

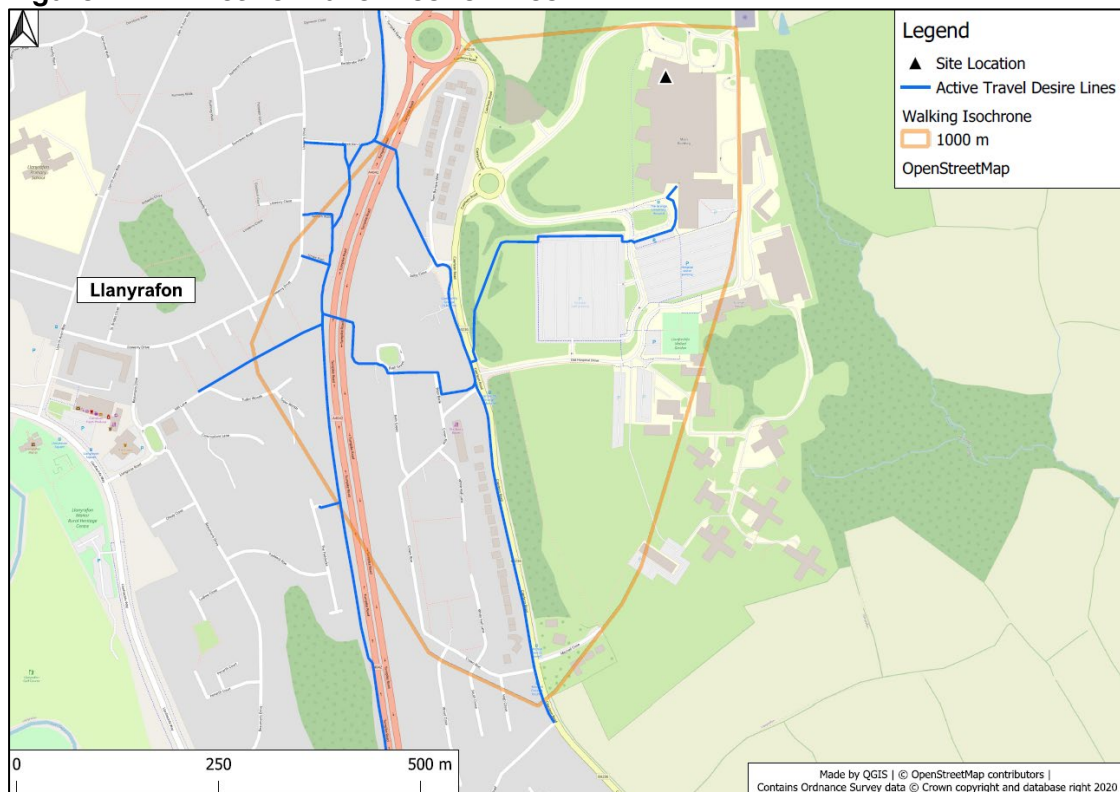
**THE GRANGE UNIVERSITY HOSPITAL
PROPOSED EMERGENCY DEPT. EXTENSION
CAERLEON ROAD, LLANFRECHFA
ACTIVE TRAVEL ASSESSMENT
(ADL REF: 5232, 7th JUNE 2023)**

1.0 Introduction

- 1.1 This audit report has been prepared in support of the planning applications associated with the Emergency Department (ED) at The Grange University Hospital, Cwmbran, NP44 8YN.
- 1.2 This Active Travel Assessment provides an audit of walking and cycling routes from the residential areas in the vicinity of the proposed development. The assessment measures the permeability of the site to surrounding residential areas based on the provision of crossing points, footways, Public Rights of Way, and street lighting.
- 1.3 The audit was undertaken on Monday 20th September 2021 between 10:00 and 14:00 hours, with particular focus on the accessibility of the site from residential areas in Llanyrafon to the west of the A4042 (Turnpike Road).
- 1.4 Active travel links to the site have not changed since this date, and therefore the audit undertaken remains applicable.
- 1.5 As part of the planning application (ref. 22/P/0446/OUT) for a Mental Health Specialist Inpatient Services Unit (MHSISU) at The Grange University Hospital, which was consented in March 2023, a similar Active Travel Assessment was undertaken to identify improvements to be made to pedestrian and cycle infrastructure. A contribution of £50,000 was secured by S106 Agreement and therefore it is not anticipated that any further financial contributions should be attached to planning applications associated with the ED.

