



Greenhill Construction

**Proposed residential development, Herbert Road,
Newport**

TRAVEL PLAN

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1 INTRODUCTION

1.1 Background

1.1.1 This travel plan has been produced in support of a planning application for a residential development on land to the west of Herbert Road Newport, and has been prepared in order to encourage the use of a variety of transport options.

1.1.2 The development proposals comprise:

- 248 residential dwellings:
 - 100 x 3-bed dwellings
 - 135 x 2-bed dwellings
 - 13 x 1-bed flats
- 348 car parking spaces.

1.2 Travel plan benefits

1.2.1 Travel plans are management tools designed to enable the users of a site to make more informed decisions about their travel whilst minimising the adverse impacts of the development on the environment. This is achieved by setting out a strategy for eliminating the barriers that discourage users of the site from using sustainable modes. This travel plans will apply to both residents and visitors to the site and will aim to minimise the impacts of the development on the local area whilst adhering with local policy aims.

1.2.2 The implementation of a well-designed and properly managed travel plan can lead to an increase in the proportion of residents travelling by sustainable modes, particularly walking and cycling, but also by public transport.

1.2.3 Travel plans can also:

- Save residents money through reduced travel costs;
- Reduce the carbon footprint of residents;

- Reduce the traffic impact of the development on the local highway network; and,
- Improve the health and well-being of the residential community through the formation of active travel patterns.

1.2.4 Furthermore, a recent research project conducted through the University of Aberdeen has revealed that travel planning is a more cost effective way of reducing CO₂ emissions than major investments in other schemes, such as investment in public transport, low carbon vehicles or reduced speed limits.

1.3 This travel plan

1.3.1 This travel plan details the approach the developer and housing provider, Greenhill Construction, will adopt to ensure that all residents are fully aware of their travel options and increase their use of sustainable modes of transport.

1.3.2 This travel plan has been created to ensure that residents can travel to and from the site by their chosen sustainable mode, and will help to remove any potential barriers to using modes other than single occupancy car travel.

1.4 Structure of the report

1.4.1 Following this introductory section, the travel plan is structured as follows:

- Section 2 summarises the existing conditions around the site;
- Section 3 details the development proposals;
- Section 4 lays out the objectives, targets and performance indicators for the site;
- Section 5 describes the travel plan strategy, including management roles and responsibilities;
- Section 6 details the proposed measures to encourage sustainable travel and help meet the targets; and
- Section 7 identifies the travel plan monitoring process.

2 SITE ACCESSIBILITY AND SUSTAINABILITY

2.1 Site location

- 2.1.1 The 5.1 hectare (12.7 acre) site is situated within the St Julian's area of Newport, and is located approximately 1.6km (1 mile) from Newport city centre.
- 2.1.2 The site itself is bounded to the north by Glan Usk Primary School and to the east by the Welsh Marches Railway Line. The southern boundary of the site abuts existing warehouse/ industrial premises, and the western boundary abuts the River Usk.
- 2.1.3 The location of the proposed development is shown in **Figure 2.1**.

2.2 Vehicular access

- 2.2.1 The proposed site access is located at the intersection between Collier Street/ Courtney Street, which form two sides of a square around a green amenity/play space). The other two sides of the square are formed by Crawford Street and Turner Street.
- 2.2.2 Collier street is a residential access road, with an approximate carriageway width of 7.6m, and footways on both sides of the carriageway (approximately 2m wide). Traffic calming has been implemented along the road (in the form of speed cushions), and there are parking restrictions along the eastern side of the carriageway (double yellow lines). The road is lit and subject to a 30mph speed limit.
- 2.2.3 Courtney Street is a residential access road, with an approximate carriageway width of 8.5m, and a footway on the northern side of the carriageway (approximately 2m wide). Traffic calming has been implemented along the road (in the form of speed cushions). There are no parking restrictions along the majority of the road, although there are parking restrictions on the approach to the junction with Crawford Street. The road is lit, and is subject to a 30 mph speed limit.
- 2.2.4 The highway network in the vicinity of the site is shown in **Figure 2.1**.

2.3 Walking and cycling

2.3.1 There is a good level of pedestrian connectivity between the site and local facilities within St Julian's, as well as Newport City Centre. The Chartered Institute of Transport (CIHT) guidance "Providing for Journeys on Foot" (2000) sets out desirable, acceptable and preferred maximum walking distances for different trip purposes. These are set out in **Table 2.1**.

	Town centre (m)	Commuting/school (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

Table 2.1 CIHT suggested acceptable walking distances

2.3.2 As the development is for residential uses, it is considered that the most important trip purpose category will be commuting/school, and being within walking distance of the village centre.

2.3.3 **Figure 2.2** identifies the range of facilities that are within easy walking distance of the site, including:

- Healthcare (medical surgery and pharmacy);
- Retail (convenience, post office, take away);
- Education (primary school);
- Library;
- Village hall;
- Public houses/clubs; and,
- Places of Worship.

2.3.4 There is also a pedestrian link along the riverbank, providing a link to Glan Usk School from the south, which will be maintained during construction, and once the proposed development has been completed.

2.3.5 There are no cycle facilities within the immediate vicinity of the site. However, there are two cycle routes within the surrounding area including:

- National Cycle Route 47 (Celtic Trail East);

- National Cycle Route 49 (Monmouthshire and Brecon Canal – Newport); and,
- National Cycle Route 88 – providing a link to Caerleon.

2.3.6 These routes are shown in **Figure 2.3**.

2.4 Public transport

2.4.1 The proposed development is reasonably well served by public transport, with a number of scheduled bus services connecting Newport with destinations such as Cardiff, Cwmbran, Pontypool and Monmouth.

2.4.2 The site is also accessible by rail, with Newport Railway Station located approximately 1.3km (<1 mile) south of the site, which is within the preferred maximum walk distance of 2km (for commuting purposes).

