

Pobl Group

Land south of Glan Usk Road, Herbert Road

Travel Plan

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1.0 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:

Accommodation schedule	No. of units
Private	
3 bedroom house	48
2 bedroom house	46
2 bedroom apartment	59
1 bedroom apartment	22
Affordable	
3 bedroom house	4
2 bedroom house	12
2 bedroom apartment	3
1 bedroom apartment	12
Total	206

Table 1.1: Accommodation Schedule

1.1.3 The development proposals include 371 car parking spaces. Cycle parking is to be provided for all houses and will be incorporated in dwelling design. In relation to provisions for the apartment element of the scheme, secure cycle parking will be provided in accordance with Newport's adopted parking guidelines.

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 plan 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, Pobl Group, 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.

2.0 SITE ACCESSIBILITY AND SUSTAINABILITY

2.1 Site location

2.1.1 The 5.22 hectare (12.9 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 and 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. 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 road. 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. 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 local centre and the city 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);
- Public houses/clubs; and,
- Places of Worship.

2.3.4 There are no cycle facilities within the immediate vicinity of the site. However, there are three 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.

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

2.3.6 In addition, a riverside pedestrian/cycle link is proposed along the western boundary of the site, connecting with the traffic free cycle path which runs along the eastern side of the River Usk. This link will also connect with the existing pedestrian/cycle link that runs along the northern boundary of the site, past Glan Usk Primary School, towards Charnwood Road via the existing railway underpass, providing a link with the St Julian's area of Newport.

2.3.7 Details of the above cycle links are detailed in Newport's Cycle Map attached as **Appendix A**.

2.4 Active travel routes

2.4.1 The Active Travel (Wales) Act 2013 aims to make walking and cycling the most attractive option for shorter 'active travel' journeys. All local authorities in Wales have to produce Active Travel maps and improve routes and facilities for pedestrians and cyclists.

2.4.2 As such, Newport CC have consulted and collected information to produce a number of existing route maps (ERM's) as well. In addition, over 100 walking and cycling route improvements have been identified and the routes have been assessed to make sure any improvements will meet the Welsh Government active travel route standards.

2.4.3 These are set out in Newports Integrated Network Map (INM), which sets out Newport City Council's Active Travel proposals for the next 15 years. The delivery of the routes will depend on the availability of Active Travel scheme funding and routes may change as they are developed.

2.4.4 Full details of Newport's Active Travel Routes, both existing and proposed routes for the central and northern areas of Newport, which the proposed development lies within, are detailed in **Appendix B**.

2.4.5 As identified above and in Appendix B, a riverside pedestrian/cycle link is proposed along the western boundary of the site, connecting with the traffic free cycle path which runs along the eastern side of the River Usk. This link will also connect with the existing pedestrian/cycle link that runs along the northern boundary of the site, past Glan Usk Primary School, towards Charnwood Road via the existing railway underpass, providing a link with the St Julian's area of Newport.

2.5 Public transport

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

2.5.2 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

2.5.3 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, providing access to Newport Bus station, with a wide range of local and longer distance services.

2.5.4 **Appendix C** outlines existing bus services within the vicinity of the site. A map of local bus services is shown in **Figure 2.4**.

3.0 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 206 residential dwellings, together with 371 car parking spaces (the proposed site layout is shown in **Appendix D**). As set out previously and detailed in **Table 3.1**, the proposed development comprises:

Accommodation schedule	No. of units
Private	
3 bedroom house	48
2 bedroom house	46
2 bedroom apartment	59
1 bedroom apartment	22
Affordable	
3 bedroom house	4
2 bedroom house	12
2 bedroom apartment	3
1 bedroom apartment	12
Total	206

Table 3.1: Accommodation Schedule

3.2 Means of access

Vehicular access

3.2.1 Access to the site will be provided via the newly constructed access junction for the previous consent on the site. The access comprises a simple priority junction from Collier Street/Courtney Street, 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, as part of the phase 1 development associated with the previous consent on the site, pedestrian/cycle access is proposed on to the riverside walk which provides a continuous link along the riverside, tying in with the existing pedestrian/cycle link that runs along the northern boundary of the site past Glan Usk Primary School. In addition, the riverside walk link will form part of the traffic free walking/cycle path which runs along the eastern side of the River Usk.

