



Caerleon Comprehensive School

Travel Plan

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Report Control Sheet

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1 Introduction

- 1.1.1 Cambria Consulting have been appointed by Newport Norse to prepare a Travel Plan 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.

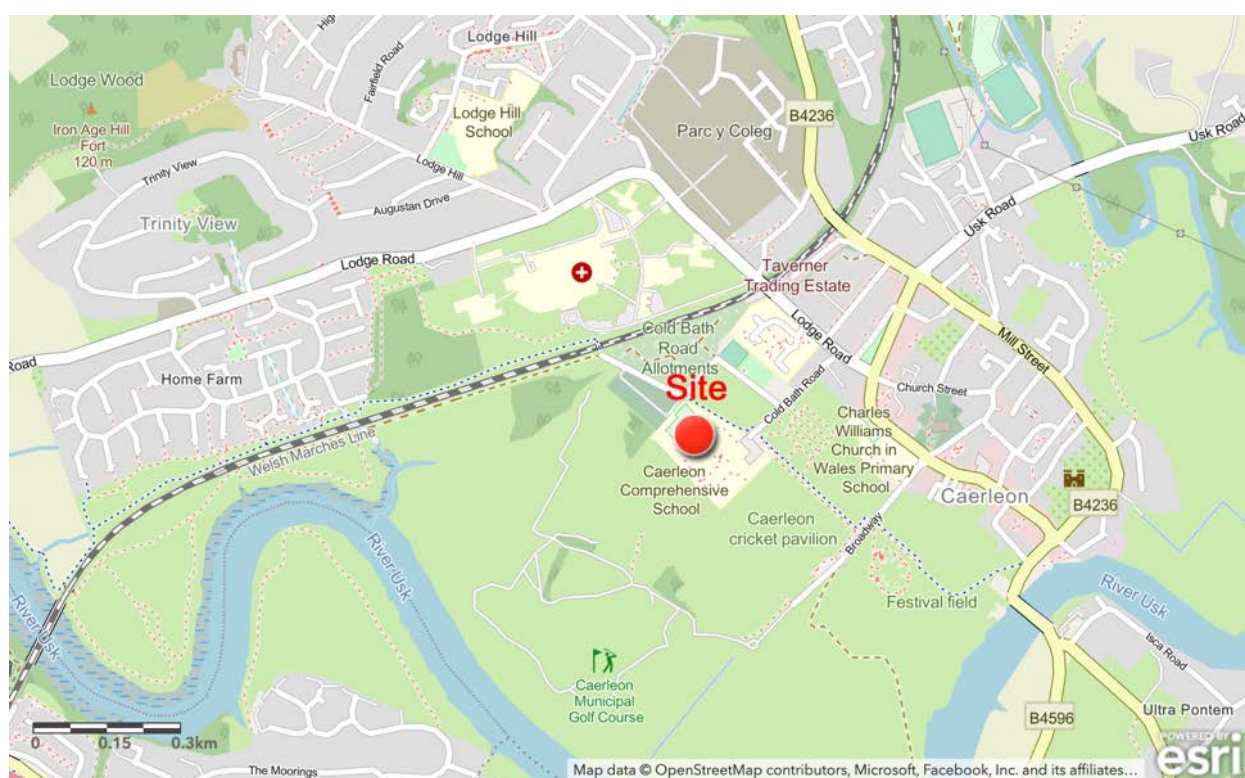


Figure 1 - Site Location Plan

- 1.1.5 This travel plan provides background information and guidance on travel and access to the school. It also sets out a package of measures to help and encourage pupils, parents and staff to use smart and sustainable travel choices on the journey to and from school.
- 1.1.6 The purpose of this travel plan is to encourage the school community to travel to school using sustainable modes of transport in the context of raising awareness of healthy lifestyles and carbon emission management.

2 Existing Conditions

2.1 Caerleon Comprehensive School

- 2.1.1 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.
- 2.1.2 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.
- 2.1.3 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.
- 2.1.4 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.
- 2.1.5 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 1 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 2 Staff Numbers Breakdown

- 2.1.6 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.
- 2.1.7 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.
- 2.1.8 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.
- 2.1.9 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.
- 2.1.10 The survey found that 30% of students walk or cycle to school, 26% travel by bus or taxi and 44% travel by car.

