



Caerleon Comprehensive School

Transport Statement

Client: Newport Norse
Project Ref: CB2183
Report status: P02

CAMBRIA

Report Control Sheet

Client	Newport Norse
Project	Caerleon Comprehensive School
Project ref	CB2183
Document title	Transport Statement
Document reference	CB2183-CAM-ZZ-XX-RP-TR-0002
Prepared by	Alun Rees
Reviewed and authorised by	James Spencer

Document naming protocol

Project Ref.	Originator	Vol.	Level	Type	Role	Number
CB2183	CAM	ZZ	XX	RP	TR	0002

Current issue

Status	Date	Description	Prepared by	Authorised by
P01	15/08/24	First issue	A Rees	J Spencer
P02	28/11/25	Second Issue	A Rees	J Spencer

Contents

1	Introduction	1
2	Development Proposal & Planning Policy Framework	2
2.1	Development Proposal.....	2
2.2	Future Wales - The National Plan 2040	2
2.3	Planning Policy Wales (12 th Edition)	2
2.4	Llwybr Newydd – The Wales Transport Strategy 2021	3
2.5	TAN18 Transportation.....	3
2.6	The Active Travel (Wales) Act 2013.....	4
2.7	Newport Local Development Plan (2011 – 2026)	5
2.8	Newport Parking Standards Supplementary Planning Guidance (2016)	6
2.9	Newport Sustainable Travel Supplementary Planning Guidance (2020)	7
3	Existing Conditions	8
3.1	Caerleon Comprehensive School	8
3.2	Active Travel Links	10
3.3	School Transport.....	12
3.4	Public Transport.....	12
3.5	Highway Access.....	14
4	Proposed Development	16
4.2	Access & Parking	16
4.3	Trip Generation	16
5	BREEAM – Transport Appraisal	17
5.2	Tra 01 – Public Transport Accessibility	17
5.3	Tra 02 - Proximity to amenities	17
5.4	Tra 03 – Alternative Modes of Transport.....	17
5.5	Tra 05 – Travel Plan.....	18
6	Summary & Conclusion	19

Appendix A Swept Path Analysis

1 Introduction

- 1.1.1 Cambria Consulting have been appointed by Newport Norse to prepare a Transport Statement in support of a planning application for development at Caerleon Comprehensive School, Cold Bath Road, Caerleon, Newport NP18 1NF.
- 1.1.2 The development consists of the construction of a new sports and teaching facility including altered parking arrangement and associated landscaping.
- 1.1.3 The development will not lead to an increase in the number of pupils and staff attending the school. However the sports facilities will be made available for the use of the public outside of school hours, which will generate some additional traffic.
- 1.1.4 The site's location is shown in Figure 1 below.

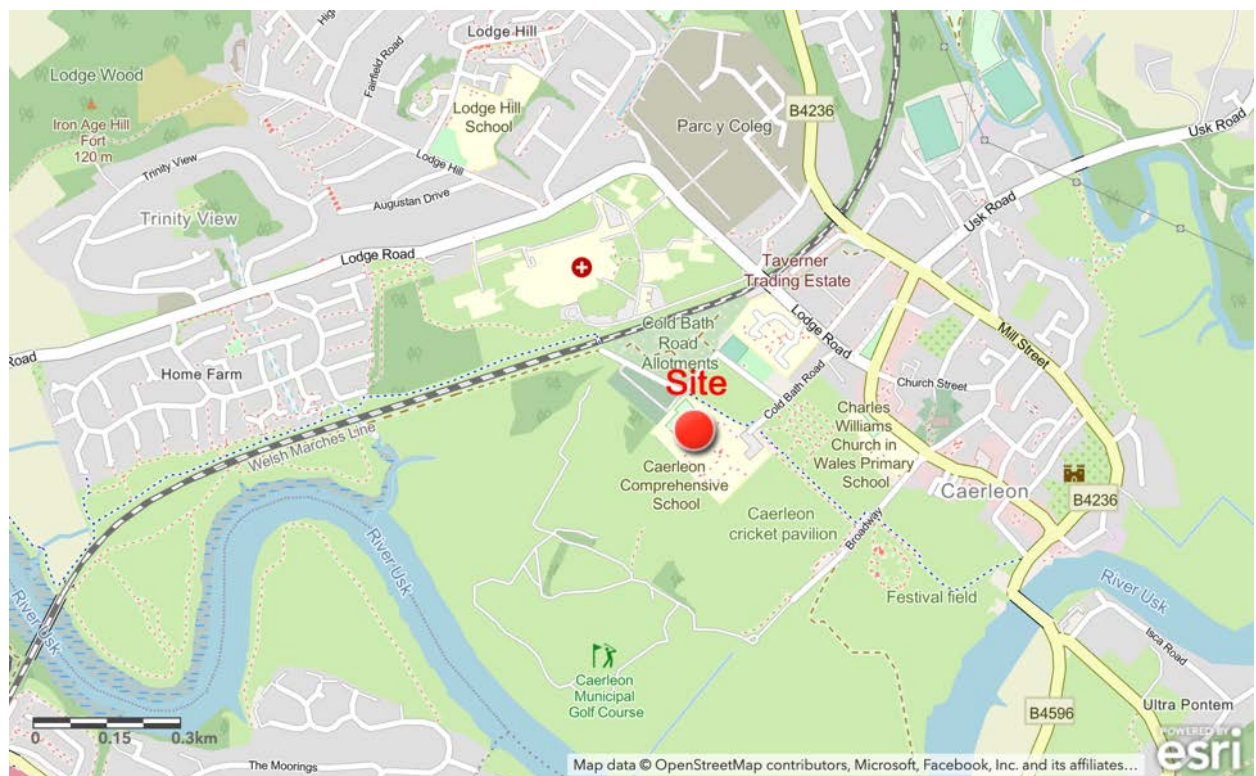


Figure 1 - Site Location Plan

- 1.1.5 The structure of the Transport Statement is as follows:
- ▶ Section 2: Development Proposals & Planning Policy Framework
 - ▶ Section 3: The Site
 - ▶ Section 4: Proposed Development
 - ▶ Section 5: BREEAM Transport Appraisal
 - ▶ Section 5: Summary & Conclusion

2 Development Proposal & Planning Policy Framework

2.1 Development Proposal

- 2.1.1 The proposal is for the demolition of blocks D1 (Learning Hub), D2 (Drama), D3 Peri, G (WBQ), H (Gym), K (Conference) and L (Caretaker house), partial demolition and repurposing of blocks A/B/C (Main block) to create a new sports and teaching facility. The development also includes for the creation of additional car and cycle parking at the school.

2.2 Future Wales - The National Plan 2040

- 2.2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2.2 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.
- 2.2.3 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.

2.3 Planning Policy Wales (12th Edition)

- 2.3.1 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.
- 2.3.2 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”.
- 2.3.3 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

- 2.3.4 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.
- 2.3.5 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.
- 2.3.6 To this end the provision of ULEV charging points is encouraged within new developments.
- 2.3.7 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”.

2.4 Llwybr Newydd – The Wales Transport Strategy 2021

- 2.4.1 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:
- ▶ 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.
 - ▶ Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
 - ▶ Encourage people to make the change to more sustainable transport.
- 2.4.2 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.
- 2.4.3 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%.

2.5 TAN18 Transportation

- 2.5.1 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.
- 2.5.2 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).
- 2.6 The Active Travel (Wales) Act 2013**
- 2.6.1 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.
- 2.6.2 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.
- 2.6.3 The school is well connected to the existing active travel network with walking and cycling routes that pass along its northeastern boundary.