3.2.3 The development will provide the necessary pedestrian and cyclist infrastructure within the site to encourage residents to walk and cycle, with 2m wide footways included on one or both sides of the carriageway for its entire length and, where appropriate, shared use private drives also included, prioritising the needs of pedestrians and cyclists over that of vehicles.

3.2.4 A pedestrian link is also proposed between the site and the existing pedestrian walkway which runs along the northern boundary of the site, providing direct access from the northern portion of the site to Glan Usk Primary School. This link will also provide access towards Charnwood Road via the existing railway underpass (to the east of the railway line), providing a connection between the site and the St Julian's area of Newport.

3.3 Car parking

3.3.1 The proposed on-site parking provision is in accordance with 'Newport City Council Parking Standards 2015'. Based on the adopted standards, the required number of car parking spaces is outlined in **Table 3.2** below.

Dwelling type/no. of units	Parking standard	Maximum Parking provision	Accessibility adjustment	Actual provision
52 x three bed	1 space per bedroom (max 3)	156	Reduced by up to 1 space	112
120 x two bed	1 space per bedroom	240	Reduced by up to 1 space	204
34 x one bed	1 space per bedroom	34	N/A	34
Visitor spaces	1 space per 5 units	41	N/A	21
Total		471		371

Table 3.2 Car parking provision – residential development

3.3.2 The table above includes an adjustment (in accordance with Appendix 5 of Newport’s adopted 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 2011 census data contained in www.nomisweb.co.uk/census/2011 has been interrogated in order to obtain modal split data for households within the middle layer census ward of Newport that includes the proposed development site.

3.4.3 The modal split for the relevant Newport census ward (W02000353: Newport 007) is summarised in **Table 3.3** and the output from the nomis website is detailed in **Appendix E**. It should be noted that the modal split excludes those not currently working and those working from home.

Transport mode	Mode share (%)
Public transport	12%
Car (driver)	65%
Car (passenger)	8%
Motorcycle	1%
Bicycle	1%
On foot	12%
Other	2%
Total	100%

Table 3.3 Mode split, Newport

- 3.4.4 The data summarised in Table 3.3 illustrates that the existing residents in the vicinity of the proposed development site currently travel to work in a relatively sustainable manner with a relatively high proportion (12%) of residents travelling to work on foot and 65% of residents travelling to work by private car.
- 3.4.5 The mode share identified in Table 3.3 has been used to establish a baseline upon which travel plan targets will be set (refer section 5).

4.0 OBJECTIVES, TARGETS AND PERFORMANCE INDICATORS

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 (SOV) 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.

4.3.6 The targets will be ratified and agreed with the Newport City Council against the results of the ITS which will be conducted within 3 months of the development exceeding its trigger point of 25% 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	66	63	59
	To increase the mode share for car passengers	8	9	10	11
Increase the proportion of walking and cycling trips to and from the site	To increase the mode share for walkers and cyclists	11	12	13	14
Increase the proportion of public transport trips to and from the site	To increase the mode share for public transport users	10	12	13	14
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

4.3.7 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.

4.3.8 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

4.3.9 '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.

4.3.10 The action targets for this site are:

- To appoint a TPC three months prior to initial occupation of the site;
and,
- To undertake the initial monitoring survey within three months of reaching 25% occupation.

5.0 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 lifecycle. 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 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. The TPC will work closely with the Newport City Council throughout the 5 year lifecycle 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, Pobl Group.
- 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.
- 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 to be continued indefinitely.
- 5.3.4 The TPC will ensure that all occupiers of the development equally receive sustainable travel information and benefits from Travel Plan incentives.
- 5.3.5 The TPC will set up a Travel Plan Review Group for residents, to discuss travel issues and to facilitate ownership of the plan, with expertise being provided by the TPC. At the end of the 3 years, the objective is that this group will then be responsible for the ongoing management of the Travel Plan, fostering the idea of people in the community working for the community.
- 5.3.6 It is envisaged that the residents of the site will eventually take full ownership of the Travel Plan, with one or more individuals taking the role of TPC. The Travel Plan will be updated accordingly when this transition has taken place. The objective is to encourage people in the community to work for the community. However, until the transition is complete the appointed TPC will have the responsibility of funding, organising, promoting and organising the Travel Plan.
- 5.3.7 The developer will provide a comprehensive Travel Plan for the site and will provide via a Section 106 agreement the following items:
- £5,000 per annum for 3 years to fund a Travel Plan coordinator
- £5,000 Travel Plan Reserve or fighting fund to improve the Travel Plan if required
- £250 per dwelling, or up to £75,000 of sustainable travel vouchers for each new dwelling to be used towards the cost of a bus pass, bicycle purchase, or cycling /walking equipment / clothing.