Bus

2.4.3 There are existing bus stops on Caerleon Road – both north-east bound and south-west bound - within easy walking distance (i.e. 400m) of the site access, providing access to Newport Bus station, with a wide range of local and longer distance services.

2.4.4 **Table 2.2** below outlines existing bus services within the vicinity of the site.

Route No.	Origin/Destination	Frequency
2A	Newport-Gaer	0600-2300/Service every 40 minutes between 0700-2000 (Monday-Saturday)
		1000-2200/Service every 2 hours (Sunday)
2C	Newport-Gaer	0630-2100/Service every 40 minutes between 0720-1800 (Monday-Saturday)
		1100-2100/Service every 2 hours (Sunday)
3B	Newport – Malpas woodlands – Newport	0910-1745/Service every 10, 15, 40 & 45 past the hour (Monday-Saturday)
6	Newport – Always – Ringland	0525-2300/Hourly service between 0525-1825(Monday-Saturday)
		One service at 2215 (Sunday)

Table 2.2 Existing scheduled bus services

8A	Newport – Maindee - Ringland	0440-2300/Service every 40 minutes between 0540-2300 (Monday-Saturday)
		0940-2230/Service every 40 minutes between 1220-2140 (Sunday)
8C	Newport – Maindee – Ringland	0520-2240/Service every 40 minutes (Monday-Saturday)
		0900-2200/Service every 20 and 40 past the hour and on the hour (Sunday)
10A	Newport – Christchurch	0850-1650/Service every 2 hours (Monday-Saturday)
10C	Newport – Christchurch	0950-1750/Service every 2 hours (Monday-Saturday)
11A	Newport – Allt-yr-yn – Brynglas	0711-2230/Service every 33minutes past from 0833-2133 (Monday-Saturday)
11C	Newport – Brynglas	0655-2200/Service every 11minutes past the hour (Monday-Saturday)
15	Newport – Cwmbran – Pontypool – Trevethin	06:45-18:15/Service every 15minutes (Monday-Friday)
		07:15-18:15/Service every 15minutes (Saturday)
16	Newport – Bettws - Newport	04:55-2300/Service every 20minutes between 07:15-18:15 (Monday-Saturday)
		09:00-22:00/Hourly service (Sunday)
17	Newport – Malpas Almond Drive	07:15-18:45/Service every 07:15-18:45 (Monday-Saturday)
18	Newport – Malpas Almond Drive	06:20-18:20/Service every 20 and 40 minutes past the hour (Monday-Saturday)
19	Newport – Malpas Court	06:00-23:00/Service every 20minutes between 07:30-19:50 (Monday-Saturday)
20	Newport – Spytty Retail Park – Newport	09:20-17:20/Hourly service (Monday-Saturday)
23	Newport – Cwmbran – Pontypool – Varteg Hill	07:40-22:10/Service every half hour between 08:00-18:00 (Monday-Saturday)
26A	Newport – St Julians	0720-2230/Service every 40minutes from 0720-1720 (Monday-Saturday)
26C	Newport – St Julians	0500-2300/Service every 40minutes from 0700-1740 (Monday-Saturday)

Table 3.1(cont'd) Existing scheduled bus services

Route No.	Origin/Destination	Frequency
27	Newport – Caerleon trinity View	04:55-23:40/Service every 18 and 54 minutes past the hour between 07:18-17:54 (Monday-Saturday)
28	Newport – Caerleon Eastfield Road	07:06-22:00/Hourly service (Monday-Saturday)
28B	Newport – Caerleon Eastfield Road	07:30-17:30/Hourly service (Monday-Saturday)
42	Newport – Spytty Park	Service every 18 and 54 minutes past the hour between 07:18-17:54 (Monday-Saturday)
43	Newport – Nash College	05:35-22:30/Service every half hour (Monday-Saturday)
44	Newport – Nash College	07:30-17:30/Hourly service (Monday-Saturday)
60	Newport – Caerleon – Usk – Raglan – Monmouth	06:30-17:35/Hourly service between 10:05-16:05 (Monday-Saturday)
62	Newport – Caerwent – Sudbrook – Caldicot	06:50-18:15/Service every 2 hours between 10:05-16:05 (Monday-Saturday)
63	Newport – Whiston – Goldcliff – Wetlands Reserve – Newport	07:00-18:00/Service every 2 hours between 10:00-18:00 (Monday-Saturday)
73	Newport – Parc Seymour – Caerwent – Chepstow	05:55-17:40/Service every 40 minutes past the hour between 07:40-17:40 (Monday-Saturday)
X30	Newport – Cardiff Express	0700-1900/Service every 20minutes (Monday-Saturday)

Table 3.1(cont'd) Existing scheduled bus services

2.4.5 A map of local bus services is shown in **Figure 2.4**.

3 SCHEME PROPOSALS

3.1 Introduction

3.1.1 As outlined above it is proposed to re-develop land to the west of Herbert Road, Newport to provide a total of 248 residential dwellings, together with 348 car parking spaces (the proposed site layout is shown in **Figure 3.1**). The proposed development comprises:

- 100 no. 3-bed houses;
- 135 no. 2-bed houses
- 13 no. 1-bed flats

3.1.2 Parking is allocated largely on the basis of

3.2 Means of access

Vehicular access

3.2.1 The proposed vehicular access to the site is located at the intersection between Collier Street/ Courtney Street via a simple priority junction, with the site access as the minor arm of the junction.

Pedestrians and cyclists

3.2.2 The main vehicular access to the site will incorporate facilities for pedestrians and cyclists. In addition, there is a pedestrian link between the site and Charnwood Road (to the east of the railway line), which travels under the railway. This provides a connection between the site and the St Julian's area of Newport.

3.3 Car parking

3.3.1 The proposed provision is in accordance with 'Newport City Council Parking Standards 2012'. Based on the adopted standards, the required number of car parking spaces is outlined in **Table 5.1** below.

