

Walters Land (Rogerstone) Limited
**Local Centre Site, Jubilee Park,
Rogerstone**
Transport Statement

9593

Issue | 14 May 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.







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Ove Arup & Partners Ltd
4 Pierhead Street
Capital Waterside
Cardiff CF10 4QP
United Kingdom
www.arup.com

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		Name	Gerallt Dafydd/Phill Ayres	Alex Welch	Roddy Beynon
		Signature			
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		Name	Gerallt Dafydd/Phill Ayres	Alex Welch	Roddy Beynon
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Contents

	Page
1 Introduction	1
1.1 Background	1
1.2 Scoping	1
1.3 Previous Jubilee Park Planning Applications	1
1.4 Related Planning Applications	3
1.5 Report Structure	3
2 Policy Context	4
2.1 National Policy	4
2.2 Local Policy	10
3 Existing Conditions	13
3.1 Introduction	13
3.2 Local Facilities and Amenities	14
3.3 Walking and Cycling	14
3.4 Public Transport	17
3.5 Local Highway Network	20
3.6 Road Traffic Collision Analysis	21
3.7 Summary of Key Issues	22
4 Development Proposals	24
4.1 Introduction	24
4.2 Consented and Proposed Land Use Mix	24
4.3 Access Strategy	25
5 Travel Demand	27
5.1 Introduction	27
5.2 Key Methodology Assumptions	27
5.3 Trip Generation – Total Consented Scheme	28
5.4 Trip Generation – Total Proposed Scheme	28
5.5 Net Difference in Trips Generated	29
5.6 Summary	29
6 Summary and Conclusions	30

Appendices

Appendix A

Scoping with Newport City Council

Appendix B

Local Facilities and Amenities

Appendix C

Development Masterplan

1 Introduction

1.1 Background

Ove Arup & Partners Ltd (Arup) have been commissioned by Walters Land (Rogerstone) Limited to produce a Transport Statement in support of an outline planning application (with all matters reserved save for access) for residential development comprising up to 50 units on two portions of land within Jubilee Park in Rogerstone, Newport.

In 2013 a planning application (detailed in section 1.3) was submitted and approved for development of the residential-led Jubilee Park site. Construction of this site is nearing completion with most residential units occupied. This Transport Statement supports a new planning application to construct up to 50 additional residential units on two parcels of land within the site boundary (situated to the north and south of Jubilee Way), which were previously consented for construction of a pub/restaurant and local centre (which it was anticipated would have included a basket-format food store). The resulting total number of residential units would represent a reduction in comparison to the previous consented total of 1,200 units.

1.2 Scoping

This Transport Statement has been prepared following consultation with Newport City Council (NCC) via e-mail correspondence on 17th February 2021 which is included as Appendix A.

1.3 Previous Jubilee Park Planning Applications

Planning applications relevant to the current proposed development site are shown below on Figure 1, and described in further detail below.



Figure 1: Location of Relevant Planning Applications

Jubilee Park

The Jubilee Park site was previously the site of an aluminium sheet factory that was operational for 70 years before closing in April 2009. The factory produced aluminium sheets and coils for the building, engineering and packaging sectors and employed up to 8,000 staff at its peak operation.

In 2013, planning permission (ref: 12/0886) was obtained for the redevelopment of the site to provide the following:

- Residential development of up to 1,200 units;
- A local centre to include a maximum of 1,000m² of Class A1 floorspace (of which a foodstore was anticipated to occupy a considerable proportion);
- A primary school;
- A pub/restaurant; and
- Re-use of Mandrake House and Drill Hall.

The previous technical reports submitted with the secured outline planning permission which also included a detailed traffic impact assessment report were all for 1,200 residential units as well as a primary school and the proposed commercial units at that time. The development of the site has resulted in construction of 932 residential units on the land plots originally planned for 1,200 units. The majority of the completed residential units are now occupied with no further construction activity proposed on land parcels previously consented for residential development.

1.4 Related Planning Applications

Redevelopment of Former Garage, Tregwilym Road

A planning application was submitted in December 2019 (ref: 19/1270) to redevelop a former garage site situated to the north of Tregwilym Road, directly east of the B4591/Jubilee Way roundabout. The application was for provision of three retail units with access, car parking and associated urban realm.

Planning permission was granted in May 2020 and construction of the retail units is completed and occupied including a Co-operative food/retail convenience store. These retail units are well located for residents of Jubilee Park.

1.5 Report Structure

This report is structured as follows:

- Chapter 2 sets out the policy context for the development;
- Chapter 3 briefly describes the existing site conditions and characteristics;
- Chapter 4 sets out the development proposals;
- Chapter 5 details the trip making methodology and subsequent trip rates; and
- Chapter 6 presents the key conclusions and findings of the report.

2 Policy Context

2.1 National Policy

Planning Policy Wales: Edition 11 (February 2021)

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs). 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.

Chapter 2 (People and Places: Achieving Well-being through Placemaking) indicates all development decisions should contribute towards the making of Sustainable Places and improved well-being. Five Key Principles are presented in PPW which should be embraced to ensure planning facilitates the right development in the right place. These are listed below alongside how the proposed development is considered to positively contribute to these goals:

- *Growing our economy in a sustainable manner* – development should contribute to long-term economic well-being, making the best use of existing infrastructure and planning for new supporting infrastructure and services;
- *Making best use of resources* – using resources efficiently, development should be resilient to climate change and contribute towards decarbonising society;
- *Facilitating accessible and healthy environments* – development should support healthy lives, providing high-quality places that are barrier-free and inclusive to all members of society;
- *Creating and sustaining communities* – places should have the right mix of good homes, job, services, infrastructure and facilities, creating urban and rural communities where people want to be and interact with others; and
- *Maximising environmental protection and limiting environmental impact* – natural, historic and cultural assets should be protected and enhanced whilst negative environmental impacts should be avoided in the wider public interest.

Chapter 3 (Strategic and Spatial Choices) identifies five key aspects of good design, as summarised in Figure 2. It states that good design is inclusive design, placing people at the heart of the design process. It must reduce inequality of access to essential services, education and employment and design measures with design measures improving accessibility by walking, cycling and public transport.



Figure 2: Five Aspects of Good Design (PPW Edition 11)

It is also noted that good design should avoid the creation of car-based developments by maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. To maximise accessibility by sustainable non-car modes, infrastructure proposed within the site should be integrated with existing infrastructure such as the strategic cycling network.

The proposed development is highly accessible by sustainable modes of transport including walking, cycling, bus and rail which provide future residents with a genuine alternative to the private car.

Chapter 4 (Active and Social Places) discusses the *well-connected cohesive communities components of placemaking*, covering transport, housing retail & commercial development, community facilities and recreational spaces. With regards to transport, it states people should have access to jobs and services through more efficient and sustainable journeys, by walking, cycling and public transport.

