

Project: Chepstow Campus Site (01)

# AKT II Transport Statement

# Contents

<b>1</b>	<b>Introduction</b>	<b>3</b>
1.1	Report Structure	3
<b>2</b>	<b>Existing Conditions</b>	<b>4</b>
2.1	Site Location	4
2.2	Site Traffic	5
2.3	Public Rights of Way	5
2.4	Access Arrangements & Local Highway Network	6
2.5	Traffic Data	6
2.6	Injury Accident Data	6
2.7	Public Transport Accessibility	Error! Bookmark not defined.
<b>3</b>	<b>Proposed Development</b>	<b>8</b>
3.1	Proposed Development / Changes	8
3.2	Impact on internal operations	8
3.3	Highway Impact	8
<b>4</b>	<b>Summary and Conclusion</b>	<b>9</b>
	<b>Appendices</b>	<b>10</b>
1	Traffic Data	10
2	Accident Data	10
3	Proposed Layout	10

Revision 02

Prepared by JR

Date March 2022

Checked by TH

Status Final

Approved by JR

# 1 Introduction

AKT have been appointed to prepare a Transport Statement to accompany a planning application for minor alterations within the Chepstow Campus site. The development will provide improved internal arrangements to aid the current operations and additional storage space (Class E Use)

This Transport Statement will consider; the highway and transportation issues regarding the proposed development; determine how the proposal integrates with the current transport network; and review any associated impact with the proposals.

This Transport Statement has been prepared in accordance with the Government's latest National Planning Practice Guidance (NPPG) on Transport Statements.

## 1.1 Report Structure

Subsequent to this introduction the Transport Report is structured as follows:

- Section 2 describes existing conditions at the site of the proposed development and in the surrounding area.
- Section 3 provides a detailed description of the proposed development,
- Section 4 draws the conclusion

