



Residential Travel Plan

**Phase 4B/5D Glan Llyn Regeneration Site, Llanwern,
Newport**

St Modwen Homes

Prepared by:

SLR Consulting Limited

3rd Floor, Brew House, Jacob Street, Tower Hill,
Bristol, BS2 0EQ

SLR Project No.: 416.066739.00001

13 February 2026

Revision: Issue

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V1	18 December 2025	CI	DR	DR
V2	13 February 2026	CI	DR	DR

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with St Modwen Homes (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.



Table of Contents

1.0 Introduction	1
2.0 Policy Context	5
3.0 Accessibility and Baseline Travel Patterns	12
4.0 Aim, Objectives, Benefits and Targets	22
5.0 Management Strategy	25
6.0 Measures.....	27
7.0 Monitoring, Review and Reporting.....	30
8.0 Action Plan	31

Tables in Text

Table 2.1: Summary of Cycle Parking Standard.....	10
Table 3.1: Summary of Local Facilities Accessible in 2Km by Walking.....	14
Table 3.2: Summary of Local Facilities Accessible in 8Km by Cycling.....	16
Table 3.3: Summary of Local Bus Services.....	17
Table 3.4: Summary of Rail Services at Newport Railway Station	18
Table 3.5: 2011 Census Baseline Travel Mode Share (Newport 004 MSOA).....	19
Table 3.6: Trip Rates.....	20
Table 3.7: Forecast Trip Generation for the Site.....	20
Table 4.1: Predicted Overall Modal Split	24
Table 6.1: Cycle Parking Requirement.....	27
Table 8.1: Action Plan	31

Figures in Text

Figure 1.1: Proposed Layout of the Site (Phase 4B/5D).....	2
Figure 1.2: Local Context	3
Figure 2.1: PPW Sustainable Transport Hierarchy for Planning	6
Figure 2.2: Newport City Council's Active Travel Network Map	8
Figure 3.1: Site Location	12
Figure 3.2: Planning Context of Site.....	13
Figure 3.3: Walking Isochrone Map.....	14
Figure 3.4: Cycling Isochrone Map.....	16



Appendices

Appendix A Proposed Site Layout

Appendix B Draft Travel Questionnaire



Acronyms and Abbreviations

CCR	Cardiff Capital Region
DfT	Department for Transport
LTP	Local Transport Plan
MSOA	Super Output Area – Middle Layer
NCC	Newport City Council
NCN	National Cycle Network
NLDP	Newport Local Development Plan
NTAS	National Travel Attitudes Study
ONS	Office for National Statistics
s106	Planning Obligations
SPG	Supplementary Planning Guidance
TIS	Transport Implementation Strategy
TP	Residential Travel Plan
TPC	Travel Plan Coordinator
Phase 4E/4G	Application Site
PPW	Planning Policy Wales
TAN	Technical Advice Note
TRICS	Trip Rates Information Computer System



1.0 Introduction

- 1.1 SLR Consulting Ltd has been appointed by St. Modwen Homes to prepare a Residential Travel Plan for Phase 4B/5D (164 dwellings) of the wider Glan Llyn Regeneration Site (4,000 dwellings) located in Llanwern, at the eastern fringes of Newport.
- 1.2 The site falls within the administrative boundary of Newport City Council (NCC) as both local planning authority and local highway authority.
- 1.3 This Residential Travel Plan (TP) relates to Phase 4B/5D of the wider regeneration area and has been produced to discharge condition 17 of the outline planning permission (planning reference: 06/0471) which requires the production of a Travel Plan for each phase of the development.
- 1.4 Condition 17 of outline permission 06/0471 states:

“A Green Travel Strategy for each phase of development as defined under condition 03 (including provision for a Travel Plan Co-ordinator) shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any development relating to the relevant phase unless an alternative timescale is otherwise agreed in writing by the Local Planning Authority. Green Travel Plans shall be submitted to and approved in writing by the Local Planning Authority for individual development parcels prior to commencement of development of the relevant parcel. The Green Travel Strategy and Green Travel Plans shall be implemented and maintained thereafter in accordance with the approved details.”

Planning History

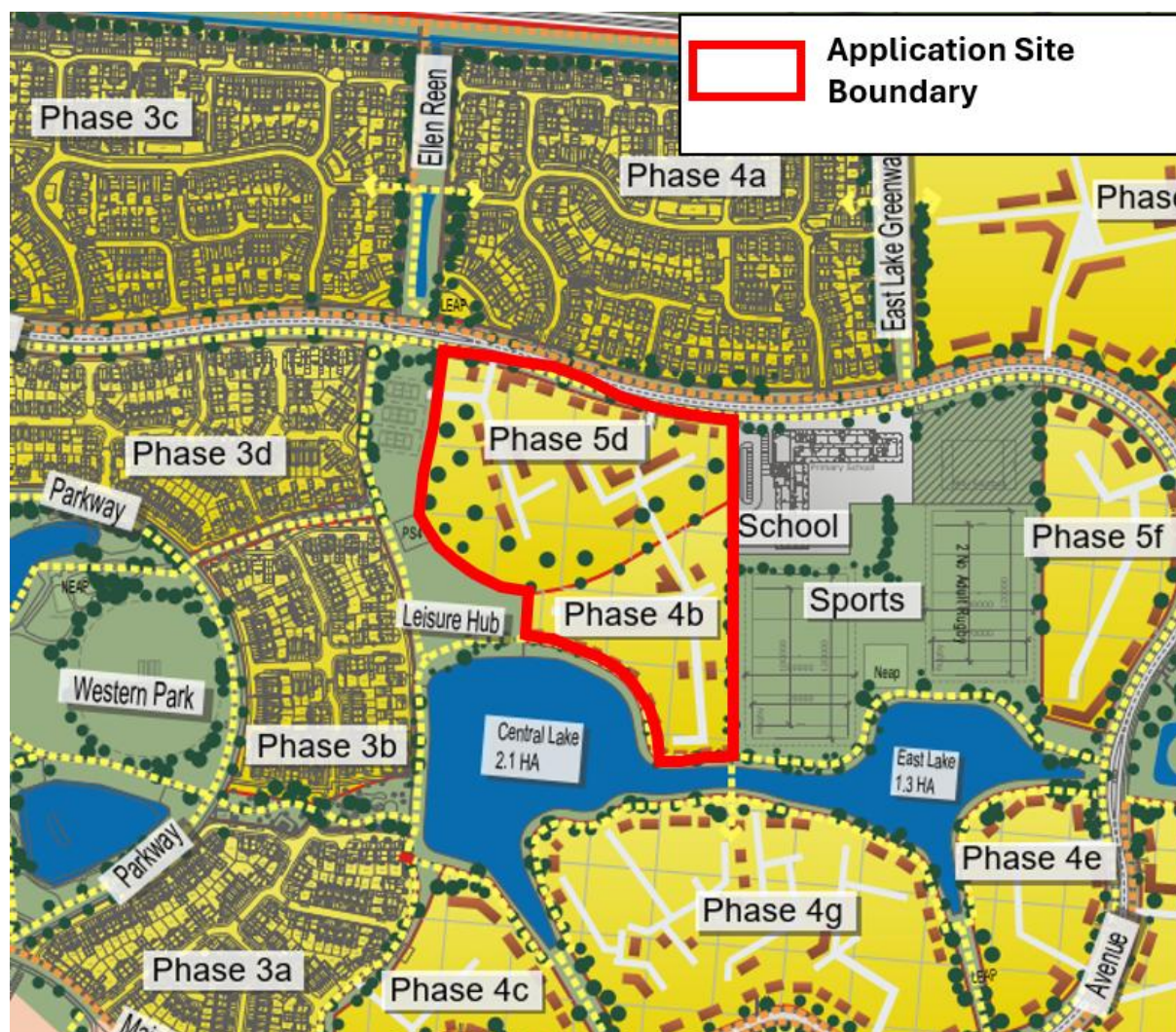
- 1.5 The application site forms part of a wider regeneration site (Glan Llyn Regeneration Site) covering circa 240 hectares of land formerly occupied by the Llanwern Steelworks. An outline planning application (planning reference: 06/0471) was approved for the development of the site for a mixed-use urban extension comprising but not limited to residential (4000 dwellings), employment (139,000 sqm) and commercial uses in April 2010.
- 1.6 A Reserved Matters Application (22/0801) has been submitted for 170 dwellings at Phase 4B/5D. However the current layout shows 164 dwellings (including 148 private homes and 16 affordable homes) with associated parking and access.
- 1.7 A layout of the site (Phase 4B/5D) is shown in **Figure 1.1** (see also **Appendix A**) and the site within the context of the wider urban extension is shown in **Figure 1.2**.



Figure 1.1: Proposed Layout of the Site (Phase 4B/5D)



Figure 1.2: Local Context



- 1.8 This TP sets out the overarching principles to be adopted to promote sustainable travel which will include elements of the site's design as well as a range of measures to be implemented as part of the proposals.
- 1.9 This TP is a dynamic, evolving management tool that will take account of changing circumstances, ensuring targets are maintained especially in relation to the residential nature of the site. The promotion of sustainable travel is considered key to the successful development of the site.

Travel Plan Aim

- 1.10 The primary aim of this TP is:

"To reduce car use for travel to and from the consented development and in particular single occupancy car use. To promote the use of sustainable modes of transport, including public and shared transport as well as Active Travel by residents of the site."

Travel Plan Objectives

- 1.11 The primary objective of this TP is to:



- Reduce reliance on the private car, with a long-term strategy of mode shift away from single occupancy private car trips;
- Promote alternative sustainable modes of travel such as walking, cycling, public transport use and car-sharing;
- Promote healthy lifestyles and sustainable, vibrant local communities;
- Minimise the impact of the development on surrounding areas and reduce Greenhouse Gas Emissions; and
- Develop an on-going management co-ordination process which will monitor and review changes towards achieving modal shift.

