



Travel Plan

Newport Knowledge Quarter

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1 Introduction

1.1 Overview

- 1.1.1 This Travel Plan has been prepared by Stantec Limited on behalf of WEPco Limited in support of a planning application for the redevelopment of land along the A4042 in Newport.
- 1.1.2 The proposed development, Coleg Gwent, will provide a new 16+ further education facility on land adjacent to Friar's Walk Centre, in Newport City Centre.
- 1.1.3 A Transport Statement has also been produced in support of this planning application (NE0101-STN-XX-XX-RP-TP-05000 P05).

1.2 Site location

- 1.2.1 The proposed development site is located in Newport City Centre, near the Friar's Walk Centre. It is bounded by:
 - The A4042 Usk Way – Kingsway roundabout to the north
 - The A4042 Usk Way to the east
 - Emlyn Street to the south
 - Kingsway Multi Story Car Park (MSCP) to the west.
- 1.2.2 The site location is shown in Figure 1-1.



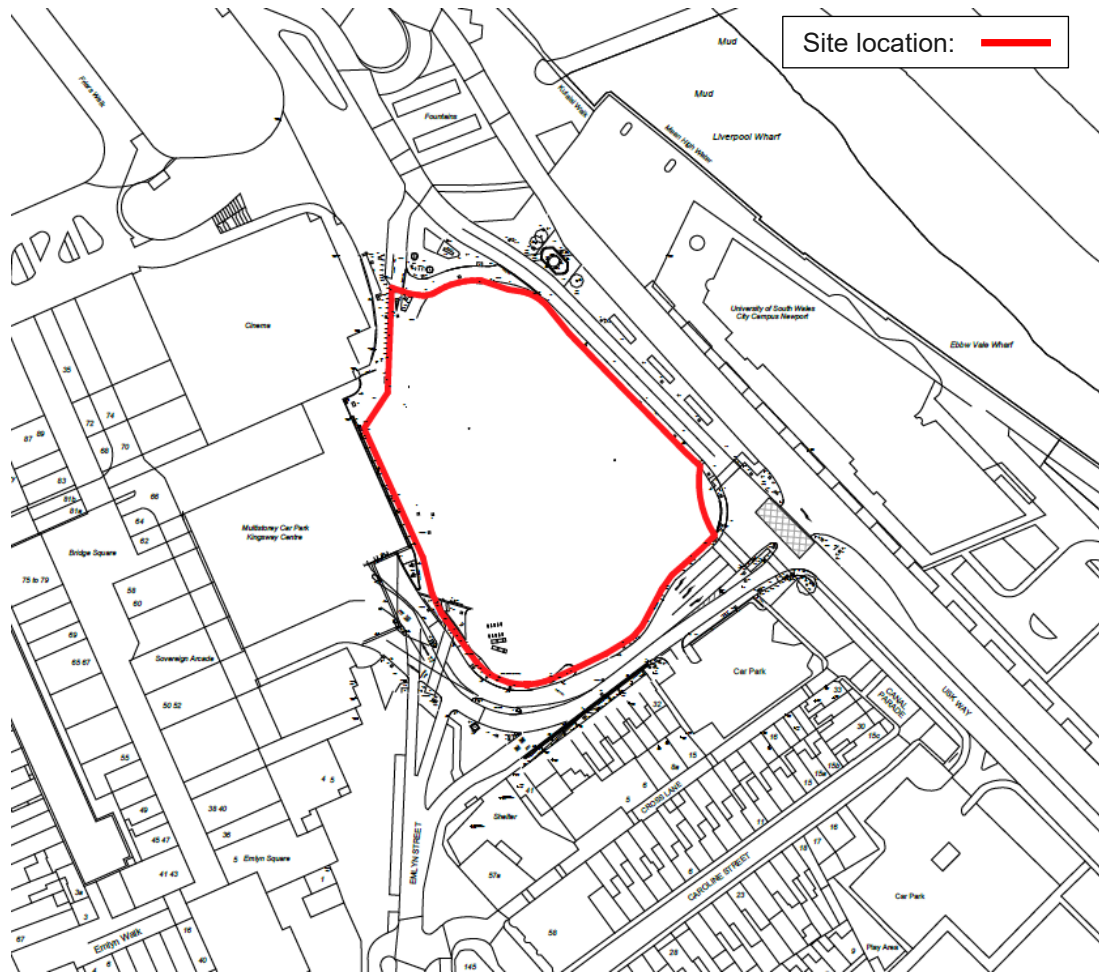


Figure 1-1: Site location

1.3 Planning background

- 1.3.1 An outline planning application (ref. 22/0814) was granted planning consent on 5th October 2022 for the demolition and re-development of the flexible floor space to provide educational use. The full description of the outline application is provided below:

'the demolition and redevelopment of the site for circa 54,000 square metres of flexible floorspace for educational use, or any other use within use classes A1 (shops), A2 (financial and professional services), A3 (food and drink), B1 (business), C1 (hotels), D1 (non-residential institutions) and D2 (assembly and leisure), with all matters reserved.'

1.4 Pre-application planning submission

- 1.4.1 Pre-application planning advice has been obtained from Newport City Council, as the Local Highway Authority. A Transport Scoping Note (ref: NE0101-STN-XX-XX-RP-TP-3000-A1-P03) was issued on 7th April 2026, which set out the principle of the proposed use and agreed the scope of works required to accompany a planning application.

1.5 Travel Plan Benefits

- 1.5.1 A Travel Plan is a long-term management strategy that seeks to deliver sustainable transport objectives. A Travel Plan identifies realistic initiatives and measures to promote sustainable travel at a specific location and sets out an action plan to implement these measures and monitor their success.

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- 1.5.2 Travel Plans can assist in increasing accessibility and improve transport conditions at the local level whilst helping to reduce congestion, local air pollution, carbon emissions and noise.
- 1.5.3 Travel to public transport services often includes walking or cycling. There is a growing body of evidence which suggests that physical activity contributes to mental and physical wellbeing, and the use of sustainable travel also has social and economic benefits. The promotion of sustainable travel modes as part of a Travel Plan will enable people to enjoy these benefits as part of their daily routine.

1.6 Structure of report

- 1.6.1 Following this introductory section, this Travel Plan is structured as follows:
- Provides a description of the site location/ background and summary of existing highway network
 - Sets out the connectivity of the site, fully considering walking, cycling and public transport movements
 - Described the development proposals including cycle and car parking strategy, servicing and access arrangements for pedestrians and delivery / operational vehicles
 - Provides aims and objectives of the Travel Plan.
 - Identifies Travel Plan targets, monitoring, and review process.
 - Summarises the Travel Measures.
 - Provides an Action Plan.
 - Provides a summary
- 1.6.2 This report provides the necessary information for the Local Highway and Planning Authorities to consider the merits of the development proposals in terms of its location, highway safety and the impact of the development traffic on the local highway network.



2 Existing conditions

2.1 Existing site use

- 2.1.1 The site was previously occupied by a leisure centre which was last occupied in 2023 and subsequently demolished.

2.2 Census data review

- 2.2.1 A review of 2011 Census data has been undertaken to establish how people employed within this area of Newport currently travel to work.
- 2.2.2 The 'Location of usual residence and place of work' data for the MSOA Newport 014 area (in which the site is located) has been used. This is presented in Table 2.1.

Table 2.1 Method of travel to work data

Method of Travel to work	Percentage (%)
Train	2
Bus, minibus or coach	14
Driving a car or van	63
Passenger in a car or van	7
Bicycle	1
On foot	12
Other	2
Total	100

- 2.2.3 It can be seen within the table above that approximately 29% of people that work within the area, travel by sustainable modes of travel, including walking, cycling and public transport. Approximately 63% of people drive, with an additional 7% of people car sharing.
- 2.2.4 It should be noted that 2011 Census data has been used, as the Office for National Statistics has issued a warning in relation to the use of 2021 Census mode of travel data due to inaccuracies in the data. This is due to Covid-19, when an increased proportion of people were working from home or were being furloughed, at the time when the data was collected.
- 2.2.5 It is therefore likely that trips by sustainable modes have since increased significantly since 2011, with recent improvements to public transport and active travel provisions throughout Newport promoting more sustainable travel. It is therefore likely that the proposed development will have significant fewer people arriving to the college by single occupancy vehicle trips.

2.3 Local highway network

- 2.3.1 Table 2.2 provides a description of the local highway network and the pedestrian infrastructure in place.
- 2.3.2 The site location is well connected to the local pedestrian network and is walking distance to number of key facilities and amenities within Newport City Centre.