Dwelling type/no. of units	Parking standard	Maximum Parking provision	Accessibility adjustment	Actual provision
100 x three bed	1 space per bedroom (max 3)	300	Reduced by up to 1 space	200
135 x two bed	1 space per bedroom	270	Reduced by up to 1 space	135
13 x one bed	1 space per bedroom	13		13
Visitor spaces	1 space per 5 units	50		0
Total		633		348

Table 5.1 Car parking provision – residential development

3.3.2 The table above includes an adjustment (in accordance with Appendix 5 of the parking standards) to take account of the accessibility of the site by a range of transport modes, and to a range of local facilities.

3.4 Mode split

3.4.1 To establish the likely modal split for the proposed development it is considered that the Census 2011 National Statistics Travel to Work datasets provide the basis for assessment.

3.4.2 The modal split for Newport is detailed in **Table 3.1** and will be applied to the total adult population on site. The modal split excludes those not currently working and those working from home. The mode share will be used to establish a baseline upon which travel plan targets will be set (refer section 5).

Transport mode	Mode share (%)
Public transport	10
Car (driver)	69
Car (passenger)	8
Motorcycle	1
Bicycle	1
On foot	10
Other	1
Total	100

Table 3.1 Mode split, Newport

4 OBJECTIVES AND TARGETS

4.1 Introduction

4.1.1 This section details the objectives, targets and performance indicators for the travel plan. The travel plan targets provide quantitative goals to assess whether the objectives of the plan have been met. The performance indicators outline the means by which the targets are measured.

4.2 Objectives

4.2.1 The headline objective of this travel plan is to reduce the proportion of single occupancy vehicle trips to and from the site. This reduces the impact of the development on the local highway network.

4.2.2 This headline objective is supported by the following:

- Increasing the proportion of walking and cycling trips to and from the site;
- Increasing the proportion of public transport trips to and from the site;
- Reducing the carbon footprint of the site in relation to travel to and from the site; and,
- Enabling occupiers to make informed decisions about how and when they travel, for all trips to and from the site.

4.3 Targets

4.3.1 Targets are essential for monitoring the progress and success of the travel plan, and should be 'SMART' – **s**pecific, **m**easurable, **a**chievable, **r**ealistic and **t**ime-related.

4.3.2 Targets come in two forms. 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the travel plan is seeking to achieve.

4.3.3 Action targets include actions such as employing a Travel Plan Coordinator (TPC), and launching the travel plan. Aim targets focus on the modal split of travel to and from the site.

4.3.4 The aim of the travel plan, as discussed, is to reduce the proportion of trips made to and from the site by single occupancy vehicle. The travel plan targets should therefore aim to achieve a realistic and practical reduction in car trips over the first five years of the site being occupied. Targets will be reviewed after five years.

Aim targets

4.3.5 **Table 4.1** sets out the travel plan targets. The baseline for these targets is travel to work data, therefore, these targets may need to be adjusted following the initial travel survey (ITS) which will establish travel mode for all trips. The targets will be ratified and agreed with the Caerphilly County Borough Council against the results of the initial travel survey which will be conducted within 3 months of the development exceeding its trigger point of 50% occupation.

Objective	Target	Base (%)	Mode share target (%)		
			Year 1	Year 3	Year 5
Reduce the proportion of single occupancy vehicle trips to and from the site	To reduce the mode share for car drivers	69			
	To increase the mode share for car passengers	8			
Increase the proportion of walking and cycling trips to and from the site	To increase the mode share for walkers and cyclists	1			
Increase the proportion of public transport trips to and from the site	To increase the mode share for public transport users	10			
Enable occupiers to make informed decisions about how and when they travel for all trips to and from the site	Every new occupier to receive travel information within one month of occupation	0	100	100	100

Table 4.1 Travel plan targets

4.3.6 There is every expectation that the travel plan will achieve these targets within five years of the initial monitoring survey. The interim targets have been derived to assess the progress of the travel plan over the duration of its lifecycle. The interim targets will also allow amendments to the travel plan strategy to be made in the event they are not being met.

4.3.7 The 15% reduction in car use has been derived after taking into consideration previous experience on the effectiveness of travel plan measures (national case studies suggest a reduction in single occupancy vehicle trips of between 10-20%), local and national guidance, previous travel planning experience and the consideration of likely travel patterns.

Action targets

4.3.8 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, therefore these targets have no numerical values but each target can be assessed by its own method.

4.3.9 The action targets for this site are:

- To appoint a TPC 3 months prior to initial occupation of the site; and,
- To undertake the initial monitoring survey within 3 months of reaching 50% occupation.

5 TRAVEL PLAN STRATEGY

5.1 Introduction

5.1.1 A travel plan is an active, dynamic document that requires a strategy for its implementation that will be continually updated throughout its life. This chapter details who will be responsible for the management of the plan and how it will be funded and implemented.

5.2 Travel Plan Co-ordinator (TPC)

5.2.1 Vital to the success of the travel plan is the appointment of a TPC who has direct responsibility for the implementation of the travel plan. The TPC will be responsible for the following:

- Ensuring physical measures are implemented by initial occupation;
- Establishing a timeline for the implementation of the travel plan measures;
- Providing travel options information to residents;
- Marketing and publicising new initiatives relating to the travel plan;
- Monitoring of the travel plan; and,
- Evaluating progress towards the travel plan targets and producing a progress report.

5.2.2 The TPC will play a key role in explaining the travel plan and its requirements to potential occupiers of the site.

5.2.3 The TPC will be funded by the developer, and will be appointed 3 months prior to the occupation of the site. The TPC will be continually in post from the opening of the development to oversee monitoring and development of the travel plan.

5.2.4 The role of TPC can be undertaken on a part-time basis, with some flexibility to allow for some busier times, such as in the run up to and immediately following initial occupation of the site and during monitoring periods.

5.2.5 The TPC will work closely with the Caerphilly County Borough Council throughout the life of the travel plan.

5.3 Travel plan funding

5.3.1 The funding of the residential travel plan will be the responsibility of the developer and housing provider, Greenhill Construction.