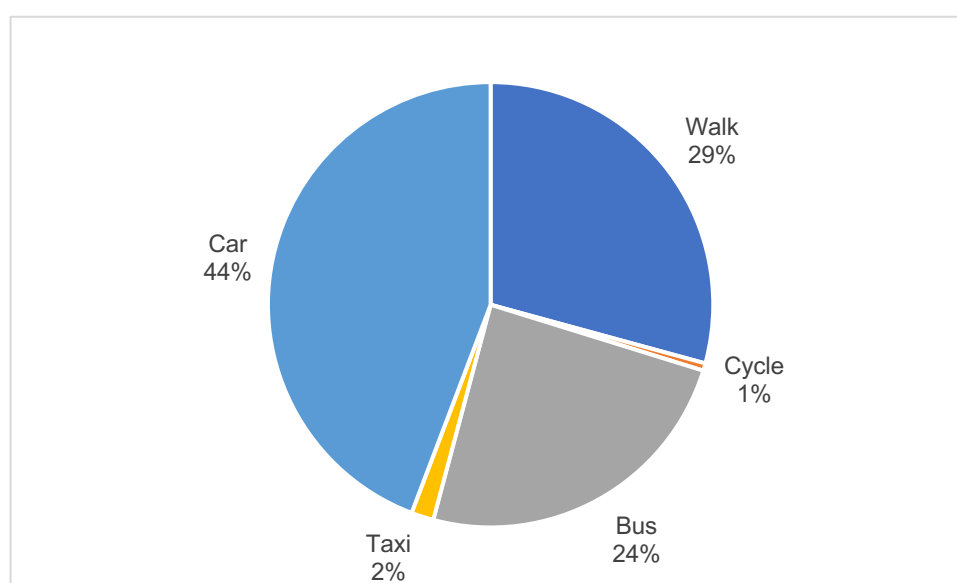


Figure 2 – Student Method of Travel to School

- 2.1.11 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.
- 2.1.12 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.

2.2 Active Travel Links

- 2.2.1 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 3 Typical Distance Range for Active Travel
(Source: *Active Travel Guidance Table 4.1*)

- 2.2.2 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.
- 2.2.3 An extract from Newport City Council's Integrated Active Travel Map is shown in the following figure and highlights that the school is well connected to the existing active travel network with walking and cycling routes that pass along its northeastern boundary.