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 What soft measures are being proposed?

5.4.3 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.

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

5.4.5 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 25% occupation
Ratify travel plan targets	TPC/NCC	Within 1 month of ITS completion
Ongoing monitoring	TPC	Ongoing following ITS
Full review at end of year 5	Developer/TPC/NCC	5 years after ITS
Transfer of responsibility	TPC/NCC/ Occupiers	5 years from ITS or upon reaching targets, whichever is later

Table 5.1 Implementation programme

6.0 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 Welcome Pack will be distributed to all new home owners until the development is fully occupied.

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

6.2.5 The Welcome Packs will include the following:

- Location map of the site highlighting the travel related facilities such as bus stops and cycle stands;
- Promotion of local services such as doctors, library and foodstores;
- 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.

6.2.6 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).

6.2.7 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.

6.2.8 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

6.2.9 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

6.2.10 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.

6.2.11 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 incorporates 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) and 'Walk to School Week'. Free accessories, such as pedometers, will be distributed to those who attend as an incentive to participate.

Walking Buses

6.3.5 A walking bus is a group of children, walking to or from school with at least two parent volunteers. Parents take it in turns, on a rota basis, to walk with the children. There is always a 'driver' who leads the bus, and a 'conductor' who walks at the back. The more children there are on the bus, the more adults walk with them.

6.3.6 Co-Operative supermarkets operate a scheme whereby support and equipment is provided to help facilitate Walking Buses. The TPC will liaise with Head teachers of local schools who can liaise with Co-Operative.

6.3.7 A Walking Bus provides a way of making walkers (or their parents) feel more comfortable, whilst providing perceived safety in numbers, as well as making walking fun. It allows groups to organise and walk together, increasing visibility and reducing the feeling of vulnerability which some may otherwise feel.

6.3.8 Its greatest potential is for schoolchildren. It allows the supervision of children by a minimum number of adults, whilst providing a fun and perceptibly safer means of getting to and from school by the most sustainable means. This has the potential to materially change travel habits within this community.

6.3.9 The TPC will help set up, and organise, walking buses. This will include setting out routes, times, stops and training adults to supervise the 'buses'.

Scoot to School

6.3.10 Scoot to School is a Sustrans initiative aimed at encouraging children to use a scooter to get to school. The programme involves scooter training for children, as well as the provision of scooter parking at school.

6.3.11 The TPC will work with Sustrans to see how this Travel Plan can support the Scoot to School initiative. The TPC will provide routes, training and encouragement for this, as well as liaising with schools to promote this type of travel.

Buddy scheme

6.3.12 A walking buddy scheme could be established for residents, encouraging residents to walk together to improve safety and security, and for social benefits. 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. Information on cycling routes, local area cycle maps, cycle training and local cycle shops will be included in Welcome Packs and the newsletter.

6.4.4 Travel information materials will provide advice on bike security, i.e. detailing how to lock a bike most effectively and advice on the best locks to buy.

Bicycle Users Group (BUG)

6.4.5 The TPC will explore the potential to introduce 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.

6.4.6 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 good connections to the public transport network, with a number of buses operating within the vicinity, offering regular services to Newport City Centre and the bus and rail stations.

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.

6.5.3 All incentives proposed as part of the Travel Plan will be fully funded by the developer.

Personalised Travel Planning

- 6.5.4 The TPC will offer a personalised Travel Planning service for all residents. It is expected that this will be offered during induction sessions run for residents.
- 6.5.5 The TPC will be able to draw on advice from journey planning websites such as Transport Direct www.transportdirect.org.uk.