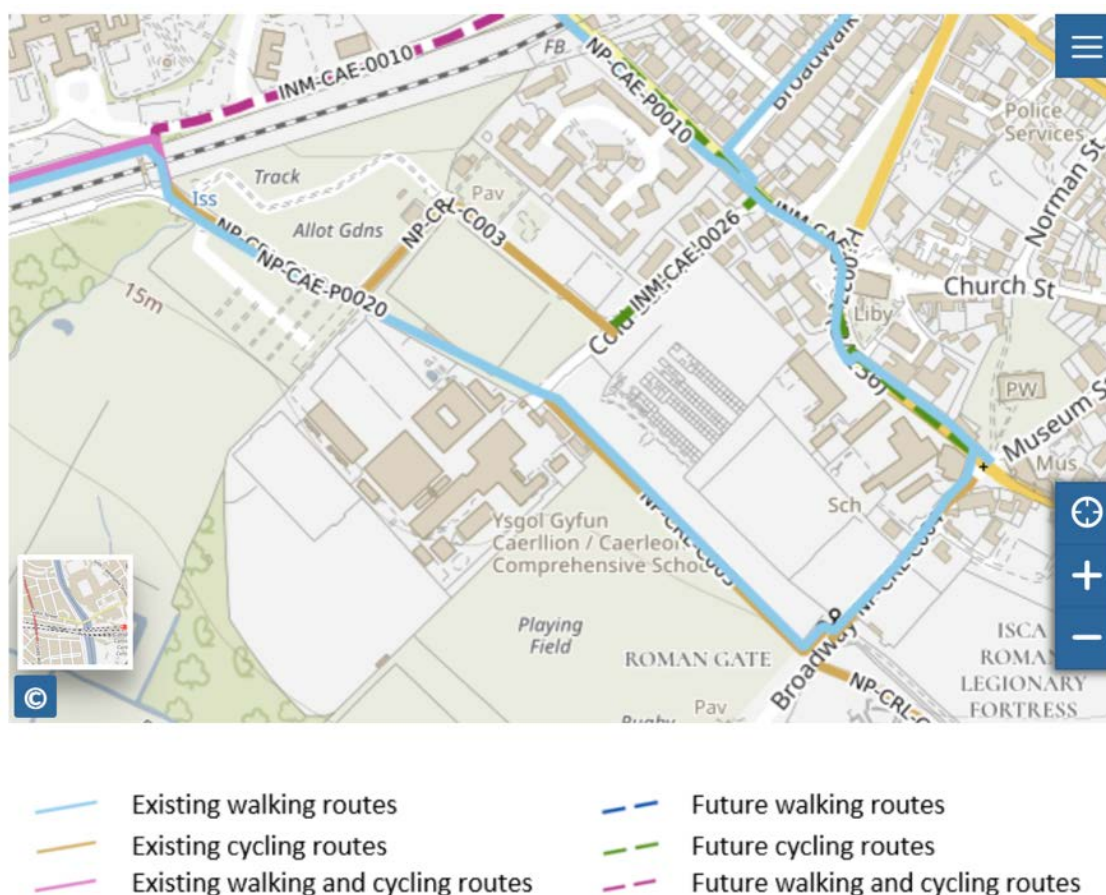


Figure 2 – Active Travel Network Map (Source:DataMapWales)

2.7 Newport Local Development Plan (2011 – 2026)

2.7.1 Policy GP4 sets out the general development proposals in terms of highways and accessibility considerations and is reproduced in full below.

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.

2.7.2 Policy T4 requires that appropriate levels of parking is provided, within defined parking zones, in accordance with adopted parking standards.

2.8 Newport Parking Standards Supplementary Planning Guidance (2016)

2.8.1 The Parking Standards provide guidance on the appropriate level of parking provision within new development. The guidance varies depending on which one of 6 zones the development is located within. The application site is in zone 3.

2.8.2 For secondary schools in locations within zones 2 to 4, the following parking provision is recommended:

- ▶ Operational Parking:
 - 1 commercial vehicle space;
- ▶ Non-operational parking
 - 1 car parking space per each member of teaching staff;
 - 1 car parking space per 2 ancillary staff member;
 - 1 car parking space per 20 students aged 17 or over;
 - 3 visitor parking spaces;
 - In addition to the non-operational parking an area must be provided for the picking up and setting down of school children. A minimum of 15 car spaces will be required for most other types of schools
 - Bus parking as required.
 - Parking spaces for Blue Badge holders equivalent to 2% of the total car park capacity (minimum of 1 space)¹.

2.8.3 A breakdown of staff and pupil numbers is provided in the next chapter. There are 150 members of staff with 88 of those being teachers. The number of students over 17 years old will of course increase as each school year progresses and for the purpose of calculating the Parking Standards a figure of 136, the total number of students in year 13, has been used.

2.8.4 Using these figures it is calculated that a parking provision of 129 spaces would meet the Parking Standard recommendation.

Parking Standards Requirement	No of Staff / Students	No of Parking Spaces
1 per teaching staff	88	88
1 per 2 ancillary staff	62	31
1 per 20 students aged 17+	136	7
3 visitor spaces		3
Total		129

Table 1 Parking Standards Calculation

¹ Requirement for existing employment premises.

2.9 Newport Sustainable Travel Supplementary Planning Guidance (2020)

- 2.9.1 This SPG provides guidance on how new development can encourage the use of sustainable travel.
- 2.9.2 Guidance Note 2 provides recommendations on the number of cycle storage spaces that should be provided with all new development. For secondary schools the recommendation is that 1 long-stay cycle space per 4 staff plus 1 space per 10 students is provided. In addition 1 short-stay space per 10 students is recommended.
- 2.9.3 Travel Plans are required to accompany applications for all new schools. It is not clear whether the a Travel Plan is required for development at existing school sites. Nevertheless, a Travel Plan will accompany this planning application.

3 Existing Conditions

3.1 Caerleon Comprehensive School

- 3.1.1 Caerleon Comprehensive School is located at the southern edge of the town and is accessible from Cold Bath Road. The site is roughly rectangular shape and measures circa 5.2 ha. The site is relatively flat.
- 3.1.2 The application site is bound to the north by the Caerleon Cemetery, the Cold Bath Road allotments and the Caerleon A.F.C football pitch. The extensive Caerleon golf course bounds the site to the west and south. Caerleon Rugby club is located to the east of the site, whilst the Roman Barracks sit to the north-east of the site.
- 3.1.3 Apart from the Caerleon Golf Course, the site's wider surrounding area is characterised to the north-west by the grounds of the St Cadoc's Hospital, beyond the railway line, and to the north-east and east by two storey residential properties.
- 3.1.4 The School consists of various buildings ranging from one to three storeys. The original buildings date back to the 1960's, with alterations and extensions added since. The gymnasium block and headteachers block were constructed in the early 1970's. A two storey teaching block was constructed in the early 2000's and a number of portacabins have been added to the site throughout the years.
- 3.1.5 There are approximately 1,500 pupils on the school roll. There are some 150 members of staff, including 88 teaching staff, 26 teaching assistants and support staff.

Year 7	247
Year 8	245
Year 9	242
Year 10	242
Year 11	246
Year 12	157
Year 13	136
Totals	1515

Table 2 Pupil Numbers Breakdown

Teachers	88
TA/HLTA	20
Other Support	6
Technicians	5
Admin Team	13
Cover Sup	4
Site Team	14
Total	150

Table 3 Staff Numbers Breakdown

- 3.1.6 The school is open on weekdays between 8.15am and 4pm with registration taken at 8.45am and the last lesson period ending at 3.05pm.
- 3.1.7 Free home to school transport is provided to pupils who live three miles or more from the school. There are currently 16 buses and 2 taxis that transport a total of 310 students every morning and afternoon. School buses drop-off and pick-up off the school's grounds at Broadway, to the south east of the school.
- 3.1.8 A survey was undertaken in June 2024 to better understand students' method of travelling to and from school. The data was collected by way of a hands-up survey at registration. A total of 554 students responded, representing some 37% of the school's population.
- 3.1.9 It must be noted that, due to project timescales, the survey took place during the period of external examinations and therefore year 11, 12 and 13 students were not present.
- 3.1.10 The survey found that 30% of students walk or cycle to school, 26% travel by bus or taxi and 44% travel by car.