- 1.6 The Grange University Hospital and surrounding land have been identified for a future masterplan for a residential mixed-use development comprising up to 1,200 dwellings. Any development on this land will require major active travel and highways improvements which would benefit the ED at The Grange University Hospital, and therefore the need for improvements identified in this audit should be considered in the context of the forthcoming masterplan.
- 1.7 **Figure A** demonstrates the primary routes that staff and visitors living in Llanyrafon would use to walk or cycle to the Emergency Department. It should be noted that staff at the ED currently enter through the main entrance when walking or cycling (as reflected in **Figure A**), there is secure and covered cycle parking provided adjacent to this entrance.

Figure A Active Travel Desire Lines



- 1.8 The key routes to consider are via the A4042 underpass (i.e., Active Travel Route TORFCR13A) and via the informal crossing on the A4042 (Turnpike Road) and associated footpath that connects Hawarden Green with Twm Barlem View.

1.9 As part of this assessment, the Active Travel desire lines shown in Figure A are discussed in Section 3.0 and have been divided into 5 key routes listed below:

- Turnpike Road – A4042 underpass (i.e., Active Travel Route TORFCR13A)
- The Paddocks – A4042 underpass
- Mill Lane – A4042 underpass
- A4042 underpass – Old Hospital Drive (OHD)
- Informal A4042 Crossing Point – Old Hospital Drive (OHD)

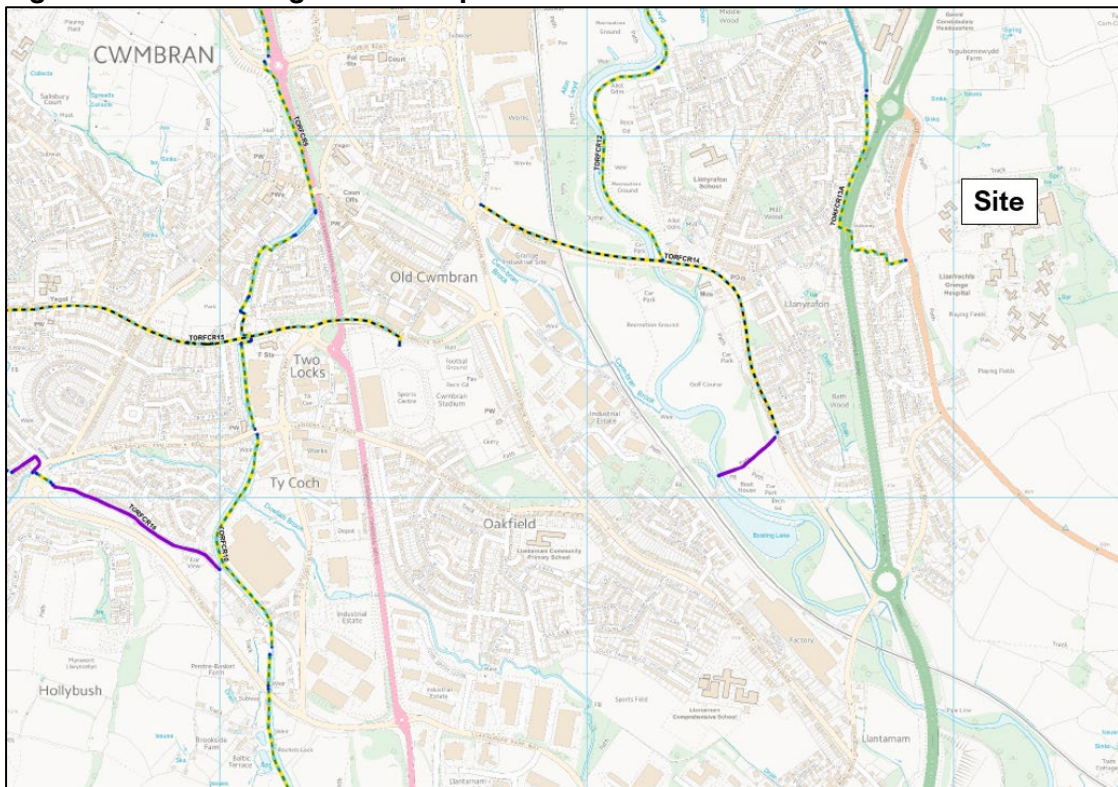
2.2 Active Travel

2.2.1 In September 2014, the Welsh Government adopted the Active Travel (Wales) Act 2013, thereby placing a legal obligation on local authorities in Wales to map, plan, improve, and promote routes deemed suitable for Active Travel. With regard to Active Travel, TCBC state the following:

“Active travel means walking and cycling for everyday short-distance journeys, such as journeys to school, work, or for access to shops or services.”