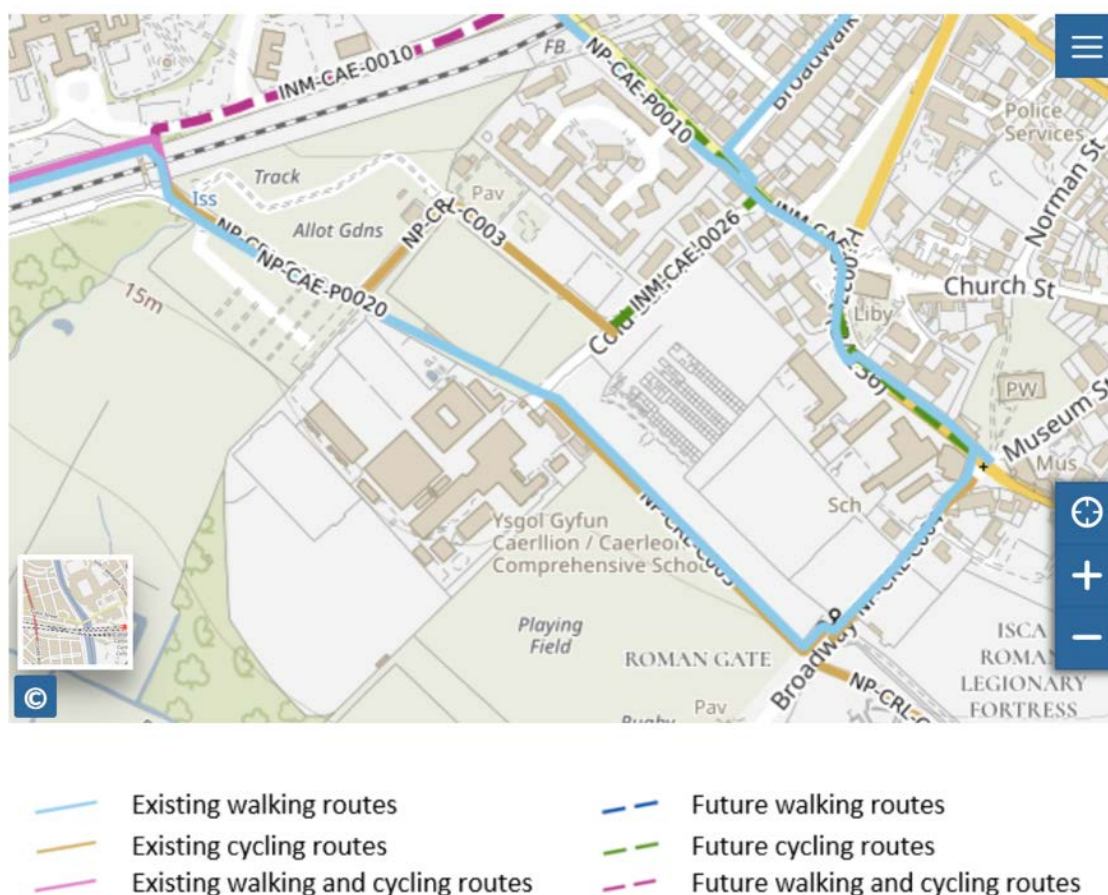


Figure 4 – Active Travel Network Map (Source:DataMapWales)

- 2.2.4 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).
- 2.2.5 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.
- 2.2.6 The school is accessible to pedestrian from a good quality, 3m wide, footway that runs alongside the western side of Cold Bath Road. Pedestrians 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.
- 2.2.7 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.

