

# COLEG GWENT, CROSSKEYS CAMPUS PHASE 1 TRANSPORT STATEMENT

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Author	Signature	Date
<b>Georgia Addy</b> MSc BA (Hons) Graduate Transport Planner		16 December 2024

Reviewed	Signature	Date
<b>Irene O’Riordan</b> MSc BSc (Hons) CMILT Associate		16 December 2024

Authorised	Signature	Date
<b>Irene O’Riordan</b> MSc BSc (Hons) CMILT Associate		16 December 2024

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Appendix B – Swept Path Analysis

## 1.0 Introduction

### 1.1 Introduction

- 1.1.1 Curtins has been appointed on behalf of Coleg Gwent to produce a Transport Statement (TS) in relation to the proposed development of the Phase 1 building to be known as Block Y which has been developed as part of a new masterplan for the Crosskeys Campus. The Phase 1 development will re-provide academic space consisting of engineering labs, IT classrooms and offices. As part of Phase 1 a new energy centre for the campus is also to be included.
- 1.1.1 The site is located within the jurisdiction of Caerphilly County Borough Council (CBCC) who are the local planning authority and the local highway authority.
- 1.1.2 The development description for the proposed development is set out below:

*“Full planning application for Phase 1 of the redevelopment of Coleg Gwent Crosskeys Campus, Risca Road, Crosskeys, NP11 7ZA. This phase includes the construction of a three-storey teaching building and a single-storey energy centre, together with associated access, parking, landscaping works.*

*Outline planning application for Phases 2-4, comprising the phased demolition of existing buildings and their replacement with new buildings, along with associated access parking and landscaping across the campus site.”*

### 1.2 Site Context

- 1.2.1 The Coleg Gwent Crosskeys Campus is situated in the village of Crosskeys, in the county borough of Caerphilly, South Wales. Crosskeys Campus is situated circa 480m to the east of Crosskeys Railway Station.

**Figure 1.1 Campus Boundary Location Plan**



### 1.3 Report Structure

- **Section 2: Existing Conditions** - This section establishes the baseline transport conditions currently prevailing at the site and the surrounding area. The baseline conditions are identified to understand the existing site context and to define a baseline position against which the proposed development impacts can be evaluated.
- **Section 3: Site Accessibility Review** – This section reviews the site's accessibility credentials with regards to active travel and public transport
- **Section 4: Development Proposals** - This section describes the development proposals with a focus on the transport and highways infrastructure.
- **Section 5: Trip Generation** - This section of the report discusses the vehicular trips to the development via the local transport network, with an emphasis on the network peak hours.
- **Section 6: Summary & Conclusions** - A summary of the salient findings of the report are provided within this section and these are used as an evidence base of an overarching conclusion regarding the suitability of the proposed development.

## 2.0 Existing Conditions

### 2.1 Introduction

- 2.1.1 This section establishes the baseline transport conditions at the site and the surrounding area. The baseline conditions are identified to understand the existing site context and to define a baseline position against which the proposed development's impacts can be evaluated.

### 2.2 Existing Site

- 2.2.1 The existing site hosts the current Crosskeys Campus. The site is accessible via the B4591 to the north and Waunfawr Park Road to the south.
- 2.2.2 The B4591 connects the A467 to the west with the town of Risca to the east. Waunfawr Park Road leads west to a residential area and east towards Blackvein Road where it connects with the B4591.

**Figure 2.1 Site Context - OpenStreetMap**



### 2.3 Local Highway Network

- 2.3.1 **Table 2.1** provides a description of the local highway network and its key features.

Table 2.1 – Local Highway Network Features

Name	Classification	Key Features	Speed Limit	Street Lighting
B4591/Risca Road	B Road	Pedestrian footway circa 3m wide	20mph	Yes
		Traffic light controlled pedestrian crossing with tactile paving and dropped kerbs		
		Bus stops on both side of carriageway		
		Intermittent double yellow lines		
Waunfawr Park Road	Unclassified	Pedestrian footways circa 1.5m wide	30mph	Yes
		Pedestrian priority crossing with dropped kerbs and tactile paving		
		Speed bumps		



3.0 Accessibility Overview

3.1 Introduction

3.1.1 This section of the report will assess the sites accessibility via sustainable modes of travel. Active Trave Wales (2013) seeks to improve access to walking and cycling as a mode of transport across Wales, with the aim to make active travel modes equate for 35% of journeys in Wales by 2040.

3.2 Public Transport Accessibility Index

3.2.1 The BREEAM public transport accessibility index (AI) score has been calculated using the BREEAM calculator tool. The site has an AI score of 13.38.

3.2.2 All bus stops located within 650m of the site access were used to inform this calculation. This includes the Crosskeys Station and Coleg Gwent bus stops. Crosskeys Railway Station was also included in the accessibility assessment index.