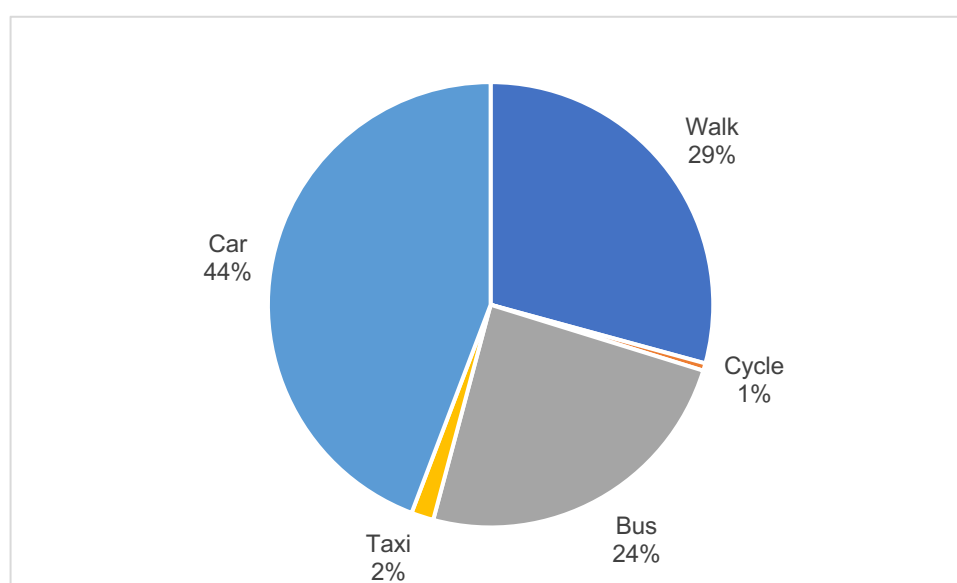


Figure 3 – Student Method of Travel to School

- 3.1.11 There are two points of access to the school from Cold Bath Road, located at the east and west, respectively, of the Caerleon AFC pitch. The principal access for students, staff and visitors is to the east of the football pitch. A secondary access, used only to access a staff parking area and for maintenance is located to the west of the football pitch.
- 3.1.12 Vehicular access into the school is restricted to staff only (and any students with mobility difficulties or additional learning needs that make it necessary for them to be transported into the site). There are currently some 54 cycle and 90 car parking spaces provided within the school.

3.2 Active Travel Links

- 3.2.1 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)*

- 3.2.2 Figure 5 shows the areas that are within 2-miles of the application site where utility journeys to and from the site may be viable on foot. Figure 6 shows the areas within a 5-mile catchment area where cycling may be a viable form of travel to and from the site.
- 3.2.3 An extract from Newport City Council's Integrated Active Travel Map was provided earlier in Figure 2 and shows that the school is well connected to Caerleon's active travel network.
- 3.2.4 Passing the school gates are Cycle Route NP-CRL-C003 (St Cadoc's Hospital to the Hanbury) and Walking Route NP-CAE-P0020 (Roman Reach to Museum). These both connect to the Walking and Cycling Route NP-CRL-C002 (Pillmawr to St Cadoc's Hospital).
- 3.2.5 The NP-CRL-C003 and NP-CRL-C002 cycle routes form part of the National Cycle Network Route 88 (NCN88) that links Caerleon to Brynglas and Newport.
- 3.2.6 The school is accessible to pedestrian from a good quality, 3m wide, footway that runs alongside the western side of Cold Bath Road. Pedestrains can access the school through the main entrance and also through a pedestrian entrance that connects with the foot/cycleway that links Cold Bath Road to Broadway.

- 3.2.7 North of the Caerleon Park Car Park the Cold Bath Road footway is approximately 2m wide and links to the footways on Lodge Road. There is a signal controlled crossing of Lodge Road near the Cold Bath Road junction.

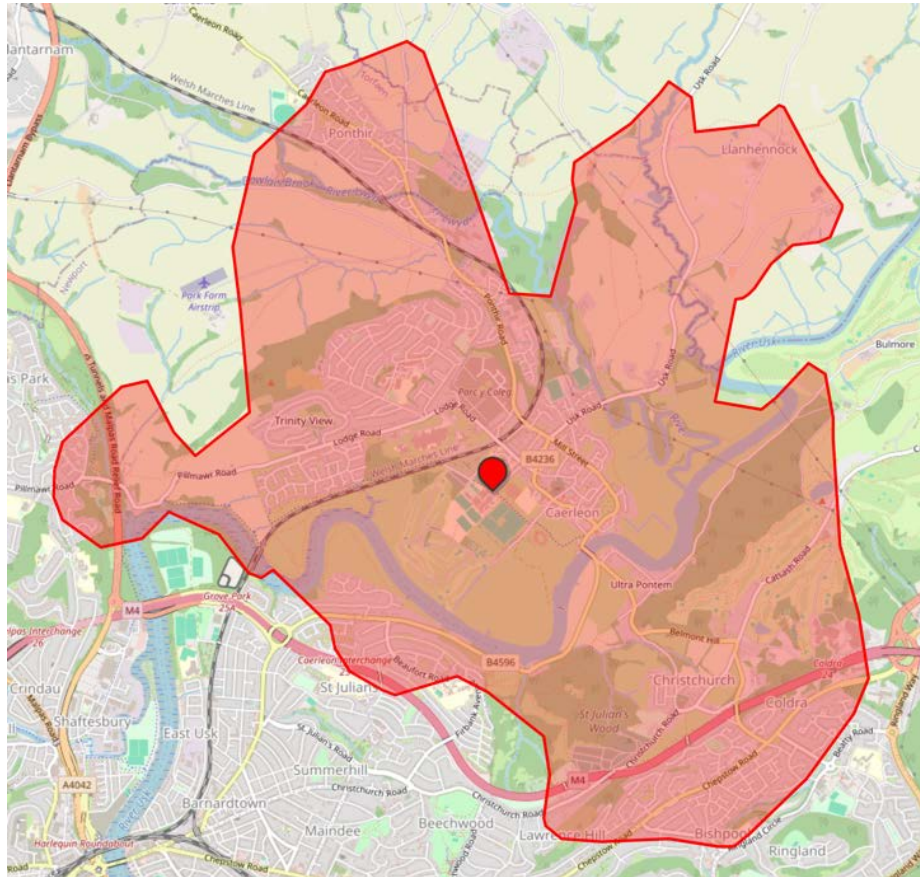


Figure 5 2-Mile Walk Catchment

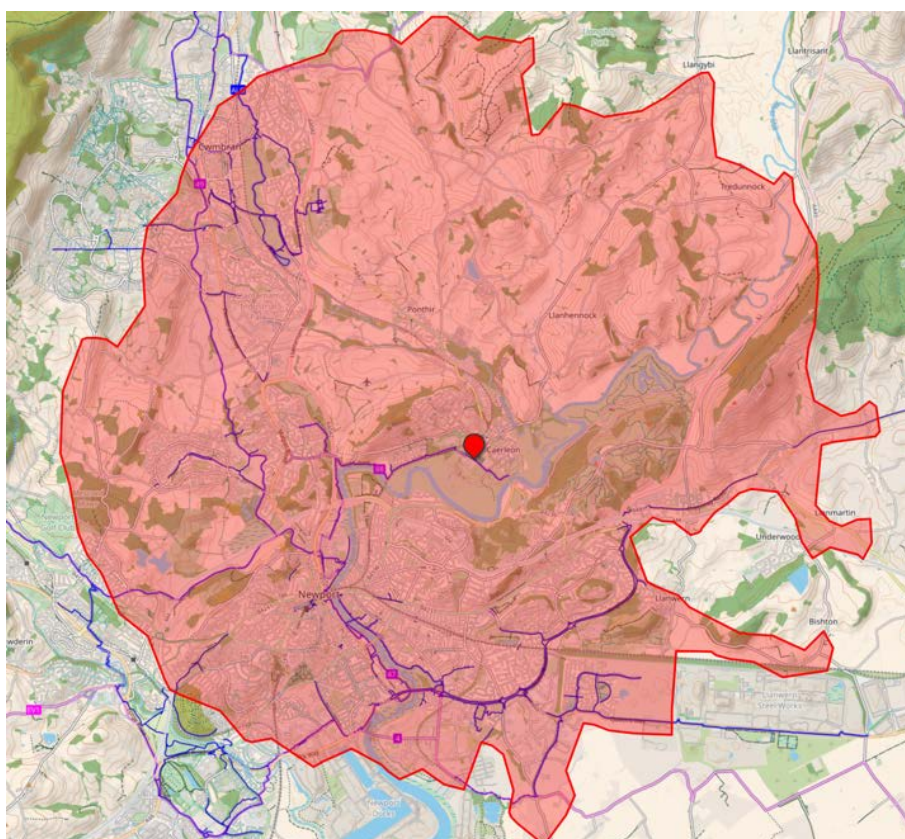


Figure 6 5-Mile Cycle Catchment

3.3 School Transport

- 3.3.1 Free home to school transport is provided to pupils who live three miles or more from the school.
- 3.3.2 During the last academic year Newport City Council provided 6 bus services and two taxis, transporting 174 students to the school. Monmouthshire Council provided 10 bus services transporting 136 students.