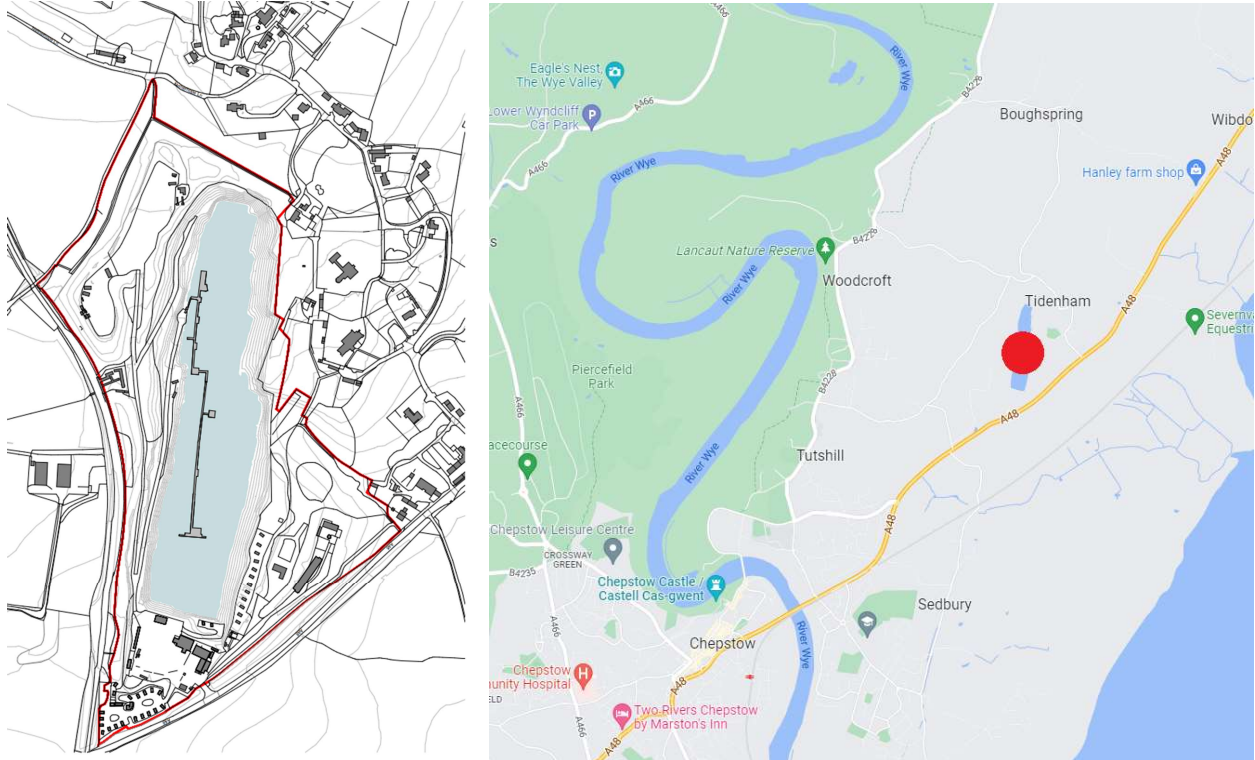
## 2 Existing Conditions

This section details the baseline transport conditions relevant to the development proposal. The baseline assessment therefore focuses the review on the transport network within local area and how the internal operations of the site interact with the local highway network.

### 2.1 Site Location & Use

The Chepstow Campus site is the former Chepstow Quarry, located on the A48 approximately 2.5km northeast of Chepstow. The site falls within the Forest of Dean District Council within Gloucestershire. The location and site boundary can be reviewed below:

Image 1 & 2: Campus Boundary and Site within the Local Area





## 2.2 Site Traffic

Traffic surveys have been undertaken historically at the site access to review the traffic movements associated with the site. This included a manual junction count undertaken on Thursday 14<sup>th</sup> October 2021 and Saturday 16<sup>th</sup> October 2021. The results of the surveys have been replicated below:

**Table 3: Existing Site Traffic**

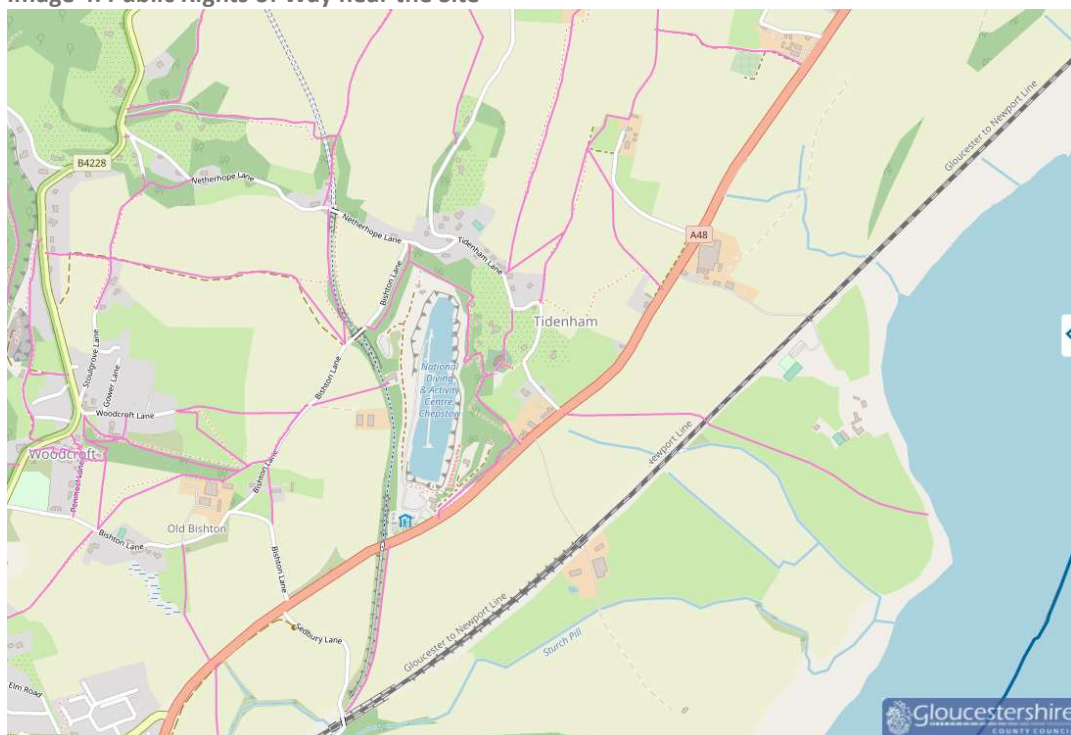
	From South (Inbound)	From North (Inbound)	To South (Outbound)	To North (Outbound)
Weekday AM (0700-1100)	10	1	3	5
Weekday PM (1500 – 1900)	2	0	12	0
Saturday Daytime (1000 – 1500)	64	44	67	47

Reviewing the operations on the site, it is considered that the above traffic flows are considered comparable to the current operation of the site and appropriate for reviewing the possible changes being considered within the site.

