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Transport Statement

**Phase 2 Development
Coverack Street
Newport**

December 2024

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Appendix 1 Site Context

Revision History

A	26 th March 2024	First Issue
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1 Introduction

- 1.1 Acstro has been appointed by Newport City Homes to prepare a Transport Statement to support a planning application for the construction of a 5-storey apartment block, accommodating 40 apartments, at Coverack Road, Newport.
- 1.2 This constitutes a second phase of development at the site. The first phase comprises of two apartment blocks, accommodating a total of 76 apartments, which was granted planning permission in 2019 (LPA Ref: 18/1169).
- 1.3 The general location of the site is shown in Figure 1 below.

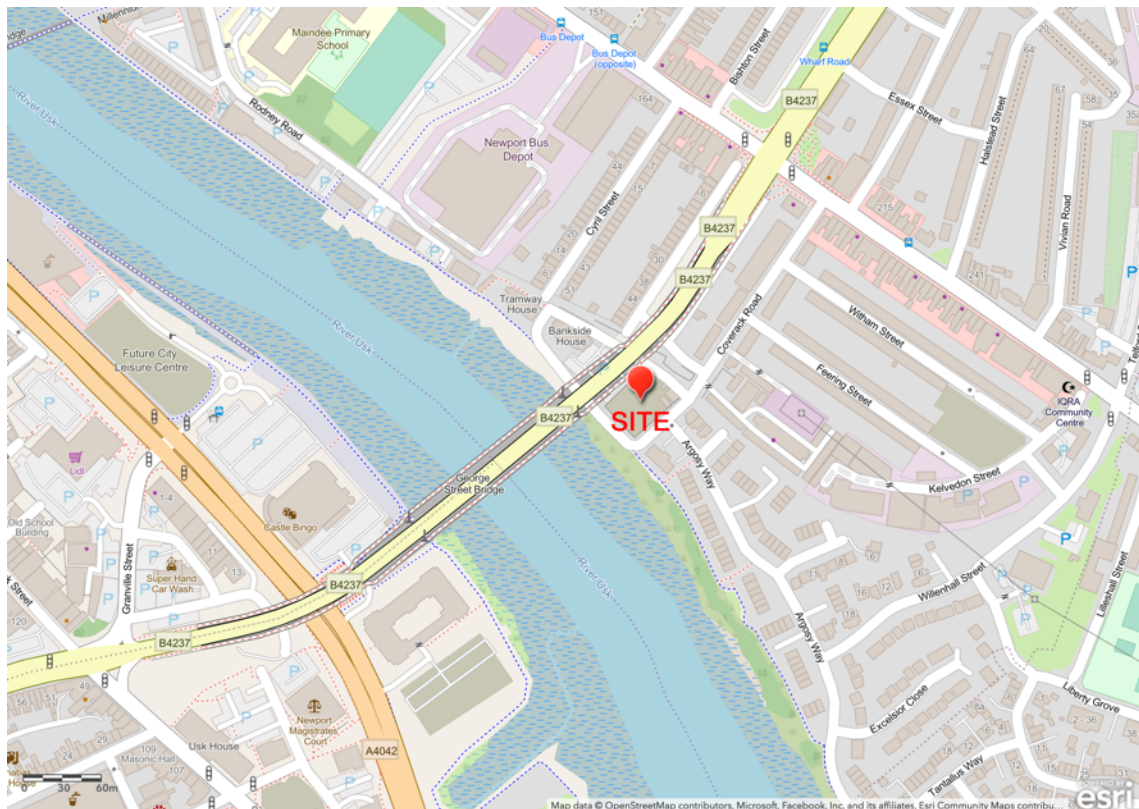


Figure 1 Location Plan

- 1.4 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site. The structure of the Transport Statement is as follows:
 - Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
 - Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
 - Section 4 describes the proposed development and its access arrangements.
 - Section 5 provides a summary and conclusion.

2 Policy Context

[Future Wales - The National Plan 2040](#)

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 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.

- 2.3 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.

[Planning Policy Wales \(12th Edition\)](#)

- 2.4 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.
- 2.5 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”.
- 2.6 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.”
- 2.7 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
- 2.8 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.