3.4 Public Transport

- 3.4.1 The nearest bus stops to the school are located on Lodge Road (Westgate Court bus stops), approximately 350m from the school gates. They provide access to the services described in the table below.

Service No.	Route	General Frequency
27	Newport – Caerleon – Newport (Northbound)	First Service @ 06:16 Last Service @ 18:51 Operates at 30-minute frequency during core hours
27	Newport – Caerleon – Newport (Southbound)	First Service @ 06:29 Last Service @ 19:04 Operates at 30-minute frequency during core hours
29A	Newport - Cwmbran	First service @ 09:35 Last Service @ 23:14 Operates at hourly frequency during core hours
29A	Cwmbran – Newport	First service @ 06:07 Last Service @ 23:23 Operates at hourly frequency during core hours

Table 4 Bus Services Available from Westgate Court Bus Stops

- 3.4.2 Journeys by scheduled bus services to Newport's bus station take approximately 16 minutes and to Cwmbran bus station takes 26 minutes, making commuter journeys to and from the school by bus from these stations an acceptable proposition.
- 3.4.3 The proximity of the bus stops and station together with the frequency of the bus services are factors that influence the site's accessibility index (BREEAM Tra 01 Public Transport Accessibility Index). In this case the site has a Public Transport Accessibility Index of 1.59.

BREEAM 2018 Tra01/02 Accessibility Index calculator BREEAM[®] UK
delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Select

No. nodes required:

NODE 1

Public transport type	Bus									
Distance to node (m)	350									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	2	0.4								

Accessibility Index: **1.59**

Table 5 BREEAM Accessibility Index Calculation

3.5 Highway Access

- 3.5.1 The school is accessed from Cold Bath Road, a no-through road that also serves a public car park (Caerleon Park Car Park), Caerleon Park, Bowls Club, football Club and Cemetery. Cold Bath Road has a 20mph speed limit with speed cushions located at intervals between the school's main entrance and the junction with Lodge Road.
- 3.5.2 There are double-yellow lines that prohibit waiting at all times along both sides of the street between the school's main entrance and the turn to the car park. Between the turn to the car park and Lodge Road the double yellow lines continue along the street's western side. There is a single-yellow line restriction along the eastern side that prohibits waiting between 8am and 4pm, Mondays to Fridays. There are no parking restrictions to the west of the turn to the car park. The Caerleon Park Car Park provides free parking for approximately 46 cars.
- 3.5.3 Access onto the school premises is restricted to staff, delivery, servicing and maintenance vehicles only. Deliveries and servicing are managed and occur outside of school times.
- 3.5.4 Sixth form pupils are not permitted to park within the school. Parents dropping-off / picking-up students are not permitted to enter the school unless the student has mobility difficulties or additional learning needs that necessitate their being dropped off near the building entrance.
- 3.5.5 There are currently 90 car parking spaces within the school perimeter with approximately 60 accessed through the school's main gate and 30 accessed through the school's secondary access. This is a shortfall of 39 compared to the Parking Standards recommendation for a school of this size (see Table 1).
- 3.5.6 The school has no formal drop-off provision and this tends to occur on Cold Bath Road, Lodge Road and Broadway. As with most schools, this does cause some short-lived congestion at the start and end of the school day. This does not appear to be causing a significant safety issue around the school as a review of injury collision records shows that there have been none on Cold Bath Road, Lodge Road or Broadway over the last five-year period for which data is available.

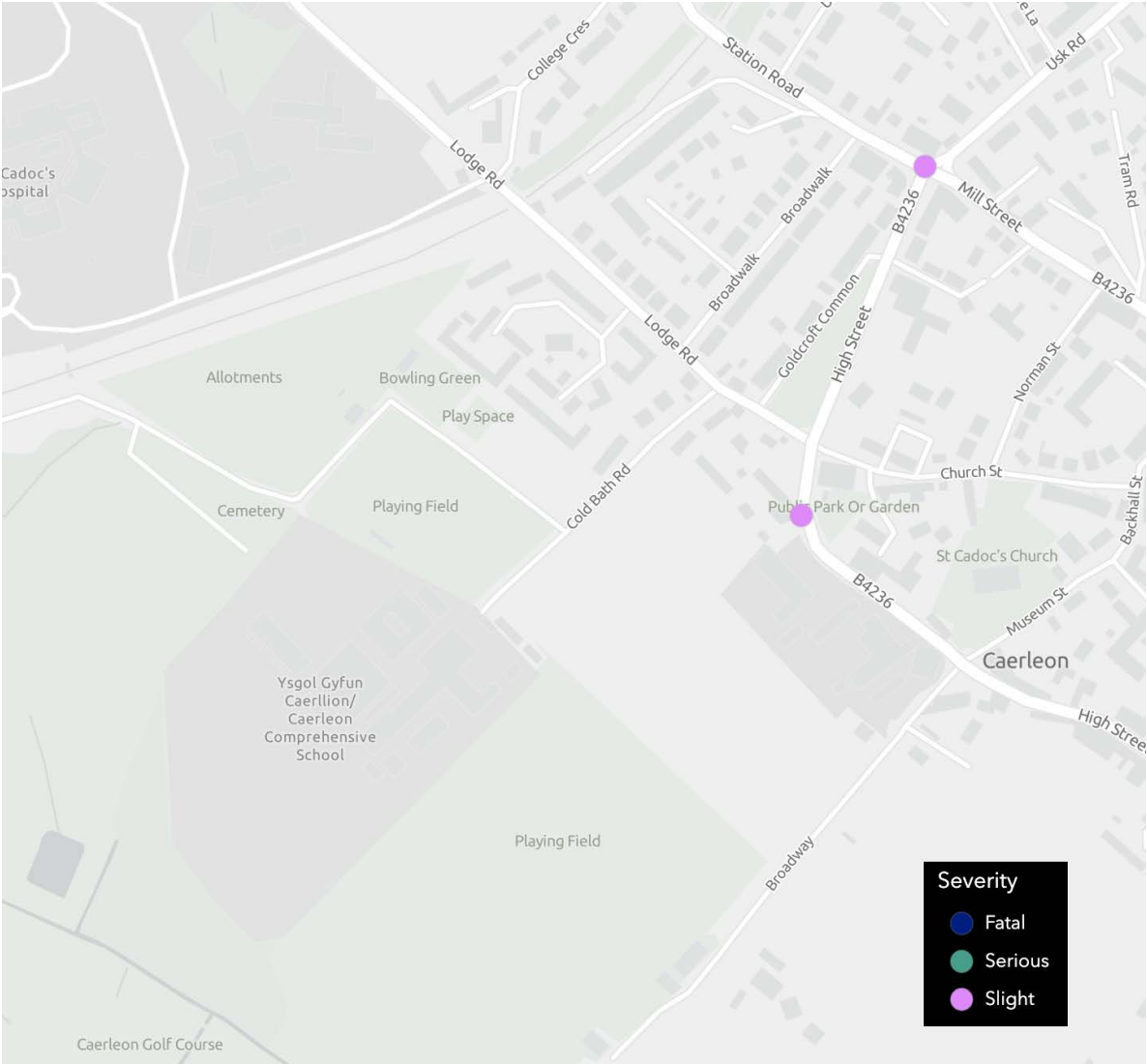


Figure 7 Collision Injury Locations & Severity (2020 – 2024 inclusive)
(DfT/MAVRIC)

4 Proposed Development

- 4.1.1 The development consists of the construction of a new sports and teaching facility including altered parking arrangement and associated landscaping.
- 4.1.2 The development will not result in any change to the school's capacity and as such there will be no change in the volume of trips generated by the site during school time.
- 4.1.3 The new sports hall will be made available for community use outside of school times. The sports hall will be made available on weekday evenings between 5pm and 9pm by prior arrangement with the school.
- 4.1.4 The same arrangements for the community access to the school's facilities are currently in place and therefore there will be no material change in terms of traffic generation.