5.3.2 Funding of the TPC for the site will also be the responsibility of the developer for the first five years of the travel plan once the trigger point has been reached.

5.3.3 Following this five year lifecycle of the travel plan, and providing that the targets have been met, responsibility for the travel plan will be handed over to the occupiers.

5.4 Implementation programme

5.4.1 Delivery of the travel plan will begin prior to construction with the implementation of physical measures and will continue through to the implementation of soft measures towards the end of the occupation phase which will be the responsibility of the TPC.

5.4.2 Approximately 3 months prior to the opening of the development, it is recommended that production of site promotional material commences to allow immediate distribution on and after the opening of the development.

5.4.3 The TPC will take overall responsibility for the delivery of the specific measures for the site.

5.4.4 The implementation programme provides a clear timescale for how and when different aspects of the travel plan should be implemented, and by whom.

Table 5.1 sets out the implementation programme.

Travel Plan stage	Responsibility	Target date for completion
Implementation of infrastructure measures	Developer	During construction
Appointment of TPC	Developer	3 months prior to initial occupation
Establish a timescale for implementation of soft measures	TPC	Prior to initial occupation
Production of marketing material	TPC	Completed prior to initial occupation
Launch of travel plan	TPC	Initial occupation
Initial travel survey (ITS)	TPC	Within 3 months of 50% occupation
Ratify travel plan targets	TPC/CCBC	Within 1 month of ITS completion
Ongoing monitoring	TPC	Ongoing following ITS
Full review at end of year 5	Developer/TPC/CCBC	5 years after ITS
Transfer of responsibility	TPC/CCBC/Occupiers	5 years from ITS or upon reaching targets, whichever is later

Table 5.1 Implementation programme

6 TRAVEL PLAN MEASURES

6.1 Introduction

6.1.1 This section provides details on the measures to be implemented to facilitate sustained travel behaviour change and encourage sustainable travel by residents.

6.2 Marketing and travel information

6.2.1 The dissemination of information on the travel plan is vital in order to raise awareness of the various travel options and benefits of travelling in a sustainable manner, as well as identifying the purpose and benefits of the travel plan.

Welcome Packs

6.2.2 A Welcome Pack will be produced and distributed to all residents by the TPC as they move to the site. The purpose of these packs is to introduce new occupiers to the travel plan and the travel options available to them to/from their new home.

6.2.3 The TPC will be responsible for collating the necessary information, producing the pack and distributing it.

6.2.4 The Welcome Packs will include the following:

- Location map of the site highlighting the travel related facilities such as bus stops and cycle stands;
- Site specific public transport information including up to date local service timetables;
- Links to relevant local websites with travel information such as public transport operator information and cycling organisations;
- A local walking and cycling map;
- Information about the travel plan and its key objectives;
- Information on locking your bike;

- Information on specific incentives and events, such as “Walk to Work” week; and,
- A feedback form.

6.2.5 The feedback from these forms will assist in gathering information about perceived transport choices and any ideas on ways to improve the travel plan. Results of this will be included in monitoring reports (as outlined in Section 7.3).

6.2.6 The Welcome Pack will continue to be distributed to new residents who move to the site in the future. This same information can also be disseminated to prospective occupiers to promote the travel plan and its benefits as a selling tool for the development.

6.2.7 The packs will be kept up-to-date by the TPC and revisions will contain the results of any past monitoring, targets and achievements.

Information for marketing offices and show flats

6.2.8 An information sheet will be produced and displayed within the on-site marketing suite and show home to promote the travel plan including initiatives and objectives. This can then be distributed to prospective home owners to further promote the concept of the travel plan and its aims prior to home occupation.

Travel plan newsletter

6.2.9 The TPC will produce quarterly newsletters for occupiers providing information on national and local travel events, updates on the travel plan (including monitoring results) and to introduce new travel plan measures.

6.2.10 The newsletter will serve as a regular reminder that occupiers should continue to think about how they travel and the alternatives available to them.

6.3 Walking

6.3.1 Walking provides a healthy alternative to the car for journeys less than 2km, and typically forms a minor component of many journeys made by public transport and car.

Infrastructure

- 6.3.2 The development will incorporate pedestrian-friendly design principles, including low design speeds for roads, shared surfaces and wide pavements.

Marketing incentives

- 6.3.3 Information on key walking routes with journey information displayed in terms of the time (not distance) required to reach the destination, as well as the health benefits of walking, will be included in the Welcome Packs and regularly highlighted within the travel plan newsletter.
- 6.3.4 The TPC will promote participation in local and national walking events, such as walking days, 'Get Walking Week', or 'Walk to Work' week (typically April/May annually). Free accessories, such as pedometers, will be distributed to those who attend as an incentive to participate.

Buddy scheme

- 6.3.5 A walking buddy scheme will be established for residents, encouraging residents to walk together to improve safety and security, and for social benefits.
- 6.3.6 Information regarding this measure will be included in the Welcome Packs.

6.4 Cycling

- 6.4.1 Cycling provides an excellent alternative to the private car for journeys of up to 5km as it is cheap, offers reliable journey times, is environmentally friendly and promotes improved health through regular exercise.

Marketing incentives

- 6.4.2 The TPC will actively promote the use of bikes as a regular and reliable transport mode and illustrate the physical health benefits of regular exercise to all site users.

- 6.4.3 The TPC will organise and promote participation in cycling events and promotions. Prizes/giveaways should be offered, such as bike ID tags or bike lights on the day of the event.
- 6.4.4 Information on cycling routes, local area cycle maps, cycle training and local cycle shops will be included in Welcome Packs and the newsletter.
- 6.4.5 Travel information materials will provide advice on bike security, i.e. detailing how to lock a bike most effectively and advice on best locks to buy.