3.2.3 The calculator tool output is provided in [Appendix A](#).

3.3 Accessibility to Local Services

3.3.1 To assist in summarising the accessibility of the building, [Table 3.1](#) presents a selection of key amenities located within 500m walking distance of the site in line with the BREEAM criteria.

Table 3.1 – Local Amenities

Service / Facility	Distance from Site (Approx)	Walking Time (Approx)	Cycling Time (Approx)
Campus News & Food	40m	2 minutes	>1 minute
Crosskeys General Store	270m	4 minutes	1 minute
Crosskeys Fish Bar	400m	4 minutes	1 minute
Waunfawr Park Children's Playground	500m	7 minutes	3 minutes

3.3.2 Beyond 500m a range of local amenities can be reached in nearby Risca where additional amenities are located including a doctor's surgery, library, supermarket and pharmacy.

3.3.3 Local pedestrian infrastructure enables connectivity to local amenities within proximity to the site. There are wide pedestrian footways measuring circa 4m wide along Risca Road adjacent to the Crosskeys

Campus. The connections help to facilitate pedestrian movement between the campus, local amenities, railway station and local bus stops.

3.3.4 There is a formal signalised controlled crossing with tactile paving and dropped kerbs situated adjacent to the main entrance to Gwent Coleg on Risca Road. This crossing facilitates safe crossing for pedestrians who are accessing the college.

3.3.5 Footpaths within the Crossway Campus are wide, even and well- lit throughout the campus.

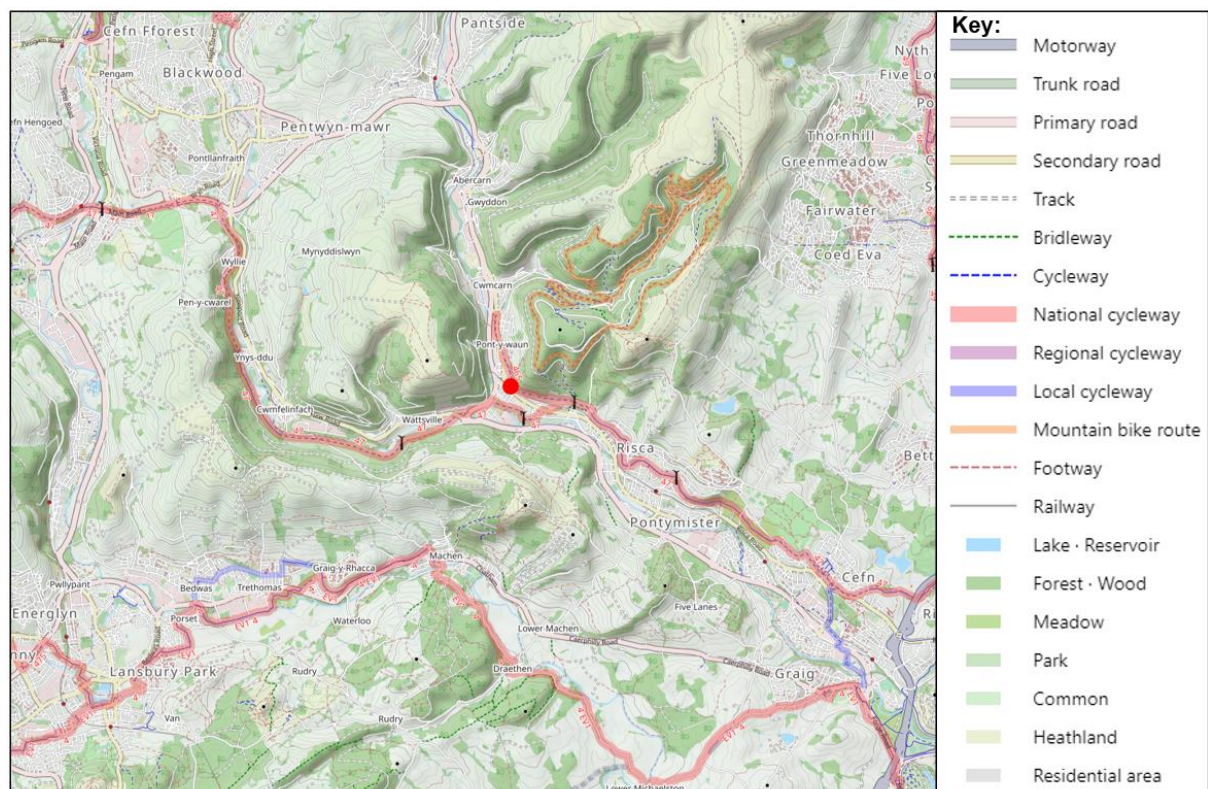
### 3.4 Cycle Infrastructure

3.4.1 National Cycleway 465 is located 260m to the north of the site providing connections between Cwmcarn and Newport. National cycleway 47 is located to the south of the site and provides a connection between Port Talbot and Newport.