4.2 Access & Parking

- 4.2.1 The existing access points to the school will remain unaltered.
- 4.2.2 Significant improvements will be made to the school's parking arrangements. A total of 65 car, 2 minibus and 7 motorcycle parking spaces will be accessed from the school's main entrance. The 65 car parking spaces include 8 accessible spaces for blue-badge holders and 13 EV charging spaces. Car sharing will be encouraged with 7 spaces (5%) to be prioritised for car-sharers. Also, 28 new cycle parking spaces will be provided. An additional 59 car parking space will be available from the school's secondary access.
- 4.2.3 In total therefore the site will accommodate 124 car parking spaces. This compares well to the 129 figure recommended by the Council's Parking Standards (see Table 1) and addresses the current shortfall of around 39 spaces. This will reduce parking demand on the surrounding streets and within the nearby public car park during school times.
- 4.2.4 Swept path analysis has been undertaken to ensure that emergency vehicles are able to manoeuvre through the car parks and gain access to the school buildings. These are provided in Appendix A.

4.3 Trip Generation

- 4.3.1 The development will not alter the school's capacity and therefore there will be no change in the number of trips generated by the school during school times.
- 4.3.2 The new sports hall and 3G pitch will be made available for community use outside of school times. The sports hall and 3G facility will be made available on weekday evenings between 5pm and 9pm. The 3G facility will also be available on weekends. Access to these facilities will be by prior arrangement with the school.
- 4.3.3 The same arrangements for the community access to the school's sports hall and 3G facilities are currently in place and therefore there will be no material change in terms of traffic generation.

5 BREEAM – Transport Appraisal

5.1.1 BREEAM encourages better access to sustainable means of transport for building users and awards credits in respect to the accessibility of public transport and other alternative transport solutions (cyclist facilities, provision of amenities local to a building) that support reductions in car journeys and, therefore, congestion and CO₂ emissions over the life of the building.

5.2 Tra 01 – Public Transport Accessibility

5.2.1 The proximity of the bus stops and station together with the frequency of the bus services are factors that influence the site's accessibility index (BREEAM Tra 01 Public Transport Accessibility Index). In this case there is a bus stop within 10m of the school that provides access to an hourly bus service. This results in an Accessibility Index of 1.59.

5.3 Tra 02 - Proximity to amenities

5.3.1 Credits are available for Type 2 buildings (schools) where there are at least two core amenities and at least one other type of amenity within 500m of the site.

Amenity Type	Available within 500m	Details
Food Outlet *	Yes	Within the school
Access to Cash *	No	-
Access to recreation or leisure facility for fitness or sport *	Yes	Within the school
Access to outdoor open space	Yes	Within the school
Publicly Available Postal Facility	No	-
Communal Facility	No	-
Over the counter services associated with a pharmacy	Yes	Well Pharmacy, High Street

* Core Amenity

Table 6 Proximity to Amenities

5.4 Tra 03 – Alternative Modes of Transport

5.4.1 The development includes the following measures that are intended to encourage building users to travel using low carbon modes of transport and to minimise individual journeys.

- ▶ 13 Electric car charging spaces (12.5% of overall parking provision).
- ▶ 7 (5.4%) of car parking spaces prioritised for car sharing
- ▶ 7 Motorcycle parking spaces
- ▶ 82 Cycle parking spaces

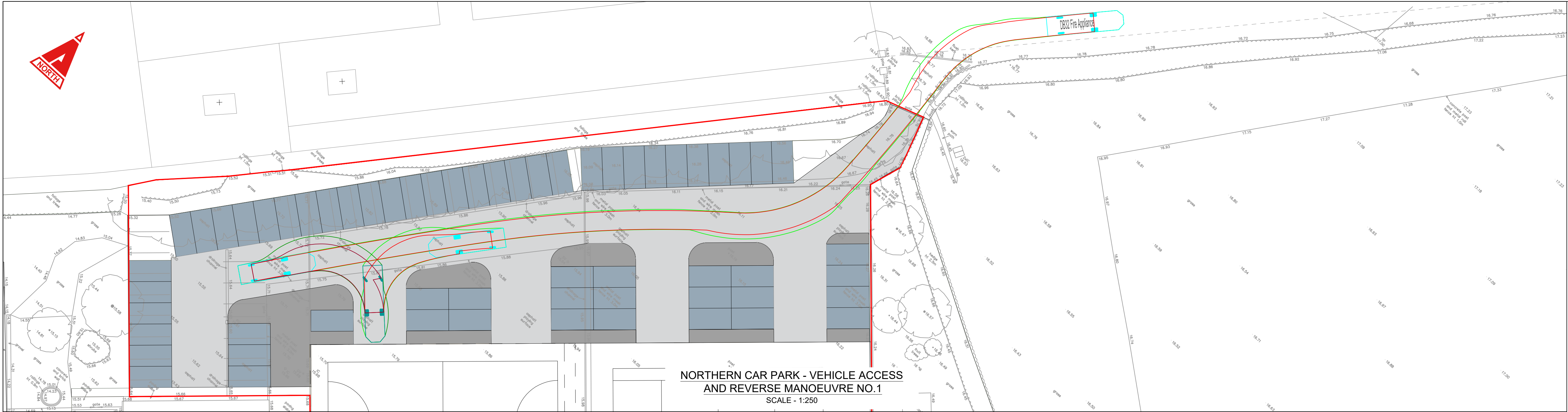
5.5 Tra 05 – Travel Plan

- 5.5.1 A Travel Plan has been prepared by the school and reflects the site-specific travel assessment provided within this document.