- 2.9 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).
- 2.10 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. To this end the provision of ULEV charging points is encouraged within new developments.
- 2.11 PPW recommends (4.1.51) 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”.

[Llwybr Newydd – The Wales Transport Strategy 2021](#)

- 2.12 This document sets out the Welsh Government’s vision for how the country’s transport system can help deliver on a pathway to creating a more prosperous, green and equal society. It lists its priorities as being:
1. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
 2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
 3. Encourage people to make the change to more sustainable transport.
- 2.13 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.
- 2.14 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

[TAN18 Transportation](#)

- 2.15 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh 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’s 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.

2.16 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).

[The Active Travel \(Wales\) Act 2013](#)

2.17 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.



- | | | | |
|---|-------------------------------------|---|-----------------------------------|
|  | Existing walking routes |  | Future walking routes |
|  | Existing cycling routes |  | Future cycling routes |
|  | Existing walking and cycling routes |  | Future walking and cycling routes |

Figure 2 Extract from Newport's Active Travel Network Map

2.18 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

2.19 An extract from the ATNM is provided in Figure 2 and shows that the application site is well connected to the existing and future active travel network.

[Newport Local Development Plan \(2011 - 2026\)](#)

2.20 In terms of transport related policies, Policy SP1 encourages sustainability within development and that proposals will be assessed as to their potential contribution to *“providing integrated transportation systems, as well as encouraging the co-location of housing and other uses, including employment, which together will minimise the overall need to travel, reduce car usage and encourage a modal shift to more sustainable modes of transport”*.

2.21 Policy SP13 relates to planning obligations and that development will be required provide, or make contributions to, local and regional infrastructure in proportion to its scale and the sustainability of its location. One of the infrastructure priorities that developers are required to provide mitigation against any negative consequences of the development is toward improvements to the highway network, including walking and cycling routes and public transport.

2.22 Policy GP4 deals specifically with highways and accessibility and states 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.

[Supplementary Planning Guidance – Car Parking Standards \(2015\)](#)

2.23 The Supplementary Planning Guidance (SPG) sets out the approach to be adopted in determining the appropriate level of parking provision within new development.

2.24 The SPG recommendations for parking provision vary by land use and location, with the council area being split into six different zones. The application site is located in Zone 3.

2.25 For residential developments in zones 2 to 6 it is recommended that 1 car parking space per bedroom is provided, up to a maximum of 3 spaces per dwelling. In addition 1 visitor parking space per 5 dwellings is required.

2.26 The SPG allows for a more flexible approach where “clear evidence has been supplied that car ownership levels will be lower than normal”.

[Supplementary Planning Guidance – Sustainable Travel \(2020\)](#)

2.27 This SPG requires that “all planning applications for major residential development or commercial development over 1,000sqm will need to set out how the proposed new development will link with its surrounding community and environment” (guidance note 1). Specifically, applications for residential development will need to demonstrate how occupants will travel by sustainable modes to access:

- The catchment primary school,
- the catchment secondary school,
- healthcare provider / GP surgery,
- parks / leisure facilities / open green space
- public transport services

2.28 Guidance note 2 sets out cycle parking requirements for new developments. For new residential development, one long-stay space (secure and ideally covered) per two bedrooms and one short-stay space per 20 bedrooms is required.

3 Existing Conditions

- 3.1 The application site is previously developed land and is located at the south western end of Coverack Road. Coverack road forms the south eastern and south western boundaries to the site. The north eastern boundary is formed by the access to Tramway House and Bankside House, which lie to the north west.
- 3.2 The site is located on the eastern bank of the River Usk. The George Street Bridge passes above the and along the application site's north western boundary.
- 3.3 The site is located approximately 900m / 13-minutes' walk from Newport City Centre (measured to Friar's Walk).
- 3.4 These existing residential apartment blocks (Tramway House and Bankside House) form phase 1 of the development of the wider site with the application site being the second and final phase.
- 3.5 Tramway and Bankside Houses provide a total of 76 apartments (29 x 2-bed and 47 x 1-bed) with 76 resident and 1 visitor car parking spaces provided. There are also 24 covered cycle stands. Both Tramway House and Bankside House are fully occupied.
- 3.6 Car park occupancy surveys have been undertaken at the site on Wednesday 6th and Thursday 7th March 2024 to establish the current demand for car parking spaces. The surveys were undertaken at 1am, a time when most residents would be home and parking demand would be at its greatest.