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 Car parking provision has been provided in accordance with Newport's adopted Parking Standards, which includes a reduction in car parking provision based on the sustainability of the sites location in relation to local facilities and amenities.
- 6.6.4 It is considered that the level of parking provided will encourage the use of more sustainable modes through discouraging excessive car ownership per household.

Car sharing

- 6.6.5 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 foodstores in the Welcome Packs will give new occupiers the opportunity to use these local services rather than ones which may be located further afield.

Home Deliveries

6.7.6 The TPC will promote and raise awareness of the potential time, cost and environmental savings of home deliveries, including supermarket deliveries. Three of the big four supermarkets, Sainsbury's, Asda and Tesco, all offer home delivery services, as does Waitrose via Ocado. The majority of online retailers also now offer home delivery services.

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 10%	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 25% occupation
Walking buddy scheme		TPC	Ongoing from 25% 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 25% occupation
Bicycle Users Group		TPC	Ongoing from 25% occupation
Promotion of public transport in Welcome Pack and in travel plan newsletter	To increase the mode share for public transport by 4%	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

7.0 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 25% 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.

7.4 Remedial actions

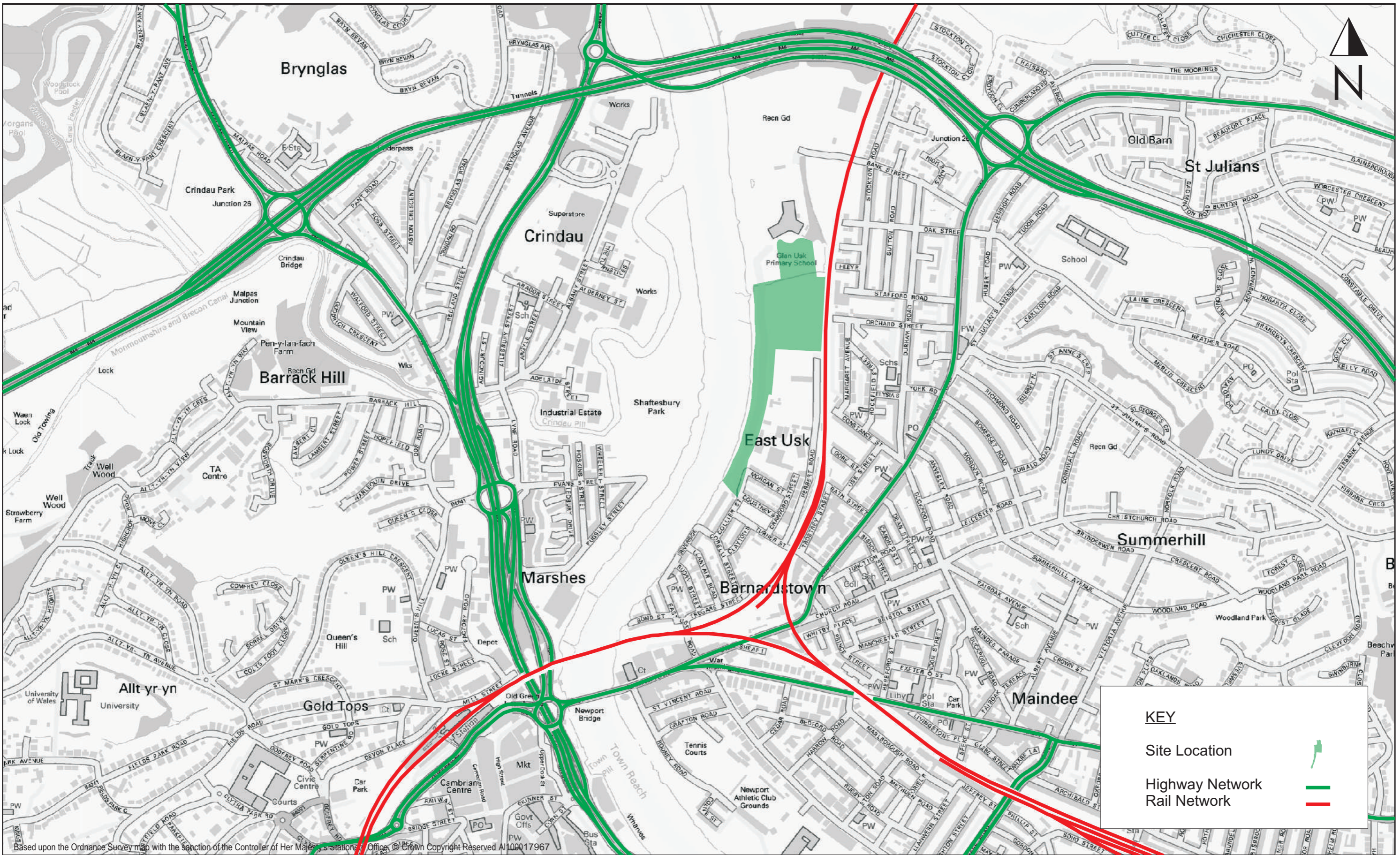
7.4.1 If the targets are not met after five years, or if progress towards meeting the targets is not recorded after three years, then remedial measures will be introduced to further encourage occupiers to change their travel patterns.

