

TRANSPORT NOTE
FOURTEEN LOCKS VISITOR CENTRE
CWM LANE, ROGERSTONE, NEWPORT, NP10 9GN
MAGNA REF: 25/520/25A, MARCH 2024

1.0 Introduction

- 1.1 Magna Transport Planning Ltd have been appointed by Newport City Council (“the Applicant”) to prepare this Transport Note (TN) in relation to a proposed redevelopment of Fourteen Locks Visitor Centre at Cwm Lane, Rogerstone, Newport NP10 9GN.
- 1.2 The purpose of this TN is to demonstrate the suitability of the proposed number of car parking spaces.

2.0 Current Parking Usage

- 2.1 The Council’s SPG does not specify a parking standard for visitor centres. Therefore, the most robust approach to determining the appropriate car parking provision for the proposed development is to base it on current usage and apply appropriate incremental factors.
- 2.2 Hence, in order to determine the existing car parking usage at the visitor centre, a parking survey was undertaken by an independent survey company – The Severnside Group on 20th, 21st and 30th November 2024 (Wednesday, Thursday and Saturday) between the hours of 09:00 and 19:00. The survey data is provided in Appendix 1.
- 2.3 The survey results are summarised in Table 2A.

Table 2A November 2024 - Car Parking Survey Results

Hour	20 th November 2024 (Wednesday)			21 st November 2024 (Thursday)			30 th November 2024 (Saturday)		
	In	Out	Parking Accum.	In	Out	Parking Accum.	In	Out	Parking Accum.
09:00-10:00	4	1	5	10	6	5	8	11	4
10:00-11:00	12	11	6	13	9	9	7	6	5
11:00-12:00	10	8	8	3	9	3	15	9	11
12:00-13:00	5	7	6	6	9	0	12	11	12
13:00-14:00	11	6	11	10	6	4	8	11	9
14:00-15:00	6	11	6	2	6	0	7	3	13
15:00-16:00	4	6	4	16	10	6	3	11	5
16:00-17:00	2	5	1	9	10	5	4	8	1
17:00-18:00	1	2	0	9	6	8	0	0	1
18:00-19:00	0	0	0	4	12	0	0	0	1

2.4 Table 2A shows that on weekdays, the maximum car parking occupancy ranged from 9 and 11 spaces, while on Saturday, it reached 13 spaces.

Number of Visitors by Cars

2.5 The Applicant has provided the following information on the number of visitors by cars:

- 1,300 per month Mar – Aug
- 1,000 per month Sep - Oct
- 650 per month Nov – Dec
- 1,400 per month Jan
- 1,000 per month Feb

2.6 Therefore, January appears to a busy month in terms of visitors arriving in cars (1,400).

2.7 There are approximately 2.15 times more visitors in January, when compared to November. Therefore, applying a factor of 2.15 to Table 2A would give an estimated existing trip generation and car parking demand in the busiest month. This is provided in Table 2B.

Table 2B Estimated Existing Car Parking Demand in Busiest Month

Hour	Weekday 1			Weekday 2			Saturday		
	In	Out	Parking Accum.	In	Out	Parking Accum.	In	Out	Parking Accum.
09:00-10:00	9	2	11	22	13	11	17	24	8
10:00-11:00	26	24	13	28	19	20	15	13	10
11:00-12:00	22	17	18	6	19	7	32	19	23
12:00-13:00	11	15	14	13	19	1	26	24	25
13:00-14:00	24	13	25	22	13	10	17	24	18
14:00-15:00	13	24	14	4	13	1	15	6	27
15:00-16:00	9	13	10	34	22	13	6	24	9
16:00-17:00	4	11	3	19	22	10	9	17	1
17:00-18:00	2	4	1	19	13	16	0	0	1
18:00-19:00	0	0	1	10	26	0	0	0	1

2.8 Table 2B shows that based on applying a factor of 2.15 to represent the busiest month of the year, the maximum car parking occupancy is likely to range from 20 to 25 spaces on a weekday and 27 spaces on a Saturday.