## 2.3 Public Rights of Way

There are two Public Rights of Way (PROWs) which runs within the boundary of the site (Tidenham Footpath 65 and 67) and also link to the site access. In addition, Tidenham Footpaths 96, 64 and 68 link close to the site, providing the wider PROW network. The extent of the PROW within the area have been shown below:

**Image 4: Public Rights of Way near the Site**



## 2.4 Access Arrangements & Local Highway Network

The A48 is a single carriageway road managed by national speed limits in the immediate vicinity of the site. The A48 provides connections to the villages of Chepstow and Lydney, as well as onwards connections to the M48 to the south.

The site is accessed by all vehicles via a simple junction, which provides access for the different uses on the campus and constructed within the past 10-15 years as a new access point on the A48. The configuration of the access provides screening to the main site via small mounds, which have been set back behind the visibility requirements for the access and adapted when the access was constructed.

## 2.5 Traffic Data

To provide background on typical traffic flows within the area, the DfT database was reviewed and the 2020 Annual Average Daily Flow (AADF) for the A48 can be reviewed in **Appendix 1** and has been summarised below:

**Table 5 - Traffic Data for A48 – Count Point 46526– 2020**

Type	Amount	Percentage
Pedal cycles	10	0%
Two wheeled motor vehicles	76	1%
Cars and taxis	5,567	78%
Buses and coaches	27	0%
Light goods vehicles	1022	14%
Heavy goods vehicles	417	6%
<u>Total</u>	<u>7,119</u>	<u>100%</u>

## 2.6 Injury Accident Data

Recorded Personal Injury Collision (PIC) data has been obtained from the Department for Transport's STATS19 database for the latest 3 years available. The full PIC report and figure illustrating the collision locations are included in **Appendix 2** within this report.

During the reporting period only 3 slight accidents were recorded, two took place in 2019 with one during 2021. The 2021 accident is provisional and therefore doesn't include more detailed information. The two accidents which occurred during 2019 included one vehicle in isolation impacting a bridge with the other between a motorcyclist and car. The location of the three reported incidents are presented below:

Image 6 – Local of Accidents within the past 3 years



While these 3 accidents are unfortunate, there is nothing to suggest this accidents occurred as a result of road design nor associated with the operation of the site.

## 3 Proposed Development

### 3.1 Proposed Development / Changes

The proposed development is for provision of a new apron to enable better access to the water and regrading and slight realignment of the access route which links the main car park down to the proposed apron. The scheme will also provide additional storage (Class Use E) with a footprint of 623sqm. The proposed plans can be reviewed in **Appendix 3**.

### 3.2 Impact on Internal Operations

The proposed changes are to enable better arrangements for the existing operation of the site. Therefore, it is envisaged that there will be no material increase in traffic as a result of this application.

### 3.3 Highway Impact

It is noted that the proposed changes may result in some internal changes in how the site operates, including possible access to the water. Notwithstanding this, the proposed changes to the internal road network are in excess of 150m of the access point from the highway network. Furthermore, the changes which occur will not impact on the local PROW (Tidenham Footpath 65 and 67).

Therefore, the proposed changes will not impact vehicle manoeuvring to / from the access point with the local highway. Furthermore, while the scheme will not result in any additional usage, the local highway network does not have any highway safety issues.



## 4 Summary and Conclusion

AKTII has been appointed as Transport Consultants to prepare a Transport Statement in order to review the highway and transport impact associated with the proposed development at the Chepstow Campus, located approximately 2.5km northeast of Chepstow on the A48.

A detailed review of the existing transport conditions in the vicinity of the site has been presented and reviewed against the development proposals.