2.2.2 To meet the requirements of the Act, TCBC published an Existing Routes Map (ERM) that includes the Active Travel routes which meet the Welsh Government Design Guidance. The ERM for South East Cwmbran is included as Figure 2A below.

Figure 2A Existing Routes Map: South East Cwmbran



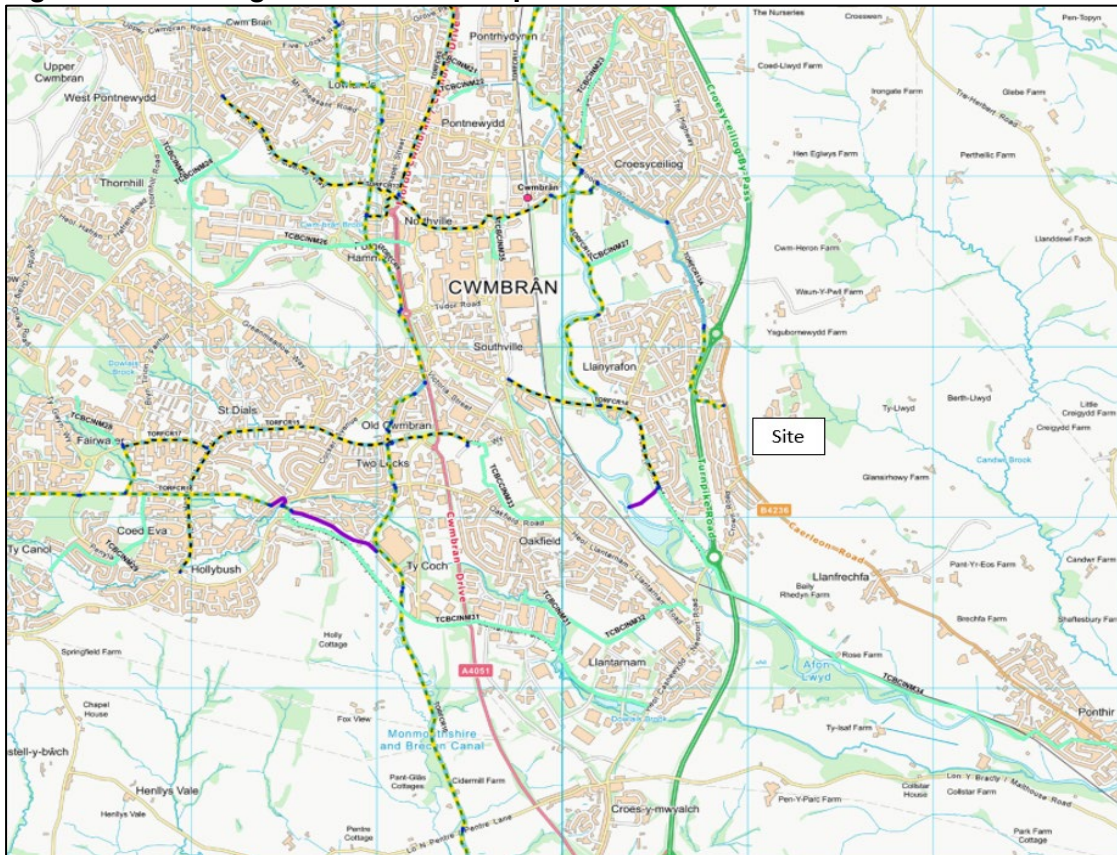
2.2.3 Figure 2A highlights the existing Active Travel routes in South East Cwmbran. The key route to consider is the TORFCR13A shared footpath/cyclepath between the Turnpike Roundabout and Caerleon Road, this route connects the site to residential areas on the west side of the A4042 and continues as a cycle route towards Croesyceiliog and Cwmbran Railway Station.

2.2.4 In addition, Active Travel Route TORFCR14 continues along Llanfrechfa Way from Llanraffon Square local shops towards the centre of Cwmbran. Staff or visitors could use this route to travel from the centre of Cwmbran to the A4042 underpass (i.e., TORFCR13A) via Mill Lane and Tudor Woods.

2.2.5 Figure 2A also shows Active Travel Route TORFCR12, this route provides access to Cwmbran Railway Station and also connects to TORFCR14 at Llanfrechfa Way.

