWLCH, Oakeley Arms (B)	08:35	09:35	11:55	15:55	18:10	----	20:10	----	----	06:55	10:50	15:55	----
Penrhyndeudraeth	08:40	09:40	12:00	16:00	18:16	----	20:17	----	----	07:00	10:55	16:00	----
Minffordd	08:42	09:42	12:02	16:02	18:17	----	20:19	----	----	07:02	10:57	16:02	----
PORTHMADOG, Parc cyrr/arr	08:50	09:50	12:10	16:08	18:25	----	20:26	----	----	07:10	11:05	16:08	----
PORTHMADOG, Parc gad/dep	08:50	09:55	12:15	16:10	18:25	----	20:26	----	----	07:10	11:05	16:10	----
Porthmadog, Tesco	08:52	09:57	12:17	16:12	18:27	----	20:27	----	----	07:11	11:06	16:12	----
Porthmadog, Gorsaf Trên/Rail Station	08:53	09:58	12:18	16:13	18:28	----	20:27	----	----	07:12	11:07	16:13	----
TREMADOG, Sgwâr/Square	08:54	09:59	12:19	16:14	18:29	----	20:28	----	----	07:13	11:08	16:14	----
Penmorfa	08:57	10:02	12:22	16:17	18:32	----	20:33	----	----	07:16	11:10	16:17	----
Garndolbenmaen	----	----	----	----	----	----	20:41	----	----	----	11:18	16:25	----
Glandwyfach	09:05	10:10	12:30	16:25	18:40	----	20:43	----	----	07:25	11:20	16:27	----
Pant Glas	----	----	----	----	----	----	20:47	----	----	----	11:24	16:31	----
Llanllyfni	----	----	----	----	----	----	----	----	----	----	11:32	16:34	----
PENYGROES	10:15	10:20	12:40	16:35	18:50	----	20:51	----	----	07:35	11:34	16:37	----
Groeslon	----	----	----	----	----	----	20:56	----	----	----	11:38	16:40	----
BONTNEWYDD	10:25	10:30	12:50	16:45	19:00	----	21:01	----	----	07:45	11:43	16:45	----
CAERNARFON, Safle/Stop (A) cyrr/arr	09:28	10:33	12:53	16:50	19:03	----	21:06	----	----	07:50	11:48	16:50	----
CAERNARFON, Safle/Stop (A) gad/dep	09:30	10:35	12:55	16:50	19:05	----	21:06	----	----	07:50	11:48	16:50	----
Y Felinheli. Fictoria	----	----	----	----	----	----	----	----	----	----	11:53	----	----
YSBYTY GWYNEDD	09:43	10:48	13:08	17:03	19:18	----	21:20	----	----	08:03	11:59	17:03	----
Coleg Menai	09:47	10:52	13:12	----	19:22	----	----	----	----	08:07	----	----	----
Bangor, Gorsaf Trên/Rail Station (J)	09:52	10:58	13:18	17:10	19:28	----	21:25	----	----	08:13	12:11	17:10	----
BANGOR, Cloc	09:55	11:00	13:20	17:12	19:30	----	21:27	----	----	08:15	12:13	17:12	----

COD

NS - Dim ar ddydd Sadwrn
R - Ar gais yn unig
Sch - Yn gweithredu un unig pan mae Ysgolion Penglais â Phenweddig yn agored
S&SH - Dydd Sadwrn ac ar dyddiau gwyliau Ysgol Penglais yn unig
t# - Siwrnai trên Trenau Arriva Cymru, cysylltwch â 0871 200 22 33 am fanylion
 - Defnyddir bws llawr isel ar y gwasanaeth hwn fel arfer
Box - Yn aros hyd at 10 munud am gysylltiad gyda'r gwasanaethau yn y bocs

CODE

Not Saturdays - **NS**
 On request only - **R**
 Only operates when Penglais & Penweddig schools are open - **Sch**
 Saturdays & Ysgol Penglais school holidays - **S&SH**
 Arriva Trains Wales rail journey, telephone 0871 200 22 33 for details - **t#**
 Low floor bus normally used on this journey -
 Awaits up to 10 minutes for connection with services shown in box - **Box**