Bicycle Users Group (BUG)

- 6.4.6 There will be an on-site Bicycle Users Group (BUG) which will be organised by the TPC. All those who currently cycle to and from the site and those with the desire to cycle will be encouraged to take part in this scheme as BUGs are a good way for less experienced cyclists or those who are not confident of their route to gain experience by cycling with a more experienced cyclist. A BUG also removes safety concerns of individual cyclists who travel alone.
- 6.4.7 The BUG scheme will also allow site occupiers to meet other cyclists who live on site. This will help to enforce the idea of the travel plan and raise awareness of the travel plan, its aims and the current initiatives that are operational, through word of mouth.

6.5 Public transport

- 6.5.1 The site has connections to the public transport network, with a number of buses operating within the vicinity, offering regular services to Blackwood Town Centre and bus station in one direction and the centre of Newport in the other.

Marketing incentives

- 6.5.2 The TPC will promote the use of public transport through a number of different incentives, primarily through the Welcome Packs and the travel plan newsletter. The Welcome Packs will include information on local bus routes, timetables and location of stops.

6.6 Managing car use

6.6.1 Despite the many alternatives to the private car, some people will rely on their car for certain trips, for example, shopping trips with bulky or heavy goods is an example where a car becomes a necessity.

6.6.2 Multi occupancy car travel is shown to improve the environmental credentials of the private car considerably in comparison to single occupancy vehicle travel and should therefore be promoted.

Car parking provision

6.6.3 As part of the development, it is proposed to provide a maximum of 88 car parking spaces on site. It is considered that this level of parking will encourage the use of more sustainable modes through discouraging excessive car ownership per household.

Car sharing

6.6.4 Liftshare.com/Wales will be promoted to occupiers as part of the Welcome Packs and highlighted within the travel plan newsletter. Liftshare.com/Wales has been set up to help reduce congestion, pollution, parking problems, stress and expenditure. The service is free to use, and is easily accessible via the internet on www.liftshare.com/Wales.

6.7 Reducing the need to travel

6.7.1 In addition to promoting sustainable forms of transport, a key aspect of a travel plan is to reduce the need of site users to travel and to help minimise the total distance travelled.

Broadband internet connection

6.7.2 We are aware that broadband is available within the area, and the developer will ensure that residents can take advantage of any available services.

6.7.3 Broadband will allow residents to shop online for items which otherwise need a car for their transport. These goods can then be delivered directly to the development, again reducing the need of occupiers to travel and own a private car.

6.7.4 Access to broadband will also allow occupiers to work from home more easily. The TPC will promote home working to all occupiers, however, it is understood that this working practice is not applicable to all job types. Home working removes the need for occupiers to travel to work every day. Occupiers will consequently make a lower number of journeys per week. This will reduce an individual's carbon footprint and help reduce congestion on their chosen travel network.

Promotion of local services

6.7.5 Promotion of local services such as doctors, library and food stores in the Welcome Packs will give new occupiers the opportunity to use these local services rather than ones which may be located further afield.

6.8 Measures implementation plan

6.8.1 **Table 6.1** shows the relationship between the measures outlined in this section and the overall travel plan targets. The table also shows when the measures will be implemented and by whom.

Travel Plan stage	Target	Responsibility	Timeline
All measures	To reduce the mode share for car drivers by 8%	TPC / Developer	As below
Pedestrian-friendly development layout	To increase the mode share for walkers and cyclists by 3%	Developer	Prior to occupation
Participation in walking events, details on walking in Welcome Pack	To increase the mode share for walkers and cyclists by 3%	TPC	Ongoing from 50% occupation
Walking buddy scheme		TPC	Ongoing from 50% occupation
Participation in cycling events, details on cycling in Welcome Pack	To increase the mode share for walkers and cyclists by 3%	TPC	Ongoing from 50% occupation
Bicycle Users Group		TPC	Ongoing from 50% occupation
Promotion of public transport in Welcome Pack and in travel plan newsletter	To increase the mode share for public transport by 3%	TPC	Ongoing from initial occupation
Enable residents to take advantage of broadband connections, promoting home working and online shopping	To decrease the carbon emissions related to travel to and from the site	TPC	Through Welcome Packs
Promotion of local services	To increase the mode share for walkers and cyclists by 3%	TPC	Through Welcome Packs
Welcome Packs	Every new occupier to receive travel information within one month of occupation	TPC	At occupation of individual units
Promotion of Liftshare.com/Wales	To increase the mode share for car passengers by 2%	TPC	Through Welcome packs
Information for show home	Applies to all targets	TPC	As long as marketing suite is open
Travel plan newsletter		TPC	Quarterly following initial occupation

Table 6.1 Implementation programme

7 MONITORING

7.1 Introduction

7.1.1 This travel plan is an evolving strategy that will require monitoring over time to assess progress against its targets. This chapter discusses how progress of the travel plan towards its targets will be measured.

7.2 Monitoring

7.2.1 It is anticipated that the monitoring will be composed of either informal occupier surveys or formal TRICS-compliant surveys, based on the following methodology:

- Paper based occupier surveys including a set of basic travel behaviour questions, with survey forms developed by the TPC and submitted to the Council for approval. Responsibility for completing the survey with the TPC, with possible assistance from a consultant; and,
- TRICS-compliant surveys, with a person count at the site and interview with the TPC, funded by the developer.

7.2.2 It is recommended that the initial travel survey should take place 3 months after initial occupation, but as the site is not expected to become fully occupied all at once, it is proposed that the initial travel survey take place within 3 months of the site reaching 50% occupation. This will ensure that there is critical mass on site for implementing the travel plan.