3.4.2 Cycle route 465 is off-road and segregated cycleway which runs parallel to Risca Road. The route provides a connection to local amenities such as Risca and Crosskeys Railway Station.

3.4.3 A map showing local cycle infrastructure is provided in **Figure 3.1**.

**Figure 3.1- Local Cycle Routes**



3.5 Bus Services

- 3.5.1 There are a number of opportunities to travel via bus to the site. These include services 56, 82, 95C, 151, X15 which provides access to Blackwood, Brynmawr, Pontypool, Newport and Tredegar.
- 3.5.2 Coleg Gwent bus stops benefit from seating, bus shelter and a timetable. There are two bus stops located adjacent to the Coleg Gwent campus, one on either side of Risca Road.
- 3.5.3 **Table 3.2** summarises the local bus services and their peak frequencies.

**Table 3.2 – Local Bus Services**

Bus Service	Route	Weekday Peak	Saturday	Sunday
56	Tredegar - Blackwood - Newport	Hourly	Hourly	Every 2 hours
82	Pontypool - Hafodyrynys - Crosskeys College	Twice at 08:54am and 16:35pm	N/A	N/A
95C	Newbridge Newbridge School - Crosskeys Coleg Gwent	Twice at 08:00am and 15:07pm	N/A	N/A
151	Blackwood - Newport via Newbridge and Risca	Every 15 minutes	Every 15 minutes	Hourly
X15	Brynmawr - Newport via Newbridge and Abertillery	Hourly	Hourly	Hourly

3.6 National Rail Accessibility

- 3.6.1 The closest National Rail station is Crosskeys Railway Station situated approximately a 12-minute walk / 3-minute cycle of the proposed development. The railway station provides direct services to Cardiff Central in less than 45 minutes as well as services to Newport and Ebbw Vale Town.

**Table 3.3 – National Rail Services**

Destination	Weekday Peak		Saturday Peak	Sunday Peak
	AM	PM		
Newport	Hourly	Hourly	Hourly	Every 2 hours
Ebbw Vale Town	Half hourly	Half hourly	Half hourly	Hourly
Cardiff Central	Hourly	Hourly	Hourly	Hourly

## 4.0 Development Proposals

### 4.1 Introduction

4.1.1 This section of the TS provides an overview of the development proposals at the site

### 4.2 Site Masterplan

4.2.1 The proposals are part of a wider site masterplan which has set out a strategy for the campus to achieve net-zero as well as replacing buildings which have reached end of life. The masterplan has been split into phases and further details will be provided on a phase-by-phase basis for each future reserved matters application. The proposed masterplan is set out in **Figure 4.1**.