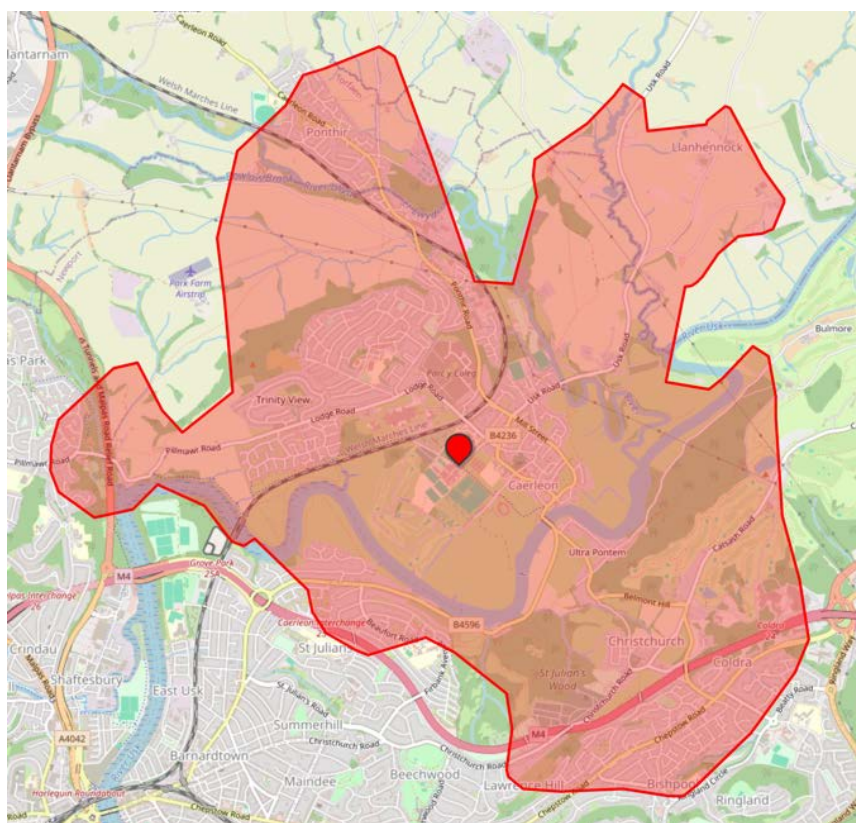


Figure 5 2-Mile Walk Catchment

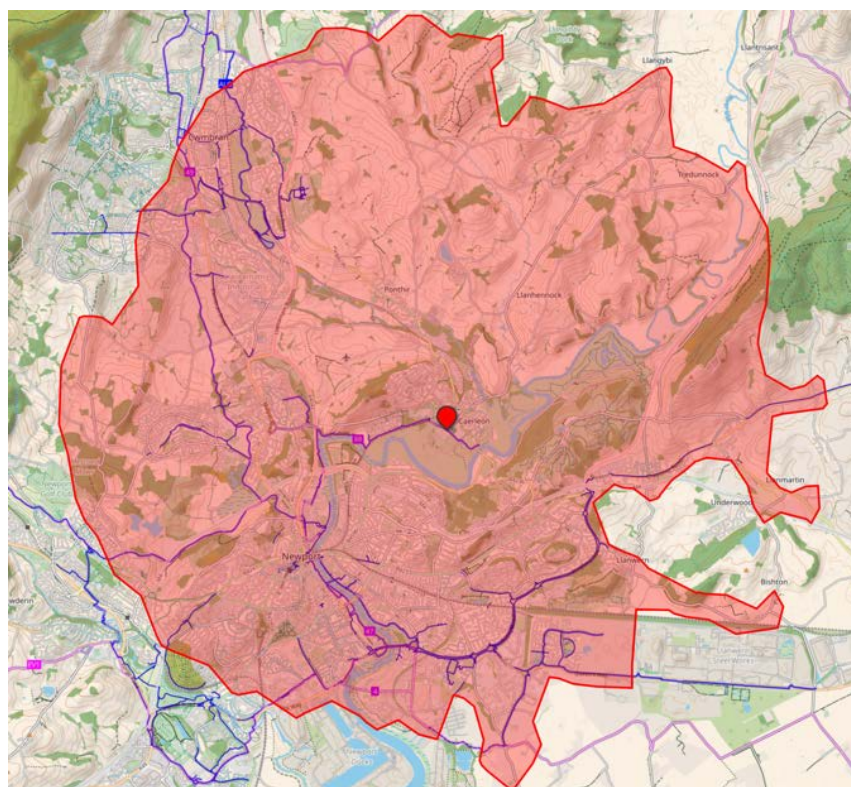


Figure 6 5-Mile Cycle Catchment

2.3 School Transport

- 2.3.1 Free home to school transport is provided to pupils who live three miles or more from the school.
- 2.3.2 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.

2.4 Public Transport

- 2.4.1 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 3 Bus Services Available from Westgate Court Bus Stops

- 2.4.2 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.
- 2.4.3 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:

No. nodes required:

Select

NODE 1

Public transport type	Bus																				
Distance to node (m)	350																				
Average frequency per hour	<table border="1"> <tr> <td>Service 1</td><td>Service 2</td><td>Service 3</td><td>Service 4</td><td>Service 5</td><td>Service 6</td><td>Service 7</td><td>Service 8</td><td>Service 9</td><td>Service 10</td></tr> <tr> <td>2</td><td>0.4</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	2	0.4								
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 4 BREEAM Accessibility Index Calculation

2.5 Highway Access

- 2.5.1 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.
- 2.5.2 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.
- 2.5.3 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.
- 2.5.4 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.
- 2.5.5 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).
- 2.5.6 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.