2.2.6 TCBC produced a final Integrated Network Map, submitted to the Welsh Government in November 2017, which sets out a plan for future networks of Active Travel routes and facilities. The Integrated Map sets out a 15-year programme of improvements to the Active Travel network. Figure 2B shows a snippet of the Integrated Network Map for Cwmbran and Ponthir.

Figure 2B Integrated Network Map: Cwmbran and Ponthir



2.2.7 Figure 2B shows the Integrated Network Map for the Cwmbran and Ponthir areas. The TCBCINM34 Active Travel route would connect Ponthir to the existing TORFCR14 route in Llantarnam. There are additional routes planned in Llantarnam that would connect residential areas (southwest of the site) to Newport Road near Crown Roundabout.

2.2.8 In addition, Active Travel Route TCBCINM23 would serve the residential area of Croesyceiliog along Edlogan Way. This route would provide a connection to the existing TORFCR13A route on Woodland Road towards The Grange University Hospital.

2.2.9 To summarise, the existing and planned Active Travel routes provide suitable permeability between the site and surrounding residential areas and therefore encourages staff and visitors to travel to the ED via active modes, thus reducing vehicular trips.

3.0 Assessment

3.1 Turnpike Road – A4042 Underpass

3.1.1 Table 3A highlights the relevant Active Travel Route TORFCR13A that staff and visitors would use to access the A4042 underpass from Turnpike Road.

Table 3A Turnpike Road - A4042 Underpass Active Travel Route

Photos 1 & 2: TORFCR13A	
	<p>Photo 1 (looking north) shows Turnpike Road and the associated on-road cycle route section of Active Travel Route TORFCR13A continuing towards Cwmbran Railway Station.</p>
	<p>Photo 2 (looking south) shows the start of the shared footpath/cyclepath section of Active Travel Route TORFCR13A on the west side of the A4042.</p>

Photo 3: TORFCR13A



Shared footpath/cyclepath continuing south along TORFCR13A parallel to the A4042.

Photo 4: TORFCR13A



Looking west from the shared footpath/cyclepath, connections are provided linking TORFCR13A with the footway on the south side of Pembroke Place.

Photo 5: TORFCR13A



TORFCR13A continues south from the connections with Pembroke Place towards Hawarden Green.

Photo 6: TORFCR13A



Route continues as a footway/cycleway along a short section of Hawarden Green.

Photos 7 & 8: TORFCR13A



Photo 7 shows the connection linking TORFCR13A at Hawarden Green with the informal crossing point across the A4042. The route to The Grange University Hospital using this crossing point is discussed in further detail in Section 3.4.



Photo 8 shows that the crossing point benefits from 'look right' and 'look left' road markings and a refuge island. There is a 'pedestrians crossing' sign located approximately 220 metres south of this position on the A4042 northbound.

<p>Photo 9: TORFCR13A</p> 	<p>Photo taken from the footway on the south side of Hawarden Green, showing the Active Travel footpath/cyclepath continuing to the south.</p>
<p>Photo 10: TORFCR13A</p> 	<p>Connection provided from TORFCR13A to a former bus stop on the northbound side of the A4042.</p>
<p>Photo 11: TORFCR13A</p> 	<p>Connection provided to Liswerry Drive to the west of TORFCR13A. The short section of footpath connecting the road to the Active Travel route is known as Nevern Walk. Street lighting is provided.</p>

Photo 12: TORFCR13A



TORFCR13A continues south towards the A4042 underpass, street lighting available.

Photo 13: TORFCR13A



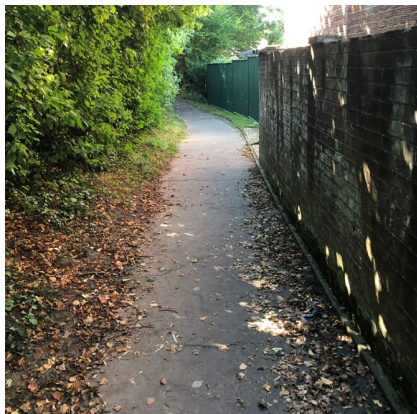
Photo taken from the footway on the east side of Liswerry Drive showing the Stowe Path connection to the Active Travel route. Cycle route is indicated.

Photo 14: TORFCR13A



Sign pointing towards the subway (i.e., underpass) located at the top of Stowe Path on the Active Travel route. Sign could be replaced as the text is worn.

Photo 15: TORFCR13A



TORFCR13A continues south towards the A4042 underpass.

Photos 16 & 17: TORFCR13A



Photo 16 shows a sign pointing left (east) towards Llanfrechfa. Street lighting is located in the background approximately 10 metres from the entrance of the underpass (which is located immediately to the left of the photo).