7.4.2 Remedial measures will respond to the particular short-comings of any monitoring results and may include:


- Personalised travel planning for occupiers;
- Vouchers to be redeemed towards sustainable travel, including bus passes and vouchers redeemable at local cycle shops; and,
- Financial incentives for occupiers to travel by sustainable modes.

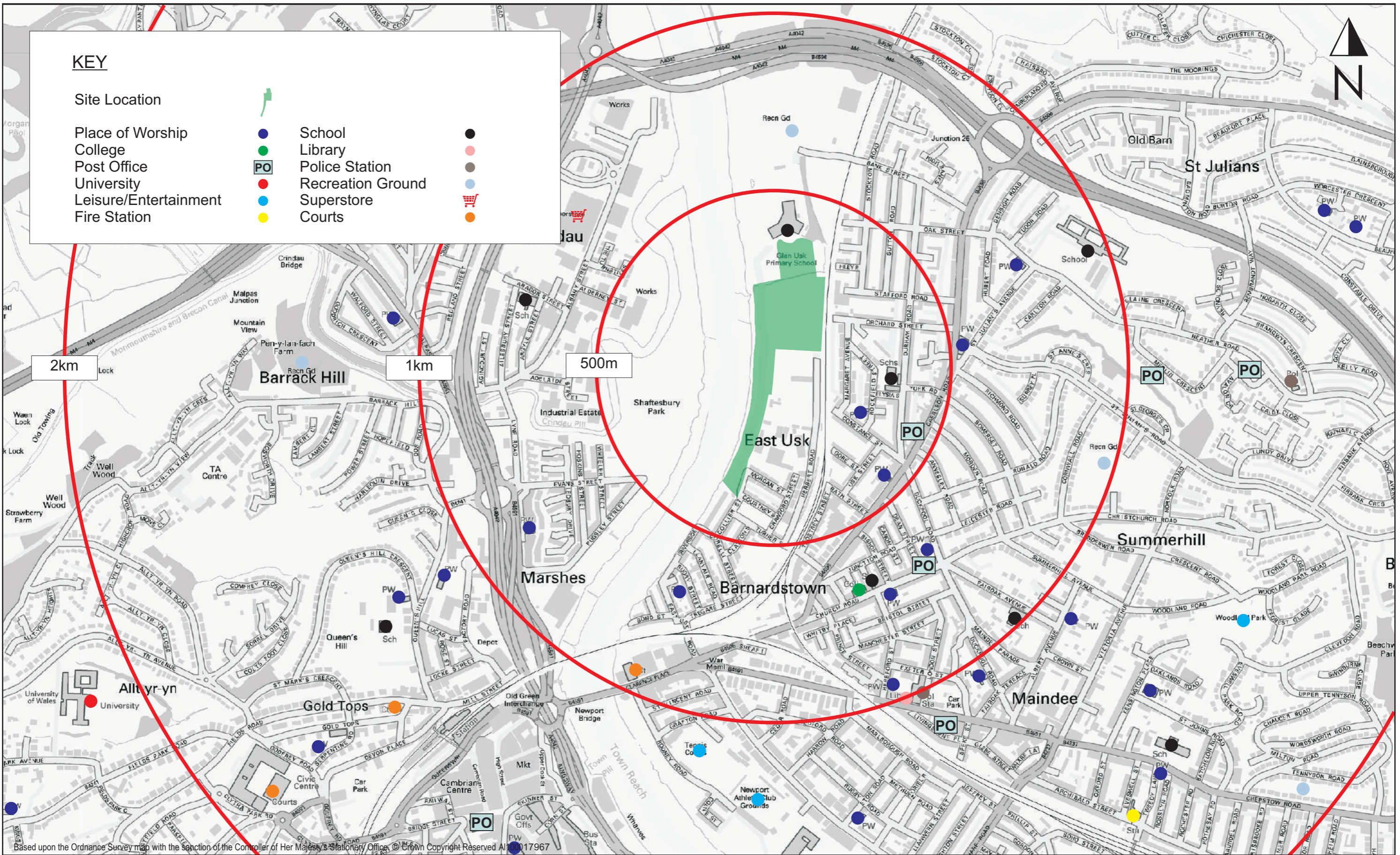
7.4.3 The TPC will be responsible for implementing any remedial actions, with a commitment to fund any remedial measures secured from the developer.