Table 2.2 Local highway network

Item	Description
Emlyn Street	
Description	This is a two-way local access road, which loops around the site, and which can be accessed via a signalised junction with the A4042 to the east. The road becomes Kingsway, south of the junction with Lower Dock Street. The road has historically looped around the proposed development site, but since the multistorey car park has been built, full access has been blocked. This road is now mainly used by buses and vehicles accessing the multistorey car park. The western section provides access to Kingsway Car Park and the southern section is 'bus only' southbound. The northern end is two-way working and is mainly used by taxis.
Speed limit	20mph.
Crossing facility	Formal crossings (signalised and Zebra). Refuge islands are provided at some of these crossings.
Footways (location and width)	2.5m – there are footways provided both sides of the carriageway.
Cycle provision	No dedicated cycle infrastructure present.
Street lighting	Yes.
Parking	Taxi bays and double yellow lines.
A4042	
Description	This is two-way working, dual carriageway local distributor road, which runs in northwest/southeast alignment, adjacent to the site location. Further to the north, this road provides access to the M4 and the A48 to the south.
Speed limit	20mph.
Crossing facility	Signalised crossings.
Footways (location and width)	2.5m - located along both sides of carriageway road. There is a central island provided, separating northbound and southbound traffic.
Cycle provision	No dedicated cycle infrastructure present.
Street lighting	Yes.
Parking	Double yellow lines.

2.4 Existing parking

2.4.1 Table 2.3 below provides a summary of available parking within a 200m distance of the site, based on a desktop review.

Table 2.3 Parking restrictions within 200m

Parking road name/car park name	Parking restrictions and charges
Within 200m	
Emlyn Street	Double yellow lines
Usk Way	Double yellow lines
A4042	Double yellow lines
Kingsway	Double yellow lines and pay and display parking
Emlyn Street car park - approximately 36 spaces	Two accessible spaces NCC car park (open 24 hours).
Kingsway car park - approximately 1050 spaces	NCC car park 33 accessible spaces and EV charging



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Friars Walk car park – approximately 350 spaces	The car park is open Monday to Sunday from 6am until midnight. There are disabled parking bays and electric charging spaces. Parking permits can be purchased, these can be used Monday to Sunday with unlimited use. Private car park – Open 24 hours Charges apply – daytime and evening tariffs
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- 2.4.2 It is considered that, due to multiple car parking options within close proximity to the site, it is likely that staff and visitors would use the existing car parks surrounding the site.



3 Connectivity and accessibility

3.1 Pedestrian and cycle accessibility

3.1.1 There are a number of publications which provide guidance for appropriate walking and cycling distances. These have been summarised as follows.

3.1.2 Planning for Walking (CIHT, 2015) states that:

'walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres).

However, the propensity to walk or cycle is not only influenced by distance but also the quality of experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating'

3.1.3 Local Transport Note (LTN) 1/20 states that 'two out of every three personal trips are less than five miles in length - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking'.

3.1.4 There is also increasing interest in the concept of 20-minute neighbourhoods, which aim to create places where key facilities can be reached within a 20-minute walk or cycle journey. This is equivalent to an approximate walking distance of 1.6km, based on 4.8km/h (Providing for Journeys on Foot, IHT) and a cycling distance of 5.3km, based on 16km/h (LTN 1/20).

3.1.5 As such, it is considered that suitable walking distances could be up to 2km and up to 8km cycle distance, which equates to around a 25-minute walk travelling at 3mi/h (4.8km/h) and a 30-minute cycle journey.

Pedestrian connectivity

3.1.6 The site is located in an accessible location within Newport City Centre and benefits from access to a multitude of pedestrian routes.

3.1.7 As mentioned in Table 2.2 above, there are footways provided on both sides of Emlyn Street. This provides access to Usk Plaza to the north which is a public realm area leading to the city centre. To the east, footways are provided on both sides of the A4042, which provides access to the residential areas to the north and north-east. To the south of the site, footways are provided on Kingsway, which provides access to Commercial Street.

3.1.8 There are additional pedestrian links provided through Kingsway Shopping Centre to the west.

3.1.9 There are signalised and zebra crossings provided in the vicinity of the site on Emlyn Street, Kingsway A4042, with dropped kerbs and tactile paving.

3.1.10 Newport City footbridge to the east of the site provides a connection across the River Usk to residential areas in the east. This can be accessed using the signalised crossings at the A4042.

3.1.11 These facilities provide access to Newport City Centre as well as residential areas and it is considered that the proposed development is accessible by walking.

Cycle connectivity

3.1.12 National Cycle Network (NCN) Route 47 runs along the A4042 to the north-east of the site. The NCN 47 is a long-distance cycle route starting at Newport and finishing at Fishguard. This route provides access to northern part of Newport and NCN routes 88 and 49 to the north and Duffryn to the southwest.



3.1.13 Cycle routes within the vicinity of the site are shown in Figure 3-1.

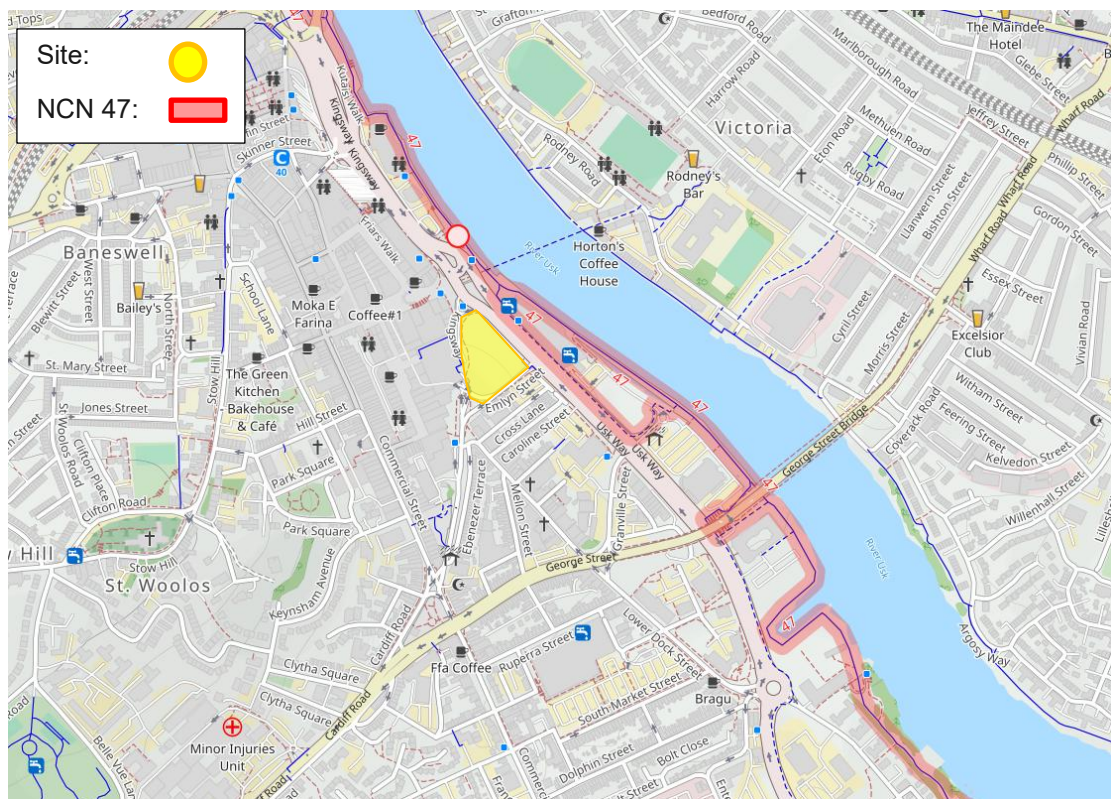


Figure 3-1 Cycle routes

3.2 Access to facilities and amenities

- 3.2.1 The site is located in Newport City Centre. Kingsway shopping centre and Commercial Street are located to the west of the site providing connectivity to a range of facilities and amenities.
- 3.2.2 A summary of the local services and amenities within walking and cycling distance from the site is provided in Table 3.1.