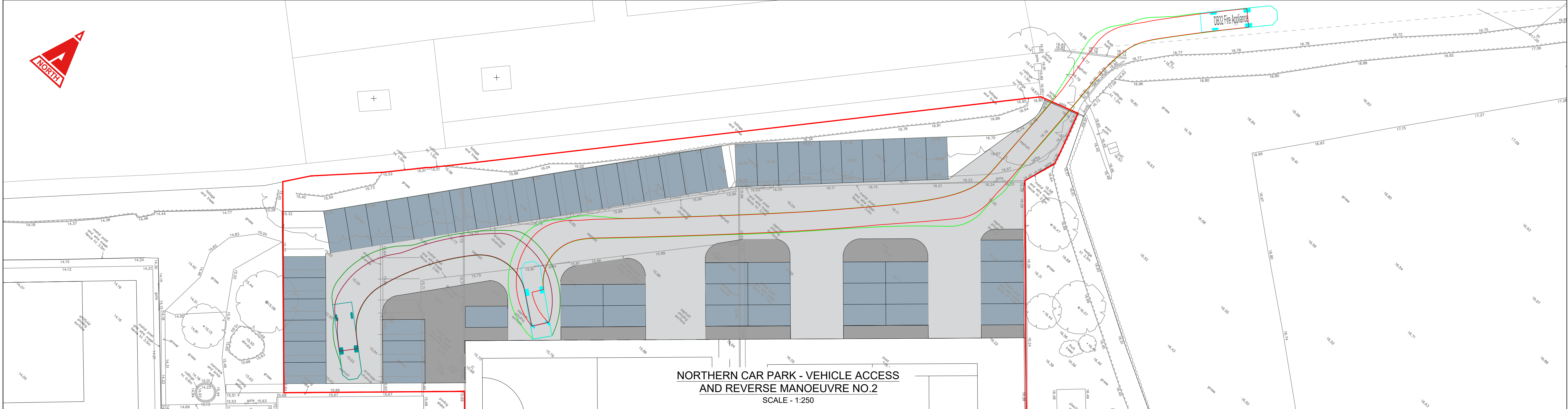
6 Summary & Conclusion

- 6.1.1 In summary the proposal is to demolish and repurpose a number of existing school buildings and construct a new two-storey sports and teaching facility.
- 6.1.2 There will be no increase in the school's capacity and staff and pupil numbers for the school will remain as existing. The number and nature of the trips generated by the school at the start and end of the school day will be unaffected by the proposal given that pupil and staff numbers will not change.
- 6.1.3 The school's sports facilities will be made available for community use. The continues the existing arrangements and therefore there will be no material change in the number of trips generated by the use of these facilities outside of school times.
- 6.1.4 There are currently 90 car parking spaces provided within the school. This is a shortfall of around 39 spaces compared to the number recommended by the Council's adopted Parking Standards.
- 6.1.5 The number of parking spaces available within the site will to provide a total of 124 spaces, including 8 blue-badge and 13 EV charging spaces. The total number approximates to that recommended by the Parking Standards and will result in a reduction in parking demand on surrounding streets.
- 6.1.6 The development will not lead to an increase in traffic and by increasing the number of available off-street car parking spaces and providing improved provision for cycle parking and charging facilities for EV users, the proposed development will therefore have a positive impact on highway conditions and encourage greater use of sustainable travel options. There are no highway or transport related issues therefore that should prevent planning permission form being granted.

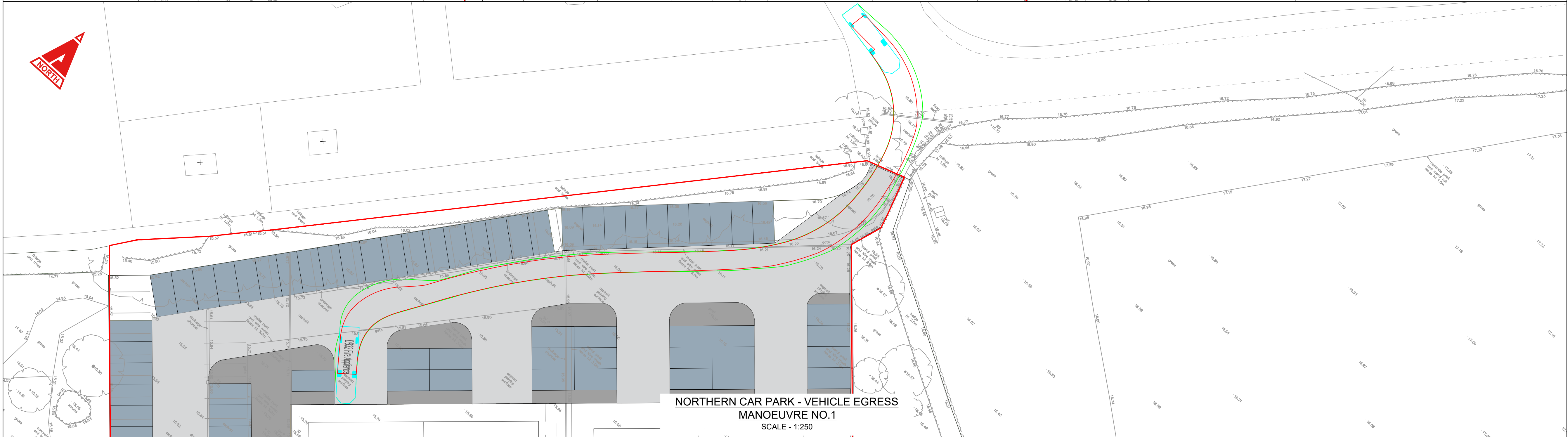
Appendix A Swept Path Analysis



NORTHERN CAR PARK - VEHICLE ACCESS
AND REVERSE MANOEUVRE NO.1
SCALE - 1:250



NORTHERN CAR PARK - VEHICLE ACCESS
AND REVERSE MANOEUVRE NO.2
SCALE - 1:250



NORTHERN CAR PARK - VEHICLE EGRESS
MANOEUVRE NO.1
SCALE - 1:250

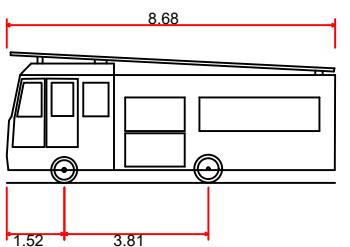
THIS DRAWING IS COPYRIGHT © CAMBRIA CONSULTING LTD.
DO NOT SCALE FROM THIS DRAWING.

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE.
ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM.
DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO
CAMBRIA CONSULTING LIMITED BEFORE PROCEEDING.

THE CONTRACTOR IS TO REFER TO THE SPECIFICATION,
FULL SCHEDULE OF RESIDUAL RISKS IN THE CONTRACT
DOCUMENTATION AND ALSO TO INFORMATION FROM OTHER
DESIGNERS, IN PARTICULAR THE M&E CONSULTANT
REGARDING EXISTING LIVE SERVICES.

 THIS SYMBOL IS USED TO HIGHLIGHT INSTANCES
OF RISK WITHIN THE CONSTRUCTION PROCESS.
ALWAYS CHECK FOR LATER REVISIONS OF THIS DRAWING.

- KEY**
- CHASIS OUTLINE
 - OVERHANG OUTLINE
 - FOOTPATH SURFACING
 - CARRIAGEWAY SURFACING
 - PERMEABLE SURFACING
 - SITE BOUNDARY



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.190m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

P02	REVISED SITE PLAN	LW	LKM	LKM
P1	FIRST ISSUE	GJ	RJ	RJ
Rev.	Description	By	Chk	App

Client:



Project:

CADERLEON SCHOOL

Drawing Title:

VEHICLE TRACKING
FIRE APPLIANCE
SHEET 1

Drawing No.