1.12 The above objectives are dynamic and may evolve over time as the site develops and technology changes.

Structure of Report

1.13 The remainder of the TP is structured as follows:

- Policy Context
- Site Audit and Baseline Travel Patterns
- Aim, Objectives, Benefits and Targets
- Management Strategy
- Measures
- Monitoring, Review and Reporting
- Action Plan



2.0 Policy Context

2.1 This section of the report outlines the relevant transport-related policy at national and local levels against which the development has been considered. The overarching theme throughout these documents is that of promoting sustainable travel and reducing the impact of the proposed development from a transport perspective.

2.2 The most relevant policy documents are as follows:

National Policy

- Planning Policy Wales – Edition 12 (2024);
- Llwybr Newydd: The Wales Transport Strategy 2021
- Technical Advice Note 18: Transport (2007);
- Active Travel (Wales) Act 2013;

Local Policy

- Newport Local Development Plan 2011 – 2026 (2015);
- Newport City Council Local Transport Plan (2015);
- City Wide Transport Strategy Review: Strategy Refresh - Final Report (2011);
- Supplementary Planning Guidance – Parking Standards (2015); and
- Sustainable Travel Supplementary Planning Guidance (2020).

National Policy

Planning Policy Wales – Edition 12 (2024)

2.3 The revised Planning Policy Wales (PPW) was published in February 2024 and identifies the Welsh Government's core policies and principles behind the planning for and delivery of sustainable development. The PPW is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales

2.4 The key overarching principles for the planning system are described in detail in section 2 of the PPW. They include

- Growing our economy in a sustainable manner
- Making best use of resources
- Facilitating accessible and healthy environments
- Creating & sustaining communities
- Maximising environmental protection and limiting environmental impact

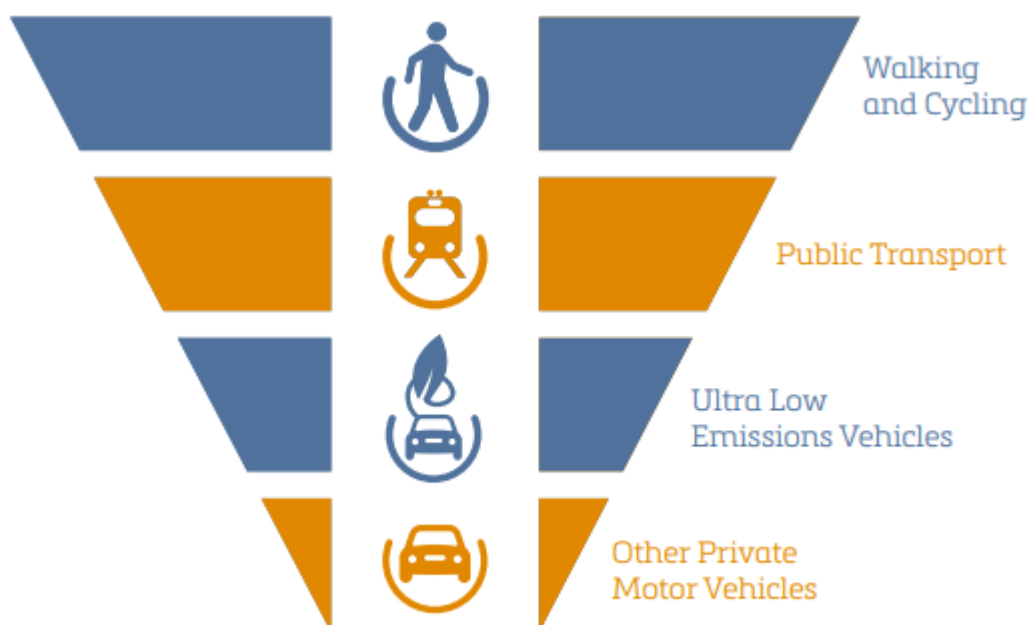
2.5 Section 4.1.11 promotes sustainable access for new developments.

“Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure...”

2.6 Figure 9 of the PPW identifies a sustainable transport hierarchy for consideration in this regard replicated herein in **Figure 2.1**.



Figure 2.1: PPW Sustainable Transport Hierarchy for Planning



Llwybr Newydd: The Wales Transport Strategy 2021

- 2.7 The Wales Transport Strategy (WTS) was published in 2021 to provide a framework for planning and managing the transport system in Wales for a policy period of 20 years. The vision for Wales as captured simply within the WTS is:

“An accessible, sustainable and efficient transport system”

- 2.8 Three core priorities are outlined within the WTS:

“Priority 1: Bring services to people in order to reduce the need to travel”

We will plan ahead for better physical and digital connectivity, more local services, more home and remote working and more active travel, to reduce the need for people to use their cars on a daily basis.

Priority 2: Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure

We will actively aim to achieve a shift away from private car use to more sustainable transport modes for the majority of journeys. We will invest in low-carbon, accessible, efficient and sustainable transport services and infrastructure that enable more people to walk, cycle and use public transport, and low-emissions vehicles.

Priority 3: Encourage people to make the change to more sustainable transport.

We will encourage people to change their travel behaviour to use low-carbon, sustainable transport. We will do this by making sustainable transport more attractive and more affordable, and by adopting innovations that make it easier to use.”



Technical Advice Note 18: Transport (2007)

- 2.9 The Technical Advice Note 18 (TAN 18) supplements the PPW and should be read in conjunction with the PPW. The TAN 18 promotes the integration of land use planning and development planning.
- 2.10 TAN 18 highlights the importance of Travel Plans as a necessary component of any Transport Implementation Strategy (TIS) for any development.

“...in order to determine the necessity and effectiveness of the travel plan, it is preferable that a TA is undertaken and the travel plan developed as a component of the TIS. The weight to be attached to a travel plan when determining a planning application will depend upon the extent to which it (or parts of it) can be secured through a planning condition or obligation and the extent to which it affects the acceptability of the development proposed.”

- 2.11 To further buttress the point section D16 in Annex D of the guidance notes:

“...Travel plans still have a role to play as they may be a specified component of a TIS especially for speculative development when the end user is unknown. Measures such as improvements to public transport, walking and cycling provision and car sharing schemes may be suitable for inclusion in the package.”

- 2.12 In section 9.14 the guidance goes on to state:

“Travel plans should relate to targets for the reduction of road traffic and the promotion of walking, cycling and public transport contained in the local RTP.”

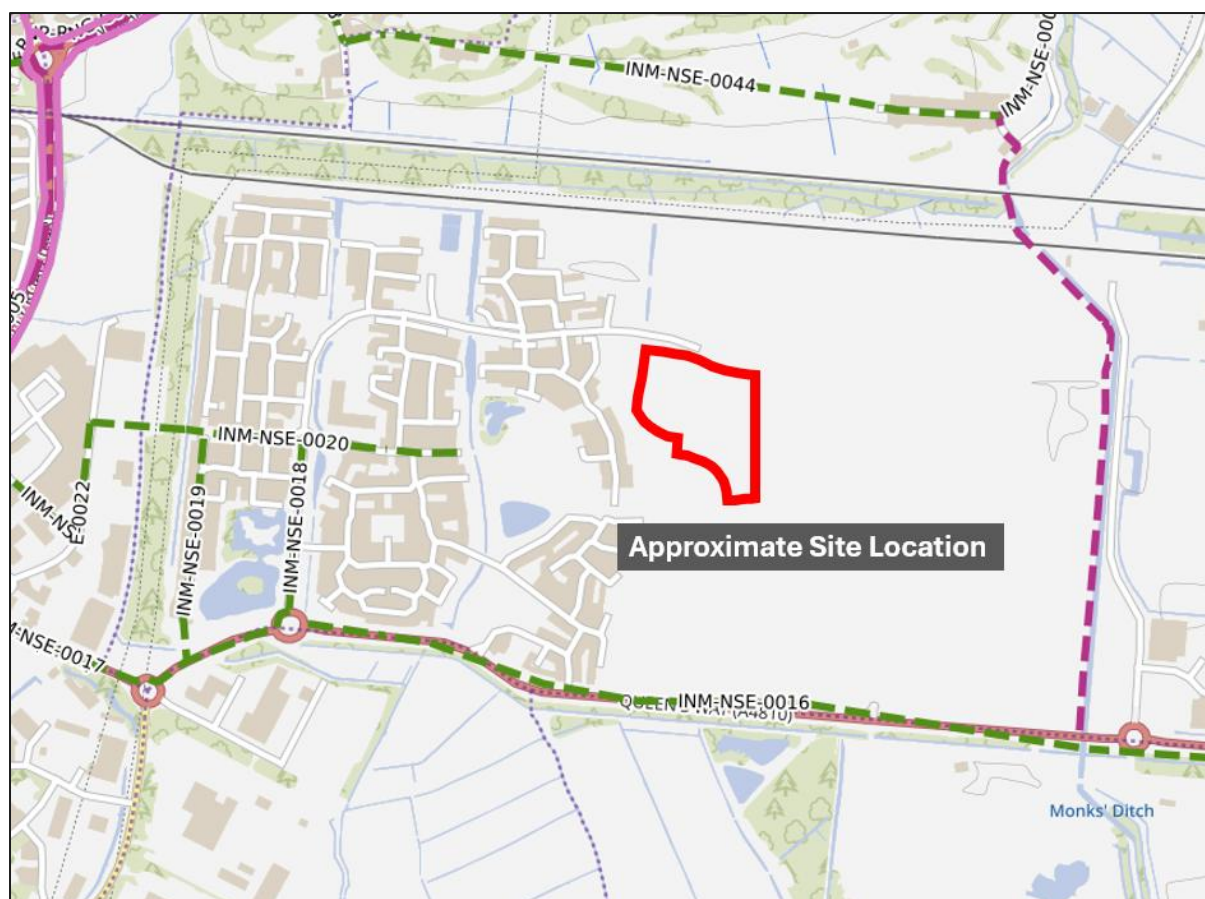
Active Travel (Wales) Act 2013

- 2.13 The Active Travel (Wales) Act enacted in 2013 provides a legal framework for ensuring provision, review, enhancement and promotion of active travel routes and related facilities by Welsh Ministers and local authorities within Wales.
- 2.14 In accordance with the duties prescribed under the Active Travel (Wales) Act 2013, NCC maintains an Active Travel Network Map which shows existing and future active travel routes. The online interactive map¹ shows a future cycling route along the A4810 and a future walking and cycling route to traverse through the eastern sections of the wider Glan Llyn Regeneration Site. This future cycling route has the potential of encouraging more sustainable travel to and from the site and therefore aligns with the overarching objectives of this Travel Plan. A snip is provided in **Figure 2.2**.