It is also noted that land use and transport planning should be integrated, including:

- Within and between different types of transport;
- Between transport measures and land use planning;
- Between transport measures and policies to protect and improve the environment; and
- Between transport measures and policies for education, health, social inclusion and wealth creation.

The proposed development is accessible by sustainable modes of transport. This will provide opportunities to travel to and from the site by transport modes other than the private car.

The sustainable transport hierarchy presented in Figure 3, which prioritises walking, cycling and public transport ahead of the private motor vehicles, should be used to:

- reduce the need to travel;
- reduce dependency on private vehicles;
- support the uptake of Ultra Low Emission Vehicles;
- prevent car-dependent developments in unsustainable locations; and
- support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.

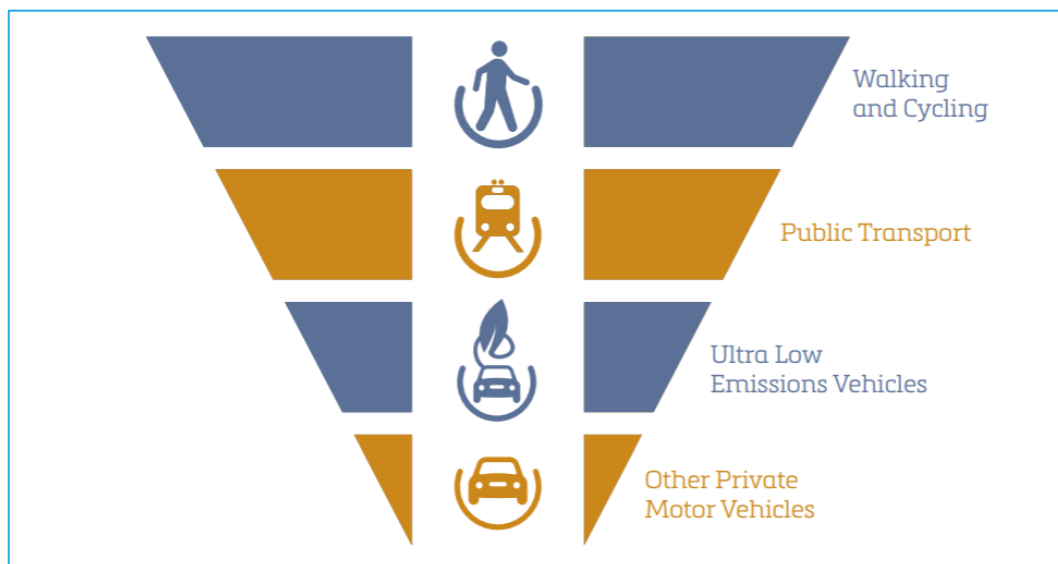


Figure 3: Sustainable Transport Hierarchy (PPW Edition 11)

The access strategy and masterplan for the proposed development site prioritises pedestrians, cyclists and public transport users over private motor vehicle users. This is achieved through high-quality pedestrian and cycle infrastructure.

Chapter 5 (Productive and Enterprising Places) considers the economic theme of place-making. It states *the provision of sustainable transport infrastructure is essential in order to build prosperity, tackle the climate emergency, reduce airborne pollution and to improve the social, economic, environmental and cultural well-being of Wales.*

The Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act (2015) requires public bodies in Wales to consider the long-term impacts of decision making and improve working with local communities to prevent persistent problems in Wales such as poverty, health inequalities and climate change. Seven well-being goals have been identified within the Act to ensure public bodies are working towards the same goals, and include the following:

- A Prosperous Wales that has an innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately;
- A resilient Wales that maintains and enhances a biodiverse natural environment which has the capacity to adapt to change;
- A healthier Wales in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood;
- A more equal Wales where people are able to achieve their full potential regardless of their background or circumstances;
- A Wales of cohesive communities which are attractive, viable, safe and well-connected;
- A Wales of vibrant culture and Welsh language; and
- A globally responsible Wales which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

The development is proposed in a sustainable location, with several facilities and amenities located close by. This will encourage journeys to be made by active travel modes, contributing towards a more vibrant, cohesive and healthier Wales.

Active Travel (Wales) Act 2013

The Active Travel (Wales) Act 2013 aims to make active travel the most attractive option for most shorter journeys. 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.

In line with this Act, Newport City Council have prepared the Existing Route Map that identifies current walking and cycling routes. NCC have subsequently

commenced the next stage of implementation, developing Integrated Network Maps¹.

To supplement the Active Travel (Wales) Act, the Welsh Government published statutory Design Guidance in December 2014. This Guidance provides advice on the planning, design, construction and maintenance of active travel networks.

The development is situated within close proximity of the existing active travel network (see Section 3.3), which will maximise trips made to/from the site by active travel modes. In addition, appropriate levels of cycle parking will be provided to future residents as part of the development.

Future Wales – The National Plan 2040 Wales

Future Wales – The National Plan 2040 is a new development plan which provides a national spatial strategy setting out the priorities for Wales over the next 20 years through the planning system, including *‘sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities’*.

Policy 12 outlines a number of measures that the Welsh Government will prioritise investment. These are listed below and seek to improve regional connectivity across Wales:

- **Active Travel** – Prioritising walking and cycling for all local travel. We will support the implementation of the Active Travel Act to create comprehensive networks of local walking and cycling routes that connect places that people need to get to for everyday purposes.
- **Bus** – Improve the legislative framework for how local bus services are planned and delivered. We will invest in the development of integrated regional and local bus networks to increase modal share of bus travel and improve access by bus to a wider range of trip destinations.
- **Metros** – Develop the South East Metro, South West Metro and North Wales Metro. We will create new integrated transport systems that provide faster, more frequent and joined-up services using trains, buses and light rail.
- **Ultra-Low Emission Vehicles** – Support the roll-out of suitable fuelling infrastructure to facilitate the adoption of ultra-low emission vehicles, particularly in rural areas.

Policy 33 is focused on Cardiff, Newport and the Valleys as a National Growth Area. It states that these areas will be the main focus for growth and investment in the South East Region and specifically that strategic growth should be focussed in Newport itself to support brownfield regeneration.

¹ <http://www.newport.gov.uk/en/Transport-Streets/Active-Travel/Active-Travel-maps.aspx>

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

In informing the strategic priorities of the National Transport Plan (NTP), the Wales Transport Strategy identifies a range of outcomes that should be achieved over the longer term. These include the need for improved connectivity and reliability across networks. The following key principles are identified as critical to the future transport policy agenda:

- achieving a more effective and efficient transport system;
- achieving greater use of the more sustainable and healthy forms of travel;
- minimising demands on the transport system; and
- reducing the impact of transport on greenhouse gas emissions.

Among the range of intended strategy outcomes is improved access to healthcare, education, shopping and leisure facilities and the encouragement of healthy lifestyles.

The location of the site is such that offers future residents with a number of local facilities and amenities that are within convenient walking distance, including healthcare, education, shopping and leisure facilities which will encourage healthy lifestyles through encouraging sustainable travel.