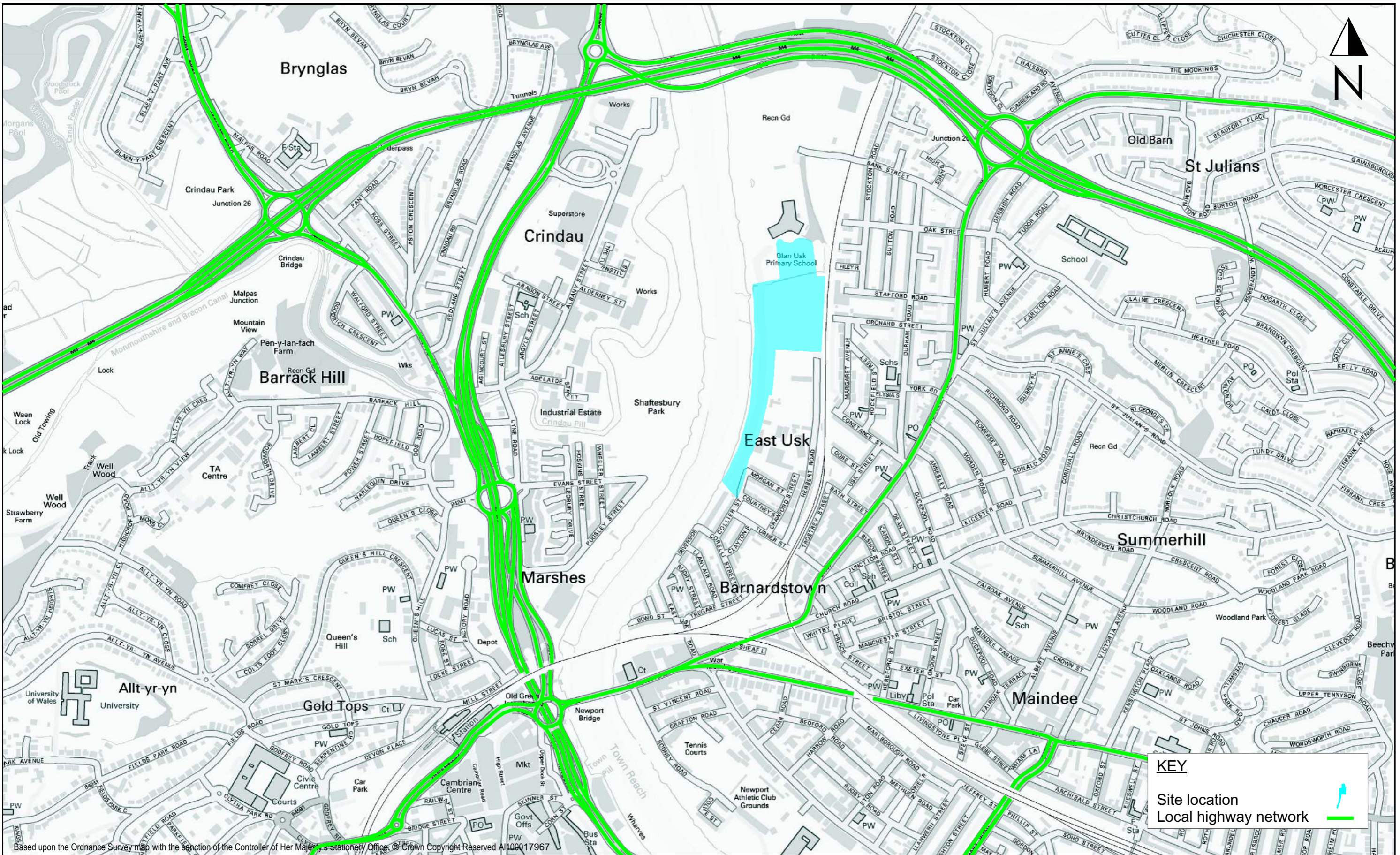
7.2.3 Following the initial travel survey, monitoring will take place at two year intervals until targets are met. A full five year monitoring schedule will include three surveys; the initial monitoring survey and two follow-up surveys.

7.2.4 If the travel plan targets are not achieved after five years of monitoring, the compulsory period of the travel plan will continue for four more years, with two more monitoring surveys taking place.


7.3 Reporting

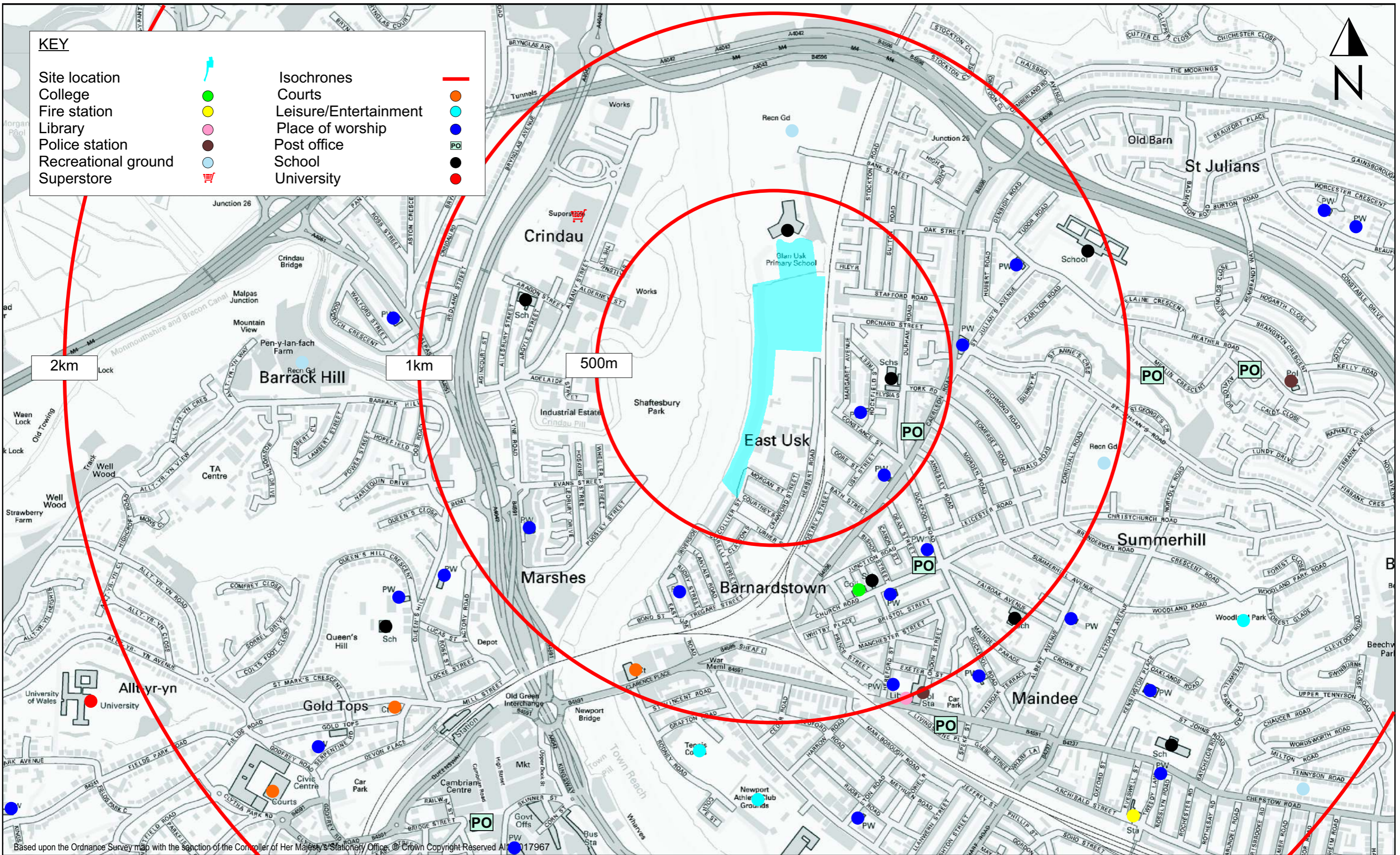
- 7.3.1 A full monitoring report will be submitted to the Council by the TPC following each monitoring period. The report will include the results of both the formal and informal monitoring and how this relates to the travel plan targets, along with a summary of the travel planning activities that have taken place at the site.