¹ <https://datamap.gov.wales/survey/Newport-AT-survey/>



Figure 2.2: Newport City Council's Active Travel Network Map



Local Policy and Guidance

Newport Local Development Plan 2011 – 2026 (2015)

- 2.15 In October 2020, NCC adopted a resolution to begin the formal review of the Newport Local Development Plan (NLDP) to cover the policy period spanning 2021-2036. Prior to the adoption and publishing Replacement Local development Plan (RLDP), the NLDP adopted in January 2015 remains in effect as the substantial local development plan for NC and is discussed herein. The NLDP details land use policies and proposals to shape the future growth of Newport and provides a framework for managing development within the council area up to 2026.
- 2.16 Policy SP1 (Sustainability) encourages developments to be sited in sustainable locations and encourages modal shift towards sustainable means of transport in line with the objectives of this Travel Plan.

“Proposals will be required to make a positive contribution to sustainable development by concentrating development in sustainable locations on brownfield land within the settlement boundary. they will be assessed as to their potential contribution to:

- iii. *...Providing integrated transportation systems, as well as encouraging the co-location of housing and other uses, including employment, which together will minimise the overall need to travel, reduce car usage and encourage a modal shift to more sustainable modes of transport...”*

- 2.17 Policy SP15 (Integrated Transport) amongst other things prescribes the need for Travel Plans.



“...Significant development proposals shall be accompanied by travel plans.”

- 2.18 Policy GP4 (General Development Principles – Highways and Accessibility) promotes inclusive and sustainable access for site users.

“Development proposals should:

- i. provide appropriate access for pedestrians, cyclists and public transport in accordance with national guidance;*
- ii. be accessible by a choice of means of transport;*
- iii. be designed to avoid or reduce transport severance, noise and air pollution;*
- iv. make adequate provision for car parking and cycle storage;*
- v. provide suitable and safe access arrangements;*
- vi. design and build new roads within private development in accordance with the highway authority’s design guide and relevant national guidance;*
- vii. ensure that development would not be detrimental to highway or pedestrian safety or result in traffic generation exceeding the capacity of the highway network.”*

Newport City Council Local Transport Plan (2015)

- 2.19 The Local Transport Plan (LTP) adopted in January 2015 responds to the statutory requirement of NCC to prepare a local transport plan every five years under the provisions of Transport Act 2000, as amended by the Transport (Wales) Act 2006.
- 2.20 NCC is part of the Cardiff Capital Region (CCR) which is a subject of various transport interventions including the Capital City Metro. The LTP in section 1.2.8 identifies the site as part of the major regeneration projects in the CCR which will benefit from improved transport connectivity to achieve economic recovery through the delivery of sustainable growth across the city.
- 2.21 The site will benefit from a number of interventions proposed within the LTP including the Llanwern Railway Station, Llanwern Railway Station Park and Ride, and open on-road cycle routes to be located within proximity to the site.
- 2.22 Travel planning has been identified as part of the monitoring and evaluation strategies for the transport proposals earmarked for the local site area with number of travel plans serving as a key indicator.

City Wide Transport Strategy Review: Strategy Refresh - Final Report (2011)

- 2.23 The City-Wide Transport Strategy Review published in September 2011 replaces the 2004 Newport City Wide Transport Strategy outlining a blueprint for transport development to support the regeneration of parts of Newport. The guidance review became necessary considering key changes to Newport Master Plan and significant developments in the Welsh transport policy since 2004.
- 2.24 The vision of the 2004 City Wide Transport Strategy is retained for Transport Strategy Review.

“The purpose of the Newport City Wide Transport Strategy is to support the development of Newport as a destination of choice for employment, education, retail and leisure through the provision of a transport network that provides opportunities to travel by the most appropriate mode.”



2.25 The relevant policies as outlined within the Transport Strategy Review and considered for the application site are as follows:

- NCC6 – Enhance Local Bus Service
- NCC10 – District Pedestrian Priority Measures
- NCC11 – Individualised Travel Planning Programme for major travel generators
- NCC12 – Introduce City Centre Cycle ‘Hub’
- NCC13 – Cycle Parking
- NCC14 – Cycle Routes Serving New Developments
- NCC16 – Produce a Parking Strategy
- NCC18 – Produce a strategy for bus-based Park and Ride
- NCC20 – Investigate the potential for creating a Car Club

Sustainable Travel Supplementary Planning Guidance (2020)

2.26 The cycle parking standards for new developments in Newport and travel plan guidance are contained within the Sustainable Travel Supplementary Planning Guidance (SPG) adopted in July 2020.

2.27 Guidance 2 of the Sustainable Travel SPG focusses on Secure cycle storage and cycle parking. A summary of the cycle parking standard is provided in **Table 2.1**.

Table 2.1: Summary of Cycle Parking Standard

USE	CYCLE PARKING PROVISION	
	Long Stay Requirement	Short Stay Requirement
Residential (Dwelling House)	1 space per 2 bedrooms	1 space per 20 bedrooms

2.28 In terms of location of the cycle storage, the guidance notes:

“A secure 6’x4’ garden shed or appropriately sized garage are acceptable secure storage facilities for residential development, however, they must be identified as part of any planning application and then provided in accordance with the plans. A garage can also be identified for cycle storage, however it cannot also be declared as a car parking space (unless the applicant can provide sufficient justification that it is suitable for both).”

2.29 The guidance describes a Travel Plan in section 4.

“A travel plan is a document setting out a package of measures, initiatives and targets aimed at reducing single-occupancy car use and promoting more sustainable travel choices... They aim to reduce the impact of travel and transport on the environment. Where possible, to be most effective, travel plans should be prepared in parallel with development proposals and readily integrated into the design and occupation of the new site rather than seeking to retrofit them following occupation.”



- 2.30 The structure and suggested contents of a Travel Plan are detailed in Appendix 1 of the guidance and have been considered for this report.

Summary

- 2.31 National and local policy and guidance documents have been reviewed in the course of preparing this Travel Plan including the Planning Policy Wales (2024), Llwybr Newydd: The Wales Transport Strategy 2021, Technical Advice Note 18: Transport (2007), Active Travel (Wales) Act 2013, Newport Local Development Plan 2011 – 2026 (2015), Newport City Council Local Transport Plan (2015), City Wide Transport Strategy Review: Strategy Refresh - Final Report (2011), and Sustainable Travel Supplementary Planning Guidance (2020).
- 2.32 The policies and guidance advocate sustainable travel to and from new developments to be supported and promoted which forms the main thrust of this Travel Plan.



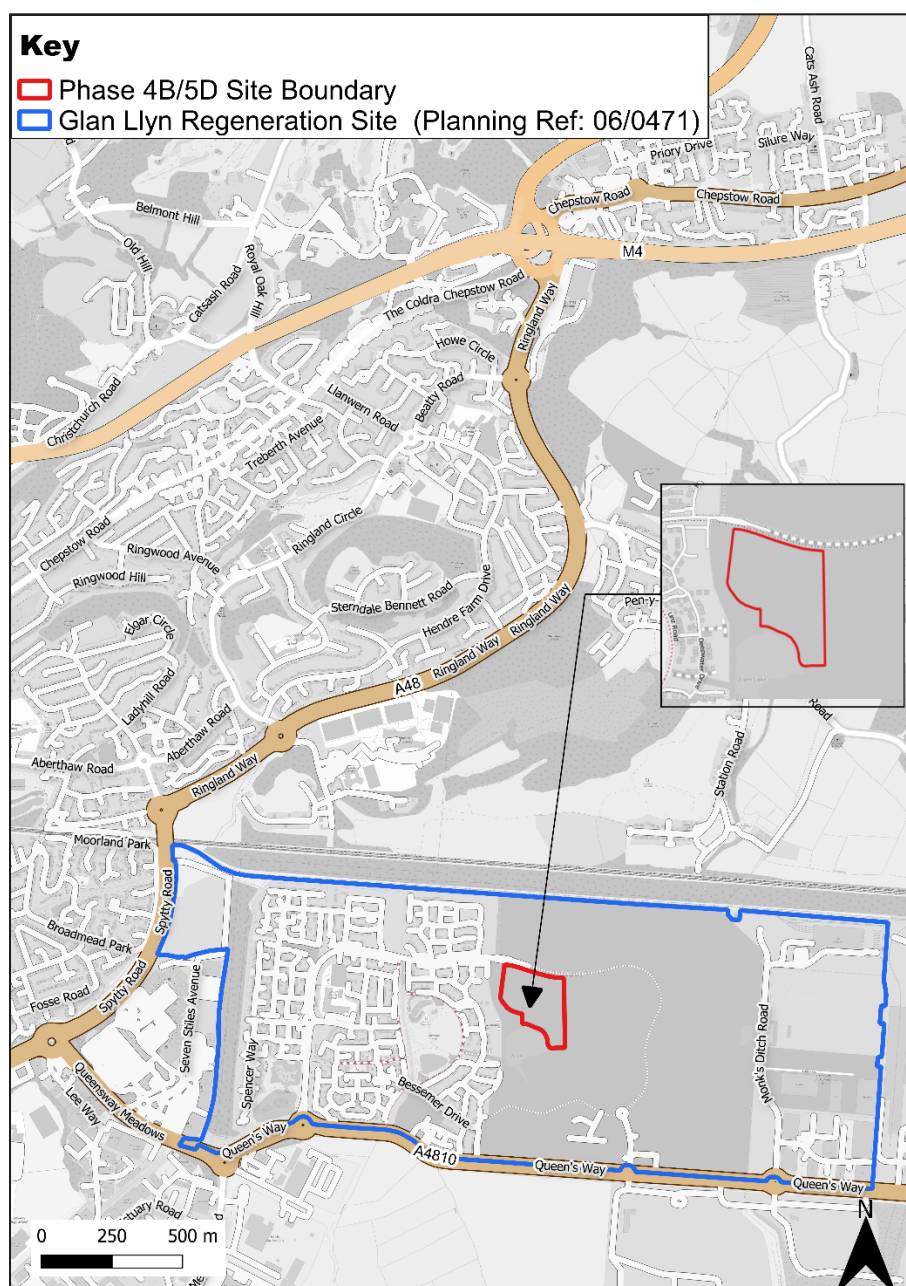
3.0 Accessibility and Baseline Travel Patterns

- 3.1 This section provides a summary of the existing transport conditions at the site and surrounding area. It also details the existing travel patterns within the vicinity of the site which informs the specific measures and targets for the consented development.