Technical Advice Note 18: Transport (March 2007)

The Advice Note elaborates on the relationship between land use planning and transport infrastructure by outlining a range of key principles that should be adopted in ensuring that economic development can create a basis for sustainable travel patterns. These include the following:

- *Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling, thereby minimising the need for travel and fostering social inclusion;*
- *Managing parking provision;*
- *Ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;*
- *Encouraging the location of development near other related uses to encourage multi-purpose trips;*
- *Promoting cycling and walking;*
- *Supporting the provision of high quality, inclusive public transport;*
- *Promoting the location of warehousing and manufacturing developments to; and facilitate the use of rail and sea transport for freight.*

The development proposals will consider these key principles and look to maximise public transport and active travel infrastructure, in order to promote more sustainable travel modes.

2.2 Local Policy

2.2.1 Newport Local Development Plan (2015)

Newport City Council adopted a Local Development Plan (LDP) in 2016 for the period 2011-2026. The plan supports sustainable development, with a focus on regeneration of brownfield sites. In this respect, this LDP Strategy aims to coordinate land use to:

- *Reuse previously developed land and empty properties in preference to greenfield sites;*
- *Provide for traffic-free walking and cycling facilities and expansion of the network;*
- *Encourage the use of public transport and other modes which reduce energy consumption and pollution;*
- *Improve road safety;*
- *Improve the quality of life of residents;*
- *Assist the local economy;*
- *Assist urban regeneration;*
- *Provide access to new development areas which incorporate sustainable transport modes;*
- *Relieve traffic congestion in the long term; and*
- *Result in other environmental improvements, including air quality, noise reduction, sustainable drainage and enhanced biodiversity.*

The current development proposals should adopt the LDP aims described and support sustainable development as part of its planning application.

2.2.2 Newport's Supplementary Planning Guidance for Parking Standards (2015)

In addition to the adopted LDP, Supplementary Guidance provides clear direction on planning and development issues. The parking standards seek to ensure a consistent approach is taken to the provisions of parking, submissions to travel plans and sustainability considerations that will inform all those involved in the design/construction of a given development.

Travel Plans are required for developments with a gross floor area over 1,000m², smaller developments that will have a significant transport implication, or where a reduction in vehicles would be beneficial.

Parking standards are determined by land uses in zones. Zones (1-6) are determined by proximity to town centre, and the amenities that are accessible within the Zone. The zones considered to best reflect the site are Zone 3 and Zone 4 as defined below:

- Zone 3 – Urban

Very much part of a substantial built up area with a number of basic local facilities within 400m walking distance. A range of bus routes offering up to 6 buses per hour; the range of destinations offering practical access to most but not all essential facilities. There are likely to be some restrictions on on-street parking and other available off-street parking is severely limited or non-existent.

- Zone 4 – Suburban or Near Urban

There is an at least hourly bus service to the town centre and there may also be a railway station in the town. Local facilities include a local centre within 400m walking distance. Some other basic amenities such as a doctor's surgery are also available within the same walking distance.

NCC have designated the site within Zone 4 which has been used to inform the parking requirements for this site.

The Zone 4 car and cycle parking standards that therefore apply to the development proposals are summarised in Table 1.

Table 1: NCC Adopted Parking Standards for Zone 4 development

Car Parking		
Type of Development	Residents	Visitors
Houses	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units
Apartments	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units
Cycle Parking		
Type of Development	Long stay	Short stay
Apartments	1 space per 5 bedrooms	No requirement

The NCC standards do not set out cycle parking requirements for residential houses. However, the document does specify that 'all residential developments must be accessible by cycles and cycle storage must be a factor of dwelling design'.

2.2.3 Newport Local Transport Plan (2015)

The proposals should further the aspirations and objectives set out in the Local Transport Plan. The Transport Plan considers goals for transport to 2020 in

addition to aspirations up to 2030. Some of the broad objectives of the plan are as follows:

- *Safety and security - Reduce the number and severity of road traffic casualties;*
- *Connectivity and accessibility - Improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities;*
- *Quality and efficiency - Reduce traffic growth, traffic congestion and to make better use of the existing road system;*
- *Environment – Reduce significantly the emission of greenhouse gases from transport; and*
- *Land use and regeneration - To ensure developments in South East Wales are accessible by sustainable transport.*

The development will help achieve the goals set out within the Transport Plan through providing residents with access to a wide range of facilities and amenities, encourage sustainable transport modes in order to provide benefits to the environment and the local transport system.

3 Existing Conditions

3.1 Introduction

The site is situated to the north west of Newport city centre within the Rogerstone local area, as presented in Figure 4 below. It is positioned between the A467 road corridor and the Ebbw River, providing surroundings that have elements which are both urban and rural in nature.



Figure 4: Site Location Plan (copyright Google Maps)

The site is located within the Jubilee Park development which was granted planning permission in 2013 and is now built-out with the majority of residential units occupied. The proposed site comprises two parcels of land within the wider Jubilee Park site which lie to the north and south of Jubilee Way, as shown on the plan above.

In the consented 2013 scheme these land parcels were allocated for construction of a pub/restaurant and local centre, including foodstore. The current application for construction of up to 50 residential units on these land parcels is therefore a variation in land-use compared to the 2013 consented scheme but the resultant number of residential units within Jubilee Park would remain lower than the 1,200 units previously approved by the Council.

The northern plot is bounded by Tregwilym Road to the north, Jubilee Way to the east/south and residential properties to the west. The southern plot is bounded by Mandrake House to the north, residential properties to the east, Castle Way to the south and Jubilee Way to the west.

3.2 Local Facilities and Amenities

There are a range of facilities and amenities close to the site within the Rogerstone area. These are listed in Table 2 and shown on a plan in Appendix B which includes approximate walking distances from the centre of the site to the facility.

Table 2: Summary of Local Facilities and Amenities

Service/Facility	Walking distance from the centre of the site
Education	
Jubilee Park Primary School	250m
Greenfields Nursery	450m
Rogerstone Primary School	900m
Retail	
Co-op Foodstore (Tregwilym Road)	200m
What! Discount Store	500m
Thornbury Park Post Office and Stores	850m
McColls Convenience Store	1,000m
Leisure	
Rogerstone Library	300m
The Nook Coffee Shop	850m
Tiny Rebel (Bar/Eatery)	900m
Rogerstone Welfare Cricket Club/Welfare Ground	950m
Employment	
Tregwilym Industrial Estate	600m
Wern Industrial Estate	600m
Transport	
Bus Stop (Tregwilym Road)r	200m
National Cycle Network (NCN) – Route 4	300m
Pye Corner Rail Station	1100m
Rogerstone Rail Station	2000m

Based on information provided within the table above, it is considered that a number of key education, retail, leisure and employment amenities are located within convenient walking and cycling distance of the development site which will encourage access by sustainable travel modes rather than the private car.