Table 3.1 Facilities and amenities within close proximity

Amenity	Distance from the site (m)	Walking journey (time) *	Cycling journey (time) *
Kingsway shopping centre	30	1	1
Emlyn Street bus stop	60	1	1
Friars Walk shopping centre	100	2	1
Kingsway Car Park	80	1	1
Sainsburys Local	100	2	1
Sainsburys ATM	100	2	
Boots chemist	250	3	2
Pure Gym	70	1	1
Newport Museum & Art Gallery	150	2	2
Post box	150	2	2
Emlyn Street Car Park	140	2	2
University of South Wales	140	2	2
Commercial Street shops	220	4	3
Newport Market	650	8	3
Newport railway station	800	12	4

**Based on walking speeds of 80 metres per minute and cycling speeds of 267 metres per minute (LTN1/20).*

- 3.2.3 It can be seen that a majority of these facilities are within an easy 800m distance from the site, equivalent to a 10-minute walk or a three-minute cycle journey from the site. This suggests the site is located in a highly sustainable location, with a wide range of facilities within an easy walk or cycle journey.

3.3 Public transport

- 3.3.1 The site is located within 300m of Newport Bus Station which provides excellent connections throughout Newport and beyond. Newport Bus Station is accessed via Friars Walk and provides regular connections to a range of destinations throughout the day.
- 3.3.2 Newport Bus provides reduced fares for people aged 5-21 with a 'mytravelpass' or 'Youth Passport', with fares based on locations within Zones A-D. This provides a convenient and accessible option for travelling to site by public transport.
- 3.3.3 The network of bus travel throughout Newport City is presented in Figure 3-2 below.

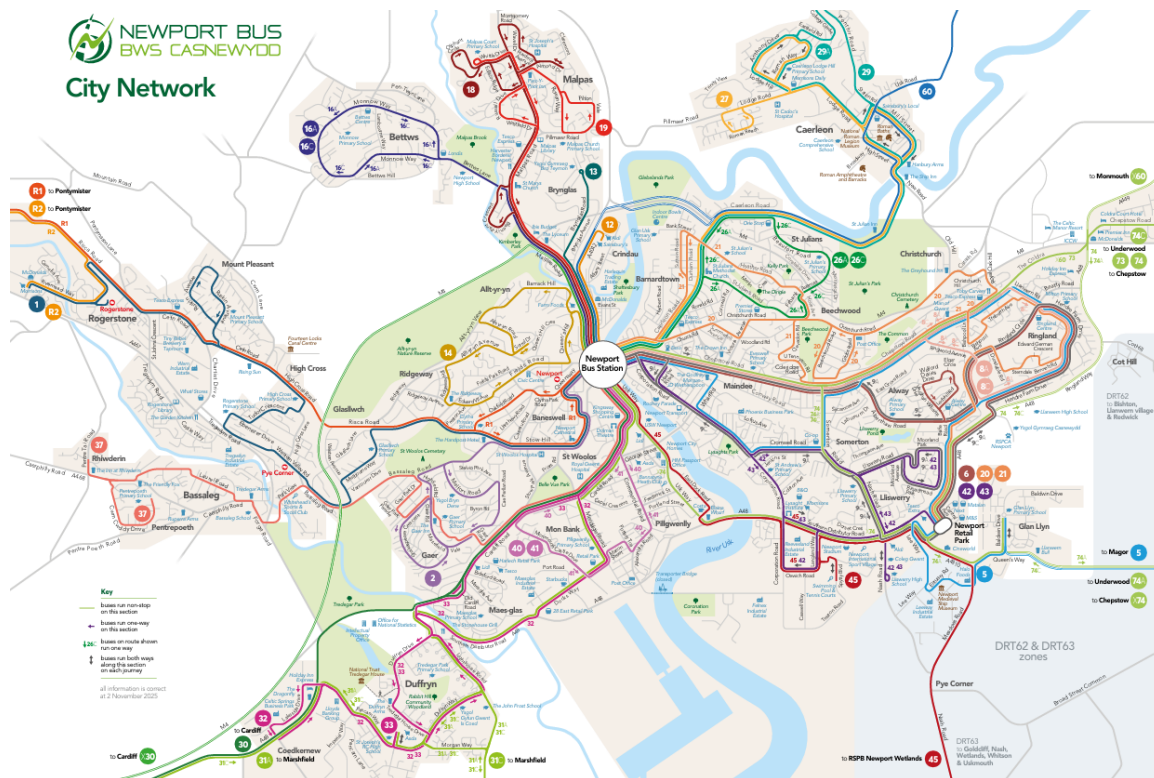


Figure 3-2 Newport Bus: City Network

- 3.3.4 The nearest bus stop to the site is located on Emlyn Street, approximately 60m south-west of the site.
- 3.3.5 Table 3.2 presents routes that serve this stop, as well as their frequency and the hours that they operate.

Table 3.2 Bus route frequencies from Emlyn Street

Service No.	Route	Operating hours Monday to Friday	No. Services Monday to Friday
30	Cardiff Bus Interchange = Newport City Centre	5am-9pm	2 an hour
31A	Newport City Centre = Castleton, Marshfield, Peterstone, St Brides and Lighthouse Park	7am-6pm	Every other hour
31C			
32	City Centre – Duffryn – Celtic Springs	6am – 7pm	2 an hour
33	City Centre – Duffryn	5am – 10pm	2 an hour
37	Newport City Centre – Rhiwderin	9am – 5pm	Every other hour
40	Newport Bus Station – Newport Bus Station via Pillgwenlly (circular)	7am – 6pm	1 an hour
41			

- 3.3.6 There are several frequent services that serve the development site throughout the day, providing services to a number of areas within Newport and further afield.

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- 3.3.7 The bus stop located along Emlyn Street can be accessed via a signalised pedestrian crossing facility which is located adjacent to the development site. Existing footways provide direct off-road connections from the development site to the existing bus stop, located along the northern side of Emlyn Street.

Rail

- 3.3.8 The closest railway station to the site is Newport train station, located approximately 800 metres northwest of the development site, equivalent to a 10-minute walk or three-minute cycle. The station is accessible within a 15-minute walk distance of the development site.
- 3.3.9 Newport train station offers hourly services locally to Eddw Vale, Abergavenny and Cardiff and further afield to places such as Swansea, Bristol, London, Portsmouth, and Manchester.
- 3.3.10 There are a total of 62 cycle spaces in the form of 31 Sheffield stands provided at this station, which are sheltered and covered by CCTV. The station has step-free access, accessible ticket machines, and wheelchairs available.
- 3.3.11 The proposed college is conveniently located within a 10-minute walk or a three-minute cycle journey from the station. Pedestrians can access Newport train station using direct pedestrian routes through Newport City Centre which benefits from being well lit pedestrian footways and crossing facilities along main pedestrian desire lines. Cyclists travelling to and from the station can use the existing cycle route located along the A4042 to the east (NCN 47).

3.4 Site accessibility summary

- 3.4.1 The site has a high level of pedestrian permeability and offers significant potential for trips to be made on foot / bike in Newport city centre. Given the City Centre location of the site, there are a number of key facilities and amenities within walking or cycling distance for both staff and students.
- 3.4.2 There is an excellent provision of public transport provision within close proximity of the development site, with regular bus services providing connections throughout Newport and beyond. Newport Bus Station is located within 300m of the development site and accessed via Frias Walk, which provides regular connections to a range of destinations throughout the day. Furthermore, the bus stops located along Emlyn Street can be accessed via a signalised pedestrian crossing facility which is located adjacent to the development site.
- 3.4.3 Newport Railway Station is located within 800m of the site (approximately 10-minute walk or a three-minute cycle journey), with services to local areas such as Cardiff, Ebbw Vale and Abergavenny.
- 3.4.4 The choice of travel options, frequent bus services and access to facilities within the vicinity of the site, offer a realistic potential for staff and students at the proposed college development to travel by sustainable modes of transport. The travel measures set out in this Travel Plan will aim to encourage and promote sustainable travel behaviour.



4 Development proposals

4.1 Overview

4.1.1 The proposed redevelopment will consist of 15,999 m² of mixed-use development split over six levels. This will include classrooms, workshops and receptions areas.