Figures




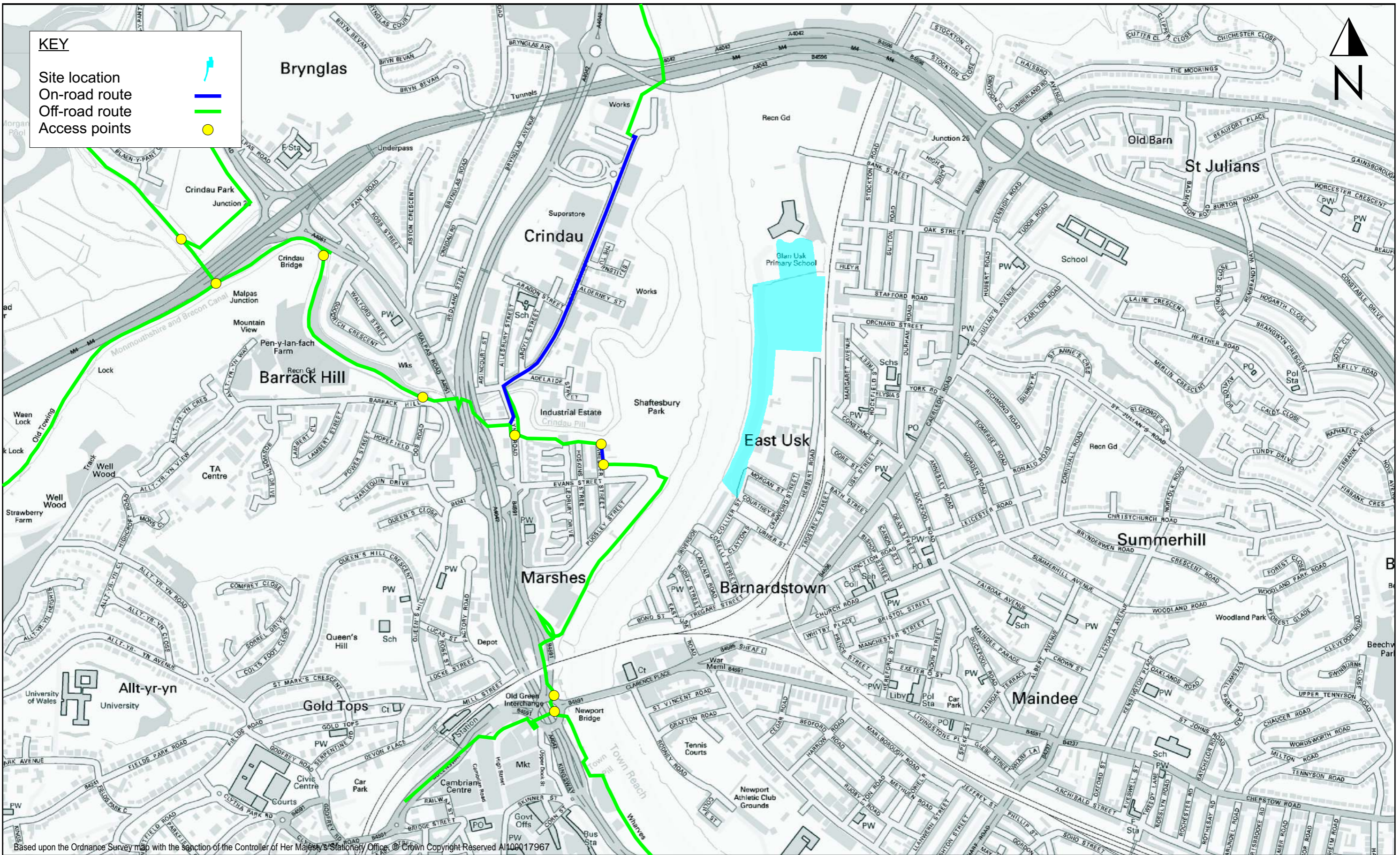
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Drawing Title Location plan and local highway network	Client Green-Hill Construction	 1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff T 029 2073 2652 F 029 2073 2670	Scale: NTS Designed by: KR Drawn by: KR Ckd/Appd: AR 1st Issued: Mar 2014 Job No: T14.118	File Extension: Drg No: Figure 2.1
	Job Title Herbert Road, Newport - Travel Plan			




