

Newport Centre, Kingsway

Transport Statement

Client: Newport City Council and Coleg Gwent

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1 Introduction

1.1.1 Cambria Consulting Ltd. have been commissioned by Kew Planning on behalf of Newport City Council and Coleg Gwent to prepare a Transport Statement in support of a planning application in respect to development proposals for the Newport Centre, 1 Kingsway, Newport NP20 1UH. The site's location is shown in Figure 1 below.

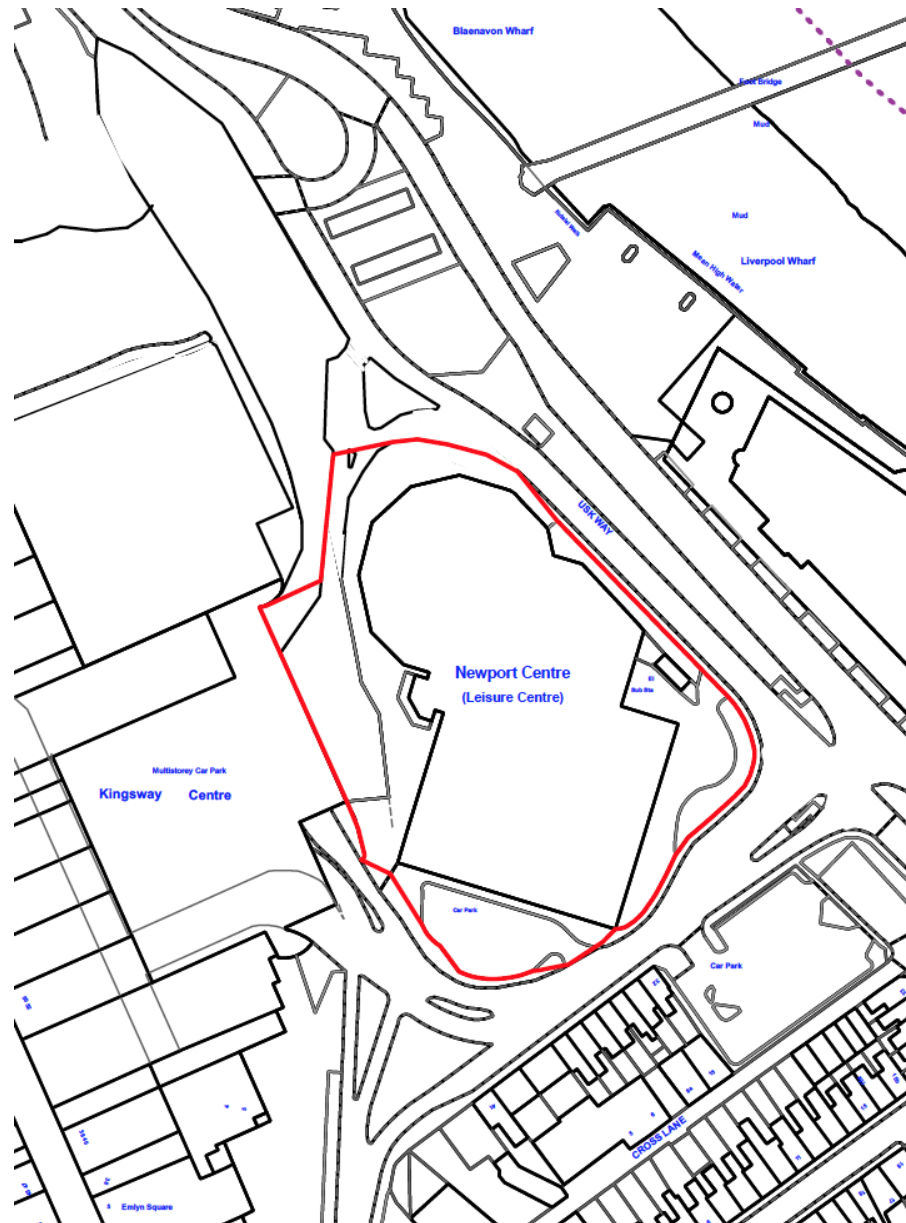


Figure 1 - Site location plan

- 1.1.2 Outline permission for the redevelopment of the site for circa 54,000 sqm of flexible floorspace for Educational use, or any other use within Use Classes A1, A2, A3, B1, C1, D1 and D2, with all matters reserved.
- 1.1.3 The site is in a highly sustainable and accessible location. It is close to the city centre, the city's bus station and 1km from the railway station. National Cycle Network Route 47 passes the site, running along the western bank of the River Usk.
- 1.1.4 This Transport Statement describes the site's existing transport links and accessibility and identifies the main transport related impacts associated with the development of the site.