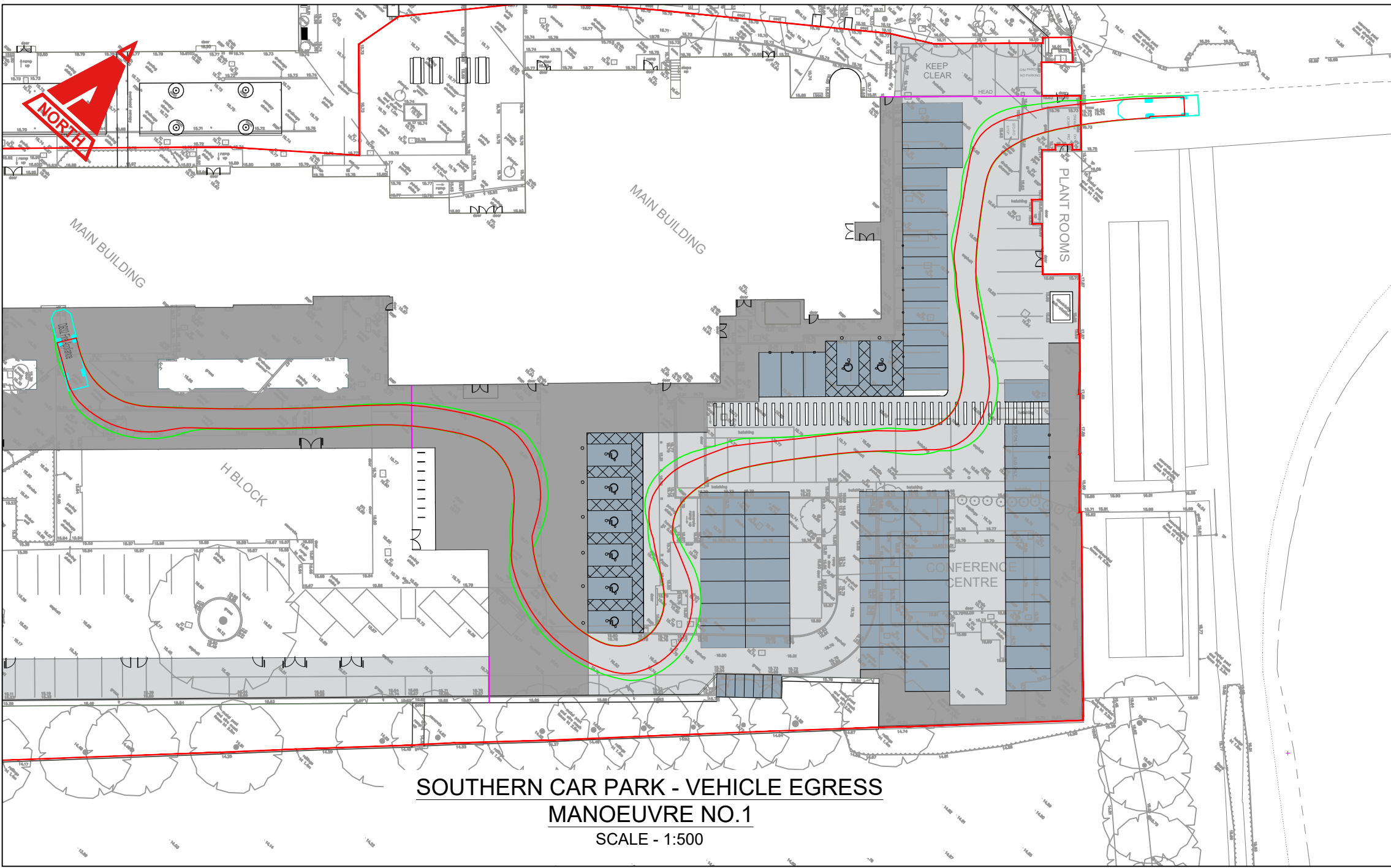
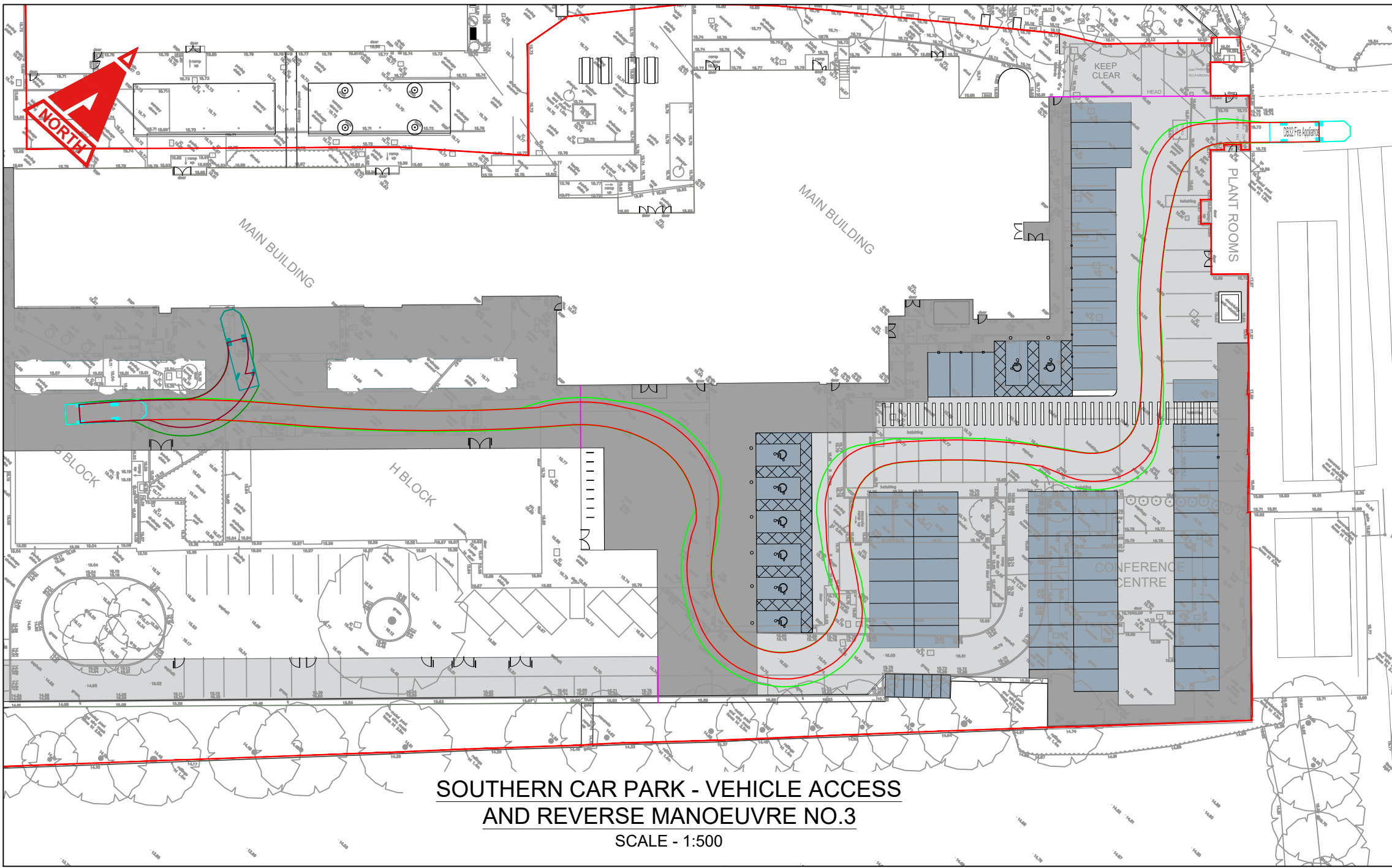
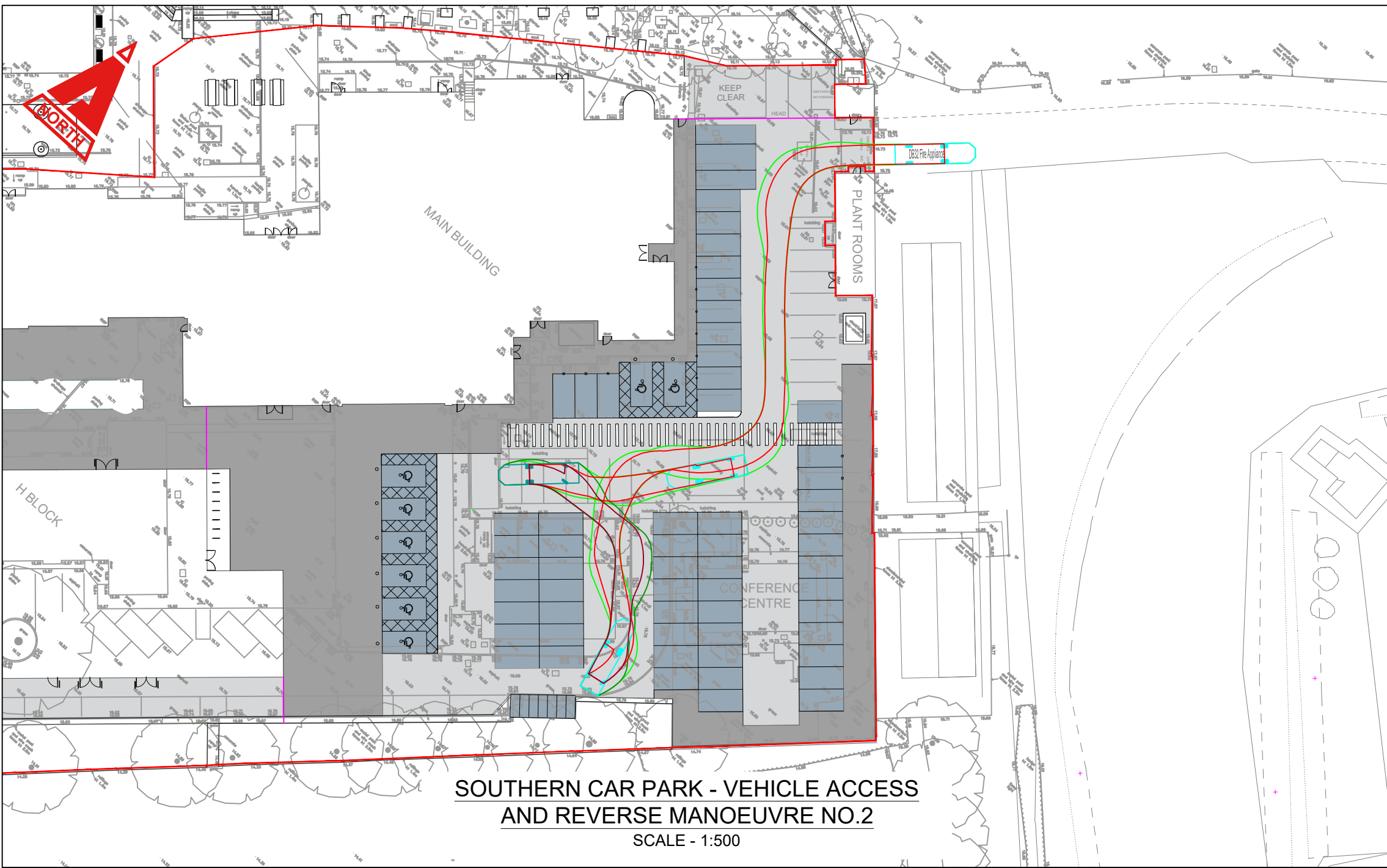
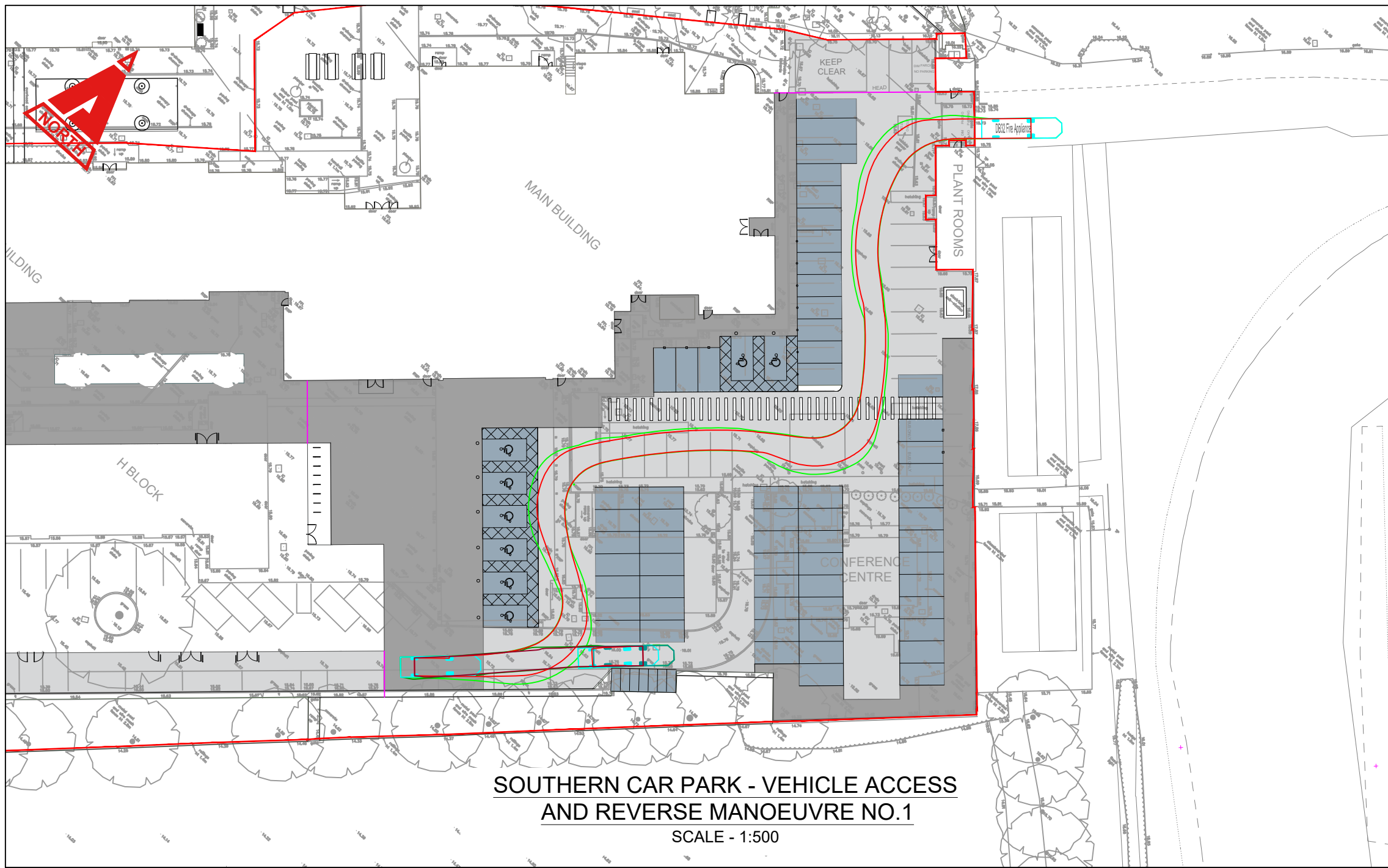
CB2183 CAM XX ZZ GA C 0200