**Figure 4.1 – Proposed Site Masterplan**

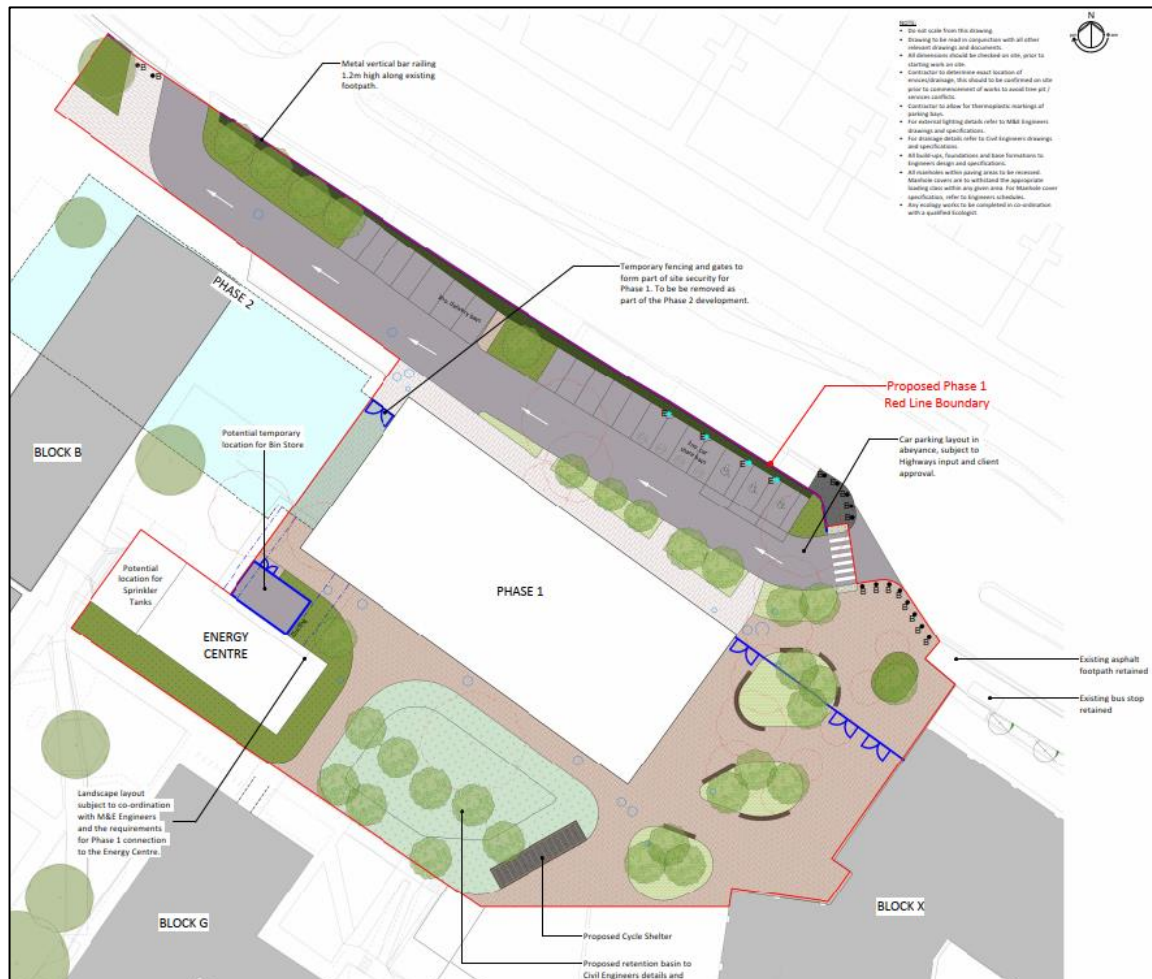


### 4.3 Proposed Development

- 4.3.1 The proposed development (Phase 1) consists of providing a new academic building known as Block Y and a new energy centre. The Phase 1 building provides replacement academic space on the site of the semi-detached houses. This will enable the decant and demolition of Blocks B and F. A temporary car park will be provided due to spaces lost during the construction of Phase 1.
- 4.3.2 Block Y will consist of engineering labs and exam rooms on the ground floor, IT classrooms on the first floor and staff related rooms and offices on the second floor.
- 4.3.3 A new energy centre will also be provided in Phase 1 which will be located in landscaping to allow for ease of access and maintenance.
- 4.3.4 Improved landscaping along Risca Road is also proposed, with improved wayfinding and a welcome entrance gateway. The bus stop on Risca Road will remain with a new zebra crossing connecting the bus stop to the new entrance.
- 4.3.5 The proposed development will create no increase in student or staff at the site.
- 4.3.6 The proposed development is shown in **Figure 4.2**.



Figure 4.2 - Phase 1 RIBA Stage 2 Development Proposals



## 4.4 Parking

### Car Parking

- 4.4.1 The masterplan development will provide 527 car parking spaces, 18 pf which are accessible bays. During Phase 1 of the development, a small car park providing 13 spaces will be provided north of Block Y, three of which will be accessible bays.
- 4.4.2 Caerphilly Supplementary Planning Guidance LDP5 – Car Parking Standards sets out how many parking spaces should be provided for colleges and higher/further education institutes.
- 4.4.3 The guidance sets out zones to specify parking standards. It is understood that Crosskeys campus would count as Zone 4 – Suburban or near urban under the following description:

*The outer edges of the largest towns; suburban locations in towns; the whole of smaller settlements offering a range of local facilities. There is an at least hourly bus service to the town centre and there may also be a railway station in the town. Local facilities include a local centre within 400m walking distance. Some other basic amenities such as a doctor's surgery are also available within the same walking distance.*