Site Location

- 3.2 The site forms part of the wider Glan Llyn Urban extension and is located approximately 20km northeast of Cardiff and 27km northwest of Bristol within the eastern fringes Newport in Llanwern. The site is strategically located just north of the A4810 which extends west from the site area to connect the A48 which in turn routes north to join the M4 at Junction 24. **Figure 3.1** shows the site within the context of its local surrounding and adjoining highways.

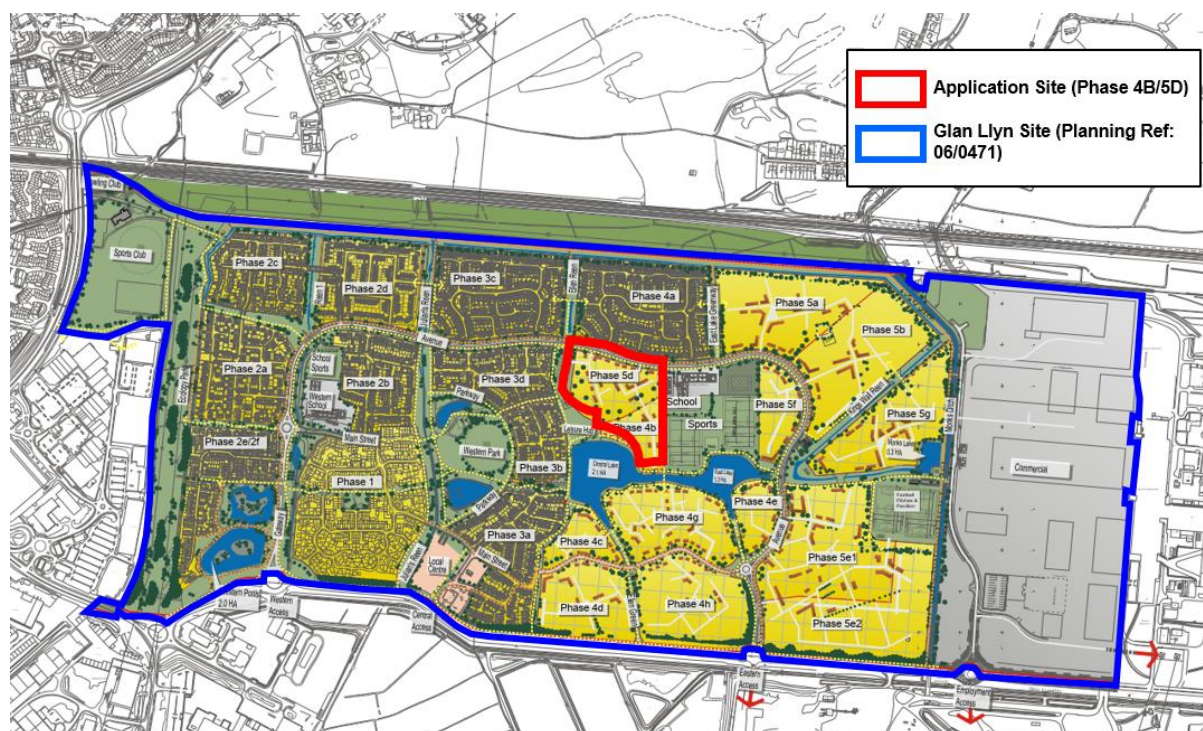
Figure 3.1: Site Location



Site Context

- 3.3 The site constitutes Phase 4B/5D of the wider Glan Llyn Regeneration Site and is fully integrated with the layout for the wider site area in terms of use (residential) and infrastructure. The site is flanked to the east by Phase 5F, to the south by Phase 4G, to the west by Phases 3B and 3D and to the north by Phase 4A. Baldwin Drive traverses along the eastern boundaries of the site connecting it to different phases of the site including but not limited to Phases 5A, 5B, 5F and 5G and to Phase 4A. Baldwin Drive forms a three-arm junction with an unnamed road and Alders Grove to the south. The unnamed road routes east towards Phase 3A, the local centre and facilities obtainable there whereas Alders Grove provides a link to the eastern access of the wider Glan Llyn site. The site within its planning context is shown in **Figure 3.2**.

Figure 3.2: Planning Context of Site



Walking Accessibility

- 3.4 The site will benefit from a comprehensive network of two-sided footway provisions routing along the sides of the internal roads within the site. These footways connect seamlessly to all parts of the site and also provide an opportunity for offsite connections by linking with shared use paths which route along the boundaries of the site on all sides.
- 3.5 The site is flanked directly on the east by a proposed primary school and sports facilities which when delivered will provide a new access to education and sports locally within a short walk from the site.
- 3.6 The site is flanked directly to the west by a site for a potential leisure hub which when developed can be assessed directly from proposed footways on the western section of the site. Also on the west, Phases 3B and 3D which have been partially developed along with their associated pedestrian infrastructure and facilities including Western Park can be accessed. Pedestrian infrastructure within these neighbouring phases of the Glan Llyn site include two-sided footways equipped with dropped kerbs and tactile paving at crossings.



3.7 The site also benefits from shared use paths which bound the site on the north along Baldwin Drive and on the south. The provisions to the north of the site along Baldwin Drive have already been delivered whereas the shared use links to the south will be provided as part of the proposed development. These pedestrian infrastructures together connect the site to shared amenities within the wider Glan Llyn site via direct routes.

3.8 Manual for Streets makes a reference to journey distances that can be undertaken on foot.

“.... Walking offers the greatest potential to replace short car trips, particularly those under 2 km.

3.9 **Figure 3.3** shows existing facilities which can be accessed within the local area in 2km using existing pedestrian routes.

Figure 3.3: Walking Isochrone Map



3.10 **Figure 3.3** shows that within a 25-minute walk from the site, future residents will be able to access a wide range of existing facilities including but not limited to an employment centre, the Newport Retail Park (comprising Harvesters Restaurant, McDonald's Restaurant), a primary school and the Bloemery Circle bus stop. **Figure 3.3** also shows that additional facilities can be accessed just on the periphery of a 2km catchment. Walking distances and time to these facilities are summarised in **Table 3.1**.

Table 3.1: Summary of Local Facilities Accessible in 2Km by Walking

FACILITY	DISTANCE (METRES)	WALKING TIME (NEAREST MINUTE)
Western Park (Recreation Area & Garden)	800	10
Glan Llyn Primary School	900	11



FACILITY	DISTANCE (METRES)	WALKING TIME (NEAREST MINUTE)
Glan Llyn - Brinell Square play area	1000	12
Llanwern Bull Restaurant & Pub	1200	14
Bloomery Circle Bus Stop	1200	14
The Pools Park and Garden	1200	14
Queensway Meadows Industrial Estate	1900	23
Harvesters Restaurant	2000	24
McDonald's Restaurant	2000	24