	Wednesday 6 th March 2024	Thursday 7 th March 2024
No of Occupied Parking Spaces	46	49
Parking Demand	0.61 Spaces / Apartment	0.64 Spaces / Apartment

Table 1 Car Park Occupancy Survey

- 3.7 The survey recorded 46 and 49 vehicles within the car park on the two nights, respectively. This equates to a parking demand of up to 0.64 spaces per apartment for the phase 1 development.

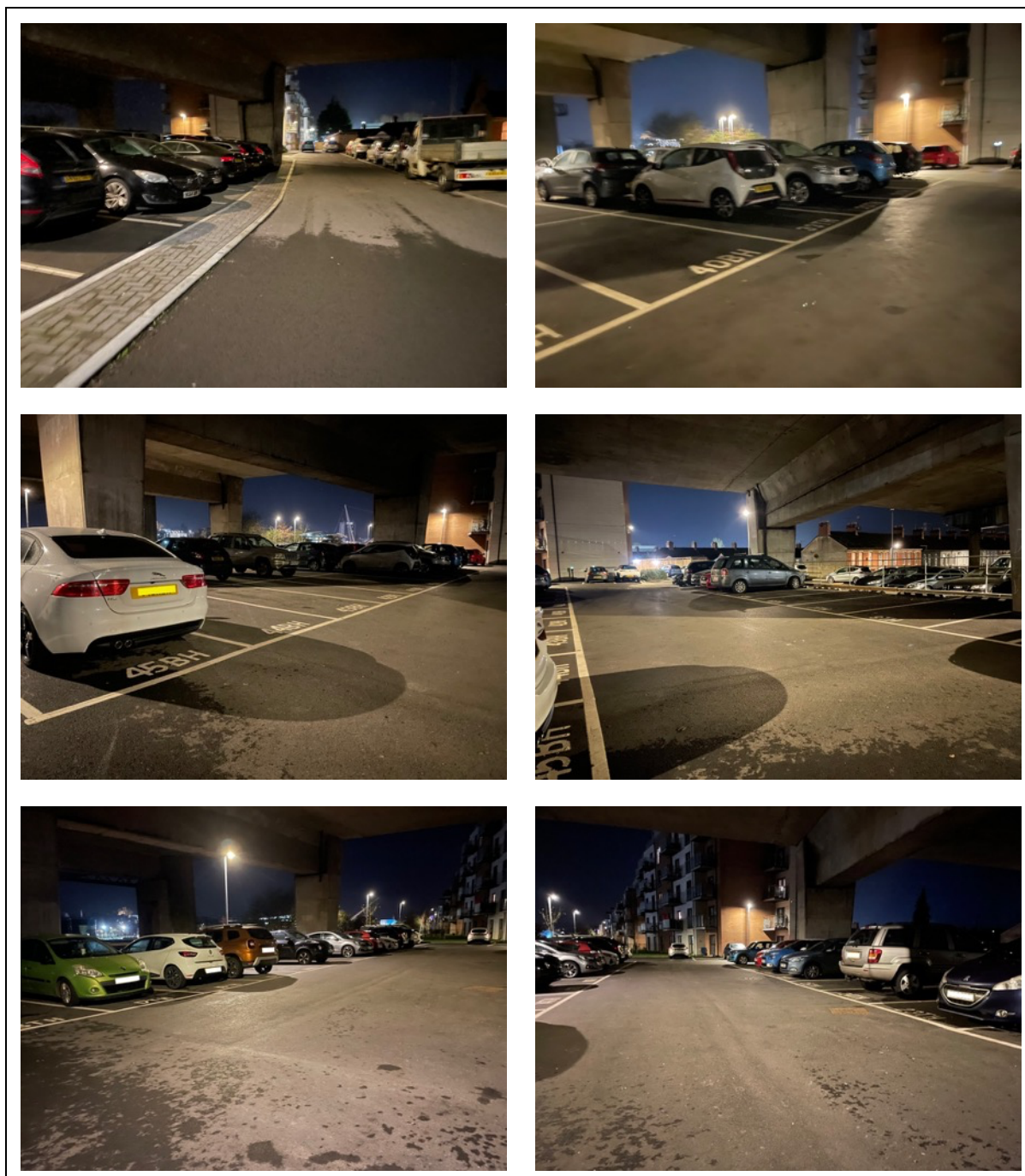


Figure 3 Car Park Occupancy Survey Photos

[Proximity to Services](#)




3.8 The site is shown in the context of surrounding transport links and proximity to services in Appendix 1.

Appendix 1 Site Context

- 3.9 Guidance published in 2021 by TCPA advocates the development of 20-minute neighbourhoods. A 20-minute neighbourhood is essentially a compact and connected place, with a range of services that meet most people's daily needs. The characteristics or 'ingredients' of a 20-minute neighbourhood include:
- diverse and affordable homes;
 - well connected paths, streets and spaces;
 - schools at the heart of communities;
 - good green spaces in the right places;
 - local food production;
 - keeping jobs and money local;
 - community health and wellbeing facilities; and
 - a place for all ages.
- 3.10 The entire city centre and the wide range of services and facilities available within it is within a 20 minute walk of the site. There are also three district centres (as defined by the LDP) located Corporation Road, Commercial Road and Maindee are all within a 5 to 15 minute walk of the site. As a result, residents of the site are more likely to walk, cycle or use public transport to make the short journeys needed to access those services and will not be reliant on the car. This delivers many benefits including a reduction in road congestion, improved air quality, improved physical and mental health and improved social interaction and sense of community.
- 3.11 The application site is within the school catchment areas for St Andrew's Primary School and Lliswerry High School. St Andrew's school is approximately 1km / 16 minutes' walk from the site. Lliswerry High is some 3km to the south east of the site and therefore further than most will choose to walk. The High School is however within a short cycle ride (10 minutes) and therefore can be accessed by active travel.
- 3.12 There is a GP surgery and pharmacy at Kelvedon Street, some 400m from the application site. The Royal Gwent Hospital is approximately 1.5km to the south west of the site.
- 3.13 There are a number of parks and leisure facilities nearby including Lysachts Park at Liberty Grove, some 500m to the southeast.