Figures




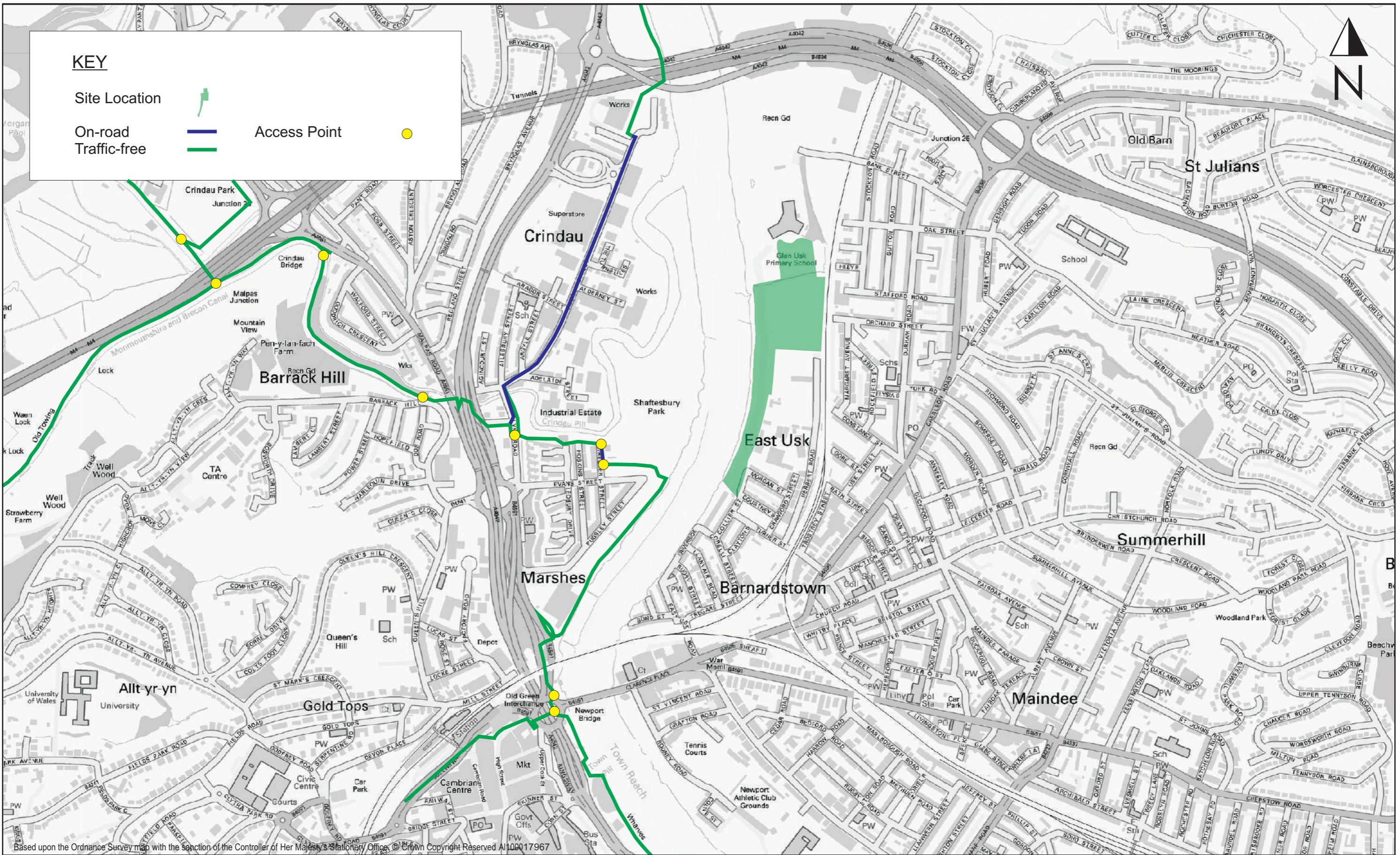
Based upon the Ordnance Survey map with the sanction of the Controller of Her Majesty's Stationery Office. © Crown Copyright Reserved All 100017967