4.1.2 The GIA of the floors are outlined:

- Ground floor: 3606m²
- First floor: 2835m²
- Second floor: 3095m²
- Third floor: 2908m²
- Fourth floor: 2983m²
- Fifth floor: 571m²

4.1.3 The ground floor layout is shown in Figure 4-1.

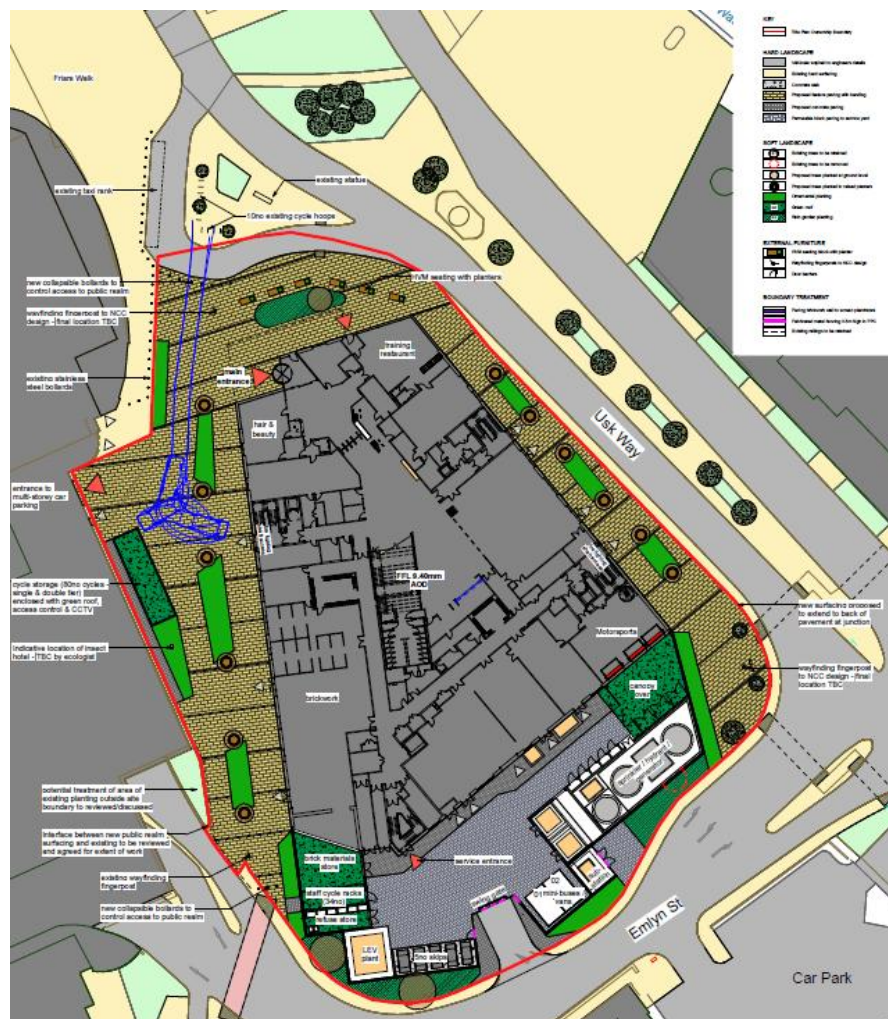


Figure 4-1 Site layout

4.2 Access strategy

- 4.2.1 This section details access arrangements for all modes, including pedestrians, cyclists and vehicles.

4.3 Pedestrian access

- 4.3.1 The main pedestrian access point to the development is provided to the north of the site from Usk Plaza, which provides the only access into the college for students and visitors.
- 4.3.2 A pedestrian access point will also be provided via the service yard to the south, which will provide access to the workshops, and will only be used by staff. Emergency exits will be provided at multiple locations on the ground floor.
- 4.3.3 All pedestrian, cycle and maintenance access points are shown in Figure 4-2.

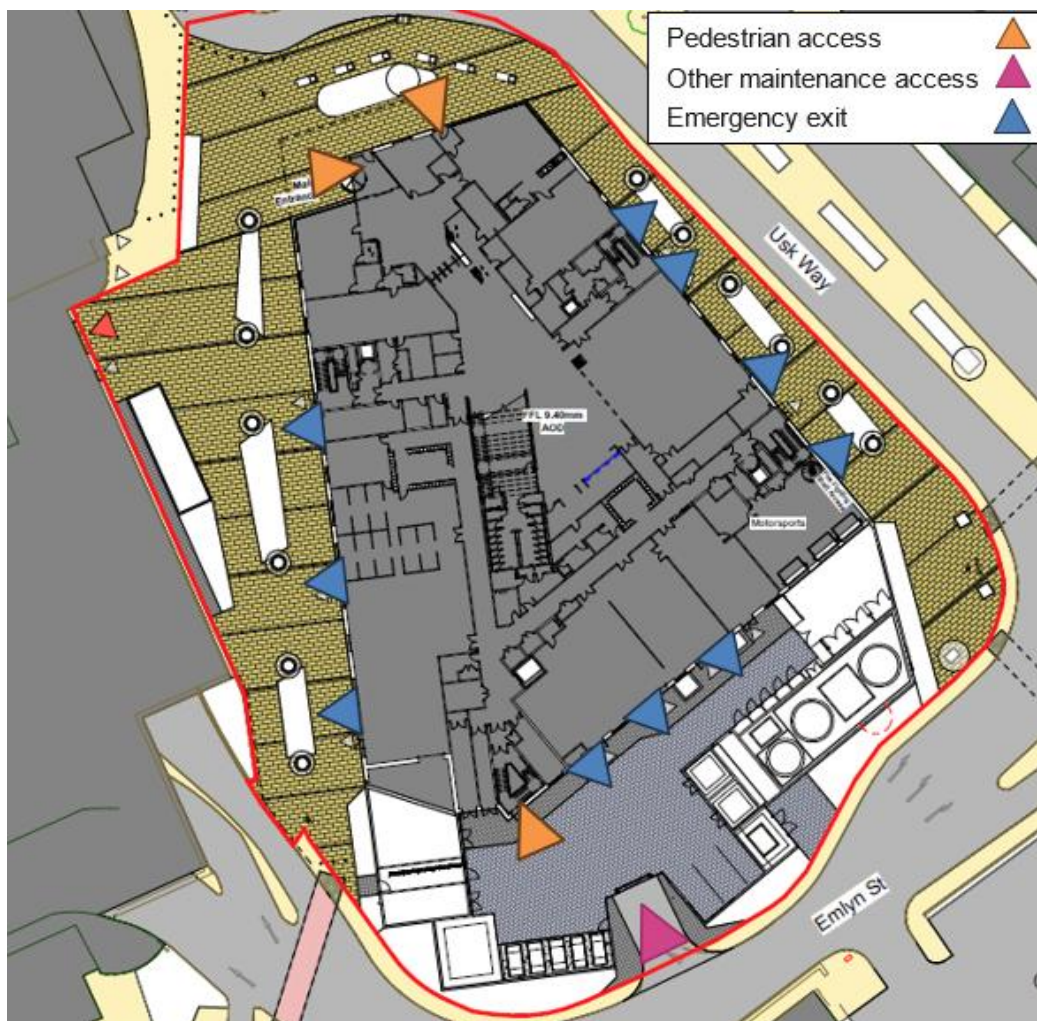


Figure 4-2 Access points

- 4.3.4 As part of the development, it is proposed to provide high quality public realm space along the western site boundary. This will provide a direct off-road north to south connection and provide the main pedestrian and cycle access to the proposed development.

Cycle access

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4.3.5 Cycle parking will be provided externally to the west of the building beside the rain garden planning and seating area. This will be a secure cycle store facility. Pedestrians will then enter the building via the main pedestrian access.

4.3.6 There is a small number of short stay cycle parking provided within close proximity of the site, with eight located along the western side of Emlyn Street and 30 located on Usk Plaza to the north.

Vehicle access

4.3.7 All servicing and deliveries will be undertaken within the proposed service yard, accessed via Emlyn Street. As part of the redevelopment of the site, it is proposed to utilise and modify the existing junction from Emlyn Street to provide access to the College.

4.3.8 Visibility splay has been carried out at the existing access junction to show that a 2.4m x 25m visibility splay can be achieved within highway land, or land within the applicant's ownership. It is proposed that the landscaping area within the visibility will incorporate low landscaping, to ensure the appropriate visibility at the access junction can be achieved.

4.4 Parking strategy

Cycle parking provision

4.4.1 The Newport City Council cycle parking standards for colleges/universities are set out on Sustainable Travel Supplementary Planning Guidance (July 2020), which are:

- Long-stay: 1 space per 4 staff plus 1 space per 10 students
- Short-stay: 1 space per 10 students

4.4.2 Based on a potential for 1900 students and 245 staff, this would result in a requirement of 441 spaces.

4.4.3 As part of the proposals, a total of 20 staff cycle parking spaces will be provided in the form of a secure cycle store facility. Staff will access the building via the main pedestrian entrance.

