

**From:** Martyn Richards  
**Sent:** 23 January 2014 16:43  
**To:** Geraint Nicholas Roberts  
**Subject:** 13/1279 - Land To South Of Glan Usk Primary School, Herbert Road, Newport

**Land To South Of Glan Usk Primary School, Herbert Road, Newport**

**DEVELOPMENT OF 248 DWELLINGS AND ASSOCIATED WORKS INCLUDING BOUNDARY TREATMENTS**

I refer to your recent consultation regarding the above proposed development.

With regard to the Transport Assessment included as part of the Environmental Statement I have the following comments to make: -

No personal injury accident data is included for the study area, this should be provided as a standard requirement in Transport Assessments.

Table 11.1 shows a range of bus services that are accessible within the vicinity of the site, however, the table is slightly mis-leading and does not confirm which services are available within the recommended walking distance of 400m and the walking distances to access the remaining services.

Walking routes

The assessment only briefly describes the walking routes available to access public transport and local services, it is felt that the link between the site access and Caerleon Road via Turner Street has some issues regarding footway provision, drop kerbs and tactile paving. The main issues are the drop kerb facilities at the junction of Crawford Street and Courtney Street, the junction of Turner Street and Trostrey Street and the pinch point of the footway under the railway bridge on Turner Street.

Also, given the desire line from the Development to Caerleon Road and its facilities including bus stops and the retail store it is felt that a controlled crossing point on Caerleon Road adjacent to the Turner Street junction is justified. Further discussion on this would be welcomed.

Vehicular Trip Generation

The TA has provided detailed modelling assessment of key junctions agreed as part of the scoping exercise. The Clarence Place/ East Usk Road/ Church Road junction is shown to be operating over capacity in the 2022 with development scenario and the conclusion in paragraph 11.92 confirms that the development traffic will have a major adverse impact on the operation of the junction. No mitigation measures have been proposed to address the capacity issue at this junction, the Council's Traffic Systems Engineer has requested a contribution of £5000 to enable the signal system to be re-validated to ensure the additional traffic generation can be accommodated into the signal timings to ensure the system is operating to its full potential.

The same conclusions have also been provided for the Turner Street/Caerleon Road priority junction, the Turner Street/Trostrey Street junction and the priority system in the railway underpass.

The assessment provided for the priority system in place in the railway underpass clarifies the numbers of vehicles per minute but provides little justification why the value is acceptable, I am concerned that potentially a greater percentage of traffic will distribute via the Turner Street/Caerleon Road junction especially to avoid the congested signalised junction at Clarence Place which would add significant pressure to the operation of this priority arrangement. Also if the applicant has assumed a flat distribution of traffic across the peak hour this may result in a distorted assessment as it is likely that the traffic generation could be more peaky. I would therefore like to see additional work undertaken to determine the suitability of this arrangement based on observed traffic flow broken into 15 minute segments during the a/m peak hour.

Public Transport – I would also like to see an assessment of the capacity of the existing peak hour bus services to establish whether sufficient capacity exists to accommodate the predicted number of public transport users from the new development.

Whilst the TA acknowledges that the development will result in an adverse impact on the junctions surveyed it also indicates that this can be mitigated with a Travel Plan. This conclusion is considered insufficient to justify the impact of the development. The Travel Plan must be submitted with the TA and be target driven with a defined modal shift percentage, the predicted modal shift should then be used to re-assess the residual impacts of the development in terms of junction capacity.

Given that the development is not located within the desirable walking distance of 400m to public transport facilities, there are issues concerning consistent footway and pedestrian crossing provision I am not satisfied that the development can be accommodated in terms of sustainable travel and would question whether a Travel Plan could provide the modal shift required to mitigate the impact of the development in terms of vehicular generation.

#### Access to the Development

The proposals include a sole vehicular access to the development via the corner of Courtney Street and Collier Street, I am satisfied that a suitable access can be achieved in this location however, the immediate access as proposed has an approximate width of 7.3m with footways either side, this leads up to a small roundabout/traffic calming feature before narrowing to a standard road with of 5.5m.

It is felt that the initial access width of 7.3m is excessive and would benefit from a reduction in width, greater benefit could be achieved by widening the footway to the side of No 16 Courtney Street to ensure adequate visibility from the adjacent private street. It is also considered beneficial to extend the proposed 3m wide footway adjacent to the river bank down to Courtney Street, this will ensure that adequate footway width is retained to accommodate the pedestrian traffic associated with the a/m and p/m school run, the existing wide footway is well used in this respect

Detailed design of the access will be required as part of the adoption approval at detailed design stage.

The roads in the vicinity of the development benefit from existing traffic calming and already form part of a 20mph zone implemented during the construction of the Glan Usk school. Therefore, in terms of managing and promoting slow vehicle speeds in the area I have no cause for concern. The on-site highway infrastructure will also be designed to the standards required for 20mph zones.

Track Testing must be submitted for the site access off Courtney Street and must demonstrate that a car can pass a refuse vehicle without unnecessary conflict.

#### On-site layout

Traffic calming features must be spaced at no more than 60m apart to achieve the requirements for a 20mph zone. Some additional features are therefore required along the initial access road.

Track Testing required on bends and turning heads

Given the number of units within the development which are currently served off a single point of access it is felt necessary to include a secondary emergency access off Herbert Road which would allow emergency vehicle access should the primary access become obstructed and a secondary emergency occur within the site.

The proposals also show an access to the Sea cadets premises, I would like to see a long section of this access to confirm the access can be suitably achieved.

#### Parking

Visitor parking should be provided for the apartment units at a ratio of 1 space per 5 units.

Parking for Plot 125 is considered too divorced from the dwelling.

Plots 203 and 204 only have 1No space per unit, as these are three bedroom units it is felt that two spaces are needed.

The second parking spaces for Plots 199 and 200 are too short and should be a minimum of 4.8m long.

Visibility splays for the internal junctions and private drives must be shown, visibility splays measuring 2.4m x 33m are required.

#### Conditions

Full engineering details for the roads including details of widths, gradients, long sections, construction details and specifications, drainage and street lighting must be submitted for approval. The roads must be constructed in accordance with the approved drawings.

Construction Management Plan – including details of construction access, traffic management (including haul roads and delivery routes), site set up, contractor parking and wheel wash facilities.

The existing footway/cycleway running along the river bank which gives access to the school must not be closed off until suitable alternative provision is made for pedestrians who use this route.

Regards

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