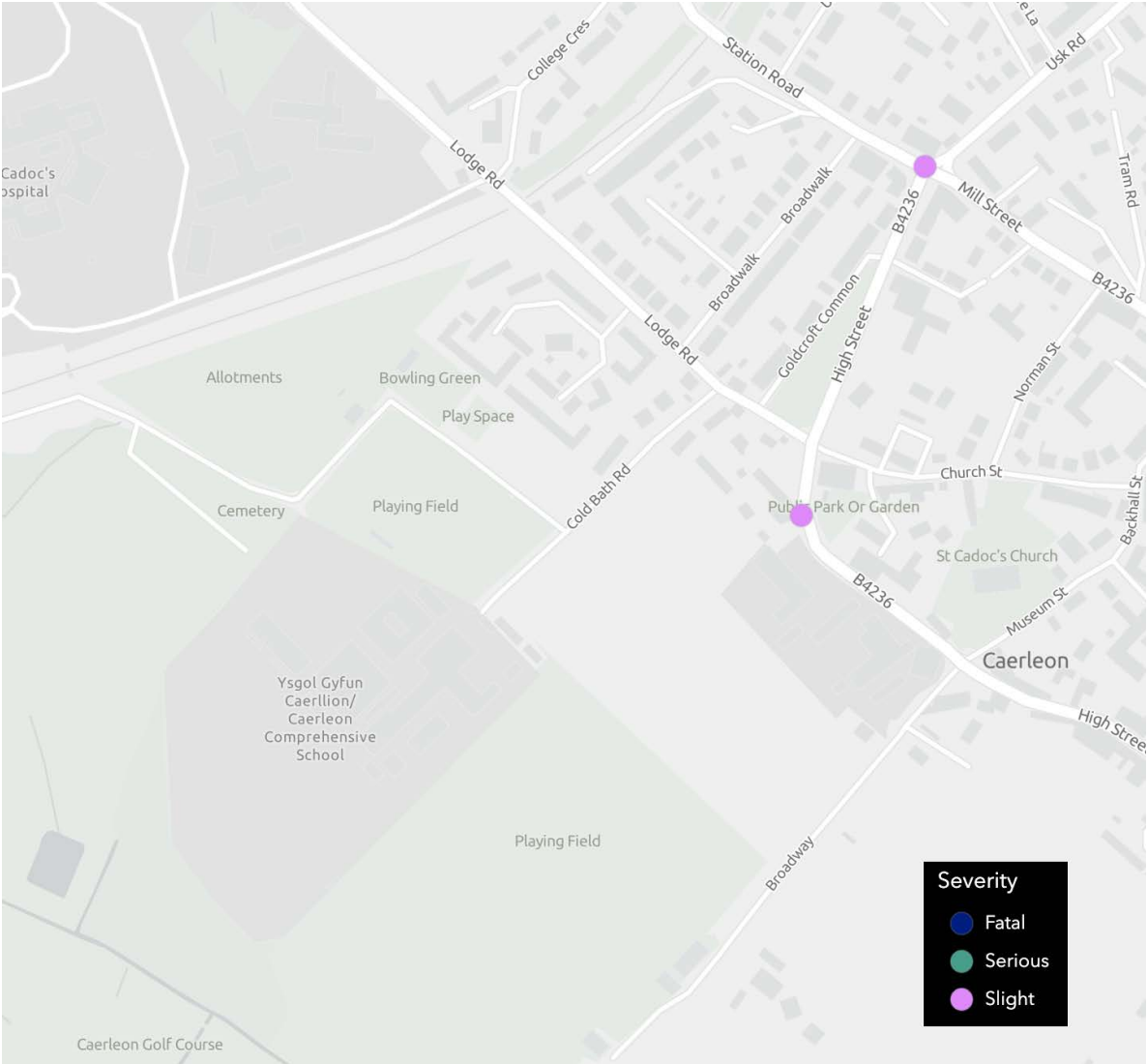


Figure 7 Collision Injury Locations & Severity (2020 – 2024 inclusive)
(DfT/MAVRIC)

3 Proposed Development

- 3.1.1 The development consists of the construction of a new sports and teaching facility including altered parking arrangement and associated landscaping.
- 3.1.2 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.
- 3.1.3 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.
- 3.1.4 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.

3.2 Access & Parking

- 3.2.1 The existing access points to the school will remain unaltered.
- 3.2.2 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 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.
- 3.2.3 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.

3.3 Trip Generation

- 3.3.1 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.
- 3.3.2 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.
- 3.3.3 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.

4 BREEAM – Transport Appraisal

4.1.1 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.

4.2 Public Transport Accessibility

4.2.1 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.

4.3 Proximity to amenities

4.3.1 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 5 Proximity to Amenities

4.4 Alternative Modes of Transport

4.4.1 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 car parking spaces (5.4%) prioritised for car sharing
- ▶ 7 Motorcycle parking spaces
- ▶ 82 Cycle parking spaces

4.5 Travel Plan Measures

4.5.1 BREEAM requires that, as a minimum, a number of specific Travel Plan measures are considered. These are listed in the following table, which also provides some commentary on each.