- 3.14 The nearest bus stops are on Corporation Road, around 250m to the north. Newport's bus and railway stations are within a 15 to 20 minute walk of the site.

Active Travel

- 3.15 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government's *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
e- 	●	●	●	●	●	●	●

Colour	Average active user likelihood
●	Many users likely to travel this distance for utility journeys
●	Some users likely to travel this distance for utility journeys
●	Few or no users likely to travel this distance for utility journeys

Figure 4 Typical Distance Range for Active Travel

(Source: Active Travel Guidance Table 4.1)

- 3.16 The site is well connected to the existing active travel network with one route, that runs along the eastern bank of the River Usk passing the site. From this riverside route the city centre can be reached via the Newport City footbridge.

Public Transport

- 3.17 The nearest bus stops are on Corporation Road, around 250m to the north. Newport Bus operates services 5, 42, 43, 9C which stop at these bus stops and provide connections to various areas within Newport. Buses run regularly, with departures typically every 30 minutes.

Highway Access

- 3.18 The site is accessed from Coverack Road, a single carriageway residential road. Coverack Road connects with Corporation Road and Morris Street to the north east of the application site by way of a priority junction. The road is subject to a 20mph speed limit and forms a dead end adjacent to the southern boundary of the application site.
- 3.19 A footway is present along the southern side of the carriageway for pedestrian use and there is no street lighting or parking restrictions in place within the vicinity of the site.
- 3.20 To the north east of the application site, the road has footways on both sides of the carriageway and street lighting either side. Parking restrictions are in place in the form of double yellow lines near the priority junction with Corporation Road.
- 3.21 Corporation Road is a wide two-way single carriageway road of approximate width of 7.5m within the vicinity of the application site. The road has a north west to easterly alignment, connecting to the B4596 to the north and the A48 to the south. It also forms a cross road junction with the B4237 just north of the application site.
- 3.22 Corporation Road has footways on both sides of the carriageway. There are several signalised pedestrian crossings located along the length of the road, with one located either side of the priority junction with Coverack Road. The road provides access to a series of side roads with various land uses.