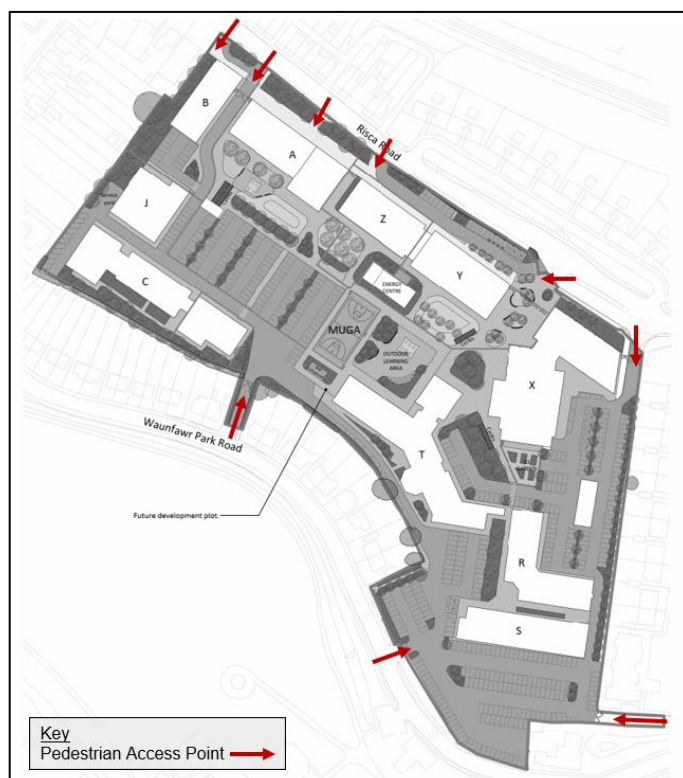
- 4.4.4 The guidance states that higher educational land uses zones 2-4 should provide 1 commercial vehicle space, 1 space per each member of teaching staff, 1 space per 2 ancillary staff, 1 space per 3 students and 5 visitor specific spaces.

#### **Cycle Parking**

- 4.4.5 A cycle shelter will be installed south of the Y-Block in line with guidance. The parking is sheltered and benefits from passive surveillance.
- 4.4.6 Caerphilly Supplementary Planning Guidance details cycle parking requirements for places of education. For long stay parking, there should be provision of 1 stand per 5 staff and 1 stand per 6 students 17+. For short stay parking, there should be 1 stand per 100 students.

### **4.5 Pedestrian Access**

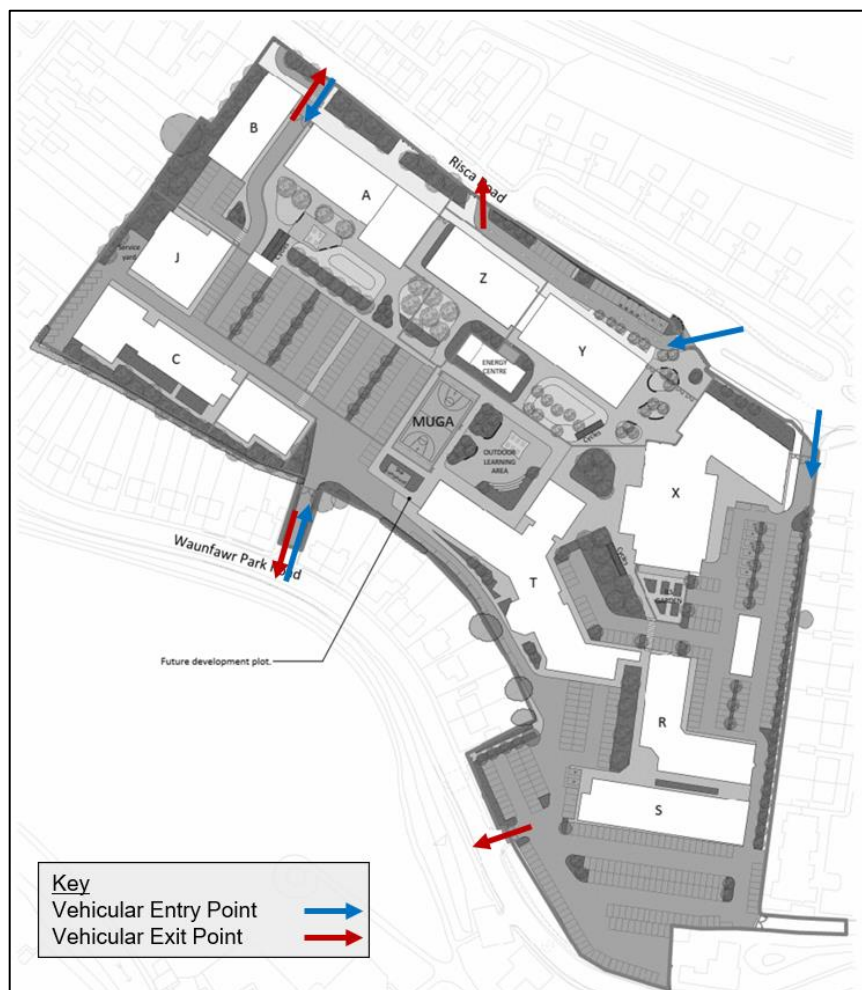
**Figure 4.3 - Pedestrian Access**



- 4.5.1 Pedestrian access to the site can be achieved via Waunfawr Park Road to the south, Waunfawr Gardens to the east and Risca Road/B4591 to the north. Staff and students arriving by bus will access the site via Risca Road where northbound and southbound bus stops are located, as well as those arriving by train.