4.4.4 A total of 80 cycle parking spaces will be provided for students within an enclosed and secure cycle store to the west of building. This cycle store will be provided with a green roof, access control and CCTV. Single and double tier spaces will be provided.

4.4.5 Census data shows that currently only 1% of existing residents in Newport currently cycle to work, resulting in a demand of two-three spaces for staff and 20 spaces for pupils. As part of the Travel Plan the use of cycling will be encouraged and suitable measures and targets will be included in the supporting Travel Plan, based on discussions with the college.

4.4.6 The pre-application response received from the LHA stated that:

"Given the location of the site and the demographic of the future users, provision of high quality cycle store will be important to encourage use. The current proposal outlines 20no. staff cycle parking spaces to be provided within the secured service yard, with 80no. cycle spaces provided within an enclosed and secured store to the west of the building adjacent to Kingsway Car Park. This is below the SPG level for the proposed use, however the view is that the location and quality of cycle storage is most important. There are no issues in principle with the provision and location, however this is dependent on achieving a high quality of public realm, which will then provide good natural surveillance of cycles."

4.4.7 The provision of high-quality cycle parking has been incorporated in the public realm proposals, including the provision of the lite, covered, sheltered and secure cycle parking storage structure for long stay and short stay parking.



Cycle parking surveys

Cycle parking surveys

- 4.4.8 To assess the capacity of the existing cycle parking available in the vicinity of the site, a peak period camera survey was undertaken on the 30th September 2025, covering the AM period (07:00-10:00) and PM period (16:00-19:00). The survey data recorded the number of bicycles parked within each Sheffield stand over a 15-minute intervals.
- 4.4.9 Cycle parking surveys were carried out at three locations:
- 8 cycle parking located along the western side of Emlyn Street
 - 30 cycle parking spaces, at two locations, within Usk Plaza (10 spaces in Usk Plaza west and 20 spaces in Usk Plaza east).
- 4.4.10 The cycle parking survey data for all three locations has been analysed. The number of spaces available during the AM and PM peaks is summarised in Table 4.1 below.

Table 4.1: Cycle parking surveys

Location	Number of Available Spaces	AM (07am-10:00)		PM (16:00-19:00)	
		Spaces occupied	Spaces available	Spaces occupied	Spaces available
Usk Plaza (west)	10	1	9	4	6
Usk Plaza (east)	20	2	18	3	17
Emlyn Street	8	0	8	0	8
Total	38	3	35	7	31

- 4.4.11 As shown in Table 4.1, cycle parking recorded across each location was relatively low during both AM and PM peak hour periods. During the AM peak period, occupancy is low, with up to 35 cycle spaces available (approximately 8% of total occupancy).
- 4.4.12 In PM peak period the cycle parking demand is slightly higher, with approximately 18% of spaces occupied, with a total of 31 cycle parking available within close proximity of the development site.
- 4.4.13 Usk Plaza (west) experiences the highest demand, reaching 40% occupancy in the PM period, while Usk Plaza (east) shows 15% of spaces occupied. Throughout the survey, Emlyn Street did not experience any cycle parking.
- 4.4.14 Overall, the surveys show that the existing cycle parking capacity is relatively low with a total of 35 cycle parking spaces available in the morning peak period and 31 spaces available in the evening peak period. This shows that there are a number of unused cycle parking bays which can be utilised by the students, staff and visitors of the college.

Car parking provision

- 4.4.15 The development site is located within Newport City Centre and is identified as Zone 1 within Newport CC Parking standards. Therefore, there is no requirement to provide any non-



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operational parking (for staff, visitors and customers). There is a requirement of one commercial vehicle space only.

- 4.4.16 Given the highly sustainable location of the site and access to facilities as well as public transport availability, and in line with the parking standards, there will be no car parking spaces provided on site.
- 4.4.17 A total of two parking bays have been provided for minibuses or vans within the service yard, located on the south of the site. A service yard has been provided within the redline boundary to ensure all vehicles that are required to service the college can do so within the development site, removing the need for loading/unloading on the local highway network. This is set out in more detail in Chapter 6 below.
- 4.4.18 Any students and staff who wish to drive to the site can use The Kingsway Centre Car Park, located to the west of the site.
- 4.4.19 There is also an existing taxi rank located to the north of the site, adjacent to Usk Plaza. These spaces can be used by students, staff or visitors travelling to/from the college by council-licensed taxis.

4.5 Public realm improvements

- 4.5.1 As part of the development, it is proposed to provide high quality public realm space along the western site boundary. This will provide a direct off-road north to south connection and provide the main pedestrian and cycle access to the proposed development. This route has been identified as a future walking and cycling route as part of the Active Travel Network, which would connect to Usk Plaza to the north and Emlyn Street to the south.
- 4.5.2 An existing signalised crossing facility is located approximately 70m north of the development site from Usk Plaza, providing connections to NCN 47 to the east.
- 4.5.3 As shown in Figure 4-3 below, a number of Future Walking and Cycling Routes are proposed within close proximity of the college as set out in the WG Active Travel Map. This will improve connectivity of the wider area, providing a betterment to the existing walking and cycling infrastructure within Newport City Centre.
- 4.5.4 It is therefore considered that the proposed public realm improvements, which are being delivered as part of this project, will connect to the future walking and cycle routes surrounding the development site, which will be delivered as part of the strategic objective for the local authority.



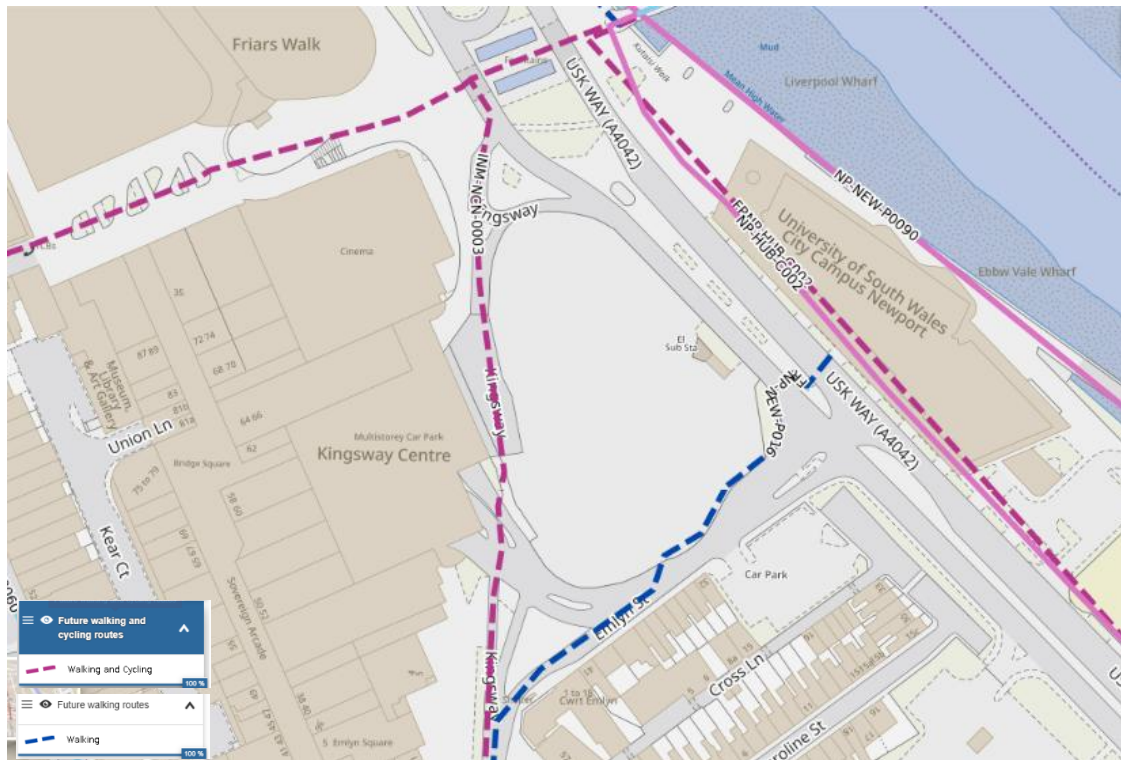


Figure 4-3 Future Walking and Cycling Routes

- 4.5.5 The proposed public realm improvements delivered as part of this project would greatly improve the connectivity of the site. The further improvements surrounding the proposed college, as identified with the Active Travel Network Map, are considered as part of the wider strategic objective for the local authority.
- 4.5.6 As part of the proposed public realm improvements, the area of existing highway land along the western site boundary will be stopped up. The proposed area to be included in the Stopping Up Order, which will be delivered once planning has been submitted.