2 Planning Policy

2.1 Future Wales - The National Plan 2040

- 2.1.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.1.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.1.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

2.2 Planning Policy Wales

- 2.2.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.2.2 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.2.3 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
- ▶ are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
 - ▶ are designed in a way which integrates them with existing land uses and neighbourhoods; and
 - ▶ make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.2.4 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
- ▶ Walking and Cycling
 - ▶ Public Transport
 - ▶ Ultra Low Emission Vehicles
 - ▶ Other Private Motor Vehicles

- 2.2.5 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.
- 2.2.6 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.
- 2.2.7 To this end the provision of ULEV charging points is encouraged within new developments.
- 2.2.8 PPW recommends (4.1.50) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

2.3 TAN18 Transportation

- 2.3.1 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments’ sustainable development policy objectives by:
- ▶ promoting travel efficient settlement patterns;
 - ▶ ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
 - ▶ managing parking provision;
 - ▶ ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - ▶ encouraging the location of development near other related uses to encourage multi-purpose trips; and
 - ▶ ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.3.2 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

2.4 The Active Travel (Wales) Act 2013

- 2.4.1 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.
- 2.4.2 The Active Travel (Wales) Act 2013 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 infrastructure for walking and cycling every year. It creates new duties to consider the needs of walkers and cyclists and make better provision for them. It also requires the consideration of walking and cycling as a mode of transport and the Act focuses on the promotion of walking and cycling for purposeful journeys, rather than as a purely recreational activity.
- 2.4.3 The Act is supported by the Active Travel Action Plan Wales (2014), and many of the actions of the Active Travel Action Plan Wales document also benefit recreational or competitive walking and cycling. 'Walking' in the Active Travel Action Plan for Wales includes the use of wheelchairs and mobility scooters and 'cycling' includes the use of electric bikes, but not motorcycles.

2.5 Newport Local Development Plan 2011 – 2026

- 2.5.1 In terms of transport related policies, SP1 (Sustainability) and SP2 (health) require that development proposals make a positive contribution to sustainability and health by being located where they minimise the need to travel and encourage the use of walking, cycling and public transport.
- 2.5.2 Policy GP4 requires that development proposals should:
- i. Provide appropriate access for pedestrians, cyclists and public transport in accordance with national guidance;
 - ii. be accessible by a choice of means of transport;
 - iii. be designed to avoid or reduce transport severance, noise and air pollution;
 - iv. make adequate provision for car parking and cycle storage;
 - v. provide suitable and safe access arrangements;
 - vi. design and build new roads within private development in accordance with the highway authority's design guide and relevant national guidance;
 - vii. ensure that development would not be detrimental to highway or pedestrian safety or result in traffic generation exceeding the capacity of the highway network.
- 2.5.3 Policy T4 states that development will be required to provide appropriate levels of parking, within defined parking zones, in accordance with adopted parking standards.

2.6 Newport City Council Supplementary Planning Guidance – Parking Standards

- 2.6.1 Guidance on parking provision within new development is provided in the Council's Supplementary Planning Guidance (SPG) – Parking Standards. Parking requirements vary for different types of development and also depending on the development's location. The Parking Standards identify six zones ranging from Zone 1, City Core, to Zone 6, Deep Rural. The application site is within Zone 1.

- 2.6.2 Outline permission is sought for the redevelopment of the site for circa 16,000 sqm of flexible floorspace for Educational use, or any other use within Use Classes A1, A2, A3, B1, C1, D1 and D2.
- 2.6.3 There is no requirement to provide non-operational parking (parking for staff, visitors and customers) within developments located in Zone 1. The operational parking requirements for the land uses for which outline planning permission is sought are outlined in the table below. Operational parking provided within the development will meet these standards.
- 2.6.4 Cycle parking will be provided and will meet the Parking Standards minimum requirements, which are outlined below.

Land Use	Car / Vehicle Parking		Cycle Parking	
	Operational	Non-Operational	Long Stay	Short Stay
A1 Shops	1 Space per 400m ²	Nil	Shops < 200m ² 1 stand per 200m ² Shops > 200m ² 1 stand per 500m ²	Shops < 200m ² 1 stand per 200m ² Shops > 200m ² 1 stand per 500m ²
A2 Financial / Professional Services	Nil	Nil	1 stand per 200m ²	1 stand per 1000m ²
A3 Food & Drink	1 Commercial Vehicle Space	Nil	1 stand per 10 staff	No requirement
B1 Offices	Nil	Nil	1 stand per 200m ²	1 stand per 1000m ²
B1 Call Centre	Nil	Nil	1 stand per 150m ²	1 stand per 1000m ²
C1 Hotel	1 Commercial Vehicle Space	Nil	1 stand per 5 bedrooms	1 stand per 40m ² of public floor space
D1 Education*	1 Commercial Vehicle Space	Nil	1 stand per 5 staff & 1 stand per 6 students aged 17+	1 stand per 100 students
D2 Leisure**	1 Commercial Vehicle Space	Nil	1 stand per 10 staff	1 stand per 10 facility users

* Quoted parking requirements apply to FE College. Different standards apply to other D1 uses

** Quoted parking requirements apply to 'Leisure clubs and sports clubs'. Different standards apply to other D2 uses e.g. 'fitness clubs', 'public leisure centres', 'assembly halls'.