## 4.6 Vehicular Access

**Figure 4.4 - Vehicular Access**



- 4.6.1 Vehicles can enter and exit the site on Waunfawr Road and Risca Road. Two of the entry points on Risca Road are entry only, with vehicles able to exit at alternative points.
- 4.6.2 There are four car parking areas totalling 527 car parking spaces.
- 4.6.3 Previous tracking has been carried out to ensure minibuses can enter and egress the site. This was undertaken by Atkins and is provided in **Appendix B**.



## 4.7 Delivery & Servicing

- 4.7.1 A turning circle for deliveries will be provided to the western perimeter of the Phase 1 boundary. Delivery vehicles can enter and exit the site via Risca Road.
- 4.7.2 Tracking for a large refuse vehicle entering and egressing the site from Risca road has been undertaken and displayed in **Figure 4.5** and **Appendix B**.

**Figure 4.5 – Refuse Vehicular Access**



## 5.0 Trip Generation

### 5.1 Introduction

- 5.1.1 This section of the report presents the anticipated trip generation associated with the future development.

### 5.2 Trip Generation

- 5.2.1 The proposals to Crosskey Campus do not entail an increase in capacity of staff or students at the site. Most recent student figures available show there are currently 2,125 students enrolled at the college, composing of 715 part-time students and 1,410 full-time students.
- 5.2.2 Staff at the college are separated into full-time, part-time and cover staff. The total number of full-time and part-time staff employed on campus is 285, separated into 188 full-time staff and 97 part-time staff.
- 5.2.3 As a result in no uplift in staff and student numbers, no additional car parking is proposed on site. This means no additional vehicular trips, negating the need to assess the impact on the local highway network.
- 5.2.4 Arrivals and departures to the college are spread across the day due to the nature of the site and the courses it teaches, ranging from higher education, full-time courses and part-time courses. The college also operates in the evenings and on weekends, meaning numerous arrivals and departures from the site will occur outside of the standard network morning and evening peaks.

## 6.0 Summary and Conclusion

### 6.1 Summary

- 6.1.1 To conclude, Curtins have been appointed by Coleg Gwent to produce a Transport Statement (TS) relating to the proposed development of the Phase 1 building to be known as Block Y which has been developed as part of a new masterplan for the Crosskeys Campus.
- 6.1.2 This TS has established the baseline conditions prevailing at the site and demonstrated the site's accessibility by sustainable modes of transport.
- 6.1.3 The development proposals have been outlined in line with regional policy to ensure compliance to local standards.
- 6.1.4 The proposed development does not provide an increase in car parking and staff and student numbers at the college will remain unchanged, negating the need to analyse the effect on the local highway network as vehicle trips to the site will be in line with current movements.

### 6.2 Conclusion

- 6.2.1 This TS has demonstrated that the site is easily accessible by public transport and active travel modes. It has also demonstrated that the proposed development will not have a significant adverse effect on the operation of the highway, public transport or pedestrian and cycle network in the vicinity of the site.
- 6.2.2 In conclusion, it is considered that the development proposals are reasonable and appropriate for the location and that there are not reasons why the development proposal should not be granted planning permission on traffic and transport grounds.

**Appendix A – BREEAM Calculator**

BREEAM 2018 Tra01/02 Accessibility Index calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type Further Education College ▼  
No. nodes required 4 ▼

Select

Coleg Gwert

Public transport type	Bus									
Distance to node (m)	70									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	5	2	1							

Coleg Gwert

Public transport type	Bus									
Distance to node (m)	70									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	5	2	1							

Railway

Public transport type	Rail									
Distance to node (m)	270									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	1	2	1	1						

NODE 4

Public transport type	Bus									
Distance to node (m)	270									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	6	4	1							

Accessibility Index 13.58

**Appendix B – Swept Path Analysis**



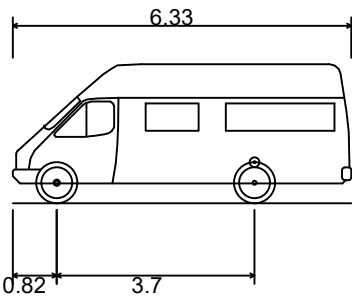
100  
Millimetres  
0 10

CLASSIFICATION - Baseline (Low Risk)

1 - MINIBUS INTO SITE (FROM WEST)

2 - MINIBUS INTO SITE (FROM SOUTH)

DO NOT SCALE



Mini Bus  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock to lock time  
Kerb to Kerb Turning Radius

KEY

- FORWARD MANOEUVRE  
REVERSE MANOEUVRE

GENERAL NOTES:

- DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT PROJECT DRAWINGS AND WITH THE HEALTH AND SAFETY INFORMATION PROVIDED AND/OR WITHIN THE PRE-CONSTRUCTION INFORMATION.
- THE DRAWING SHALL BE USED FOR THE INTENDED PURPOSE ONLY AND THIS DRAWING HAS BEEN BASED ON INFORMATION PROVIDED BY OTHER PARTIES AND ATKINSREALIS DO NOT WARRANT THE ACCURACY OF THIS INFORMATION. DIMENSIONS SHALL NOT BE SCALED FROM THE DRAWING AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL DIMENSIONS AND LEVELS ON SITE FOR THE ACTUAL SETTING OUT OF THE WORKS. DIMENSIONS MARKED 'DIMENSIONS TO BE SITE CHECKED' ARE SUBJECT TO CONFIRMATION BY THE CONTRACTOR BEFORE THE WORKS COMMENCE.

3 - MINIBUS OUT OF SITE (TO WEST)

4 - MINIBUS TURNING IN SITE

P01	06/10/2024	WORK STAGE 1 ISSUE	MH	SF	CS
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status	SUITABLE FOR INFORMATION	S2
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2nd Floor  
No 2 Capital Quarter  
Tyndall Street  
Cardiff  
CF10 4BZ