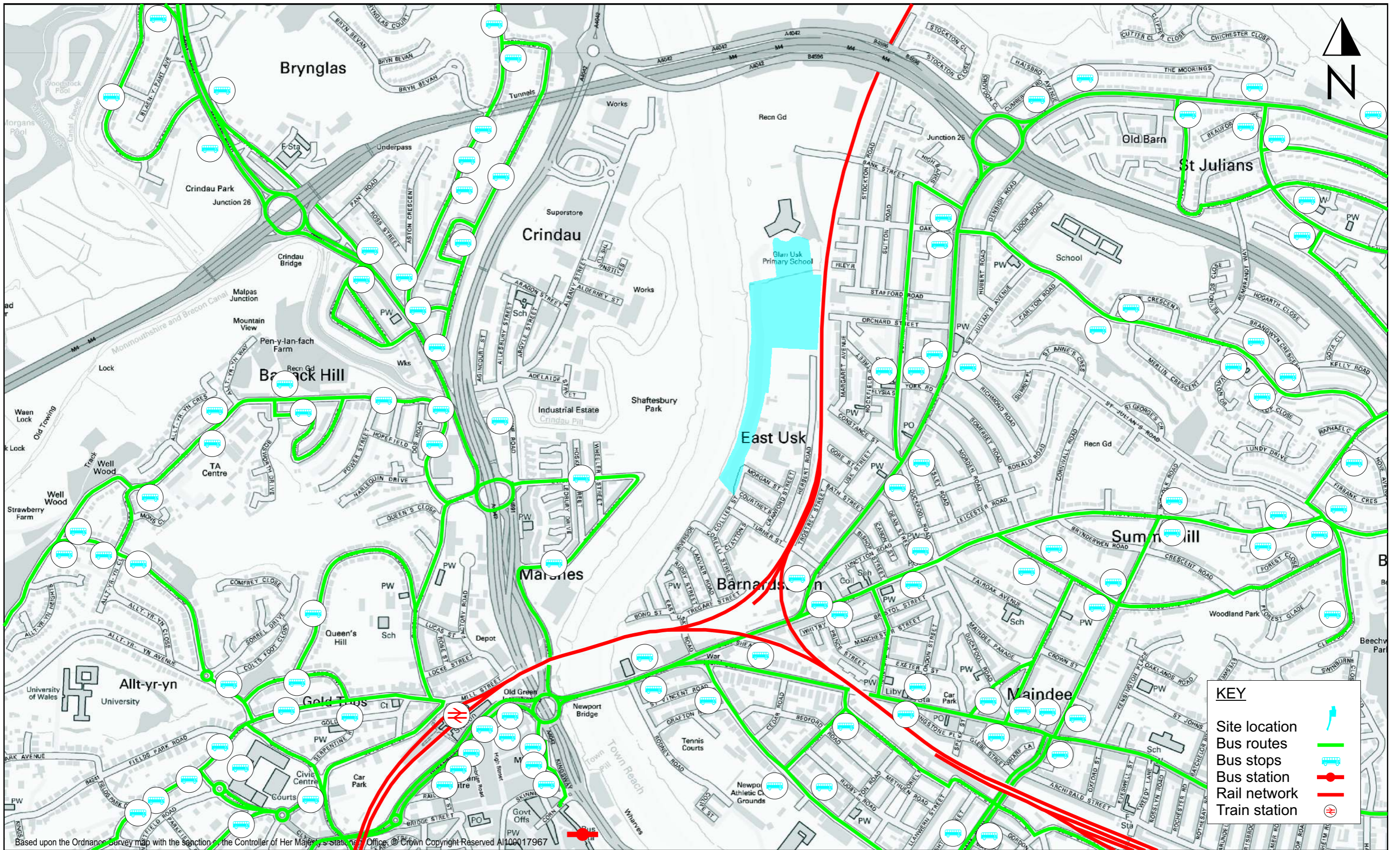
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Drawing Title	Client		Scale:	NTS	File Extension:
	<p align="center">Green-Hill Construction</p>		Designed by:	KR	
<p align="center">Local amenities within walking distance of the site</p>	Job Title	<p>1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff</p>	Drawn by:	KR	Drg No:
	<p align="center">Herbert Road, Newport - Travel Plan</p>	<p>T 029 2073 2652 F 029 2073 2670</p>	Ckd/Appd:	AR	
			<p>1st Issued: Mar 2014</p>	Job No:	



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Drawing Title	Client		Scale:	NTS	File Extension:
	Existing cycle Infrastructure		Green-Hill Construction	Designed by:	
Job Title	Herbert Road, Newport - Travel Plan	1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff T 029 2073 2652 F 029 2073 2670	Drawn by:	KR	Drg No:
			Ckd/Appd:	AR	
			1st Issued:	Mar 2014	
					Figure 2.3



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KEY

- Site location
- Bus routes
- Bus stops
- Bus station
- Rail network
- Train station

Drawing Title Local bus routes/infrastructure	Client Green-Hill Construction		Scale: NTS	File Extension:	
	Job Title Herbert Road, Newport - Travel Plan		Designed by: KR	Drg No: Figure 2.4	
		1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff	Drawn by: KR		
		T 029 2073 2652 F 029 2073 2670	Ckd/Appd: AR		
			1st Issued: Mar 2014		
			Job No: T14.118		



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Drawing Title Site layout	Client Green-Hill Construction	 1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff T 029 2073 2652 F 029 2073 2670	Scale: NTS	File Extension:
	Job Title Herbert Road, Newport - Travel Plan		Designed by: KR	
			Drawn by: KR	
			Ckd/Appd: AR	
			1st Issued: Mar 2014	Drg No: Figure 3.1
			Job No: T14.118	