3.3 Walking and Cycling

Walking

Pedestrian access to the site is achieved via Jubilee Way/Castle Way which provide access into the Jubilee Park development site. Footways are provided on

both sides of Jubilee Way and are of a good standard with generous width of approximately 2.5-3m, as shown below in Photograph 1.



Photograph 1: Jubilee Way (eastern footway)

The eastern footway on Jubilee Way extends into the development site and along the northern side of Castle Way. The footway at this point is separated from the carriageway by a grass verge, providing segregation for pedestrians. This is shown below in Photograph 2.



Photograph 2: Castle Way (northern footway)

Beyond the Jubilee Park site, Tregwilym Road and the nearby network of footways and footpaths collectively provide multi-directional links to Rogerstone, High Cross and Bassaleg in providing opportunities to cross the A467 dual carriageway and the Ebbw River.

Continuous footways with street lighting are provided on both side of Tregwilym Road from Jubilee Park and the B4591. The footway on the northern side of Tregwilym Road near the development site varies in width between 1.5m and 2m wide.

Alongside the eastern end of Tregwilym Road there is a footbridge that extends over the A467 to Tregwilym Walk and the parallel section of Tregwilym Road located to the north of the A467. This linkage facilitates direct pedestrian movement to and from the High Cross area and Pye Corner railway station.



Photograph 3: A467 Footbridge

The Jubilee Park development site has been designed to facilitate active travel journeys both within the site and the surrounding area, and therefore emphasising on catering for the needs of pedestrians and cyclists. This approach is consistent with the philosophy of ‘Manual for Streets’ (DfT 2007).

In addition, a riverside walkway/cycleway alongside the entire length of the site has been implemented, primarily for recreational use.

Cycling

Direct access to the local cycle network is available via Tregwilym Road which runs along the eastern edge of Jubilee Park site. From Tregwilym Road the cycle network provides routes north crossing the A467 using the cycle/footbridge towards Chartist Drive or south before crossing the footbridge over the Ebbw River to join Viaduct Way.

This route provides onward connections to the National Cycle Network serving wider destinations. Figure 5 demonstrates that the site is well located in respect of

both Routes 4 and 47 of the National Cycle Network. These routes form two main cycling arteries serving western parts of Newport.

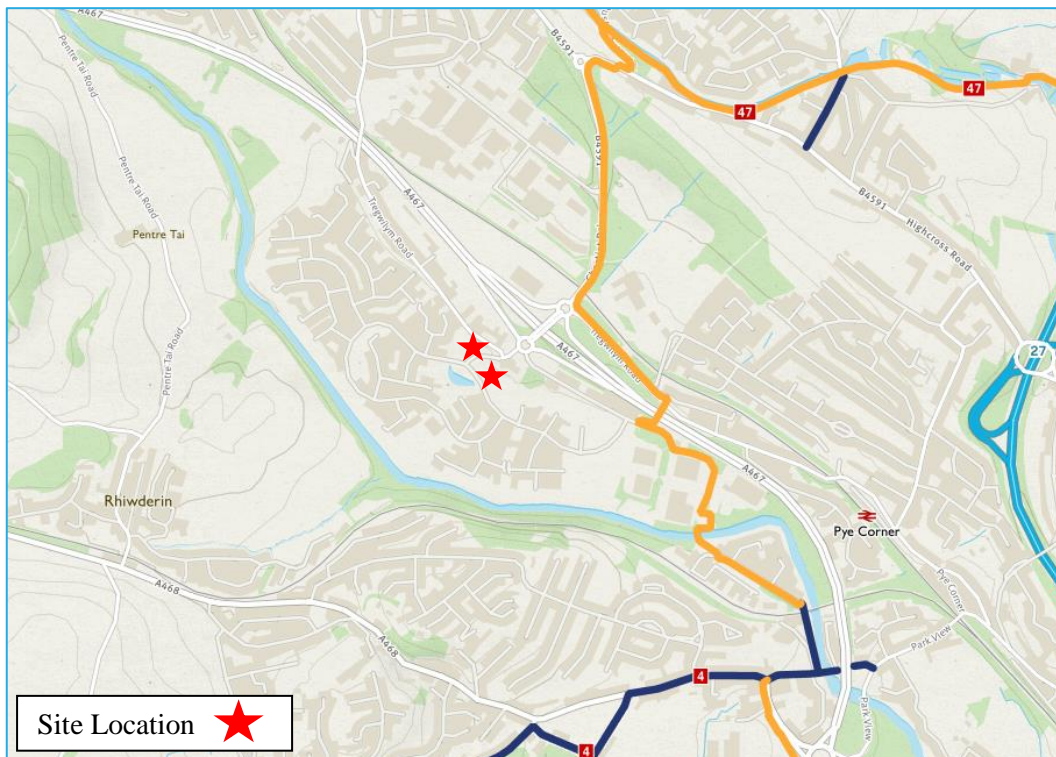


Figure 5: National Cycle Network

Both routes provide connectivity to central Newport as well as more rural areas to the west. Route 47 provides the most direct route towards Newport city centre via the Fourteen Locks Canal Centre and also connects west to Pontymister. Route 4 extends beyond Bassaleg to Tredegar Park, Duffryn and southern areas of the city centre including the International Sports Village.

3.4 Public Transport

Bus Services

The closest bus stops to the site are located on Tregwilym Road, approximately 200m west of its junction with Jubilee Way. Bus stops to both sides of the carriageway have shelters, timetable information and bus boarder kerbs suitable for low floor access. The stops are served by several bus services as summarised in Table 3.

It should be noted that information contained within the table below is taken from current April/May 2021 timetables which are impacted by the Covid-19 pandemic. It is anticipated that pre-Covid-19 service provision will be reinstated in the near future providing an improved level of service.

Table 3: Tregwilym Road Bus Services

Service	Route	Operator	Mon-Fri	Saturday	Sunday
151	Blackwood-Newport	Stagecoach South Wales	Every 15 mins First: 05:30 Last: 19:30	Every 15 mins First: 05:30 Last: 19:30	Every 1-2 hours First: 08:00 Last: 18:45
	Newport-Blackwood	Stagecoach South Wales	Every 12 mins First: 07:00 Last: 20:30	Every 12 mins First: 07:18 Last: 20:30	Every 1-2 hours First: 09:10 Last: 19:40
X15	Newport-Brynmaur	Stagecoach South Wales	Every 60 mins First: 06:30 Last: 22:35	Every 60 mins First: 06:30 Last: 22:35	Every 60 mins First: 10:40 Last: 18:40
	Brynmaur-Newport	Stagecoach South Wales	Every 60 mins First: 05:35 Last: 21:10	Every 60 mins First: 05:35 Last: 21:10	Every 60 mins First: 09:10 Last: 17:10

**Photograph 4: Tregwilym Road Bus Stop (westbound)**

3.4.1 Rail Services

The site is well situated in relation to both Pye Corner and Rogerstone rail stations which are situated approximately 1.1km (16-minute walk) and 2km (27-minute walk) respectively from the site.