Drawing Title Site location/Local Highway Network	Client Pobl Group	 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: LV Drawn by: LV Ckd/Appd: PO/C 1st Issued: Jul 2017 Job No: T17.118	File Extension: Drg No: Figure 2.1
	Job Title Land south of Glan Usk Road, Herbert Road			




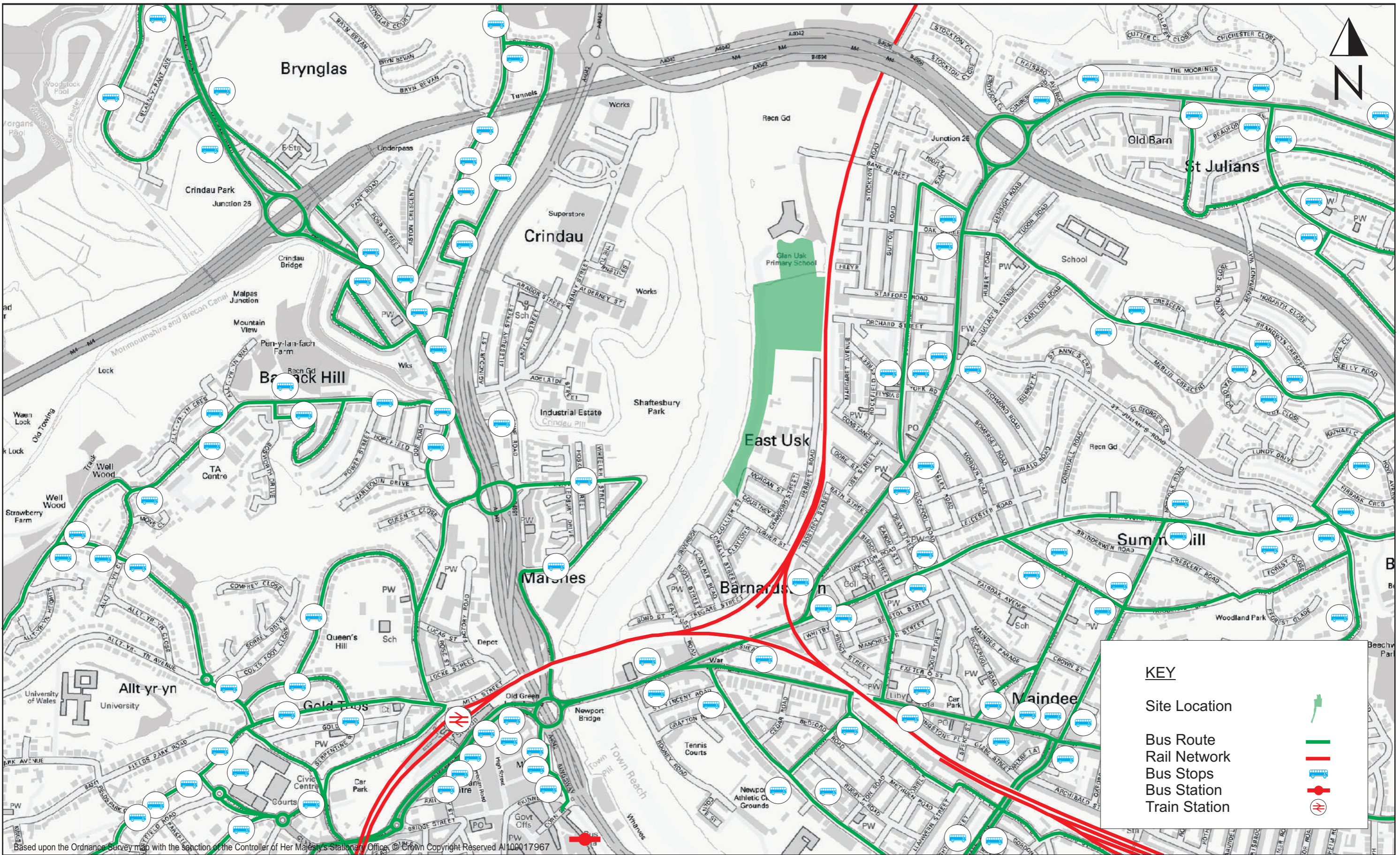
Based upon the Ordnance Survey map with the sanction of the Controller of Her Majesty's Stationery Office. © Crown Copyright Reserved All Rights Reserved 117967