3.0 Proposed Level of Car Parking

3.1 The proposed redevelopment of the visitor centre will create a car park with a total of 43 car parking spaces, as follows:

- 3 x disabled parking spaces, 2 x EV parking spaces, 38 x standard parking spaces

- 3.2 It is acknowledged that the redevelopment of the visitor centre will attract more walkers and cyclists to the site. However, it is also likely to attract more visitors travelling by car.
- 3.3 It is anticipated that there could be an increase in visitor numbers by approximately 20% in the development scenario. This increase is applied to the estimated maximum existing traffic numbers in the busiest month. This is provided in Table 3A.

Table 3A Proposed Car Parking Demand – 25% More than Existing Maximum Demand

Hour	Weekday 1			Weekday 2			Saturday		
	In	Out	Parking Accum.	In	Out	Parking Accum.	In	Out	Parking Accum.
09:00-10:00	11	2	14	26	16	12	20	29	9
10:00-11:00	31	29	16	34	23	23	18	16	11
11:00-12:00	26	20	22	7	23	7	38	23	26
12:00-13:00	13	18	17	16	23	0	31	29	28
13:00-14:00	29	16	30	26	16	10	20	29	19
14:00-15:00	16	29	17	6	16	0	18	7	30
15:00-16:00	11	16	12	41	26	15	7	28	9
16:00-17:00	5	13	4	23	26	12	11	20	0
17:00-18:00	2	5	1	23	16	19	0	0	0
18:00-19:00	0	0	1	12	30	1	0	0	0

- 3.4 Table 3A shows that in the proposed development scenario, in the busiest month, the maximum car parking occupancy is likely to range from 23 to 30 spaces on a weekday and 30 spaces on a Saturday.
- 3.5 The proposal to provide 43 car parking spaces will therefore fully accommodate the maximum car parking demand.
- 3.6 Out of the 43 car parking spaces, three spaces will be designated as disabled bays. There will be two car parking spaces with electric vehicle charging points.

4.0 Cycle Parking

- 4.1 Given the site's proximity to National Cycle Network 47, it is proposed to increase the number of cycle parking provision on site as follows:
- 10 x cycle spaces adjacent to building. Covered, secured & lockable (for staff/ long stay use)
 - 3 x. new Sheffield hoops for visitor use (6 bike spaces), located on the canal side of the building with good visibility to the cafe and entrance
 - Retain 3 x Sheffield hoops on the east of the car park site

5.0 Summary

- 5.1 This Transport Note assesses the suitability of the proposed car parking provision for the redevelopment of the Fourteen Locks Visitor Centre. The assessment is based on existing parking usage data, projected visitor numbers, and an estimated increase in demand due to the redevelopment.
- 5.2 Parking surveys conducted in November 2024 indicate that the maximum car parking occupancy at the site ranged between 9 and 11 spaces on weekdays and up to 13 spaces on Saturdays. However, visitor numbers fluctuate throughout the year, with January being the busiest month. Applying an adjustment factor based on monthly visitor trends, the estimated parking demand in the peak month ranges from 20 to 25 spaces on weekdays and 27 spaces on Saturdays.
- 5.3 The redevelopment is expected to attract more visitors, leading to an anticipated increase in parking demand by approximately 20%. Applying this increase to the estimated peak demand results in a projected maximum occupancy of 23 to 30 spaces on weekdays and 30 spaces on Saturdays.
- 5.4 The proposed redevelopment will provide a total of 43 parking spaces, which is sufficient to accommodate the forecasted demand. This provision includes three designated disabled bays and two electric vehicle charging points, ensuring accessibility and sustainability.
- 5.5 In addition to car parking, the proposal includes an expansion of cycle parking, with ten new cycle spaces provided in the form of Sheffield stands. This represents more than double the existing provision, encouraging sustainable travel to the site.
- 5.6 Overall, the proposed car parking provision is robust and sufficient to meet the anticipated demand, ensuring the continued accessibility and functionality of the visitor centre.

Appendix 1. TRAFFIC SURVEYS