Both stations are on the Ebbw Valley railway line that provides services between Cardiff Central and Ebbw Vale Town. The railway line does not provide a direct service to Newport.

Table 4 summarises the current level of service from Pye Corner, the nearest station to the development site, the same services also call at Rogerstone station.

Table 4: Pye Corner Rail Station Service Summary

Route	Typical Daytime Frequency/Duration	Journey Time	Sunday Service	Operator
Pye Corner to Cardiff Central	Hourly First Service: 07:13 Last Service: 23:17	22 mins	Every 2-3 hours First Service: 09:31 Last Service: 23:23	Transport for Wales
Pye Corner to Ebbw Vale Town	Hourly First Service: 06:38 Last Service: 21:53	43 mins	Every 2-3 hours First Service: 08:04 Last Service: 21:54	Transport for Wales

As shown in Table 4 an hourly service is provided Monday to Saturday for extended hours of operation. On Sundays the frequency and hours of operation are lower.

Improvements to the Ebbw Valley Railway are proposed as part of the South Wales Metro programme and include the following:

- Funding was announced by Welsh Government² in March 2021 for the restoration of the rail line between Ebbw Vale and Newport to provide a direct connection at an hourly frequency – also involving more seating to address crowding issues, particularly within the morning peak. This service would be in addition to the current hourly service; and
- Introduction of four trains per hour on the Ebbw Vale line by 2024.



Photograph 5: Pye Corner Rail Station

² <https://gov.wales/transport-system-fit-future-generations-welsh-government-sets-out-bold-targets-new-transport-vision>

3.5 Local Highway Network

3.5.1 Jubilee Park

The primary access to the Jubilee Park development is via the Tregwilym Road arm of the A467/B4591/Tregwilym Road roundabout. Secondary access is provided via a priority T junction on the southern section of Tregwilym Road. This access is currently used by construction vehicles but once site works have been completed it will be used by residents of the site as well as staff and parents of Jubilee Park Primary School.

The internal road network generally comprises of a minimum carriageway width of 6 metres with two metre footways to either side. The road alignment also varies to assist in encourage vehicle speeds to below 20mph.

3.5.2 Tregwilym Road

The section of Tregwilym Road to the south of the A467/Chartist Drive roundabout is subject to a 30mph speed limit and has a carriageway width of over 7m and provides access to Tregwilym Industrial Estate, where the road terminates. This limited access reduces through traffic to only those vehicles associated with movement to and from the Industrial Estate. Elsewhere the road serves a mixture of residential properties and business units with some on-street parking.

Tregwilym Road to the north of the A467/Chartist Drive roundabout generally has a carriageway width of between 6m and 7m and is predominantly characterised by terraced residential properties to either side of the carriageway. The road is subject to a 30-mph speed limit and provides access to residential and industrial properties. Most properties do not have off-street parking, meaning that on-street parking is typical. This parking reduces the available carriageway width and can disrupt traffic flow. The relatively straight alignment of the road provides good forward visibility of approaching vehicles. The section of road close to the bus stops is the most disrupted as a result of on-street parking and stopping buses.

Interspersed within the surrounding residential area there are a mix of other land uses including:

- Rogerstone Library;
- Rogerstone Pentecostal Church;
- Greenfields Nursery School;
- Tregwilym Lodge Residential Home;
- Tregwilym Road Car Park; and
- Rogerstone Welfare Cricket Club/Welfare Ground.

3.5.3 Wider Highway Network

The site is well situated for access to the regional strategic highway being located immediately south of the A467 dual carriageway. Access to the A467 is available via the two grade separated roundabouts that form a dumbbell arrangement and provide access to both westbound and eastbound carriageways of the A467.

The A467 has sub-regional importance as it connects the A465 (Heads of the Valleys) with Junction 28 of the M4 (via the A4072) and provides access to several sizable settlements including Brynmawr, Abertillery, Newbridge and Risca, as well as Rogerstone, High Cross and Bassaleg within Newport. To the south of the Chartist Drive interchange, the dual carriageway connects to M4 Junction 28 via the interim Bassaleg roundabout where there is connection to the A468 to Caerphilly. M4 Junction 28 and the Bassaleg roundabout have recently been improved and operate as signal-controlled junctions.

3.6 Road Traffic Collision Analysis

Road Traffic Collision (RTC) data for the most recent available five-year period (1 January 2015 – 31 December 2019) has been obtained from the Department for Transport (DfT) Road Safety Database³. This publicly available data details information about the circumstances of personal injury road collisions on the public highway and the consequential casualties.

The RTC data has been recorded by South Wales Police when they attend the scene of a collision and medical assistance is required by one or more parties, therefore damage only collisions are omitted. The RTCs are categorised according to their severity:

- Slight – medical attention was required but no hospital stay was necessary;
- Serious – medical attention involving a hospital stay was required; and
- Fatal.

The RTC data study area is shown below in Figure 6.

³ DfT Road Safety Data <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>



Figure 6: Road Traffic Collision Plan

Analysis of the data confirms that two slight collisions were recorded over the five-year period in the study area.

The first RTC occurred on the 1st January 2018 on Tregwilym Road, approximately 500m to the west of the primary site access, adjacent to the Ty Du Lane junction and was classified as slight in terms of severity. No pedestrians were involved.

The second RTC occurred on the 25th February 2019 on the Tregwilym Road approach to the A467/B4591/Tregwilym Road roundabout and was classified as slight in terms of severity.

Two collisions within the study area classified as slight in terms of severity over a period of five years is not considered untypical. It is therefore not considered that there is any existing safety problem along the local highway network within close proximity of the site.

3.7 Summary of Key Issues

Key current transport issues can be summarised as follows:

- The site is served by a range of pedestrian routes that extend across the A467 and River Ebbw and along the Tregwilym Road corridor and includes the internal Jubilee Park network and off-site highway improvements made as part of the development;
- The site is surrounded primarily by residential properties including the Jubilee Park development. A range of facilities and amenities are situated within reasonable walking and cycling distance of the proposed site, including Jubilee Park Primary School which will encourage the use of active travel modes rather than the private car;

- Tregwilym Road provides direct access to the wider cycle network, including national cycle network routes 4 and 47;
- Bus stops are situated alongside Tregwilym Road and are served by services 151 and X15 which provide a good level of service including a 15-minute frequency service towards Newport Monday to Saturday; and
- Pye Corner railway station provides access to rail services and operates between Cardiff Central and Ebbw Vale Town.