Photo 17 shows that the underpass benefits from lighting. Graffiti has been covered by grey paint.

3.1.2 The audit of Turnpike Road – A4042 underpass (i.e., Active Travel Route TORFCR13A) shows that the pedestrian and cycling infrastructure is conducive to encouraging active modes of travel. Connections are provided throughout the route linking residential streets in Llanynafon with the shared footpath/cyclepath. This route is traffic-free (excluding the 50-metre section on Hawarden Green).

3.1.3 It should be noted that a scheme of improvement works to the underpass was originally secured by Condition 27 of the outline planning consent for The Grange University Hospital (ref. 12/P/00348). However, in November 2020, a S73 amendment was secured following development and implementation of an alternative scheme to improve pedestrian links between the A4042 and The Grange University Hospital; as it was not possible to implement the underpass improvement works due to land ownership issues. As such, in line with the decision-making on the previous application, whilst the underpass could be improved alternative higher quality routes are available.

3.1.4 The infrastructure works associated with the improved active travel link between the A4042 and The Grange University Hospital (secured by S73 amendment) are summarised below:

- New cycle route section provided adjacent to Caerleon Road Toucan crossing near the junction with Crown Rise;
- Tactile paving dropped kerbs provided across Crown Rise at Caerleon Road junction;
- Dropped kerbs provided across Crown Rise near West Bank;
- Steps replaced on footpath entrance connecting West Bank with Bath Green;
- Dropped kerbs provided across Bath Green in the vicinity of A4042 underpass.

3.2 The Paddocks – A4042 Underpass

3.2.1 Table 3B highlights the relevant infrastructure that pedestrians and cyclists would use to access the A4042 underpass starting from the shared footway/cycleway on the west side of the A4042 near The Paddocks.

Table 3B The Paddocks – A4042 Underpass Active Travel Route

Photo 1: The Paddocks



Start of a shared footway/cycleway on the west side of the A4042 looking south towards Crown Roundabout. Approximately 290 metres to the south, there is a connection to residential properties fronting The Alders.

Photo 2: The Paddocks






Shared footpath/cyclepath (looking south) running parallel to The Paddocks.

Photo 3: The Paddocks



Shared footpath/cyclepath connects to the footway on the east side of The Paddocks via a short section of footpath as shown in Photo 3.

<p>Photo 4: The Paddocks</p> 	<p>Shared footpath/cyclepath (looking south) between The Paddocks and the A4042 underpass.</p>
<p>Photo 5: The Paddocks</p> 	<p>Start of the southbound shared footpath/cyclepath that continues south towards The Paddocks and onwards to the A4042 footway/cycleway.</p>
<p>Photo 6: The Paddocks</p> 	<p>As shown in Photo 16 of the TORFCR13A route (Table 3A), the shared footpath/cyclepath heading towards The Paddocks is in the background. This photo was taken at the entrance to the A4042 underpass.</p>


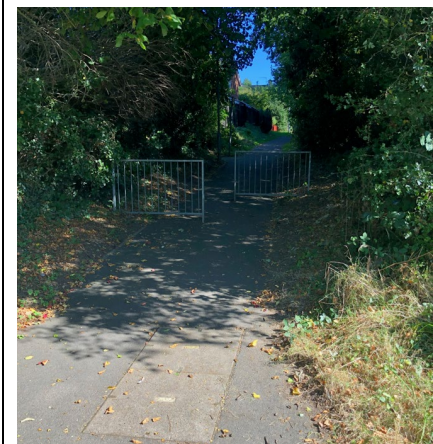
3.2.2 The audit of The Paddocks – A4042 underpass route shows that the existing infrastructure is conducive to encouraging active modes of travel. This route provides a traffic-free connection from The Paddocks to the underpass along a shared footpath/cyclepath. The route continues south from The Paddocks as a shared footway/cycleway on the west side of the A4042 and provides a connection to The Alders.

3.2.3 The existing infrastructure along this route is sufficient to support the proposed ED extension and therefore no improvements are required or recommended, as per the conclusions also drawn in the MHSISU assessment.