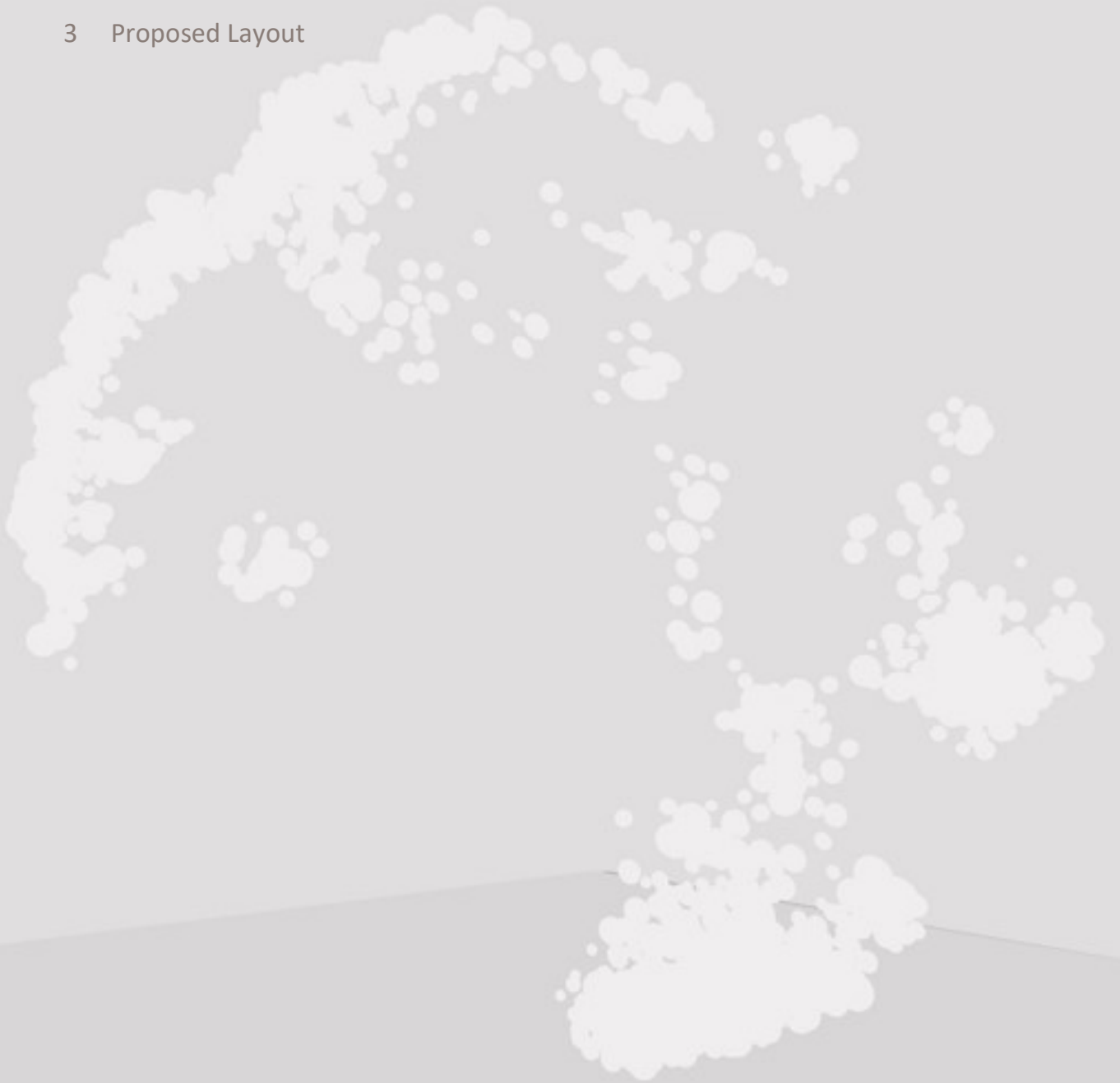
The reconfiguration of the internal area will provide better facilities for the current uses and users. These are located sufficiently within the site and will not have any material impact on the manoeuvres to and from the highway network, and do not affect the Public Rights of Way within the site.