4 Development Proposals

4.1 Introduction

As set out previously, a planning application was submitted and approved in 2013 for the Jubilee Park site, which is now mostly built-out and occupied. The current application is for construction of up to 50 residential units on two land parcels to the north and south of Jubilee Way, which were previously consented in 2013 for use as a pub/restaurant and local centre, including foodstore. The current application is therefore a variation in land-use compared to the consented scheme in 2013 but the resultant number of residential units within the wider Jubilee Park site will remain lower than the previously consented 1,200 units.

This chapter provides an overview of the development proposals and the multi-modal access strategy.

4.2 Consented and Proposed Land Use Mix

Table 5 presents a comparison of the consented land uses against what has been developed at Jubilee Park, with the addition of the redeveloped former garage on Tregwilym Road for three retail units. The table also includes the current proposals for up to 50 residential units.

An indicative Masterplan for the site is included as Appendix C, which indicates the layout of the site.

Table 5: Consented and Proposed Land Use Mix

2013 Consented Proposals (Outline Permission)	Current Status	Current Proposals
Up to 1,200 residential units	932 residential units	982 residential units
Primary School	Primary School	Primary School
Local centre including community/shopping facilities for up to 1,000m ²	Three retail stores with a combined gross floor area of 636m ² (Tregwilym Road)	Three retail stores with a combined gross floor area of 636m ² (Tregwilym Road)
pub/restaurant/hotel	-	-
Re-use of Mandrake House and Drill Hall	-	-

The previous technical reports submitted with the secured outline planning permission which also included a detailed traffic impact assessment report were all for 1,200 residential units as well as a primary school and the proposed commercial units at that time. The development of the site has resulted in construction of 932 residential units on the land plots originally planned for 1,200 units. The majority of the completed residential units are now occupied with no further construction activity proposed on land parcels previously consented for residential development.

As shown in the table above, the total proposed Jubilee Park development site including the current application for up to 50 units will represent a significant

reduction in resultant development of the area with approximately 218 fewer residential units and reduction of 364m² of retail floorspace and a pub/restaurant/hotel.

4.3 Access Strategy

The access strategy for the proposed residential development site has been developed with reference to the hierarchy of users, as presented in Figure 7, which emphasises the importance of pedestrians and cyclists.

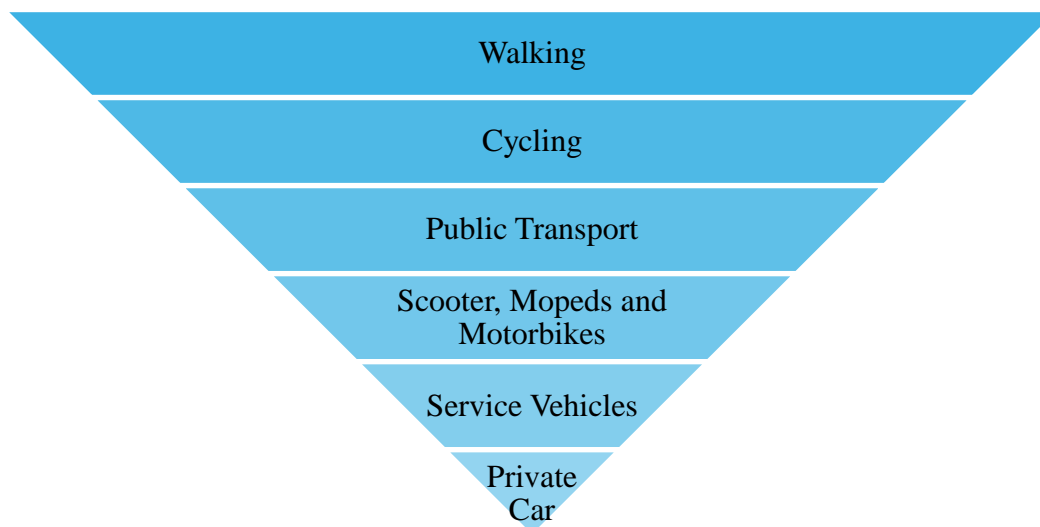


Figure 7: User Hierarchy

Walking and Cycling

It is proposed to utilise the existing pedestrian infrastructure within and around the site, most of which has been recently improved as part of the Jubilee Park development, including the introduction of wide pedestrian footways on Jubilee Way. These footways will connect into the proposed development.

The proposed development will provide cycle parking in accordance with NCC's cycle parking standards which are set out in section 2.2.2. It should be noted that the guidance document does not set out requirements for residential houses, although spaces are likely to be provided within the curtilage of each property i.e. within garages where possible. More detailed information will be provided at the reserved matters stage.

Public Transport

As set out within Section 3.4, the development site is highly accessible by foot to local bus stops on Tregwilym Road and railway stations at Pye Corner and Rogerstone. As such, no public transport improvements are proposed as part of this application.

Vehicular Access, Car Parking and Servicing

Vehicular access to both sites included as part of this application will be provided via priority T-junction arrangements within Jubilee Park, as indicated on the proposed development masterplan included at Appendix C.

The required parking provision will be determined through reference to the adopted NCC Parking Standards (2015) for zone 4 locations, which are summarised in Table 6.

Table 6: Car Parking Requirements

Type of Development	Residents	Visitors
Houses	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units
Apartments	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units

Car parking provision will be provided based on the requirements set out above for up to 50 residential units. Further detail will be provided at reserved matters, once the development masterplan has been agreed and finalised.

5 Travel Demand

5.1 Introduction

An assessment has been carried out that compares the difference in multi modal trips associated with the consented outline permission for Jubilee Park and the total proposed scheme including the already developed/built-out elements and the current proposals for up to 50 additional residential units.

For the purposes of the trip generation assessment, the Jubilee Park development and the former garage site on Tregwilym Road which has been redeveloped to provide retail units are considered as one. As a result, a direct comparison between the total consented and total build-out/proposed scheme can be produced.

5.2 Key Methodology Assumptions

The trip rates and resultant vehicular trips presented for the total consented scheme have been taken from the Transport Assessment undertaken in 2012, as set out within Section 5.3.

The trip generation exercise for the total proposed scheme is based on the residential aspect of Jubilee Park which has largely been constructed (932 units) and the retail units which have been constructed on the former garage site on Tregwilym Road (636m²). As set out within Section 4.2, the current proposals result in an overall reduction of at least 200 residential units, and 364m² of retail floorspace.

Trip movements for the proposed residential development have been forecast using the same trip rates as the consented scheme.

It is important to note that the primary school has been excluded from the trip forecasting exercise. This is due to its intended function of serving the immediate Jubilee Park community rather than performing any wider role that could attract trips from a wider area and reflects the English-medium primary school catchment area for Jubilee Park Primary School which includes the Jubilee Park development and the small number of houses on the eastern side of Tregwilym Road.

In addition, it should be noted that a trip generation reduction of 40% was applied to account for linked and pass-by trips for the retail element as part of the redevelopment of the former garage on Tregwilym Road, as agreed with NCC as part of the 2019 Transport Statement.

The resultant trip generation tables are presented in the following sections.