Travel Plan Measure	Comments
Negotiation with local bus, train or tram companies an increase in the local service provision for the development	Pupils that live beyond the qualifying distance have access to free school transport. Negotiation with public transport companies considered to be unwarranted for this reasons.
Provision of a public transport information system in a publicly accessible area	Public transport information to be provided on staff noticeboard. Information to include details of nearest bus stop locations and information on how to access up to date timetable information.
Provision of electric recharging stations	13 EV charging spaces to be provided
Provision of parking priority spaces for car sharers	None provided
Consultation with the local authority on the state of the local cycling network and on improvements	Details of existing and future planned routes are shown on the Council's Active Travel Network Map. These include existing walking routes that pass the site. See 2.2.3
Provision of dedicated and convenient cycle storage	The proposal includes new cycle storage with the capacity for 28 cycles. This is in addition to the existing 54 cycle spaces already provided at the school
Provision of cyclists' facilities (showers, changing facilities, lockers, drying spaces)	Showers, changing facilities and lockers provided within the new sports hall.
Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas	Lighting, landscaping and shelter is provided within the site to provide a pleasant environment for pedestrians and taking account of varying levels of disability and visual impairment.
Restrictions or charging for car parking	Parking provision within the site is restricted with no provision made for parent / guardian parking.
Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes	Layout is considered to provide for good quality, pleasant and safe pedestrian and cycle movement within the site for all users, regardless of the level of mobility or visual impairment. Pedestrian infrastructure within the site links well with the adjoining active travel infrastructure.
Provision of suitable taxi drop-off or waiting areas	The potential for travel to school by taxi is very low. Drop-off taxi spaces within the site are not considered to be required.
Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre).	N/A Urban location

Table 6 BREEAM Minimum Travel Plan Measures

5 Travel Plan Aims, Outline Objectives & Targets

5.1 Aims

- 5.1.1 The overall aim of the school travel plan is to promote safe and responsible travel choices for pupils, staff and visitors. The travel plan is a practical endorsement of the school's desire to promote and nurture healthy lifestyles in young people.
- 5.1.2 The School Travel Plan will benefit the school and the wider community and will help to:
- ▶ Reduce traffic congestion and pollution
 - ▶ Improve children's health, fitness and alertness
 - ▶ Teach road safety skills
 - ▶ Reduce accidents
 - ▶ Involve children in changing their own environment
 - ▶ Provide a focus for class work
 - ▶ Build links within the local community
 - ▶ Reduce parental time escorting children
 - ▶ Increase use of sustainable transport

5.2 Objectives

- 5.2.1 The objectives of the School Travel Plan are:
- ▶ Transport related
 - To promote the use of walking/cycling to get to school
 - To raise awareness of how travel choices affect the pupils' lives and the environment
 - Promote the wider benefits of walking and cycling
 - Increase health and fitness amongst pupils and staff
 - Reduce parking demand and vehicle traffic generation
 - ▶ Environmental benefits
 - Reducing vehicles emissions through reduction in car use
 - Reducing noise pollution and visual intrusion of traffic
 - Health benefits
 - Increased alertness in class
 - Reducing accident numbers outside school/on journey to school
 - Global citizenship/civic pride

5.3 Target

- 5.3.1 The initial target of the Travel Plan will be to reduce the proportion of students travelling to school by car by one-fifth. Currently 44% of students travel to school by car. The target therefore is to reduce this proportion to 35%.

6 School Travel Plan Management & Measures

6.1 Travel Plan Co-ordinator & Steering Group

- 6.1.1 The School Travel Plan will be driven and supported by the school's leadership team and governors. School Travel Plans succeed because of the determination and imagination of keen individuals championing the need for healthy and safe ways to get to school. The Travel Plan Co-ordinator will be driving force for change; the person who raises awareness, or persuades others, or attracts publicity. The School Travel Plan Co-ordinator will be the contact point for all travel plan information.
- 6.1.2 In the first instance the nominated Travel Plan Co-ordinator will be the School Head with the intention to delegate this role to a governor or other staff member in due course.
- 6.1.3 One of the first tasks of the Travel Plan Co-ordinator will be to set up a Travel Plan Working Group consisting of pupils and staff.
- 6.1.4 The Working Group will be responsible for implementing and promoting Travel Plan measures, monitoring their success and adapting the Travel Plan as circumstances change.
- 6.1.5 The Travel Plan Co-ordinator and Working Group will report regularly to the school's leadership team and governing body.

6.2 Travel Plan Measures

- 6.2.1 The Travel Plan Co-ordinator and Working Group will develop a package of measures aimed at meeting the stated targets of the School Travel Plan. The list below provides some suggested measures that will be considered by the school in consultation with Newport City Council's School Travel Plan Officer.