4.6 Catchment area

- 4.6.1 The catchment area for the existing college covers a large area within South Wales. Given the sites sustainable location, it is likely that a large percentage of students and staff are likely to travel by public transport.
- 4.6.2 The site is well located with safe access to both the bus station and train station. The proposed public realm improvements would provide direct connections to the existing active travel routes. The proposed college has incorporated high-quality public realm improvements as part of the development proposals, which provides the infrastructure required to support the future walking and cycling route surrounding the site.
- 4.6.3 The catchment area for the existing college is presented in Figure 4-4 below.

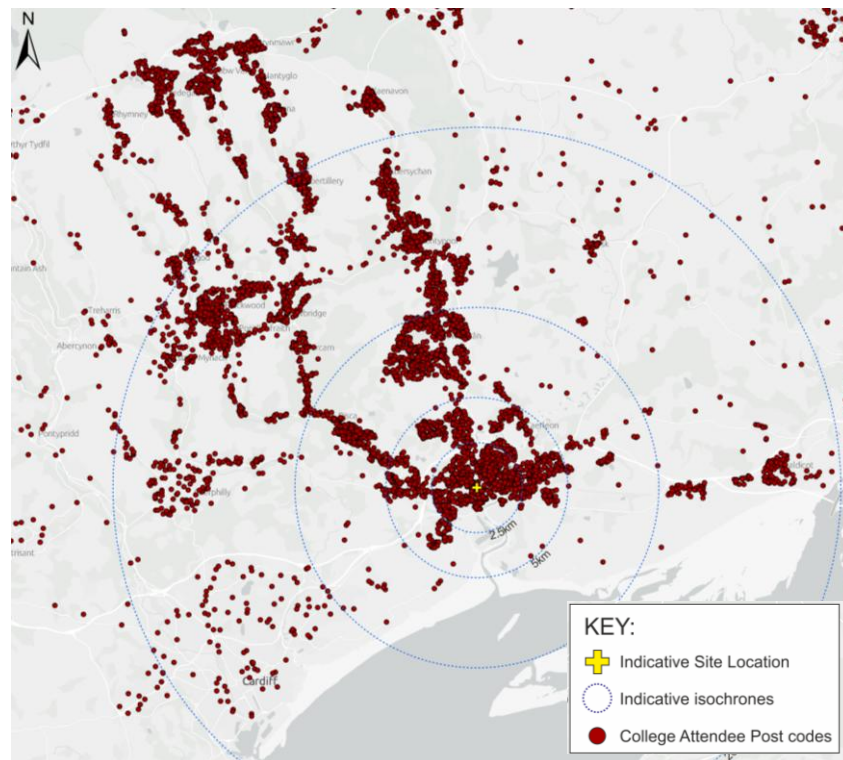


Figure 4-4 Catchment area for the existing college

- 4.6.4 The existing catchment area shows that a large percentage of staff and students that attend the existing college are located within 5km of the proposed development site. It can be seen that the existing college attracts people and students residing in Newport, Cwmbran, Caerphilly, Blackwood, all of which are accessible by regular public transport services.

5 Delivery and servicing

5.1 Overview

- 5.1.1 All servicing and deliveries will be undertaken from the service yard or surrounding the site. As part of the redevelopment of the site, it is proposed to utilise and modify the existing junction from Emlyn Street to provide access to the College.

5.2 Delivery

Minibus

- 5.2.1 Two minibus bays have been provided within the service yard for long wheelbase minibuses with access from Emlyn Street to the south. The purpose of these spaces is to be used only by staff of the college for occasional trips, rather than for transporting students to/from the college on a daily basis. The provision of mini-bus spaces onsite enable the college to have access to this mode of transport without impacting on the surrounding highway network.

Coaches

- 5.2.2 If coaches are required to drop off/pick up students this will occur offsite, for example within the existing layby located along the Kingsway to the south of the site. There are good existing pedestrian crossing facilities connecting the off-site bus layby to the site.

5.3 Servicing

Refuse

- 5.3.1 Refuse collection will be accommodated within the servicing yard to the south of the site. The refuse vehicles accessing the site will enter and exit the service yard via the simple priority junction from Emlyn Street. Swept path analysis will be carried out of an 10.3m refuse vehicle safely accessing the site and exiting in a forward gear.

Fire

- 5.3.2 Access for emergency vehicles will be via the service yard to the south of the site or along the western side of the development, where there is a turning head. There is sufficient space for a 10.1m pumping appliance to manoeuvre onsite and exit in forward gear.

Contractors van

- 5.3.3 There are two spaces for vans (shared with minibuses) within the service yard that can be used by contractors when visiting the site.

Skip truck

- 5.3.4 The skip truck will access the skips via the servicing yard. Skips are needed for the construction classes. Swept path analysis will be carried out of a 6.2m small skip trip manoeuvring within the service yard.

Van and trailer associated with motorsports

- 5.3.5 Access for motorsports facility will also be accessed via the service yard and will be used every 2-3 weeks.

Substation

- 5.3.6 There are two substations in the service yard. One can be accessed via Emlyn Street and the other via the main service yard access, reversing towards the substation store to the west of the site. Swept path has been undertaken for a 10m rigid truck.



6 Trip generation

6.1 Delivery and servicing trip generation

6.1.1 The total number of servicing movements associated with the site are presented in Table 6.1.

6.1.2 The site for colleges were selected using the following criteria:

- Survey type: multi-modal
- Use class: Education – College/University
- Calculation factor: 100sqm
- Regions: England (excluding Greater London), Wales and Scotland
- Locations: edge of town centre.

6.1.3 The number of servicing movements has been established by combining LGV and OGV movements included in the TRICS datasheets, as presented in Table 6.1 below.

Table 6.1 Servicing trip rates and trip generation

Time	Arrivals	Departures	Total trip rate	No. of arrivals	No. of departures	Total no. of trips
OGVs						
08:00-09:00	0.002	0.002	0.004	0	0	0
17:00-18:00	0.001	0.000	0.001	0	0	0
07:00-19:00	0.012	0.013	0.025	2	2	4
LGVs						
08:00-09:00	0.012	0.002	0.014	2	0	2
17:00-18:00	0.004	0.004	0.008	1	1	1
07:00-19:00	0.072	0.074	0.146	12	12	24

6.1.4 The proposed development is likely to generate two servicing trips in the AM peak, one servicing trip in the PM peak, and 28 servicing movements throughout the day. The majority of these deliveries (85%) will be undertaken by LGV (under 3.5t).

6.2 Proposed college

6.2.1 TRICS data base has been used to calculate the likely multi-modal trip generation of the proposed development. Sites have been selected using the following criteria:

- Survey type: Multi-modal
- Use class: Education – College/University
- Calculation factor: 1,900 Students
- Regions: England, Wales, Scotland, and Northern Ireland



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- Locations: Town Centre

6.2.2 The use class 'Education – College or University' has been applied as this provides the most accurate representation of the proposed college with pupils arriving and departing to the college throughout the day, from 8am-3pm. Staff will onsite throughout the day, and likely to arrive at the College before 9am and depart between 4pm-5pm.

6.2.3 Table 6.2 represents all the total people, vehicles and multi-modal trip generation. The full TRICS datasheet is included the supporting Transport Statement.

Table 6.2: Total people trip rates and trip generation

Time	Arrivals	Departures	Total trip rate	No. of arrivals	No. of departures	Total no. of trips
Total people						
08:00-09:00	0.171	0.014	0.185	325	27	352
16:00-17:00	0.058	0.139	0.197	110	264	374
17:00-18:00	0.041	0.08	0.121	78	152	230
Total vehicles						
08:00-09:00	0.044	0.007	0.051	84	13	97
16:00-17:00	0.012	0.034	0.046	23	65	87
17:00-18:00	0.011	0.021	0.032	21	40	61
Pedestrians						
08:00-09:00	0.039	0.007	0.046	74	13	87
16:00-17:00	0.037	0.046	0.083	70	87	158
17:00-18:00	0.021	0.035	0.056	40	67	106
Cyclists						
08:00-09:00	0.005	0	0.005	10	0	10
16:00-17:00	0	0.004	0.004	0	8	8
17:00-18:00	0	0.001	0.001	0	2	2
Public transport						
08:00-09:00	0.072	0.002	0.074	137	4	141
16:00-17:00	0.011	0.05	0.061	21	95	116
17:00-18:00	0.006	0.019	0.025	11	36	48

6.3 Impact of the proposed development

6.3.1 Based on the above, it is considered the proposed development will generate:



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- 352 two-way total person movements in the AM peak period (8am-9am) and 230 two-way total person movements in the PM peak (5pm-6pm).
- 97 two-way vehicle movements in the AM peak (8am-9am) and 61 two-way vehicle movements in the PM peak (5pm-6pm).