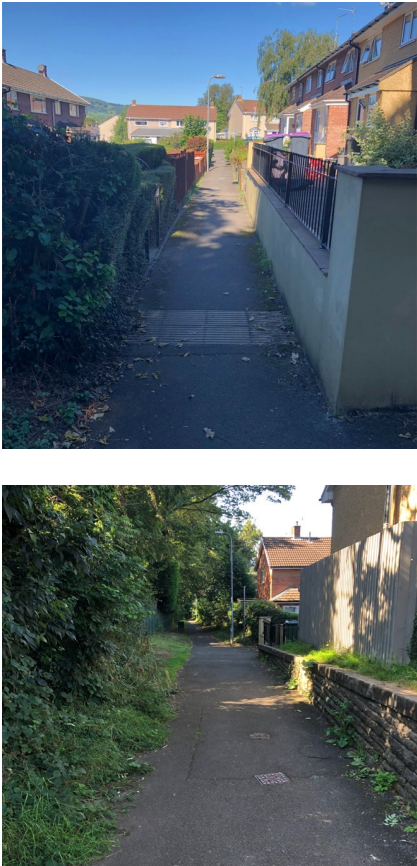

3.3 Mill Lane – A4042 Underpass

3.3.1 Table 3C highlights the relevant footways and footpaths that staff and visitors would use to access the A4042 underpass from Mill Lane.

Table 3C Mill Lane – A4042 Underpass Active Travel Route

Photos 1 & 2: Mill Lane	
	<p>Photo 1 (looking west) footways on both sides of Mill Lane at the entrance to the shared footpath/cyclepath.</p>
	<p>Photo 2 (looking east) entrance to the shared footpath/cyclepath from the footway on the north side of Mill Lane.</p>

<p>Photo 3: Mill Lane</p> 	<p>Photo taken from the shared footpath/cyclepath showing an Active Travel link to Liswerry Drive via Ogmore Place.</p>
<p>Photo 4: Mill Lane</p> 	<p>Photo taken from the shared footpath/cyclepath showing an Active Travel link to Liswerry Drive via St Donats Place.</p>
<p>Photo 5: Mill Lane</p> 	<p>Photo taken from the shared footpath/cyclepath showing an Active Travel link to Liswerry Drive via Ceredig Court.</p>

<p>Photo 6: Mill Lane</p> 	<p>View of the shared footpath/cyclepath (looking west) between Mill Lane and the A4042 underpass, street lighting is provided along the route. Links to Liswerry Drive are provided on the north side of the path as shown in Photos 3-5 above.</p>
<p>Photos 7 & 8: Mill Lane</p> 	<p>Photo 7 taken from the shared footpath/cyclepath showing an Active Travel link to Liswerry Drive via Rhodri Place.</p> <p>Photo 8 shows the shared footpath/cyclepath (looking west), streetlamp provided at the entrance to the Active Travel link to Liswerry Drive via Rhodri Place.</p>
<p>Photo 9: Mill Lane</p> 	<p>Start of the shared footpath/cyclepath (looking west) towards Mill Lane. Photo taken approximately 10 metres from the entrance to the A4042 underpass. Shared footpath/cyclepath towards The Paddocks is to the left (see Photo 5 – The Paddocks in Table 3B).</p>


3.3.2 The audit of Mill Lane – A4042 underpass shows that the existing infrastructure along this route is conducive to encouraging active modes of travel. This route provides multiple traffic-free connections to Liswerry Drive and is continuous with the existing footway on the north side of Mill Lane. Street lighting is provided throughout this route.

3.3.3 The existing infrastructure along this route is sufficient to support the proposed ED extension and therefore no improvements are required or recommended, as per the conclusions also drawn in the MHSISU assessment.

3.4 A4042 Underpass – Old Hospital Drive (OHD)

3.4.1 Table 3D highlights the relevant footpaths, footways and crossing points that staff and visitors would use to travel between the A4042 underpass and Old Hospital Drive (adjacent to the shared footpath/cyclepath which provides access to The Grange University Hospital).

Table 3D A4042 Underpass – Old Hospital Drive Active Travel Route

<p>Photo 1: Underpass - OHD</p> 	<p>As shown in Photo 17 of the TORFCR13A Active Travel route in Table 3A, the A4042 underpass benefits from internal lighting and an even surface suitable for walking and cycling. Graffiti has been temporarily covered with grey paint.</p>
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Photos 2 & 3: Underpass - OHD



Photo 2 shows the exit of the underpass on the southbound (i.e., east) side of the A4042.

Photo 3 (for context) shows the footway on the east side of the A4042. This footway links back to the informal crossing point to the north (as shown in Photo 8 of the TORFCR13A route in Table 3A).

Photos 4 & 5: Underpass - OHD



Photo 4 indicates that pedestrians are advised to use the footpath connecting Bath Grn with W Bank, cyclists are advised to continue south along Bath Grn towards the junction with Crown Rise.