► Promotion & Marketing

- Introduce a School Travel Plan awareness campaign within the school.
- Produce a 'safe routes to school' map with ten-minute walking zones, safe cycle routes and on-street parking areas indicated. This will be included in a 'travel to school' leaflet will be circulated to all pupils and staff.
- Provide travel information and promote the School Travel Plan on the school's website and in newsletters.
- Provide travel information on school/staff noticeboards
- School Travel Plan events, competitions and focus weeks

► Encouraging Walking

- Promotion of the health benefits of walking
- Walk to School days / weeks
- Encourage children to meet walking distance challenges with rewards for those walking to school

- Provide adequate storage lockers to allow students to manage their books and equipment more easily and avoid an overload on the school journey.
- Work with the Highway Authority to press for pedestrian infrastructure improvements
- ▶ Encouraging Cycling
 - Work with the Highway Authority to press for cycle infrastructure improvements
- ▶ Encouraging Public Transport
 - Provide public transport information on staff noticeboards
 - Personal journey planning, providing staff with bespoke journey plans for their trips to and from school
 - For visitor trips, provide advice on how to travel to the site by public transport on the school's website
- ▶ Encouraging Car Sharing
 - Promotion of the benefits of car sharing
 - Compile a staff car-share database to identify clusters of staff for whom car-sharing may be feasible
 - Guaranteed on-site parking spaces for car-sharers
 - A guaranteed lift home for car-sharing passengers should their driver be unable to make the journey home due to unforeseen circumstances
- ▶ Managing Car Use
 - Priority parking for car sharers and blue badge holders
 - Consider introducing a permit parking system with least priority to those with home addresses within walking distance to the school

6.3 Linking the Travel Plan to the Curriculum

6.3.1 It is recognised that developing a travel plan provides a great learning opportunity for all ages. It gives pupils the chance to work together to develop a plan that will shape their surroundings, improve their health, safety and the local and global environment. Pupils and staff need to be involved at every stage to make the School Travel Plan a success and there are opportunities for linking the Travel Plan to the school's curriculum. For example:

- ▶ Develop School Travel Plan initiatives within a particular subject area such as, for example, geography and technology where pupils could design cycle racks as part of their coursework.
- ▶ It is important that pupils are involved in the initial school travel survey, site and local route network audit, analysis and design of the routes and facilities. This ensures that their knowledge about, for example, hazardous points on the route to school and preferred routes

are included in the design. The pupils should be encouraged to take ownership of the plan in order for it to succeed and to change current travel habits

- ▶ All pupils throughout the school need to be involved in the travel plan at some stage although one class or group should be more heavily involved in the project every year.
- ▶ The development of the plan needs to involve all the key players. Pupils can interact with them to make sure the plan reflects the opinions of the whole area.
- ▶ Use the Internet for research and to find case studies. This can be a powerful tool for independent learning for young people.
- ▶ Once the plan is complete, pupils can be involved in the monitoring process. The responsibility for surveys could be rotated every term to different classes. Pupils can organise the surveys, analyse and display the results. The travel plan will evolve over time and the aims and targets will alter according to the travel trends and attitudes at the time.
- ▶ Once the initial School Travel Plan is complete, feedback forms for reporting problems on the school journey could be designed and circulated by pupils, to inform further development of the plan.

7 Summary

- 7.1.1 The proposal is to construct a new teaching block to replace the one demolished in 2022. There will be no increase in the school's capacity and staff and pupil numbers for the school will remain as existing.
- 7.1.2 The initial target of the Travel Plan will be to reduce the proportion of pupils travelling to school by car by one-tenth and also to reduce the proportion of staff travelling to school as the single occupant in a car by one-tenth.
- 7.1.3 The travel survey of existing pupils found that 53% of pupils currently travel by car and so the target will be to reduce this proportion to 48%.
- 7.1.4 75% of staff commuting journeys are currently as a single occupant in a car. The target will be to reduce this proportion to 68%.
- 7.1.5 To achieve this a School Travel Plan Co-ordinator will be appointed who will, with the assistance of a steering group, introduce a package of measures aimed at encouraging sustainable forms of travel.
- 7.1.6 The successful implementation of the School Travel Plan will benefit the school and the wider community and will help to:
- ▶ Reduce traffic congestion and pollution
 - ▶ Improve children's health, fitness and alertness
 - ▶ Teach road safety skills
 - ▶ Reduce accidents
 - ▶ Involve children in changing their own environment
 - ▶ Provide a focus for class work
 - ▶ Build links within the local community
 - ▶ Reduce parental time escorting children
 - ▶ Increase use of sustainable transport