Status:	Scale @A1:	Rev.
S2 PRELIMINARY	1:500	P2

CAMBRIA
Constructive Thinking

Civil & Structural Engineers
Ground Floor,
Building 350,
Bristol Business Park,
Bristol, BS16 1EJ

T 0117 911 3333
E admin@cambria.co.uk
W www.cambria.co.uk
@cambriauk
uk.linkedin.com/in/cambria



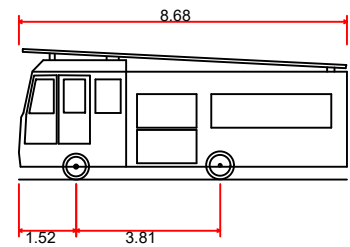
THIS DRAWING IS COPYRIGHT © CAMBRIA CONSULTING LTD.
DO NOT SCALE FROM THIS DRAWING.

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO CAMBRIA CONSULTING LIMITED BEFORE PROCEEDING.

THE CONTRACTOR IS TO REFER TO THE SPECIFICATION, FULL SCHEDULE OF RESIDUAL RISKS IN THE CONTRACT DOCUMENTATION AND ALSO TO INFORMATION FROM OTHER DESIGNERS, IN PARTICULAR THE M&E CONSULTANT REGARDING EXISTING LIVE SERVICES.

 THIS SYMBOL IS USED TO HIGHLIGHT INSTANCES OF RISK WITHIN THE CONSTRUCTION PROCESS. ALWAYS CHECK FOR LATER REVISIONS OF THIS DRAWING.

- KEY**
- CHASIS OUTLINE
 - OVERHANG OUTLINE
 - FOOTPATH SURFACING
 - CARRIAGEWAY SURFACING
 - PERMEABLE SURFACING
 - SITE BOUNDARY



DB32 Fire Appliance
Overall Length 8.68m
Overall Width 2.18m
Overall Body Height 3.45m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.510m

P02	REVISED SITE PLAN	LW	LKM	LKM
				23.07.2024
P1	FIRST ISSUE	GJ	RJ	RJ
				18.07.2024
Rev.	Description	By	Chk	App

Client:



Project:

CAERLEON SCHOOL

Drawing Title:

**VEHICLE TRACKING
FIRE APPLIANCE
SHEET 2**

Drawing No.

CB2183 CAM XX ZZ DR C 0201

Status:	Scale @A1:	Rev.
S2 PRELIMINARY	1:500	P2

CAMBRIA
Constructive Thinking

Civil & Structural Engineers
Ground Floor,
Building 350,
Bristol Business Park,
Bristol, BS16 1EJ

T 0117 911 3333
E admin@cambria.co.uk
W www.cambria.co.uk
@cambriauk
uk.linkedin.com/in/cambriauk