Furthermore, as the proposals do not seek to increase the uses on the site, the proposed development will not have any material impact on traffic flows and junction capacity to affect the site access or the wider highway area.

The overall conclusions from this Transport Statement are that the proposed development will have no material impact on the local highway network. On this basis, there are no highways or transport grounds on which this application should be refused planning permission.

# Appendices

- 1 Traffic Data
- 2 Accident Data
- 3 Proposed Layout



## 1 – Traffic Data



# Road traffic statistics

[Home](#) [Summary](#) [About](#) [Data](#) [Contact](#)

[Traffic statistics](#) > [Manual count points](#) > 46526

Manual count points

**Site number: 46526**

## Site details

Region	<a href="#">South West</a>
Local authority	<a href="#">Gloucestershire</a>
Road name	A48
Road classification	'A' road
Managed by	Local authority
Road type	Major
Start junction	LA Boundary
End junction	Roundabout just north of Mead Lane, by Lydney
Link length	12.30km (7.64 miles)

## Location



Easting, northing 359769, 200000

---

Latitude, longitude 51.69729600, -2.58349240

---



## Annual Average daily flow

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2020	Estimated using previous year's AADF on this link	10	76	5567	27	1022	417	7108
2019	Estimated using previous year's AADF on this link	8	103	7623	42	1194	464	9425
2018	Estimated using previous year's AADF on this link	7	95	7606	43	1198	463	9405



Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2017	Estimated using previous year's AADF on this link	7	98	7643	45	1144	456	9385
2016	Manual count	7	100	7652	46	1081	446	9325
2015	Estimated using previous year's AADF on this link	4	103	5918	111	1445	633	8210
2014	Estimated using previous year's AADF on this link	4	103	5959	109	1328	605	8104
2013	Estimated using previous year's AADF on this link	5	94	5974	105	1275	610	8058
2012	Estimated using previous year's AADF on this link	5	90	5975	98	1226	600	7989
2011	Estimated using previous year's AADF on this link	5	97	6023	95	1185	607	8007

<b>Year</b>	<b>Count method</b>	<b>Pedal cycles</b>	<b>Two wheeled motor vehicles</b>	<b>Cars and taxis</b>	<b>Buses and coaches</b>	<b>Light goods vehicles</b>	<b>Heavy goods vehicles</b>	<b>All motor vehicles</b>
2010	Estimated using previous year's AADF on this link	5	91	5975	104	1092	606	7868
2009	Estimated using previous year's AADF on this link	5	98	6121	98	1067	603	7987
2008	Estimated using previous year's AADF on this link	5	93	5995	81	1062	624	7855
2007	Manual count	5	104	6117	78	1041	628	7968
2006	Estimated using previous year's AADF on this link	1	102	7047	92	1200	638	9079
2005	Manual count	1	104	7047	84	1117	646	8998
2004	Estimated using previous year's AADF on this link	3	129	7178	42	1106	665	9120
2003	Manual count	3	115	7171	49	1048	652	9035
2002	Manual count	9	146	7758	66	972	746	9688

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2001	Manual count	6	89	6854	63	920	593	8519
2000	Manual count	3	40	7663	77	1066	633	9479

## Download data

### Data disclaimer

Traffic figures at the regional and national level are robust, and are reported as National Statistics. However, DfT's traffic estimates for individual road links and small areas are less robust, as they are not always based on up-to-date counts made at these locations. Where other more up-to-date sources of traffic data are available (e.g. from local highways authorities), this may provide a more accurate estimate of traffic at these locations.

It is the responsibility of the user to decide which data are most appropriate for their purpose, and if DfT road link level traffic estimates are used, to make a note of the limitations in any published material.

### Quality flags in data downloads

DfT's road link level traffic estimates are calculated using a variety of methods, with some methods likely to produce more accurate estimates than others.

The data tables available to download here contain a column - **estimation\_method** – showing the method used to estimate traffic for each location and year. Figures having an estimation method of “Counted” are likely to be more accurate than those marked as “Estimated”, and the latter should be used with caution.