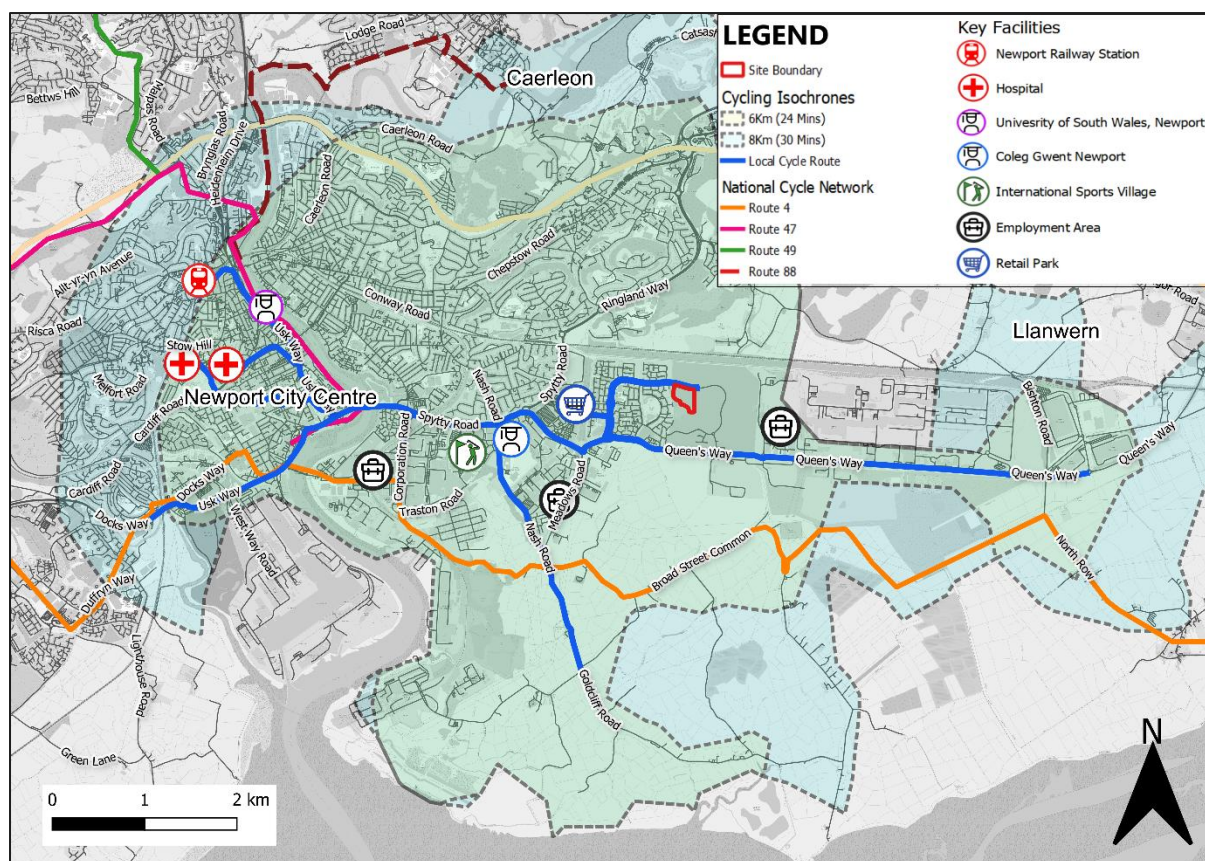
Cycling Accessibility

- 3.11 The site lies in close proximity to established cycle routes within the vicinity as shown in **Figure 3.4**. The site will provide a shared use path which routes along its southern extents. The network of existing and proposed cycle links will connect the site to existing and proposed facilities within the wider Glan Llyn development site including a local centre, primary school, parks, sports facility and a restaurant and pub. The shared use paths also connect with other offsite cycle links via linkages with existing cycle provisions within the wider Glan Llyn site providing an opportunity for facilities in Newport city centre and the wider area to be accessed.
- 3.12 In addition to segregated cycle links in the form of shared use paths, the site will also benefit from a network of internal roads and cul-de-sacs which will function as a low-speed environment encouraging cycling on-carriageway.
- 3.13 In the wider area, a local cycle route traverses the A4810 Queens Way south of the site connecting the National Cycle Network (NCN) route 4 at the A48/ Corporation Road and Nash Road/ Broad Street Common junctions via existing shared use paths as shown in **Figure 3.4**. The NCN route 4 is a long-distance east-west route stretching from London to Fishguard covering an estimated length of about 697km. More locally, the NCN route 4 connects the site with Caerphilly and Bridgend in the west and Caldicot in the east. NCN route 4 meets NCN routes 47 within the city centre area which in turn routes north to join routes 49 and 88. Route 47 provides an alternative route to Fishguard via Ystrad Mynach, 49 to Cwmbran and 88 routes to Caerleon.
- 3.14 An array of local facilities and destinations can be accessed using these existing cycle links. The National Travel Attitudes Study (NTAS) Wave 9: Cycling study² published by Department for Transport (DfT) in 2024 puts average cycling trip distance at 4 miles per trip (approximately 6km) with an upper limit of 5 miles (approximately 8km) for confident cyclists. Although in reality, cycle distances often exceed this. **Figure 3.4** shows destinations and key facilities that can be accessed within an 8km cycle from the site.

² <https://www.gov.uk/government/statistics/national-travel-attitudes-study-wave-9/national-travel-attitudes-study-ntas-wave-9-cycling>



Figure 3.4: Cycling Isochrone Map



- 3.15 **Figure 3.4** shows that within 25 minutes, future residents of the site will be able to cycle to Newport City Centre where an array of facilities can be accessed. It also shows that within 10 minutes, the St. Modwen Business Park, Newport Retail Park and City of Newport College (Coleg Gwent) can be accessed more locally. **Table 3.2** shows cycling distances and time to a selection of facilities accessible within 8km.

Table 3.2: Summary of Local Facilities Accessible in 8Km by Cycling

FACILITY	DISTANCE (METRES)	CYCLING TIME (NEAREST MINUTE)
Newport Retail Park	2200	9
St Modwen Park (Business Park)	2600	10
Coleg Gwent, Newport Campus	3100	12
Newport International Sports Village	3400	14
Royal Gwent Hospital	6400	26
Newport Railway Station	7200	29
St Woolos Hospital	7500	30

- 3.16 Facilities obtainable within the Newport Retail Park include supermarkets and retail stores (e.g. Tesco Extra, Home Bargain, M&S), restaurants (e.g. McDonalds, Harvesters, Popeyes Louisiana Chicken) etc. Facilities within the Newport International Sports Village include the Newport Stadium, Newport Badminton Academy, Newport Cycle Speedway Club amongst others.



Public Transport

Bus

- 3.17 The nearest bus stop to the site is the Bloomery Circle bus stop located approximately 1200m from the site (equivalent to a 14-minute walk) along Baldwin Drive within the Glan Llyn site. The bus stop is along the route of 5 different bus services operated by Newport Bus. These are summarised in **Table 3.3**.

Table 3.3: Summary of Local Bus Services

BUS NUMBER (OPERATOR)	ROUTE	AVERAGE SERVICE FREQUENCY (MINS)		
		Mon - Fri	Sat	Sun
5	Newport - Magor via Glan Llyn	4 Services Daily	3 Services Daily	3 Services Daily
74A*	Newport – Underwood via Glan Llyn	6 Services Daily	6 Services Daily	No Service
74C*	Underwood – Newport via Langstone	6 Services Daily	6 Services Daily	No Service
X74	Newport – Chepstow via Glan Llyn	1 Service Hourly	1 Service Hourly	No Service
SJ2	Alway - St Joseph's RC High School	Single Service Daily	No Service	No Service

*Service runs in one direction only along stated route

- 3.18 Local bus services will be enhanced as part of a s106 agreement for the Glan Llyn Regeneration Site (planning reference: 06/0471) requiring an additional bus stop be provided more local to the site as part of the wider site build out process. This also entails the provision of a bus service which will run with a minimum frequency of twice an hour Mondays to Saturdays with a reduced frequency on Sundays. The new bus service will connect the different phases of the wider development with the Newport City Centre. Furthermore, a Park and Ride (P&R) station is also proposed for the area north of the site which will further improve bus accessibility to and from the site for future residents. This new bus service when operational will call at the P&R station.

Rail

- 3.19 The nearest railway station to the site is the Newport railway station located approximately 7.2km from the site equivalent to a 29-minute cycle from the site. The station is managed by Transport for Wales with CrossCountry and Great Western Railways also providing passenger service to and from the station.
- 3.20 Facilities and services available at the Newport railway station include:
- 62 CCTV-monitored cycle storage spaces provided as sheltered Sheffield stands;
 - 266 car parking spaces including 12 accessible spaces;
 - Drop-off/ pick up points
 - Sheltered waiting areas
 - Toilets and baby changing facilities available;
 - Refreshment and shops available;
 - Ticket machines and office available;
 - Customer information screens;



- Staff assistance available;
- Category B1 Station: Step-free access to all platforms via lifts

- 3.21 Given the provision of cycle and car parking at the station, future residents can travel to the station by bike or by car to then continue their journey via rail.
- 3.22 A summary of rail services accessible at the Newport railway station is provided in **Table 3.4**. Only direct services have been accounted for.

Table 3.4: Summary of Rail Services at Newport Railway Station

DESTINATION	AVERAGE JOURNEY TIME	AVERAGE WEEKDAY PEAK HOUR FREQUENCY
Cardiff Central	13 Mins	5 Services Per Hour
Swansea	77 Mins	2 Services Per Hour
London Paddington	103 Mins	3 Services Per Hour
Bristol Temple Meads	39 Mins	3 Services Per Hour
Gloucester	45 Mins	2 Services Per Hour
Hereford	55 Mins	2 Services Per Hour

- 3.23 Furthermore, the site will benefit from proximity to a potential new railway station (Llanwern Railway Station) northeast of the wider site area. Land for this station was safeguarded as part of the outline permission for the wider Glan Llyn site (planning reference: 06/0471). The Llanwern Railway Station is one of five new railway stations proposed by Transport for Wales (TfW) and funded by the UK Government. The station would potentially connect the site and environs to Newport and Cardiff on the west and Bristol in the east.

Baseline Travel Patterns

- 3.24 The 2011 Census *WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)* has been interrogated to gain an understanding of the current travel to work behaviour of the local area where the site is located. The site is located within Newport 004 Super Output Area – Middle Layer (MSOA). Although data from the 2021 Census is now available, the data may be skewed by the COVID-19 pandemic and unsuitable for making inferences in relation to baseline travel patterns or mode share targets.
- 3.25 Office for National Statistics (ONS) provides the following advice³ in relation to the use of this dataset:
1. *“At the time of Census 2021, UK government guidance and lockdown restrictions resulted in unprecedented changes to travel behaviour and patterns. It is not clear if furloughed respondents followed guidance as intended.*
 2. *Take care when interpreting areas below regional level since high concentrations of furloughed respondents may have affected the data.”*
- 3.26 **Table 3.5** summarises the expected baseline travel mode share for the site area based on 2011 census data. The census data has been adjusted to provide insight in relation to mode share of single occupancy car drivers for residents’ travels.

³

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/traveltoworkenglandandwales/census2021#:~:text=Just%20over%2019.1%20million%20usual,East%20to%2042.1%25%20in%20London.>



Table 3.5: 2011 Census Baseline Travel Mode Share (Newport 004 MSOA)

MODE OF TRAVEL	RESIDENTS' 2011 CENSUS MODE SPLIT (%)	ADJUSTED RESIDENT MODE SHARE (%)
Car Driver	84%	-
<i>Single Occupancy Driver</i>	-	79%
<i>Multi-Occupancy Driver</i>	-	5%
Passenger in a car or van	5%	5%
Bus, minibus or coach	4%	4%
On foot	3%	3%
Train	2%	2%
Motorcycle, scooter or moped	1%	1%
Bicycle	1%	1%
Other method of travel to work	0%	0%
Taxi	0%	0%
Underground, metro, light rail or tram	0%	0%
Total	100%	100%

- 3.27 The information presented in **Table 3.5** indicates that the modal share for single occupancy car drivers to and from the Site as deduced from the 2011 census data is 79%. This implies that sustainable modes (including walking, cycling, taxi, public transport and powered two wheelers) account for 21% of the total travels to and from the site. This baseline data will form the basis for setting mode shift targets in this TP. Actual mode shares at the site will be determined by a baseline survey as discussed in detail in section 7 of this report.