- 3.23 George Street provides a link from the south to the north of Newport and carries some 27,000 vehicles per day¹. George Street Bridge crosses over the River Usk within the vicinity of the site. The road bridge is suspended over the north western edge of the application site.
- 3.24 The George Street Bridge comprises a dual carriageway of approximately 7.3m in each direction and 2.7m footways for pedestrians and cyclists on either side.
- 3.25 A review of injury accident records for the area around the site has been undertaken for latest five-year period for which data is available (2018 – 2022 inclusive). There have been no recorded injury accidents on Coverack Road during that period, indicating that it operates safely.
- 3.26 There is one, isolated and slight severity, collision recorded near the Coverack Road / Corporation Road junction. The absence of clusters of collisions at this location indicates that the junction operates safely.
- 3.27 There are four recorded injury collisions at the Corporation Road / George Street crossroads. Three are classified as slight and one as serious in severity. This small cluster of collision injuries is not unusual at a crossroads that carries significant traffic volume and does not give rise to undue concerns over the junction's safety. Nevertheless the impact of the development's traffic at this junction will be considered in the following chapter.

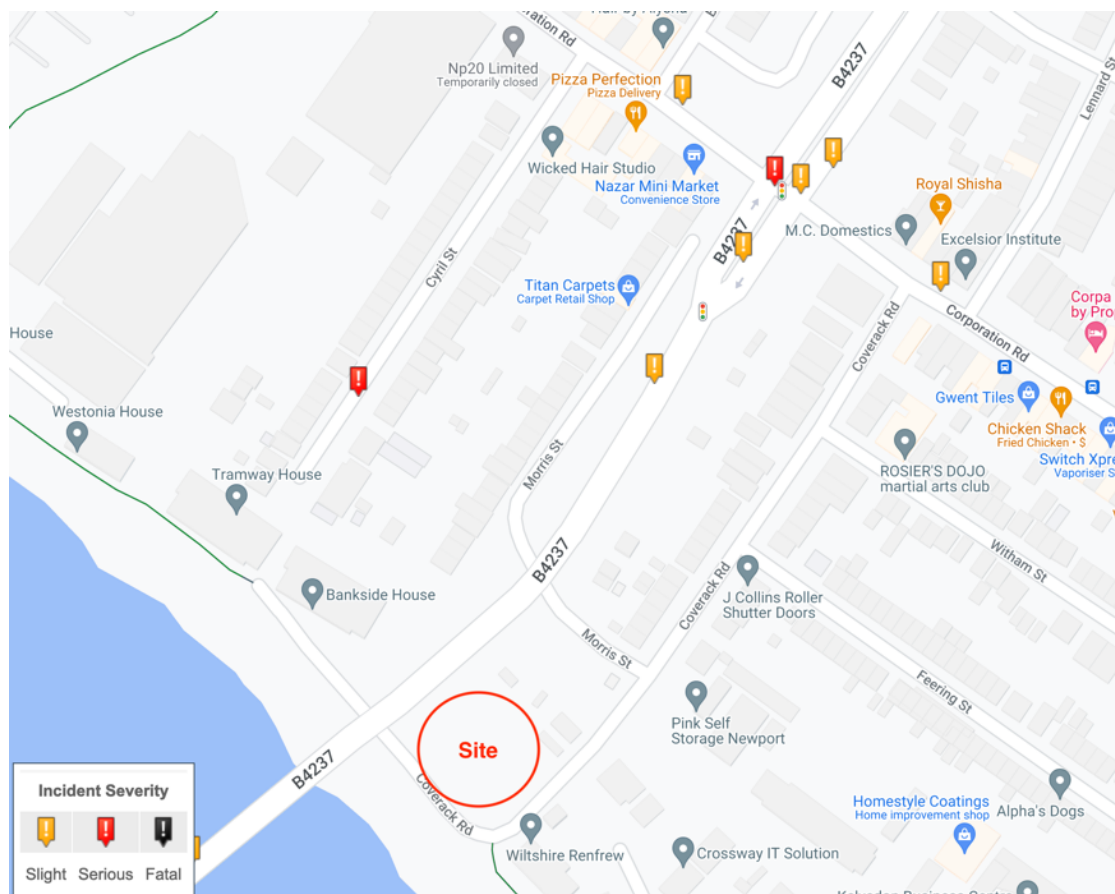


Figure 5 Injury Accident Location & Severity (www.crashmap.co.uk)

¹ <https://roadtraffic.dft.gov.uk/manualcountpoints/99827>

4 Proposed Development

- 4.1 The proposal is for phase 2 of the development of the site. A new, 5-storey apartment block will be located to the east of the George Street Bridge. The building will contain a total of 40 apartments; 30 x 1-bed apartments and 10 x 2-bed apartments (50 bedrooms in total).