Data	Description	Records	Download
------	-------------	---------	----------

Data	Description	Records	Download
Site details	Manual count point site 46526 details.	1	<a href="#">JSON</a>   <a href="#">CSV</a>
Average annual daily flow	Number of vehicles that travel past the count point (in both directions) on an average day of the year.	21	<a href="#">JSON</a>   <a href="#">CSV</a>
Average annual daily flow by direction	Number of vehicles that travel past the count point on an average day of the year, by direction of travel.	42	<a href="#">JSON</a>   <a href="#">CSV</a>
Raw counts	Vehicle counts recorded at this count point.	168	<a href="#">JSON</a>   <a href="#">CSV</a>

## Road traffic

[Home](#)

[Regions](#)

[Local authorities](#)

[About](#)

[Data](#)

[Accessibility statement](#)

[API documentation](#)

## Traffic statistics

[All transport statistics](#)

[Road accidents and safety](#)

[Road congestion and travel times](#)

[Road freight: domestic and international](#)

[Road network size and condition](#)

[Road traffic](#)

## Contact

### Road traffic statistics

Email

[roadtraff.stats@dft.gov.uk](mailto:roadtraff.stats@dft.gov.uk)

Public enquiries

020 7944 3095

Media enquiries: Newsdesk

(Monday to Friday, 8am to 7pm)

020 7944 3021



All content is available under the [Open Government Licence v3.0](#), except where otherwise stated

© Crown copyright



## 2 – Accident Data







crashmap.co.uk

**Validated Data**

**Crash Date:** Saturday, April 13, 2019

**Time of Crash:** 10:41:00 AM

**Crash Reference:** 2019530831733

**Highest Injury Severity:** Slight

**Road Number:** A48

**Number of Casualties:** 1

**Highway Authority:** Gloucestershire

**Number of Vehicles:** 1

**Local Authority:** Forest of Dean District

**OS Grid Reference:** 355206 195282

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 60

**Light Conditions:** Daylight: regardless of presence of streetlights

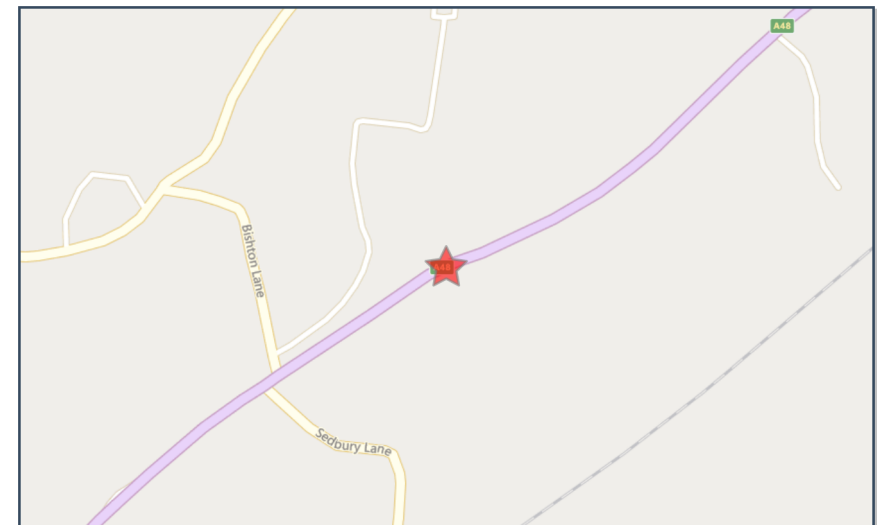
**Carriageway Hazards:** None

**Junction Detail:** Not at or within 20 metres of junction

**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

**Road Type:** Single carriageway

**Junction Control:** Not Applicable



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Bridge - side	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