Photo 5 shows dropped kerbs with tactile paving across Bath Grn and the footpath continuing east to W Bank.

Photo 6: Underpass - OHD



Footpath continuing east to W Bank. Street lighting available.

Photo 7: Underpass – OHD



Footpath continues along the west side of W Bank, separated from the carriageway. This footpath continues onto the footway on the west side of Crown Rise.

Photo 8: Underpass – OHD



Informal crossing point across Crown Rise, complete with dropped kerbs and tactile paving, located opposite The Men's Room Barber Shop.

Photo 9: Underpass – OHD



Photo 9 shows the footway on the south side of Crown Rise near the junction with Caerleon Road (looking east).

Photo 10: Underpass – OHD



Dropped kerbs with tactile paving across Crown Rise at the junction with Caerleon Road.

Photo 11: Underpass – OHD



Sign located at the top of Crown Rise at the junction with Caerleon Road, pointing towards the subway (i.e., underpass) and indicating the Active Travel route.

<p>Photo 12: Underpass – OHD</p> 	<p>Toucan crossing facility across Caerleon Road near the junctions with Crown Rise and OHD.</p>
<p>Photos 13 & 14: Underpass – OHD</p>  	<p>Photo 13 showing that Toucan crossing facility across Caerleon Road near the junction with OHD.</p> <p>Photo 14 shows that the Toucan crossing benefits from dropped kerbs and tactile paving.</p> <p>Immediately to the north of this crossing is the shared footpath/cyclepath which connects Caerleon Road with The Grange University Hospital.</p>


3.4.2 The audit of A4042 underpass – OHD shows that the existing infrastructure along route conducive to encouraging active modes of travel.

- 3.4.3 As shown in Figure 2A of this report (Section 2.2), the walking and cycling infrastructure between the A4042 underpass and the Crown Rise/Caerleon Road junction is also classified as Active Travel Route TORFCR13A. Therefore, the infrastructure shown in Table 3D (Photo 1 – Photo 10) meets the standards for an Active Travel route as set out in the Welsh Government Design Guidance.
- 3.4.4 Beyond the Active Travel route (i.e., Photo 11 – Photo 14), there is a Toucan crossing point provided across Caerleon Road. There is a shared footpath/cyclepath on the north side of the Toucan crossing which provides access to the main entrance of The Grange University Hospital.
- 3.4.5 The existing infrastructure along this route is sufficient to support the proposed ED extension and therefore no improvements are required or recommended, as per the conclusions also drawn in the MHSISU assessment.

3.5 Informal A4042 Crossing Point – Old Hospital Drive

- 3.5.1 Table 3E highlights the relevant footpaths, footways and crossing points that staff and visitors would use to travel between the informal A4042 crossing point and Old Hospital Drive (i.e., site access).

Table 3E Informal A4042 Crossing Point – OHD Active Travel Route

<p>Photo 1: Informal A4042 Crossing - OHD</p> 	<p>View of the informal crossing point from the southbound (i.e., east) side of the A4042.</p>
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Photos 2 & 3: Informal A4042 Crossing – OHD



Photo 2 showing a sign towards the subway (i.e., underpass) on the east side of the A4042.

Photo 3 showing a footway (right side) on the east side of the A4042 linking back to the A4042 underpass. There is also a footpath (left side) continuing to the southeast towards Twm Barlem View.

Photo 4: Informal A4042 Crossing - OHD



Footpath continuing towards Twm Barlem view from the A4042.

Photo 5: Informal A4042 Crossing - OHD



Footpath continues towards Twm Barlem View, street lighting available.

Photo 6: Informal A4042 Crossing – OHD





Footpath emerges onto Twm Barlem view at a vehicular access, dropped kerbs are provided across the access. Footpath joins the footway on the west side of Twm Barlem View.

Photo 7: Informal A4042 Crossing – OHD



Dropped kerbs provided across Selby Close at the junction Twm Barlem View.