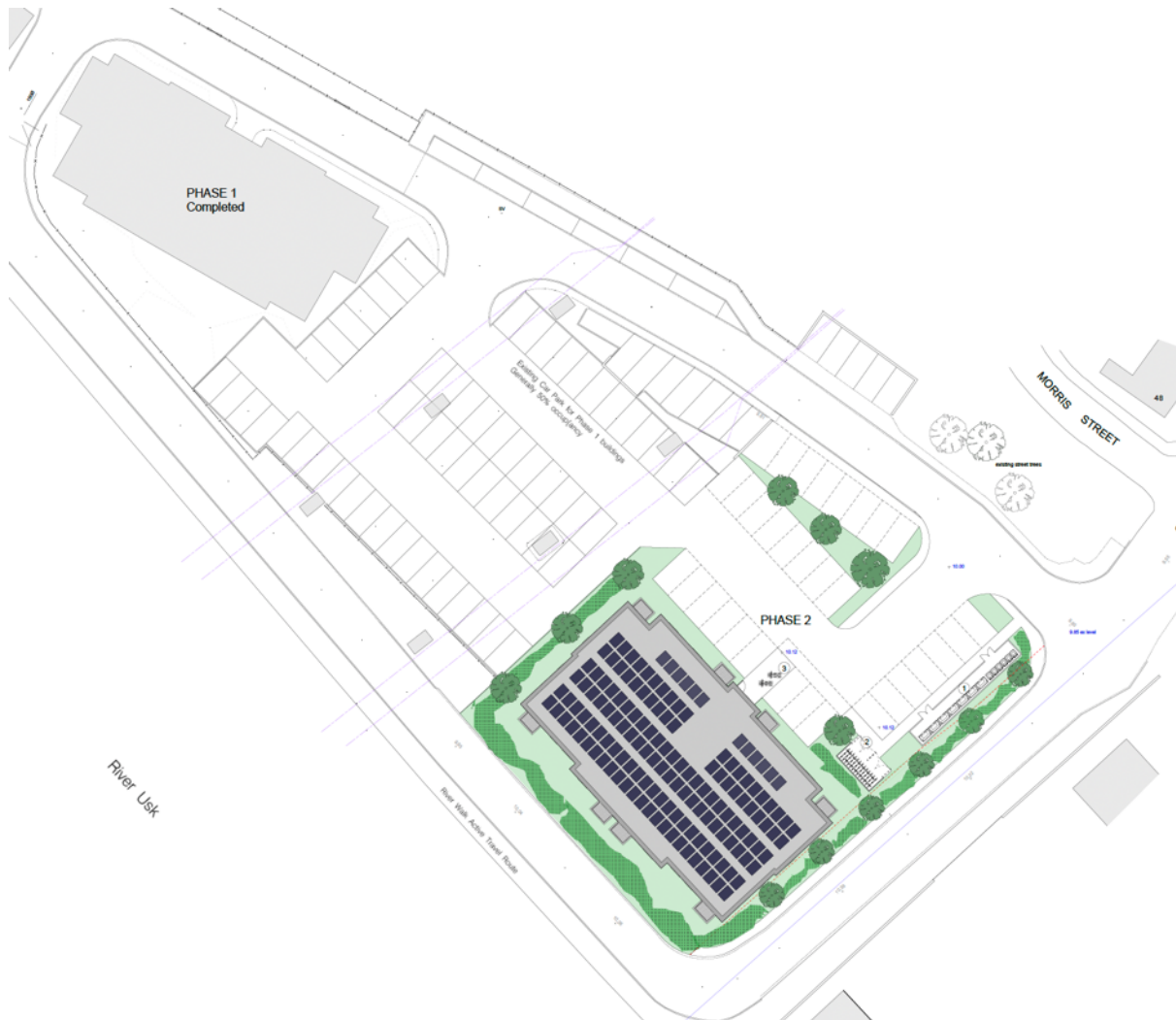


Figure 6 Proposed Development

- 4.2 A new parking area will be accessed from the existing, phase 1, access road and will also link through to the phase 1 parking area. A total of 32 additional parking spaces will be provided.
- 4.3 Overall the combined two phases of development will provide 116 apartments and 109 cap parking spaces. This equates to a parking provision of 0.94 spaces per apartment. The surveys described in the earlier chapter established that the completed phase 1 development up to 0.64 spaces per apartment. If that is demand is replicated in phase 2, and there is no reason to suspect it will not, the additional 40 apartments will generate demand for 26 car parking spaces.
- 4.4 The total of 116 apartments across both phases will generate demand for 75 parking spaces.

- 4.5 It is evident therefore that the parking provision of 30 additional spaces or 109 parking spaces in total will comfortably accommodate the development's parking demand.
- 4.6 A new covered cycle shelter will be provide 25 spaces in two tiers. Also visitor short-stay cycle stands also provided near the apartment block's entrance.

Trip Generation

- 4.7 The potential trip generation of the proposed development has been estimated by applying the trip rates agreed for the planning application for phase 1 of the development. These are set out in Table 4.1 of a Transport Statement produced by Asbri Transport in support of that planning application. The trip rates were derived from the TRICS trip rate database and are reproduced in the table below.

Mode & Time Period	Trip Rate per Dwelling			Trip Generation (40 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles						
0800-0900	0.079	0.181	0.260	3	7	10
1700-1800	0.163	0.126	0.289	7	5	12
Cyclists						
0800-0900	0.005	0.009	0.014	0.2	0.36	0.56
1700-1800	0	0	0	0	0	0
Pedestrians						
0800-0900	0.07	0.177	0.247	3	7	10
1700-1800	0.256	0.102	0.358	10	4	14

Table 2 Trip Rates & Development Trip Generation

- 4.8 The trip rate data suggests that the development will generate an additional 10 to 12 peak hour vehicle movements and 10 to 14 pedestrian movements during the same hours. Cycle trips are expected to be no more than 1 per hour.
- 4.9 This volume of additional vehicle, pedestrian and cycle traffic is considered to be insignificant and will have no material impact on the operation and safety of the surrounding transport networks.