Trip Generation

- 3.28 Expected trip generation of the site has been estimated using TRICS. The consented development comprises 164 dwellings including 148 private houses and 16 affordable houses. The following selections have been used to obtain applicable trip rates.

Land Use: 03 – Residential
Land Use Category: A/ Houses Privately Owned
Land Use Category: B/Affordable/Local Authority Houses
Locations: Edge of Town, Edge of Town Centre
Survey Days: Weekday surveys only
Manual deselections: Surveys undertaken in Greater London.



- 3.29 The following selections returned three surveys each for private houses and for affordable houses. The tip rates are outlined in **Table 3.6** and the summarizes the forecast trip generation for the site.

Table 3.6: Trip Rates

	Private Houses			Affordable Houses			Total
	In	Out	Two-Way	In	Out	Two-Way	
Total Persons							
AM Peak (08:00-09:00)	0.202	0.661	0.863	0.152	0.525	0.677	1.54
PM Peak (17:00-18:00)	0.412	0.261	0.673	0.364	0.192	0.556	1.229
12 Hour (07:00-19:00)	3.275	3.218	6.493	3.687	4.02	7.707	14.2
Pedestrians							
AM Peak (08:00-09:00)	0.035	0.062	0.097	0.051	0.121	0.172	0.269
PM Peak (17:00-18:00)	0.089	0.047	0.136	0.04	0.091	0.131	0.267
12 Hour (07:00-19:00)	0.606	0.541	1.147	1.021	1.16	2.181	3.328
Cyclists							
AM Peak (08:00-09:00)	0.008	0.019	0.027	0	0	0	0.027
PM Peak (17:00-18:00)	0.016	0.008	0.024	0	0	0	0.024
12 Hour (07:00-19:00)	0.075	0.094	0.169	0.09	0.08	0.17	0.339
Public Transport Users							
AM Peak (08:00-09:00)	0.016	0.023	0.039	0.016	0.023	0.039	0.078
PM Peak (17:00-18:00)	0	0	0	0	0	0	0
12 Hour (07:00-19:00)	0.079	0.097	0.176	0.079	0.097	0.176	0.352
Total Vehicles							
AM Peak (08:00-09:00)	0.113	0.327	0.440	0.061	0.222	0.283	0.723
PM Peak (17:00-18:00)	0.206	0.14	0.346	0.206	0.140	0.346	0.692
12 Hour (07:00-19:00)	1.766	1.768	3.534	1.766	1.768	3.534	7.068

Table 3.7: Forecast Trip Generation for the Site

	Private Houses (148 Units)			Affordable Houses (16 Units)			Total
	In	Out	Two-Way	In	Out	Two-Way	
Total Persons							
AM Peak (08:00-09:00)	30	98	128	2	8	11	139
PM Peak (17:00-18:00)	61	39	100	6	3	9	109
12 Hour (07:00-19:00)	485	476	961	59	64	123	1084
Pedestrians							
AM Peak (08:00-09:00)	5	9	14	1	2	3	17
PM Peak (17:00-18:00)	13	7	20	1	1	2	22
12 Hour (07:00-19:00)	90	80	170	16	19	35	205
Cyclists							
AM Peak (08:00-09:00)	1	3	4	0	0	0	4
PM Peak (17:00-18:00)	2	1	4	0	0	0	4
12 Hour (07:00-19:00)	11	14	25	1	1	3	28



	Private Houses (148 Units)			Affordable Houses (16 Units)			Total
	In	Out	Two-Way	In	Out	Two-Way	
Public Transport Users							
AM Peak (08:00-09:00)	2	3	6	0	0	1	6
PM Peak (17:00-18:00)	0	0	0	0	0	0	0
12 Hour (07:00-19:00)	12	14	26	1	2	3	29
Total Vehicles							
AM Peak (08:00-09:00)	17	48	65	1	4	5	70
PM Peak (17:00-18:00)	30	21	51	3	2	6	57
12 Hour (07:00-19:00)	261	262	523	28	28	57	580

- 3.30 **Table 3.7** shows the site will likely generate about 70 two-way vehicle movements during the AM Peak hour and 57 two-way vehicle movements during the PM peak hour equivalent to less than 12 movements every 10 minutes. This forecast trip generation for the site will set the basis for the measures to be adopted for the site.

Summary

- 3.31 Overall, the site is located within a sustainable location and benefits from good accessibility by all modes of transport. The site will also benefit from facilities and measures existing within the local area including the Newport Retail Park, employment areas (e.g. St Mowden Park, Queensway Meadows Industrial Estate), a primary school and a college. The site will also benefit from facilities and services to be delivered as part of the wider site build out including enhanced bus services school, local centre, recreational and sports facilities etc. This baseline situation will serve to internalise trips within the wider Glan Llyn Regeneration Site and environs.
- 3.32 Census data has been consulted to determine baseline travel mode share for the site area. The data shows that the single occupancy vehicle mode comprises about 79% of all travel and sustainable modes (including walking, cycling, taxi, public transport and powered two wheelers) account for 21% of the total travels to and from the site area. The TRCIS assessment shows circa 54% car driver mode share. The variance between the Census mode share and TRICS mode share is mainly due to the Census providing mode share of commuting trips whilst TRICS also takes into account all journey purposes. These baseline data will form the basis for setting mode shift targets in this TP. Actual mode shares at the site will be determined by a baseline survey as discussed in detail in section 7 of this report.



4.0 Aim, Objectives, Benefits and Targets

- 4.1 This section sets out the baseline modal split for the site which provides a context for monitoring travel patterns and setting future targets. It sets out the overarching aim, objectives and benefits of the Travel Plan as well as targets for the short and medium-term. It also includes indicators for measuring the progress of the Travel Plan.

Aim

- 4.2 Improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for all users of the site regardless of whether or not they own a car.
- 4.3 The overarching aim for the TP is:

“To promote safe and sustainable travel to and from the site and reduce the reliance of future residents on private car travels.”

Objectives

- 4.4 An overarching objective for the TP has been adopted as follows:

“To engage with and encourage site users to use more sustainable ways of travelling to/from the site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network and public transport network.”

- 4.5 The following sub-objectives have been identified which are intended to achieve current central government and local policies in respect to transport in residential developments:

- **Sub-objective 1:** Reduce single occupancy car driver trips;
- **Sub-objective 2:** To increase awareness of the advantages and availability of sustainable modes of transport;
- **Sub-objective 3:** To promote the health and fitness benefits of active travel to Site users;
- **Sub-objective 4:** To introduce a package of physical and management measures as detailed within section 6.0 of this report that will facilitate travel by sustainable modes, and in particular active modes; and
- **Sub-objective 5:** Reduce the need to travel.

Benefits

- 4.6 If the aims and objectives are reached, it will bring about a wide range of benefits for residents and visitors to the site and the wider community as set out below. This is in comparison to a situation with no TP which would likely see higher levels of car use and associated impacts along the adjoining highway.

Residents Benefits

- An excellent opportunity for daily exercise and improve health & wellbeing through cycling and walking;
- The opportunity to save money by using alternative modes of travel to the car; and
- Improved quality, safety and reliability of journeys to and from work.



Wider Community Benefits

- A reduced level of traffic generated by the development and therefore less impact on the highway network; and
- On-going improvements to air quality and noise.

Targets

- 4.7 In order to assess whether this TP is successful in achieving its objectives, a set of aspirational targets have been set. Ultimately the site is located in an accessible location, and significant opportunities already exist to facilitate trips by sustainable modes.
- 4.8 All targets need to be sufficiently ambitious and also **SMART**; that is **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime related. However, at this stage it is not possible to set aim targets the site. This is because the baseline information is not known. Following initial travel surveys, specific targets for the site will be provided in an updated Travel Plan
- 4.9 There are two types of targets, namely: 'Action' and 'Aim' targets. **Action targets** set out specific commitments to implement measures to ensure delivery. **Aim targets** provide numerical goals for mode shift.

Action Targets

- 4.10 The Action Targets for this TP are:
- To appoint a Travel Plan Coordinator (TPC) prior to first occupation of the site;
 - To launch the TP no later than two months after the appointment of the TPCs;
 - Construct high quality pedestrian and cycle links within the site and link to the surrounding area;
 - Implement Travel Plan measures; and
 - A target to coordinate a baseline travel survey prior to 50% occupancy has been adopted. It is however considered that observed mode share at early stages of site occupancy may not be representative of actual travel behaviour at the site at full occupancy. The specific time for the survey will be agreed with NCC.

Aim Targets

- 4.11 The approved framework travel plan or the wider Glan Llyn site provides indicative single occupancy vehicle mode reduction targets applicable to the site: The targets are as follows:
- Prior to implementation of new bus services – 5%
 - Following implementation of bus services – 10%
 - Following provision of local centre and school – 15%
 - On full build out of the development – 20%
- 4.12 As the local centre is yet to be developed, the applicable mode shift target would be 10% as with other consented phases for the wider Glan Llyn site.
- 4.13 An indicative target to achieve an overall 10 percentage points (~12.7%) reduction in single car driver mode share has been set out in **Table 4.1** below and will be reviewed following the first survey being undertaken based on the timescales set out above.
- 4.14 **Table 4.1** provides a summary of the expected baseline modal split as informed by census data.



Table 4.1: Predicted Overall Modal Split

MODE	MODE SHARE MONITORING TARGETS					
	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5
Single Occupancy Car Driver	79%	76%	74%	72%	70%	69%
Sustainable Travel (Walking, Cycling, Bus, Train, Car Passenger etc)	21%	24%	26%	28%	30%	31%

- 4.15 The actual resident modal share target will be set following the completion of the development and completion of the travel survey prior to 50% occupancy. The exact time for the survey will be agreed with NCC. Travel patterns will be measured as the main mode of travel of residents to and from the site as deduced from surveys.



5.0 Management Strategy

- 5.1 This section of the Residential Travel Plan sets out the management strategy that will be implemented.