<p>Photo 8: Informal A4042 Crossing – OHD</p> 	<p>Short section of footpath, separated from the carriageway, connecting the footway on the south side of Selby Close to the footway on the west side of Caerleon Road (and associated bus stop).</p>
<p>Photo 9: Informal A4042 Crossing – OHD</p> 	<p>Footway continues along the west side of Caerleon Road towards the pedestrian crossing near the junction with OHD. The remaining section of the route along OHD is discussed in Table 3D (Photos 13 – 19).</p>

- 3.5.2 The audit of A4042 crossing – OHD shows that the existing infrastructure along route conducive to encouraging active modes of travel.
- 3.5.3 A footpath connects the A4042 crossing point with Twm Barlem View and another footpath connects the crossing point with the underpass/Bath Grn. Dropped kerbs are provided across Selby Close at the junction with Twm Barlem View. A short section of footpath continues from the footway on the south side of Selby Close onto the footway on the west side of Caerleon Road (via the bus stop). The Toucan crossing across Caerleon Road then provides access to OHD.
- 3.5.4 The existing infrastructure along this route is sufficient to support the proposed ED extension and therefore no improvements are required or recommended, as per the conclusions also drawn in the MHSISU assessment.

4.0 Summary and Conclusions

- 4.1 This audit report has been prepared in support of the planning applications for the proposed extension to the Emergency Department (ED) at The Grange University Hospital, Cwmbran, NP44 8YN.
- 4.2 ADL have undertaken an Active Travel Assessment of 5 walking and cycling routes from the residential areas in the vicinity of The Grange University Hospital. The assessment measures the permeability of the site to surrounding residential areas based on the provision of crossing points, footways, Public Rights of Way, and street lighting.
- 4.3 As part of TCBC's Integrated Network, the TCBCINM34 Active Travel Route would connect Ponthir to the existing TORFCR14 route in Llanyrafon. There are additional routes planned in Llantarnam that would connect residential areas (southwest of the site) to Newport Road near Crown Roundabout. In addition, Active Travel route TCBCINM23 would serve the residential area of Croesyceiliog along Edlogan Way. This route would provide a connection to the existing TORFCR13A route on Woodland Road towards the proposed site.
- 4.4 Connections are provided throughout the TORFCR13A route linking residential streets in Llanyrafon with the shared footpath/cyclepath on the west side of the A4042. This section of the route is traffic-free (excluding the 50-metre section on Hawarden Green).
- 4.5 The shared footpath/cyclepath continues along the west side of the A4042 linking the underpass with The Paddocks. The route continues south from The Paddocks as a shared footway/cycleway, providing a connection to The Alders.
- 4.6 There is also a shared footpath/cyclepath linking Mill Lane with the A4042 underpass. This route provides multiple traffic-free connections to Liswerry Drive. Street lighting is provided throughout this route.

- 4.7 Active Travel Route TORFCR13A continues from the A4042 underpass to the Crown Rise/Caerleon Road junction. Therefore, the infrastructure along this route meets the standards for an Active Travel route as set out in the Welsh Government Design Guidance.
- 4.8 A secondary route is also provided via an informal crossing over the A4042. A footpath connects the A4042 crossing point with Twm Barlem View. Existing infrastructure then connects the footway on the west side of Twm Barlem View with the Toucan crossing across Caerleon Road adjacent to the junction with OHD.
- 4.9 ADL therefore concludes that the existing infrastructure along key routes within the vicinity of the proposed development are conducive to encouraging active modes of travel. TCBC's Integrated Active Travel routes would also offer a significant improvement to the cycling infrastructure to the south and southwest of the site.
- 4.10 It should be noted that a scheme of improvement works to the A4042 underpass was originally secured by Condition 27 of the outline planning consent for The Grange University Hospital (ref. 12/P/00348). However, in November 2020, a S73 amendment was secured following development and implementation of an alternative scheme to improve pedestrian links between the A4042 and The Grange University Hospital; as it was not possible to implement the underpass improvement works due to land ownership issues. As such, in line with the decision-making on the previous application, whilst the underpass could be improved alternative higher quality routes are available.
- 4.11 As part of the planning application (ref. 22/P/0446/OUT) for a Mental Health Specialist Inpatient Services Unit (MHSISU) at The Grange University Hospital, which was consented in March 2023, a similar Active Travel Assessment was undertaken to identify improvements to be made to pedestrian and cycle infrastructure. The Section 106 agreement pursuant to this consent secured a £50,000 contribution towards a strategic review of active travel connections to the GUH. Given the planning applications associated with the ED are not intended to increase patient or staff numbers and will only support the existing demand; and in light of the financial contribution secured through the MHSISU consent; it is not considered that any further contribution or improvements are required as a result of the current proposals.

- 4.12 The Grange University Hospital and surrounding land have been identified for a future masterplan for a residential mixed-use development comprising up to 1,200 dwellings. Any development on this land will require major active travel and highways improvements which would benefit the ED at The Grange University Hospital, and therefore the need for improvements identified in this audit should be considered in the context of the forthcoming masterplan.