5 Summary & Conclusion

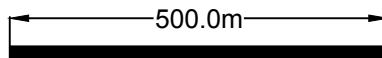
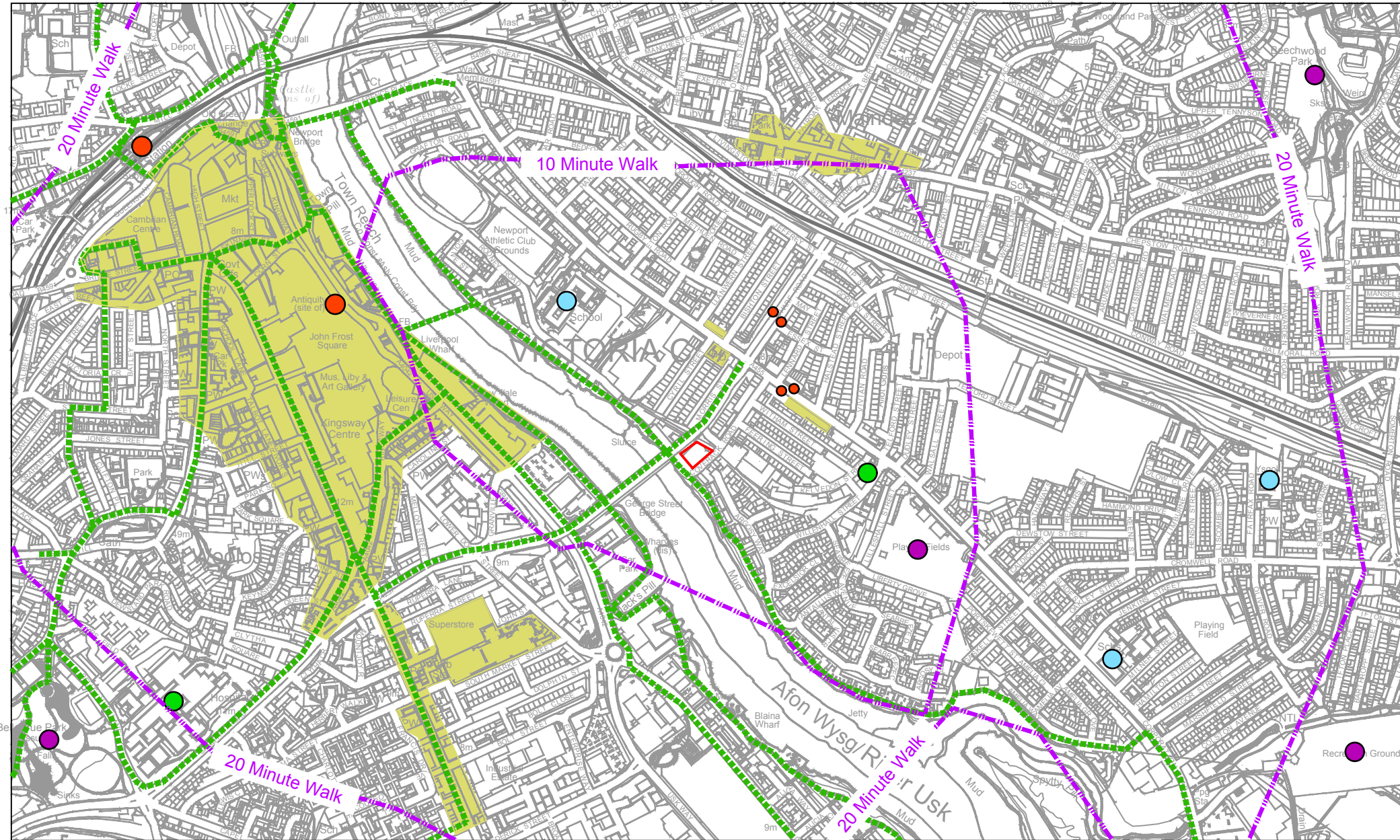
5.1 In summary this Transport Statement has demonstrated that:

- The site is accessible to pedestrians, cyclists and public transport users meaning that users of the development will not be reliant on the car.
- Phase 1 of the development, which is now complete and occupied, has a parking demand of up to 0.64 spaces per apartment;
- The proposed development of 40 apartments will generate demand for 26 car parking spaces. 30 spaces will be provided.
- The combined 116 apartments across both phases of development will generate demand for 75 parking spaces at 0.64 per apartment. A total of 109 parking spaces will be available, comfortably accommodating the likely demand.
- The development will generate an estimated 10 to 12 vehicle trips during peak hours. This is considered to be insignificant.

5.2 It is considered that the site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

5.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development.

Appendix 1 Site Context



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KEY

- Site
- Bus Stop
- Bus / Railway Station
- Existing Active Travel Route
- City Centre / District Centre
- School
- GP Surgery / Hospital
- Leisure / Recreations

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