6.3.2 Given the City Centre location, the availability of pedestrian and cycle facilities, and a wide range of public transport within 800m of the site (bus and rail) means that majority of pupils, staff and visitors will access the site by sustainable modes of transport.

6.3.3 This Travel Plan prepared as part of the planning application with an aim to increase travel by more sustainable modes and reduce the reliance on a private car.



7 Management and delivery structure

7.1 Management

- 7.1.1 This Travel Plan presents a long-term strategy for reducing dependence of staff and visitors on travel by private car and in this regard this Travel Plan itself will be an ever-evolving document, amended as required once staff travel surveys have been completed. The Travel Plan will then naturally evolve and change as subsequent surveys are undertaken.
- 7.1.2 The success of the Travel Plan will be dependent upon buy-in from students and staff of the development and the processes put in place to support, implement and develop the measures outlined.
- 7.1.3 A Travel Plan Coordinator (TPC) will be appointed at least three months prior to the occupation of the development so that the TPC can be fully briefed on their role. The TPC will manage the administration of the Travel Plan for each development with details provided to Newport City Council (NCC), acting as the Local Highway Authority (LHA).
- 7.1.4 These three months will allow the TPC to have sufficient time to gather information and prepare this in an appropriate format (induction pack, notice boards etc) ready to be disseminated to staff from day one of occupying the development.
- 7.1.5 The nominated TPC plays a vital role in the success of the Travel Plan and subsequent Full Travel Plan and is responsible for the day-to-day management, co-ordination, promotion and implementation of the TP. The TPC will also be a point of contact for PCC, and for any occupants who have queries about their travel.
- 7.1.6 It is important that students and staff are engaged in the TP, understanding its purpose and benefits.

The TPC role

- 7.1.7 The TPC will promote the benefits of travel planning as a positive step towards a sustainable lifestyle and raise awareness of the threats inherent in unrestrained fossil fuel usage. The TPC will aid staff members to identify appropriate measures to reduce their carbon footprint through reduced travel impacts..
- 7.1.8 The TPC will be the first point of contact for matters regarding travel and will maintain an up-to-date file containing all correspondence to and from the site relating to the TP.
- 7.1.9 In general, the role of the TPC will involve the following:
- Overseeing the development and implementation of the Travel Plan and aiding in the delivery of the Travel Plan
 - Promoting and marketing the objectives and benefits of Travel Planning
 - Setting up and maintaining a car sharing database
 - Maintain an all-modes travel database
 - Investigating cycle and public transport user groups
 - Ensuring that the benefits of the Travel Plan are promoted as part of a Travel Information Pack (TIP) which will be given to all new members of staff
 - Undertaking administration duties as required.



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- 7.1.10 A key component to a successful Travel Plan will be the requirement to raise awareness, this will be achieved via on site visual displays and marketing programmes. The TPC will ensure that the Travel Plan and other information relating to sustainable travel are conveyed to both students, staff members and visitors through a variety of media including newsletters, via the college website and communicating with visitors prior to their visit.

7.2 Marketing and communications strategy

- 7.2.1 The marketing and communication strategies will include the following elements:

- Travel Information Packs (TIPs) - for students, staff, and visitors
- Noticeboard provision within a communal area of the college
- Travel information presented on college website.

- 7.2.2 The website and Travel Information Noticeboard will promote periodic events such as:

- National Bike Week
- World Car Free Day
- Liftshare Week
- National Walking Month.

- 7.2.3 The Travel Information Packs will include details of site facilities, local bus and train services and local taxi firms.



8 Travel plan measures

8.1 Introduction

- 8.1.1 A wide range of measures and actions will be implemented to encourage walking, cycling, public transport use in accordance with national and local policies.
- 8.1.2 All Travel Plans should include measures appropriate and proportional to the size and impact of the consented development, with those selected determined by the specific locality and nature of the site.
- 8.1.3 The following measures are linked back to the stated objectives and address site-specific transport issues, with the aim of improving accessibility and offering viable sustainable travel choices.

8.2 Measures/initiatives to promote sustainable transport

- 8.2.1 It is essential that the design incorporates good quality, safe and comfortable walking and cycling routes, and that the layout is 'permeable' to those on foot or bicycle.
- 8.2.2 Travel initiatives used to encourage journeys by non-car modes must be suitable for review and monitoring and need to be practicable for implementation by those involved.

Travel information board

- 8.2.3 A travel information board will be provided in a communal area of the approved college building, for example in the reception area.
- 8.2.4 The board will promote travel by alternative modes of transport and display the following information:
 - Details of pedestrian and cycle routes in the local area.
 - Local bus and rail service details including relevant maps and timetables.
 - Information regarding general pedestrian and cycle safety.
 - Promotion of national travel events such as Cycle to Workday (www.cycletoworkday.org) and 'Bike Week' (www.bikeweek.org.uk).
 - Promotion of websites such as Traveline Cymru <https://www.traveline.cymru/> and Welsh Cycling <https://www.welshcycling.co.uk/>.
- 8.2.5 The travel information board will provide a point of reference for all students, staff and visitors in respects of the Travel Plan and identify the commitment to the Travel Plan. The board will be used for information, relevant travel promotion and advertising.

Travel information pack (TIP)

- 8.2.6 A Travel Information Pack (TIP) will be produced and provided to students and staff to outline the benefits of sustainable travel i.e., health and the environment.
- 8.2.7 This travel pack will include the following information, with illustrated route maps for the relevant public transportation information:
 - Timetables and route maps for public transport. This should include isochrone maps showing schedules journey times and timetable information.



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- Cycling and walking maps for the local area and the contact details of local and national cycling organisations, such as Sustrans.
- Details for any community travel sites and community forum sites.

8.2.8 Travel options will be mentioned on open student / parents'/guardians' day and there will be details of personalised travel planning sessions provided at the start of each academic year with new intake students.

Promotion of local and national travel events

8.2.9 The TPC will promote local and national cycle events such as 'Car Free Day', 'Walk to Work Week', Cycle to Work day etc on the travel notice board, within the TIP or as part of the college assemblies.

Assembly

8.2.10 Staff and pupils can run their own assemblies with sustainable travel or road safety themes, or a TPC could invite an expert in to do an assembly on cycle training, road safety or similar.

Information on the website

8.2.11 The college will advertise the school's travel activities on the college website and encourage any visitors, students and staff to arrive to college by more sustainable modes. The college will also regularly update the website to advertise any national sustainable travel events such as Cycle to Work Day, 'Bike Week', Walk to School month, Walk to School Week etc to promote sustainable travel.

8.2.12 If any of the above initiatives are not feasible, the TPC will consider alternative measures in consultation with the college.

Walking

8.2.13 Evidence shows that people who are physically active in their daily lives are more productive and take less time off sick. The C3 Collaborating for Health 'Choosing Health: Making healthy choices easier' (2012) document, recognised the health benefits of walking and / or cycling. Active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine as well as reducing environmental impacts and saving money.

8.2.14 Walking advice and local pedestrian routes will be provided within the TIP and on the travel information board.

Cycling

8.2.15 Cycling information and guidance will be contained within the TIP and on the travel information board to support and encourage cycling. National cycle events will be promoted through the travel information board and the TIP.

8.2.16 The level of cycle parking for students, staff, and visitors provided and its utilisation will be closely monitored by the TPC with additional cycle parking made available if demand dictates.

8.2.17 The TPC will investigate the opportunity to assist staff to the purchase of cycles or cycle equipment at a discounted rate through discussion with local suppliers.

Promotion of public transport

8.2.18 TIP's and the noticeboard will include promotional material covering public transport options for staff. This will include the promotion of the following apps and websites which provide access to network maps and timetable information:

- Traveline Cymru: <https://www.traveline.cymru/>
- Transport for Wales: <https://tfw.wales/>



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- First Bus: <https://www.firstbus.co.uk/south-west-wales>

8.2.19 Information would also be provided within the TIP and on the noticeboard relating to nearby bus stops, the routes served and timetable of services.