5.3 Trip Generation – Total Consented Scheme

Table 7 below presents the vehicular trip generation for the Jubilee Park consented scheme. The land use quantum and resultant trip generation figures are based on analysis provided within the 2012 Transport Assessment for Jubilee Park as part of the approved outline planning application.

Table 7: Trip Generation – Total Consented Scheme

Land use	Weekday AM		Weekday PM		Daily	
	In	Out	In	Out	In	Out
1,200 Residential Units	135	494	372	229	2,462	2,686
1,000m ² Local retail Centre	29	19	56	59	665	658
1,000m ² Pub/Restaurant	0	0	30	19	244	240
Primary School	0	0	0	0	0	0
Total	164	513	458	307	3,371	3,584

Table 7 shows that the consented scheme was forecast to be associated with up to 677 two-way vehicle trips in the morning peak hour and 765 two-way vehicle trips in the evening peak hour.

5.4 Trip Generation –Total Proposed Scheme

Table 8 below presents the resultant vehicular trip generation for the total Jubilee Park development. The residential aspect of the scheme is the already constructed Jubilee Park development comprising 932 units and the 50 units proposed as part of the current application.

Table 8: Trip Generation –Total Proposed Scheme

Land use	Weekday AM		Weekday PM		Daily	
	In	Out	In	Out	In	Out
932 Residential Units	104	383	289	178	1,912	2,086
Primary School	0	0	0	0	0	0
636m ² Retail	29	28	37	36	348	339
50 Residential Units	6	21	15	10	103	112
Total	139	432	341	224	2,363	2,537

Table 8 shows that the total number of vehicle trips forecast to be generated by the proposed development is 571 in the morning peak hour and 565 in the evening peak.

5.5 Net Difference in Trips Generated

A comparison has been undertaken between the total consented outline planning consent and the total proposed scheme (i.e. built out + current proposed) during the highway network typical AM and PM peak periods. The vehicular trips that are associated with each scenario are summarised in Table 9.

Table 9: Trip Generation - Net Difference (Consented – Proposed)

Scenario	Weekday AM		Weekday PM		Daily	
	In	Out	In	Out	In	Out
Total Consented Scheme (A)	164	513	458	307	3,371	3,584
Total Proposed Scheme (B)	139	432	341	224	2,363	2,537
Total (B-A)	-25	-81	-117	-84	-1,008	-1,047

Table 9 demonstrates that the current development proposals could be associated with a net decrease on the local highway network of circa 106 two-way vehicle movements in the AM peak and circa 201 fewer two-way vehicular movements in the PM peak compared to the consented scheme.

5.6 Summary

Based on the analysis presented within this section, it is therefore considered that the development proposals will not have a material impact on the local highway network compared to the vehicle numbers already accepted for the consented outline planning consent.

The proposed development is not therefore considered to have a material impact on the safety or operation of the local highway network in comparison with the previously consented scheme.

6 Summary and Conclusions

Ove Arup & Partners Ltd (Arup) have been commissioned by Walters Land (Rogerstone) Limited to produce a Transport Statement in support of an outline planning application (with all matters reserved save for access) for residential development comprising up to 50 units on two portions of land within Jubilee Park in Rogerstone, Newport.

The Jubilee Park development was granted outline planning permission in 2013 and has subsequently been built-out with 932 residential units which are mostly occupied. The scope of this Transport Statement has been discussed with Newport City Council (NCC).

The development proposals are understood to be replacing the district centre, comprising retail and other similar uses that were included in the outline consent for Jubilee Park with residential development of up to 50 residential units. The traffic impacts on the wider transport network due to the Tregwilym Road development have been assessed in the context of the consented Jubilee Park application, and subsequently the consented application for the redevelopment of the former garage on Tregwilym Road to provide three retail units.

The proposed development site is in an accessible location, near good quality walking and cycling routes, including Routes 4 and 47 of the National Cycle Network, and benefits from recent active travel improvements introduced as part of the wider Jubilee Park development.

Vehicular access to the proposed development will be achieved via priority-T-junction arrangements within the Jubilee Park development. The proposals will include cycle and car parking provision in accordance with NCC's adopted parking standards, with further detail provided at reserved matters application.

The development of up to 50 residential units is estimated to generate 27 vehicle trips in the AM peak hour and 25 trips in the PM peak hour. The cumulative proposals including the built-out element of Jubilee Park, the former garage site as well as the current proposals for 50 residential units will represent a reduction in total development of at least 200 residential units, and 364m² of retail floorspace and a pub/restaurant/hotel. This is forecast to result in an overall reduction in the number of vehicular trips associated with the wider site of approximately 106 in the AM peak hour and 201 in the PM peak hour.

With consideration to the site's location close to a wide range of facilities, amenities and transport options as well as the proposed scale of the development in comparison to the consented scheme, it is considered that the proposals are acceptable from a traffic and transportation perspective.

Appendix A

Scoping with Newport City Council

From: [Gerallt Dafydd](#)
To: [Gerallt Dafydd](#)
Subject: FW: Jubilee Park, Rogerstone - Variation of outline permission to replace approved local centre with approved centre with housing
Date: 12 May 2021 11:57:51

From: Alex Welch
Sent: 05 March 2021 15:24
To: Griffiths, Anna <Anna.Griffiths@newport.gov.uk>
Subject: RE: Jubilee Park, Rogerstone - Variation of outline permission to replace approved local centre with approved centre with housing

Hi Anna,

Thanks for your comments which are much appreciated and apologies for not getting back before now.

The site (and adjoining development of the Co-op) still offer some facilities including a local food store, hot food/takeaway and a primary school. There are also existing facilities including a place of worship and a library on Tregwilyn Road, and employment land uses to the west and north of the site. Furthermore, Tiny Rebel (pub restaurant) has now opened to the north alongside a fitness studio/gym. The assumptions regarding car parking and potential for some trips to be made by sustainable modes could arguably have improved since the previous TA, certainly not reduced.

I will take your view on it but ultimately I need to be in a position where the level of advice I am providing is going to be sufficient to allow you to sign off from your end. We would suggest that a detailed TS outlining the issues discussed would be appropriate.

Can you please let me have a confirmation of your acceptance of this approach or if indeed you are minded to request a full TA. If the latter I would appreciate it if you could provide a defined study area for consideration.

Kindest regards,

Alex

From: Griffiths, Anna <Anna.Griffiths@newport.gov.uk>
Sent: 23 February 2021 12:32
To: Alex Welch <Alex.Welch@arup.com>
Subject: [External] RE: Jubilee Park, Rogerstone - Variation of outline permission to replace approved local centre with approved centre with housing

Hey Alex

The problem with this site is not the proposed development but removal of the existing local centre. Previous applications included Sustainability Assessments to comply with Appendix 5: Newport City Council SPG Parking Standards (August 2015) and have used the location of the Local Centre to award sustainability points resulting in a reduction in the parking requirement for the development. The removal of the local centre will therefore affect the level of parking across the site and this should be addressed by the applicant when submitting revised layout drawings. The removal of the Local Centre is also likely to affect travel patterns with more trips being generated by the development across the whole site.