Travel Plan Coordinator

- 5.2 A TPC will be appointed to manage and implement the TP for the site prior to occupation of the site. The contact details of the TPC will be provided to the appropriate contact at NCC via email or any other preferred medium.
- 5.3 The TPC's role, and the annual costs for administering the TP, will be funded by the developer.
- 5.4 Administration of the TP will involve the maintenance of the necessary systems, data, and paperwork as well as consultation and promotion associated with the implementation of the TP. Regular updating of the TP is part of the responsibility of the nominated TPC.
- 5.5 The TPC will establish and maintain a filing system to record all correspondence related to the TP, the results of periodic monitoring and the report for each review.
- 5.6 The TPC will contact each resident within one month of their occupation to explain the purpose of the TP and the opportunities on offer. This will be through a Travel Information Pack.
- 5.7 The TPC's role includes:
- Overall responsibility for delivering the TP measures and monitoring strategy;
 - Leading the process of developing targets, implementation, and review;
 - Promoting the TP to residents at the site;
 - Encouraging resident co-operation;
 - Liaising with NCC;
 - Making travel information readily available;
 - Ensuring new residents are made aware of sustainable travel opportunities and providing personalised travel planning;
 - Training and advising parties involved in sales or rental of dwellings within the site;
 - Act as a single point of contact for all transport, access and travel related issues within the development
 - Investigate incentives that will achieve the required level of mode shift; and
 - Undertaking the Travel Surveys over the five-year period and supplying evidence of this to NCC.
- 5.8 It is anticipated that the amount of time that the TPC will spend on the TP will vary according to the level of occupation, the level of engagement required for each travel plan measure and implementation phase and activities at the site. It is not expected that the time dedicated will be uniform throughout the life of the TP.



Marketing and Information Dissemination

- 5.9 One of the keys to the success of a TP is awareness of the opportunities and offers one can avail themselves of within a site. The TPC will undertake marketing of the TP by making future residents aware of the general idea behind the TP and the social, health and environmental benefits of making the right travel choices. The marketing of the TP will be incorporated into the marketing of the housing units, travel information pack, promotional campaigns, development website, events, billboards, printed media, social media posts etc

Funding

- 5.10 Appropriate funding will be provided the TPC for implementing and delivering on the objectives of the TP. A sum figure will be agreed with NCC in due time prior to appointment of the TPC.



6.0 Measures

- 6.1 This section outlines the package of hard and soft measures to be implemented as part of the Travel Plan in relation to the site.
- 6.2 Measures relating to the other proposed uses including the proposed school, employment land and leisure uses will be considered separately.

Hard Measures

Site Design

- 6.3 The masterplan design provides an environment where walking and cycling is very safe and conducive and integrates seamlessly with wider Glan Llyn Regeneration Site.
- 6.4 The footways and shared use paths to be delivered as part of the development connect with existing provisions in the area including a shared use link along Baldwin Drive which routes west and then south to connect to provisions along A4810 Queens Way forming an interconnected active travel network. Future residents would be able to safely navigate from the site to access facilities and amenities in the wider area using these segregated provisions. Crossing points would feature dropped kerbs and tactile paving.
- 6.5 The active travel routes within the site will be appropriately lit at all times.

Reducing the Need to Travel

- 6.6 Local amenities earmarked for the wider site area as part of outline consent (06/0471) will serve to internalise trips within the site reducing the need to travel offsite.
- 6.7 The possibility of providing high quality fibre broadband connectivity throughout the development which will facilitate home working will be investigated. Home working will also be encouraged through the provision of community facilities which encourage home working and virtual meetings. Home working will assist in reducing the overall need to travel, especially during peak periods.
- 6.8 Furthermore, the TPC will promote online services (e.g. internet shopping, online council services) to encourage residents to utilise these in preference to making a trip out of the site to access these services. Details of popular online services will be promoted to future residents through the information packs.

Cycling and Cycle Parking

- 6.9 The parking standards for cycle as set out within Sustainable Travel Supplementary Planning Guidance (2020) requires a provision of 1 cycle parking space per 2 bedrooms. The development schedule is outlined in **Table 6.1**.

Table 6.1: Cycle Parking Requirement

Dwelling Size	Number of Units	Parking Requirement (spaces)
1 Bedroom Dwellings	10	10
2 Bedroom Dwellings	21	21
3 Bedroom Dwellings	96	192
4 Bedroom Dwellings	37	74
Total	164	297



- 6.10 As shown in **Table 6.1**, the site will provide a mix of dwelling sizes totalling 164 dwellings requiring 297 spaces. The proposed development will provide the required number of cycle storage spaces for each dwelling size in accordance with local parking standards.

Soft Measures

Travel Information Pack

- 6.11 A Travel Plan Information Pack will be provided to each new household prior to their occupation or within 2 weeks of their occupation. This pack will include:
- Information on local cycle shops (including South Wales Bicycle Co, Pedals Newport, Roam Bikes etc) and cycle repair shops in the area (including Citizen Cycle Bike Repair)
 - web links to the latest public transport timetable and fare information;
 - set out benefits to use sustainable transport, emphasising the health and environmental benefits;
 - explain how individuals can travel sustainably, including methods of driving to reduce emissions;
 - contain a list of web addresses for useful websites associated with rail services, buses, cycling, walking and car sharing, as well as including journey and route planning websites. These include but are not limited to the websites and apps for Sustrans, Newport Bus, Transport for Wales etc);
 - Specific guide on enrolling to the local LiftShare car sharing scheme;
 - Specific guide on enrolling into the local Enterprise car hire scheme and Switch Car Rental Newport;
 - Taxi company information (including Veezu, Newport Taxi Hire etc
 - contain and promote information on events such as national and local events including Sustrans 'Bike it' or National Cycle/Walk to work week, Tour de Gwent and other similar cycling events;;
 - information on walking buddies/local school initiatives;
 - include useful walking and cycling advice, providing a map presenting the cycle and pedestrian links to local amenities; and
 - encourage residents to arrange cycle and walking groups and the benefits of doing so.
- 6.12 The welcome pack will be issued to residents in paper format. By providing a physical welcome pack it will encourage residents of the site from the outset to travel via sustainable means, initiating and creating habits that will continue throughout the monitoring period and beyond.

Public Transport

- 6.13 A sustainable public transport package will be provided for the site. Up-to-date details of bus and rail services, including route information and service frequencies, will be provided as part of the Welcome Packs.
- 6.14 With a view to promoting the usage of public transport (i.e., over car-based journeys), details of the bus routes within the vicinity of the site will be displayed on the Travel Notice Board and within the Welcome Packs to provide residents with information on how to access the site by buses and railway services.
- 6.15 The TPC will liaise with NCC to ensure that issues periodically raised by residents are considered.



Bus Vouchers

- 6.16 Bus vouchers will be provided at first occupation of each unit within the site. These vouchers will entitle residents to discounts on bus fares. The exact value of these vouchers will be agreed with NCC prior to issue.



7.0 Monitoring, Review and Reporting

- 7.1 This Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the site. This chapter sets out the proposed approach.

Baseline Travel Survey

- 7.2 The actual resident modal share target will be set following the completion of the development and completion of the travel prior to 50% occupancy at a time to be agreed with NCC. The mode share will be captured by a travel questionnaire. A survey of cycle parking usage will also be undertaken.
- 7.3 A draft travel questionnaire has been included in **Appendix B**. The content of the questionnaire to be eventually issued will be discussed and agreed with NCC Travel Plan Officers prior to the survey being undertaken.
- 7.4 The undertaking of the baseline surveys represents the start of the TP for monitoring purposes and is described as Year 0.

Monitoring and Review

- 7.5 Monitoring will be done throughout the life span of the Travel Plan (5 years). Monitoring will be undertaken annually at the anniversary of the baseline survey and will cease at Year 5.
- 7.6 A minimum response rate of 30% will be targeted for all travel surveys, however the level of response is outside of the control of the TPC and as such this is an aspiration only.
- 7.7 The main reasons for monitoring the TP are:
- To measure the level of success in meeting identified targets (mode share targets) using key performance indicators;
 - To understand cycle parking demand; and
 - To provide feedback to the TPC so the TP can be refined where necessary.

Reporting

- 7.8 The TPC will prepare a full monitoring report within three months of the monitoring surveys detailing the progress of the TP. The reports will include the following:
- Progress on the implementation of measures and initiatives to promote sustainable transport use;
 - Evidence of measures implemented including photographs where possible;
 - Summary of the travel surveys;
 - The report will be provided to the Travel Plan Officers at NCC.

Review

- 7.9 Based on the results of the surveys, the targets and measures within the TP will be re-adjusted. An updated TP will be prepared and presented for approval to NCC at the end of the monitoring period.
- 7.10 The Travel Plan upon approval will be secured via a suitably worded planning condition.
- 7.11 It is expected that auditing fees for the Travel Plan monitoring will be secured via a planning obligation by NCC. The full amount as agreed with NCC will be paid as and when due.



8.0 Action Plan

- 8.1 The Action Plan set out below identifies indicative timescales for implementation and who is responsible for implementation of proposed measures to encourage sustainable travel.