Table 1 Parking Standard Requirements

3 Existing Conditions

3.1 The Site

- 3.1.1 The site is currently occupied by the Newport Centre building, a multi-purpose leisure centre that includes a main hall that was historically used for conferences and live music events. It includes a swimming pool, which is now permanently closed.
- 3.1.2 The site is located between the University of South Wales Newport and the Kingsway Car park. The site is bounded by the A4042 Usk Way to the east, a service access and taxi rank to the west, Emlyn Street to the south and the Friar's Walk shopping centre to the north west.

3.2 Pedestrian & Cycle Networks

- 3.2.1 There are good quality footways around the perimeter of the site that provide pedestrian access to from all directions.
- 3.2.2 There are signal controlled pedestrian crossings at the Usk Way / Emlyn Street junction at the south eastern corner of the site and also on Usk Way, adjacent to Usk Plaza immediately to the north of the site.
- 3.2.3 The nearby Newport City Footbridge provides a crossing of the River Usk connecting it to parts of Newport to the east of the river.
- 3.2.4 The National Cycle Network (NCN Route 47) passes the site along the Usk Way shared riverside walk. This connects with a network of cycle routes that provide high quality, largely traffic-free, connections to many areas of the city and its surroundings.

3.3 Public Transport

- 3.3.1 Newport bus station is located 300m / 3 minute walk to the north of the site. Newport Railway Station is a 900m / 12-minute walk. These major transport nodes are therefore easily accessible from the site and provide access to many local, regional and national public transport services.

3.4 Vehicular Access

- 3.4.1 The site is adjacent to Usk Way (A4042), an urban dual carriageway that runs parallel to the western bank of the River Usk. It is subject to a 30mph speed limit adjacent to the site with the speed limit reducing to 20mph immediately to the north west of the site. There are no waiting restrictions (double-yellow lines) along Usk Way that prohibit parking and loading.
- 3.4.2 Usk Way (A4042) links with the A48 to the south and M4 to the north and therefore the site benefits from good access to the strategic highway network.
- 3.4.3 Entrance into the Newport Centre is from Kingsway, opposite the Kingsway Multi-Storey Car Park. There is a small car park for visitors accessible from Emlyn Street, to the south of the building, with some 15 spaces. There is also a small, dedicated car parking area for staff, accessible from Emlyn Street to the south east of the building accessed via a footway crossover.
- 3.4.4 There are a number of public car parks within a short walk of the site. These include the Emlyn Street, Kingsway, Friars Walk, Riverfront and Usk Way car parks, all of which are within no more than a few minutes' walk.

4 Proposed Development

- 4.1.1 Outline permission for the redevelopment of the site for circa 54,000 sqm of flexible floorspace for Educational use, or any other use within Use Classes A1, A2, A3, B1, C1, D1 and D2, with all matters reserved.
- 4.1.2 Cycle parking provision and parking for operational vehicles will be in accordance with the current Parking Standards SPG, detailed earlier in Section 2.6.
- 4.1.3 A detailed assessment of the likely trip generation of the proposed development and its impacts will be prepared at reserved matters stage when there will be certainty over the precise nature of the development. This assessment will be presented in a Transport Statement / Transport Assessment.
- 4.1.4 The development proposal will also be accompanied by a Travel Plan. This will include a package of measures aimed at minimising the development's transport impacts by encouraging walking, cycling, the use of public transport and car sharing.

5 Summary

- 5.1.1 The site is in a highly sustainable and accessible location, at the edge of the city centre, which will encourage linked trips. The site is easily accessible to pedestrians, cyclists and public transport. There are several public car parks within close proximity for those that do travel by car.
- 5.1.2 Outline permission for the redevelopment of the site for circa 54,000 sqm of flexible floorspace for Educational use, or any other use within Use Classes A1, A2, A3, B1, C1, D1 and D2, with all matters reserved.
- 5.1.3 A detailed assessment of the likely trip generation of the development will be produced at reserved matters stage when the precise nature of the development will be known. A Travel Plan will also be produced to encourage sustainable travel choices amongst users of the development.