Rgds

Anna Griffiths
Senior Traffic Transport & Development Officer
Uwch Swyddog Trafnidiaeth a Datblygu Traffig

From: Alex Welch [<mailto:Alex.Welch@arup.com>]
Sent: 17 February 2021 15:48
To: Griffiths, Anna <Anna.Griffiths@newport.gov.uk>
Subject: Jubilee Park, Rogerstone - Variation of outline permission to replace approved local centre with approved centre with housing

Hi Anna,

I was hoping you could help me with defining the scope of work in relation to the above named project.

I attach a plan showing the two parcels in question that under application 12/0886 were permitted to be used as local centres. The potential variation seeks to locate approximately 30-40 residential units within the areas instead.

The preapplication response received suggests that a Transport Assessment is required but I was hoping to clarify that advice as the impact of the amendment does not seem to warrant that level of assessment.

As it currently stands, 938 units have been built out. The planning permission and supporting TA was based on 1,200 units.

Would a short Technical Note detailing the transport planning history of the site be appropriate in this case rather than a TA or TS?

Kindest regards,

Alex

[Alex Welch](#)
Transport | Consulting West
BA(Hons) MSc CTPP MCIHT MTPS

Arup
4 Pierhead Street Capital Waterside Cardiff CF10 4QP United Kingdom
t: +44 29 2047 3727 d: +44 29 2026 6512 m: +44 79 7195 2868
www.arup.com

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Appendix B

Local Facilities and Amenities

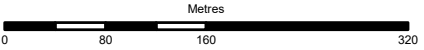


Legend

- Education
- Employment
- Leisure
- Retail
- Transport

P0	2021-05-04	GD	AW	RB
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Issue	Date	By	Chkd	Appd
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ARUP

4 Pierhead Street
Cardiff CF10 4QP
Tel +44 29 2047 3727 Fax +44 29 2047 2277
www.arup.com

Client
Walters Land (Rogerstone) Limited

Job Title
Jubilee Park, Rogerstone

Local Facilities and Amenities Plan

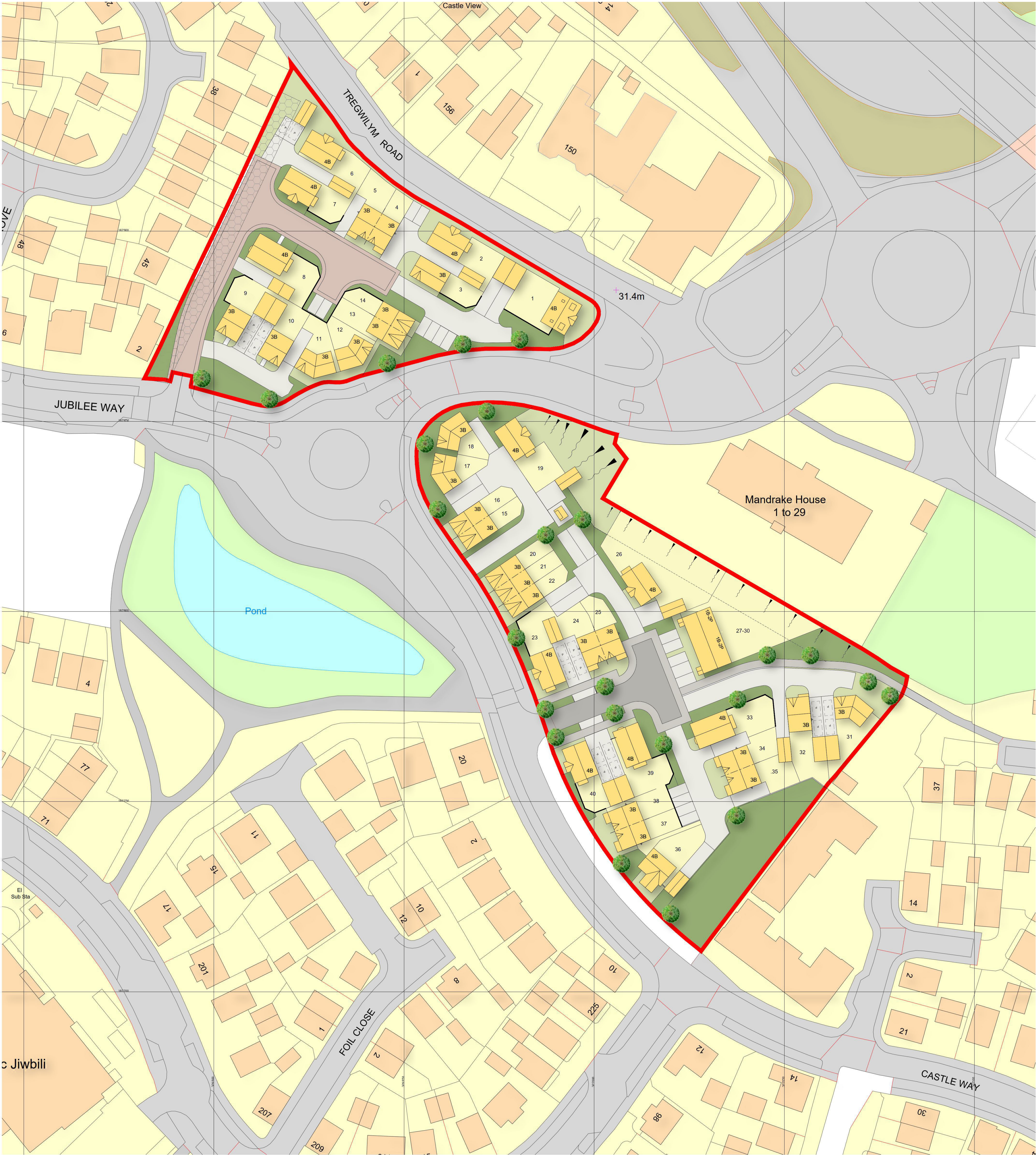
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Job No 229671-00	Drawing Status Issue
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Drawing No Appendix B	Issue P0
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Appendix C

Development Masterplan



AREA LC01	
3B Semi	4
3B detached	5
4B detached	5
Total	14
AREA LC02	
1B Flat	4
3B Semi/Ter	11
3B detached	4
4B detached	7
Total	26
Overall Total	40



Project Title		Rev.:		Date:	
Jubilee Park, Rogerstone		Scale	Date	Drawn by	
Illustrative Masterplan		1:500@A1	February 2021	PC	
		Project No.	Drawing No.	Revision.	
		2105	IMP-01	3	

10 Gold Tops
Newport
NP23 4PH
t: 01633 844970
e: info@hammond-ld.co.uk
www.hammond-ld.co.uk