8.2.20 The TPC will contact local bus providers for discounted tickets.

Promoting Car Sharing

8.2.21 Car sharing with other staff or students who are carrying out the same journey represents a key way to minimise single occupancy car journeys to the site allowing staff and students to travel by car as part of a wider journey without the need to own their own vehicle and store it on-site.

8.2.22 Students, staff and visitors the site will be provided with information on car sharing which will include details of where to find the car sharing schemes in operation within the vicinity of the site, for example on Liftshare or GoCarShare websites.

8.2.23 The TPC will be responsible for identifying if staff and students are making similar journeys (for example through the travel survey) and promote car sharing. This will seek to match users who travel to similar destinations regularly.



9 Targets, monitoring, and review

9.1 Targets

- 9.1.1 The primary target will be to reduce SOV (Single Occupancy Vehicle) trips by over 10 percentage points within the five-year period with corresponding increases in the use of other sustainable modes of transport.
- 9.1.2 To be effective a Travel Plan is required to have targets which need to be Specific, Measurable, Achievable, Realistic and with Time scales fixed, i.e. SMART. In the context of Coleg Gwent, it is important to recognise the presence of learning support classes.
- 9.1.3 To be measurable, initial modal split figures have been identified as a starting point. It is proposed that the Travel Plan will set a target with the aim of reducing the number of staff travelling by car, particularly single occupancy trips, with the aim of improving sustainable travel to the college.

9.2 Baseline travel survey

- 9.2.1 A baseline travel survey will be carried out within three months of the site's occupation, and the results would provide a revised baseline position which would be used to refine the provisional targets.
- 9.2.2 The final targets will be agreed in liaison with officers at SGC and the TP updated. The survey will take the form of a questionnaire for students and staff. Initially this would be in online form. The TPC will prepare an online survey and send it the college. This would require the college to share the survey link with pupils and staff.

9.3 Subsequent surveys

- 9.3.1 Following the initial travel survey, the TPC will undertake surveys biennially for the remainder of the monitoring period (five years following occupation of the development). The objective will be to measure the success of the TP and to identify the potential for improvements to the travel initiatives.
- 9.3.2 In summary, the travel surveys will be undertaken as follows:
- Baseline survey - within three months of occupation of the development
 - Subsequent surveys undertaken in Years 3 and 5 – around the same time of year for consistency.
- 9.3.3 An element of the review will involve re-issuing the travel survey, reviewing and analysing the data and comparing with the baseline to identify any trends or changes.

9.4 Provisional targets

- 9.4.1 The measures the development seeks to implement are designed to affect a modal split shift away from the use of single occupancy vehicles use by staff of the site. The indicative targets are set out in Table 9.1.



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Table 9.1 Proposed modal split changes

Method of Travel to work	Modal split (%)					
	Census 2011	Year 1	Year 2	Year 3	Year 5	Change
Train	2	2	2	2	2	0
Bus, minibus, coach	14	15	15	16	17	+3
Driving a car or van	63	61	58	54	49	-14
Passenger in a car	7	7	7	7	7	0
Bicycle	1	2	3	4	5	+4
On foot	12	12	14	16	19	+7
Other (motorcycle/ taxi)	1	1	1	2	2	+1
Total	100	100	100	100	100	100

- 9.4.2 A reduction in the modal share of Single Occupant Vehicle Trips (-15%) has been targeted, with consequent increases in Cycling (+4%), walking (+7%), bus (+3%). Due the location of the site being central within the city, with good access to both public transport and active travel routes, these goals are ambitious but achievable within the 5-year plan.

9.5 Monitoring, review and reporting

- 9.5.1 On a biennial basis (years 1, 3 and 5), the TPC will undertake a review of the Travel Plan. The objective will be to measure its success and to identify the potential for improvements to the travel initiatives.
- 9.5.2 The TPC will compile a Monitoring Report outlining the results of the staff and student surveys in years 1, 3 and 5 of the Travel Plan, and provide any feedback or comments received during the previous period under review. The review report will be prepared and submitted to officers at NCC within three months of the travel surveys being undertaken.
- 9.5.3 This review process will identify the most effective measures and key motivators influencing people's travel choices. This will enable the TPC to keep track of the progress that the TP is making against its targets. If targets have / have not been met, measures and monitoring will be reviewed.
- 9.5.4 The Travel Plan will be updated following the results of the travel surveys to determine whether the proposed objectives and targets have been met. Results will be provided to NCC within three months of the surveys taking place and, if required, revised targets and new measures will be agreed with NCC.
- 9.5.5 At the end of the five-year monitoring period, the TP will be updated and re-submitted to the Highway Authority for approval.
- 9.5.6 Key survey and/or monitoring findings will also be publicised to all staff and students where appropriate.



10 Action plan and budget

- 10.1.1 This section draws together the proposed measures, monitoring and review proposals into an action plan that identifies who will be responsible for the delivery of each element.
- 10.1.2 This action plan will be updated to reflect the outcome of the biennial surveys that will be undertaken (as discussed in Section 7) so as to take into account any changes necessary in the measures proposed, in order to meet the targets specified in this Travel Plan. The outcome of the monitoring and review process and any impact on this action plan will need to be agreed with NCC.
- 10.1.3 Table 10.1 below sets out potential measures which could be implemented as part of the Travel Plan.



Travel Plan

Table 10.1 Potential measures to be implemented as part of the Travel Plan

Measure	Delivery Agent	Timescale	Monitoring Indicator	Notes
Walking				
Provision of on-site facilities, such as lockers for staff	College	Post occupation and ongoing	-	-
Cycling				
Provision of secure cycle parking	College	During construction	Completion of consented works	Cycle parking to be provided in excess of the parking standards
Monitoring of cycle parking provision/demand	TPC	Upon the completion of the development and continuously throughout occupation		Additional cycle parking to be added if demand dictates
Consider provision of cycle training for students and staff	TPC	Post occupation and ongoing		
Consider organising bike maintenance training	TPC	Post occupation and ongoing	-	-
Potential cycle shop discounts to staff	TPC	Prior to occupation of development	Provided as part of the TIP	TPC to contact local cycle shops for discounts
Publicise the Tax-Free Bike Scheme to staff (cycle to work schemes)	TPC	Post occupation and ongoing	-	-
Public Transport				
Provision of information on local stops and services as well as relevant apps and websites	TPC	On completion of the development and occupation of college	Included within travel information packs, noticeboard information and detailed on the website	-
Requesting discounts from operators	TPC	Prior to occupation	-	TPC to contact local bus providers for discounted tickets
Car Travel				
Provision of electric charging vehicles	College	Upon construction of the car park	-	-



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Promotion of lift share schemes for both staff and parents/carers	TPC	On completion of the development and occupation of college	-	-
Management and Coordination				
Provision of on-site facilities, such as lockers for staff	College	Post occupation and ongoing	-	-
Appoint TPC	College/Site Operator	3 months prior to occupation of the site	-	Nominated TPC to be in position 3 months prior to occupation
Travel Plan Launch	TPC	On first occupation of building	-	
Promotion and Marketing				
Travel Information Pack	TPC	On occupation	Provide evidence of implementation to NCC within 3 months of occupation	TPC to be responsible for updating the information provided in the TIP
Travel Information Board	College/TPC	Installation prior to occupation within a communal area (for example in the reception) and updated periodically	Provide evidence of implementation to NCC within 3 months of occupation	TPC to be responsible for updating information displayed on the travel information noticeboard
Travel Information on Website	College/TPC	During initial marketing of the site to potential students and ongoing	-	TPC to be responsible for updating the information displayed on the website
Promote national events such as walk to college week, Walk Once a Week, cycle to workday, cycle to college week etc	TPC	During initial marketing of the site to potential students and ongoing	-	TPC to be responsible for providing this information on the site board or part of the TIP
Assembly events which promote sustainable travel	TPC/College	Throughout the 5-year TP period		College/TPC to organise assemblies on sustainable travel or road safety.
Promotion of Travel Events				
Promotion of local and national travel events	TPC	Post occupation and ongoing	-	Events promoted via the noticeboard and travel information packs



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Walk to college Challenges	TPC	Post occupation and ongoing	-	Events promoted via the noticeboard and travel information packs
Monitoring and Review				
Baseline Survey	TPC	Within first 3 months of 90% occupation	-	-
Biennial Survey	TPC	Years 3 and 5	Provide monitoring report to NCC following completion and in years 3 and 5	-
Monitoring reports	TPC	In years 1 and 3 following survey		
Final Report	TPC	Year 5	Provide final report to NCC following monitoring survey in year 5	-