crashmap.co.uk

**Validated Data**

**Crash Date:** Wednesday, October 09, 2019 **Time of Crash:** 8:20:00 AM **Crash Reference:** 2019530890158

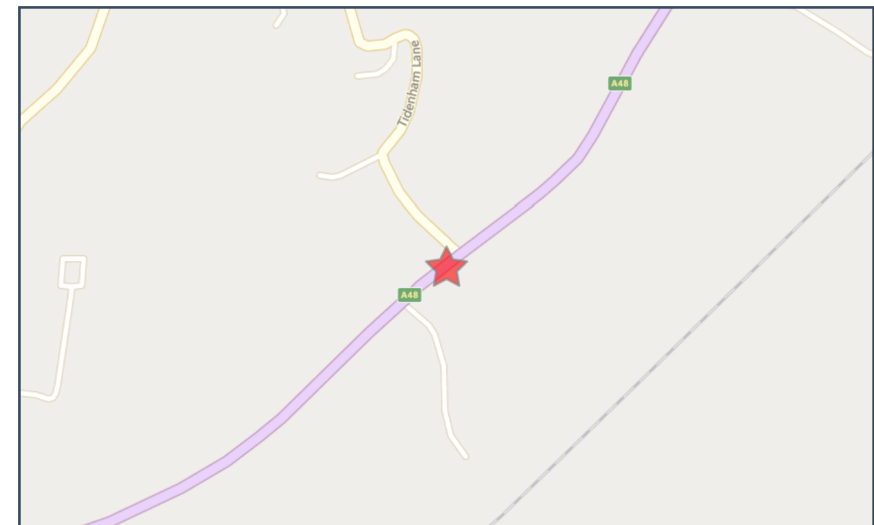
**Highest Injury Severity:** Slight  
**Highway Authority:** Gloucestershire  
**Local Authority:** Forest of Dean District  
**Weather Description:** Raining without high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 60  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Not at or within 20 metres of junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Not Applicable

**Road Number:** A48

**Number of Casualties:** 1

**Number of Vehicles:** 2

**OS Grid Reference:** 355766 195675



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)





## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	22	Unknown	Unknown	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Motorcycle over 500cc	9	Male	46 - 55	Vehicle is moving off	Front	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



crashmap.co.uk

**Provisional Data does not include vehicle and casualty records**

**Crash Date:** Friday, June 11, 2021

**Time of Crash:** 12:15:00 PM

**Crash Reference:** 2021531057976

**Highest Injury Severity:** Slight

**Road Number:** A48

**Number of Casualties:** 1

**Highway Authority:**

**Number of Vehicles:** 2

**Local Authority:**

**OS Grid Reference:** 355758 195673

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 60

**Light Conditions:** Daylight: regardless of presence of streetlights

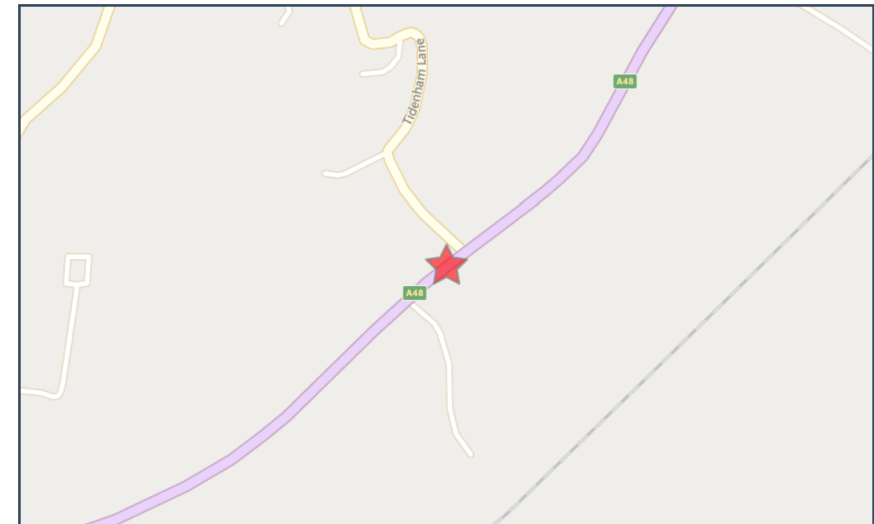
**Carriageway Hazards:** None

**Junction Detail:** Not at or within 20 metres of junction

**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

**Road Type:** Single carriageway

**Junction Control:** Not Applicable



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



crashmap.co.uk

**Provisional Data does not include vehicle and casualty records**

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)

### 3 – Proposed Layout / Changes





White Collar Factory

T +44 (0) 20 7250 7777

1 Old Street Yard

F +44 (0) 20 7250 7555

London EC1Y 8AF