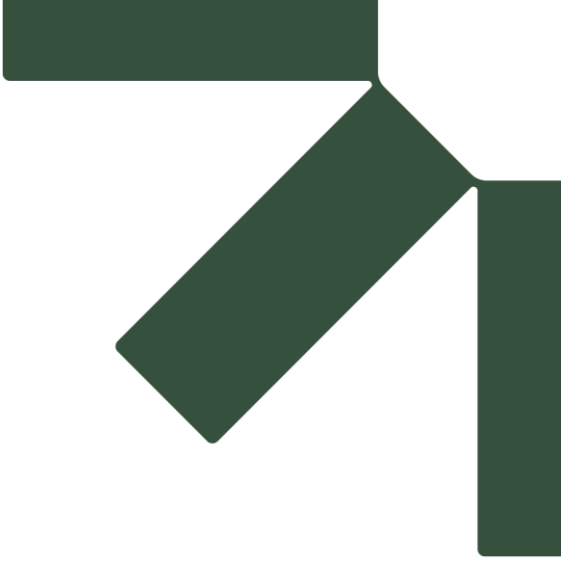
Table 8.1: Action Plan

MEASURE	NOTES	STATUS/ TARGET DATE	RESPONSIBILITY
Appointment of Travel Plan Coordinator	This will be a part-time role and will be funded by the developer for a period from construction until five years after first occupation	Prior to first occupation	Site Owner
Travel Packs	All households to receive a travel pack outlining the sustainable options for travelling to the site.	At first occupation	TPC
Walking	Residents will be made aware of health benefits of walking and walking routes and information on safe routes as part of the Welcome Pack	Upon occupation of dwelling	TPC
	High quality pedestrian and/or cycle links incorporated throughout the site, integrating with the surrounding area.	Prior to occupation as part of construction	Developer
Cycling	The Welcome Pack will include details of cycling routes and other information relating to cycling.	At first occupation	TPC
	The required number of cycle parking spaces will be provided according to local standards.	Prior to occupation as part of construction	Developer
Public Transport	The Welcome pack will include details of public transport services and frequencies.	At first occupation	TPC
Monitoring	The TPC will undertake/commission a baseline survey of resident's travel habits to establish the baseline mode share	Prior to 50% occupancy at a specific time to be agreed with NCC	TPC
	The TPC will set targets for the next 12-month period based on survey results	Within 3 months of initial baseline survey	TPC
	The TPC will undertake/ commission monitoring surveys annually	At the anniversary of the baseline survey	TPC



MEASURE	NOTES	STATUS/ TARGET DATE	RESPONSIBILITY
	The TPC will liaise with officers of NCC to discuss and agree any amendments to the Travel Plan going forward.	Within 3 months of monitoring survey	TPC/ NCC





Appendix A Proposed Site Layout

Residential Travel Plan

Phase 4B/5D Glan Llyn Regeneration Site, Llanwern, Newport

St Modwen Homes

SLR Project No.: 416.066739.00001

13 February 2026

DESIGN STANDARDS CHECKLIST		
DESIGN STANDARDS	NO	YES
NDSS		
WDQR		AFFORDABLE ONLY
M4(2)		
M4(3)		



Development Schedule

9630-Llanwern Phase 4B&5D

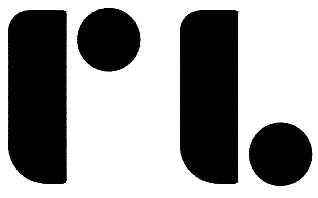
Based on Drawing:

9630-RLA-25-XX-DR-A-2200 P05 Proposed Site Plan

Client: Miller Homes

Dwelling Type	Number	Percentage	Beds	Parking Spaces*	Floor Area (GIA)		Total Coverage	
					Sqm	SqFt	Sqm	SqFt
Open Market								
2 Bed Housetypes								
W282 - The Newson	15	10%	2	2	73.4	790	1100.9	11850
Sub-Total 2 Bed Houses	15	10%						
3 Bed Housetypes								
W380 - The Lansley	2	1%	3	2	74.0	796	147.9	1592
W381 - The Medley	27	18%	3	2	78.5	845	2119.6	22815
W382 - The Hadley	20	14%	3	2	86.3	929	1726.1	18580
W383 - The Wintley	15	10%	3	2	87.2	939	1308.5	14085
W384 - The Turnley	19	13%	3	2	89.5	963	1699.8	18297
W385 - The Embley	13	9%	3	2	96.7	1041	1257.3	13533
Sub-Total 3 Bed Houses	96	65%						
4 Bed Housetypes								
W482 - The Birchgate	10	7%	4	3	114.2	1229	1141.8	12290
W483 - The Hemingate	6	4%	4	3	118.8	1279	712.9	7674
W486 - The Presgate	9	6%	4	3	129.6	1395	1166.4	12555
W488 - The Greengate	2	1%	4	3	137.9	1484	275.7	2968
W489 - The Cedargate	8	5%	4	3	144.3	1553	1154.2	12424
W490 - The Maygate	2	1%	4	3	164.8	1774	329.6	3548
Sub-Total 4 Bed Houses	37	25%						
Sub-Total Open Market	148	90%					14140.9	152211
Affordable								
Apartments								
AW11 - The Hastings Ground Floor	1	1%	1	1	51.4	553	51.4	553
AW11 - The Hastings First Floor	1	1%	1	1	58.6	631	58.6	631
APT538 (Bespoke)	8	5%	1	1	50.0	538	399.9	4304
Sub-Total Apartments	10	63%						
2 Bed Housetypes								
AW24 - The Baymont	6	38%	2	2	79.0	850	473.8	5100
Sub-Total 2 Bed Houses	6	38%						
Sub-Total Affordable	16	10%					983.7	10588
Totals	164	100%					15124.5	162799
			* (Including Garages)					
Net Development Area								
	39163	Sqm						
	3.9163	Hectares						
	9.68	Acres						
Coverage	16823	SqFt/Acres						

This line should measure 70mm when printed correctly			
This drawing is the copyright of Roberts Limbrick Ltd and should not be reproduced in whole or in part or used in any manner whatsoever without their written permission.			
Responsibility is not accepted for errors made by others in scaling from this drawing. Use only figured dimensions and report any discrepancies or omissions to the Architect immediately.			
Rev	Date	By	Chk Description
P01	10.07.2025		First Issue
P02	29.08.2025		Site layout revised following council feedback. Overall numbers reduced to 164. Mix changed following discussions with client
P03	08.09.2025		Road junctions adjusted to suit engineers tracking review. Affordable house types adjusted for WDQR compliance. Swales on Northern Boundary moved north to accommodate increased front gardens to plots 75-81.
P04	02.10.2025		Layout adjusted to suit latest engineering layout, including rain gardens and front stepped access.
P05	28.10.2025		Layout redrawn with Welsh Standard building footprints.



Roberts Limbrick

03333 405 500
mail@robertslimbrick.com
robertslimbrick.com

Registered Office: England No. 09659029

Project Name

RESIDENTIAL DEVELOPMENT
PHASES 4B & 5D
GLAN LLYN, NEWPORT

Client Name

MILLER HOMES

Drawing Title

PROPOSED SITE PLAN

Scale

1:500 @ A1

Project No.

9630

Status

S0

Purpose Of Issue

Work In Progress

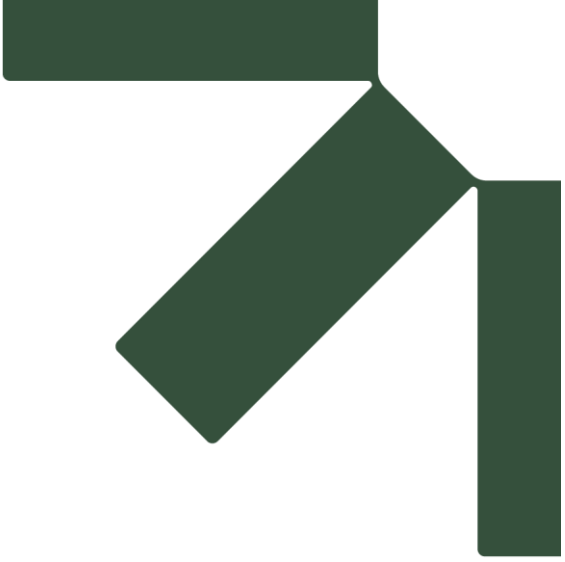
Project	Org	Vol	Level	Form	Role
R9093	RLA	25	XX	DR	A

Number

2200

Revision

P05



Appendix B Draft Travel Questionnaire

Residential Travel Plan

Phase 4B/5D Glan Llyn Regeneration Site, Llanwern, Newport

St Modwen Homes

SLR Project No.: 416.066739.00001

13 February 2026

1. What is your main mode of travel to/from work? Please note your main mode refers to the mode you use for the greater part of your commuting trip.
 - ☐ Walk
 - ☐ Cycle
 - ☐ Passenger in a Car/ Van
 - ☐ Motorcycle, Moped or Other Powered Two-Wheelers
 - ☐ Bus
 - ☐ Train
 - ☐ Car Sharing
 - ☐ Taxi
 - ☐ Car or Van
2. What are your main reasons for choosing this main mode of travel to/from work? Please specify
.....
.....
.....
.....
.....
3. If you use more than one mode of travel to/from work, what other modes do you use in addition to your main mode of travel?
 - ☐ Walk
 - ☐ Cycle
 - ☐ Passenger in a Car/ Van
 - ☐ Motorcycle, Moped or Other Powered Two-Wheelers
 - ☐ Bus
 - ☐ Train
 - ☐ Car Sharing
 - ☐ Taxi
4. How many days a week do you normally work away from home?
 - ☐ Once a week
 - ☐ Twice a week
 - ☐ Three times a week
 - ☐ Four times a week
 - ☐ Five times a week
 - ☐ More than 5 times a week

5. How far do you travel on the average to/from work? Please provide a one-way journey time.
- ☐ Less than 1 mile
 - ☐ 1 – 2 miles
 - ☐ 2.1 – 5 miles
 - ☐ More than 5 miles
6. What mode of travel do you use for journeys other than work (e.g shopping, education escort etc) Please tick the mode that you use for the greater part of any other trips other than commuting.
- ☐ Walk
 - ☐ Cycle
 - ☐ Passenger in a Car/ Van
 - ☐ Motorcycle, Moped or Other Powered Two-Wheelers
 - ☐ Bus
 - ☐ Train
 - ☐ Car Sharing
 - ☐ Taxi
 - ☐ Car or Van
7. If you use more than one mode for trip purposes other than work (e.g shopping, education escort etc), what other modes do you use in addition to your main mode of travel for these purposes?
- ☐ Walk
 - ☐ Cycle
 - ☐ Passenger in a Car/ Van
 - ☐ Motorcycle, Moped or Other Powered Two-Wheelers
 - ☐ Bus
 - ☐ Train
 - ☐ Car Sharing
 - ☐ Taxi
8. What are your main reasons for choosing this main mode of travel for purposes other than work? Please specify

.....

.....

.....

.....

.....



Making Sustainability Happen