Tel: +44 (0)2920 485159  
Fax: +44 (0)2920 485138  
www.atkinsrealis.com

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Client

COLEG GWENT

Project Title

PHASE 1 CROSSKEYS CAMPUS

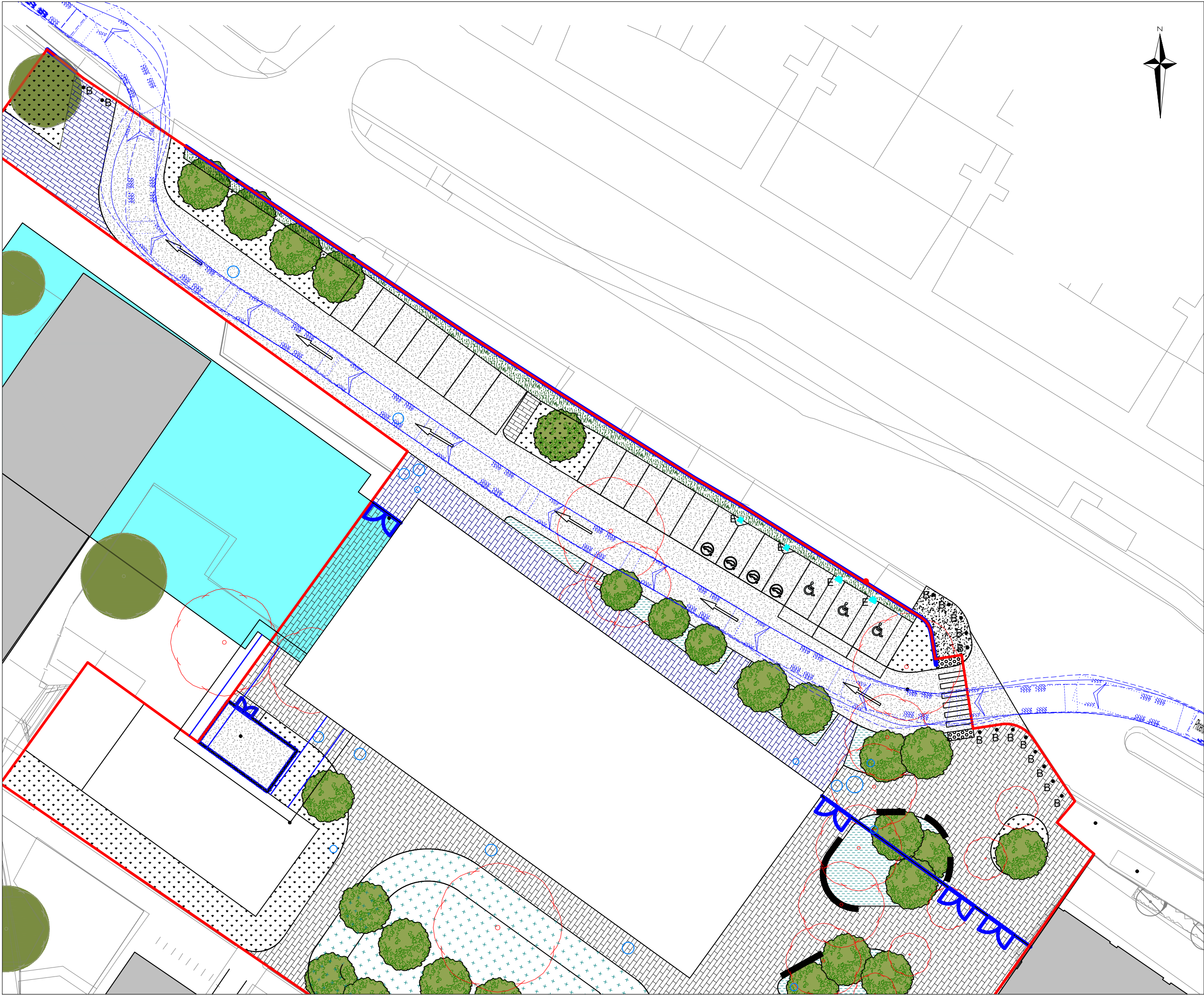
Drawing Title

VEHICLE TRACKING

Scale	Designed	Drawn	Checked	Authorised
1:200		MH	SF	CS
Original Size	Date	Date	Date	Date
A1	09/05/24	13/05/24	16/05/24	16/05/24
Drawing Number	Revision			
5228425-ATK-XX-XX-DR-C-900100	P01			

CLASSIFICATION - Baseline (Low Risk)





GENERAL NOTES

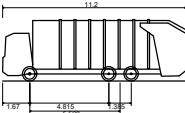
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4. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
5. FOR SPECIFIC NOTES REFER TO DRAWING.

SOURCE: STRIDFES  
DRAWING NO. 156917-STL-XX-XX-DR-L-09101 - Phase 1 - Landscape GA

KEY

- FORWARD GEAR
- REVERSE GEAR

VEHICLE PROFILE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
Overall Length 11.200m  
Overall Width 2.530m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.904m  
Track Width 2.500m  
Look to lock time 4.00s  
Kerb to Kerb Turning Radius 9.500m

P01	INITIAL DRAWING.	11.12.24	GA	IOR
Rev:	Description:	Date:	By:	Chkd:

Curtins

Building a better future

Curtins Consulting Ltd  
40 Compton Street, London, EC1V 0AP  
t: 020 7324 2240 f: 020 7324 2241  
e: london@curtins.com www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer  
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INFORMATION

Project:  
**COLEG GWENT  
CROSSKEYS CAMPUS  
PHASE 1**

Drg Title:  
**SWEPT PATH ANALYSIS  
LARGE REFUSE VEHICLE**

Scale:	Size:	First Issue:	Drawn:	Checked:
1:400	A3	11.12.24	GA	IOR
Drg No:	86776-CUR-00-XX-DR-TP-05001			Rev:
				01



# Our Locations

## **Birmingham**

2 The Wharf  
Bridge Street  
Birmingham  
B1 2JS  
T. 0121 643 4694  
birmingham@curtins.com

## **Bristol**

Quayside  
40-58 Hotwell Road  
Bristol  
BS8 4UQ  
T. 0117 302 7560  
bristol@curtins.com

## **Cambridge**

50 Cambridge Place  
Cambridge  
CB2 1NS  
T. 01223 631 799  
cambridge@curtins.com

## **Cardiff**

3 Cwrt-y-Parc  
Earlswood Road  
Cardiff  
CF14 5GH  
T. 029 2068 0900  
cardiff@curtins.com

## **Douglas**

Varley House  
29-31 Duke Street  
Douglas  
Isle of Man  
IM1 2AZ  
T. 01624 624 585  
douglas@curtins.com

## **Dublin**

11 Pembroke Lane  
Dublin 2  
Ireland  
T. 00353 1 507 9447  
dublin@curtins.com

## **Edinburgh**

1a Belford Road  
Edinburgh  
EH4 3BL  
T. 0131 225 2175  
edinburgh@curtins.com

## **Glasgow**

Queens House  
29 St Vincent Place  
Glasgow  
G1 2DT  
T. 0141 319 8777  
glasgow@curtins.com

## **Kendal**

28 Lowther Street  
Kendal  
Cumbria  
LA9 4DH  
T. 01539 724 823  
kendal@curtins.com

## **Leeds**

Rose Wharf  
Ground Floor  
Leeds  
L29 8EE  
T. 0113 274 8509  
leeds@curtins.com

## **Liverpool**

51-55 Tithebarn Street  
Liverpool  
L2 2SB  
T. 0151 726 2000  
liverpool@curtins.com

## **London**

40 Compton Street  
London  
EC1V 0BD  
T. 020 7324 2240  
london@curtins.com

## **Manchester**

Merchant Exchange  
17-19 Whitworth Street West  
Manchester  
M1 5WG  
T. 0161 236 2394  
manchester@curtins.com

## **Nottingham**

56 The Ropewalk  
Nottingham  
NG1 5DW  
T. 0115 941 5551  
nottingham@curtins.com