Drawing Title Local Amenities	Client Pobl Group		Scale: NTS Designed by: LV Drawn by: LV	File Extension: Drg No:
	Job Title Land south of Glan Usk Road, Herbert Road	1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff T 029 2073 2652 F 029 2073 2670	Ckd/Appd: PO/C 1st Issued: Jul 2017 Job No: T17.118	Figure 2.2




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Drawing Title	Client		Scale:	NTS	File Extension:
	Local Cycle Routes		Pobl Group	Designed by:	
	Job Title	1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff	Drawn by:	LV	Drg No:
	Land south of Glan Usk Road, Herbert Road	T 029 2073 2652 F 029 2073 2670	Ckd/Appd:	PO/C	
			1st Issued:	Jul 2017	
			Job No:	T17.118	



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Drawing Title	Client		Scale:	NTS	File Extension:
	Public Transport Infrastructure		Pobl Group	Designed by:	
	Job Title	1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff	Drawn by:	LV	Drg No:
	Land south of Glan Usk Road, Herbert Road	T 029 2073 2652 F 029 2073 2670	Ckd/Appd:	PO/C	
			1st Issued:	Jul 2017	Figure 2.4
			Job No:	T17.118	

Appendices

Appendix A

The Newport Cycle Map shows the improving network of 'on' and 'off' road routes for cycling. Be it for getting to work, leisure or as a way to enjoy the heritage, attractions, city county or countryside of Newport. But they are not just for cycling, routes are for walking too.

To find out more about where to visit in Newport go to: www.newport.gov.uk/visiting or get interactive at www.npxc.co.uk

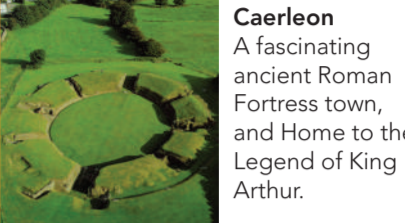
Key	
	National Cycle Route number
	Traffic-free cycle path
	On-road cycle route
	Traffic calmed streets
	Bus and cycle Lane
	Areas to walk your bike
	Route under development
	Wales Coast Path
	Boundary line
	Railway station
	Bus station
	Hospital
	School
	College
	Library
	Post office
	Tea room
	Public toilets
	Museum and library
	Tourist information
	Local information centre
	Underpass
	Over bridge
	Cycle parking

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 The representation of a track or a path is no evidence of a public right of way. Users of all routes shown on this map do so entirely at their own risk. We cannot guarantee that all routes and bridleways will always be passable by bike particularly in wet weather. Newport City Council or Fourpoint Mapping accept no responsibility for omissions or errors.
 Cartography © Fourpoint Mapping for Newport City Council. www.fourpointmapping.co.uk

Fourteen Locks Canal Centre
 A unique flight of canal locks and visitor centre.



Caerleon
 A fascinating ancient Roman Fortress town, and Home to the Legend of King Arthur.



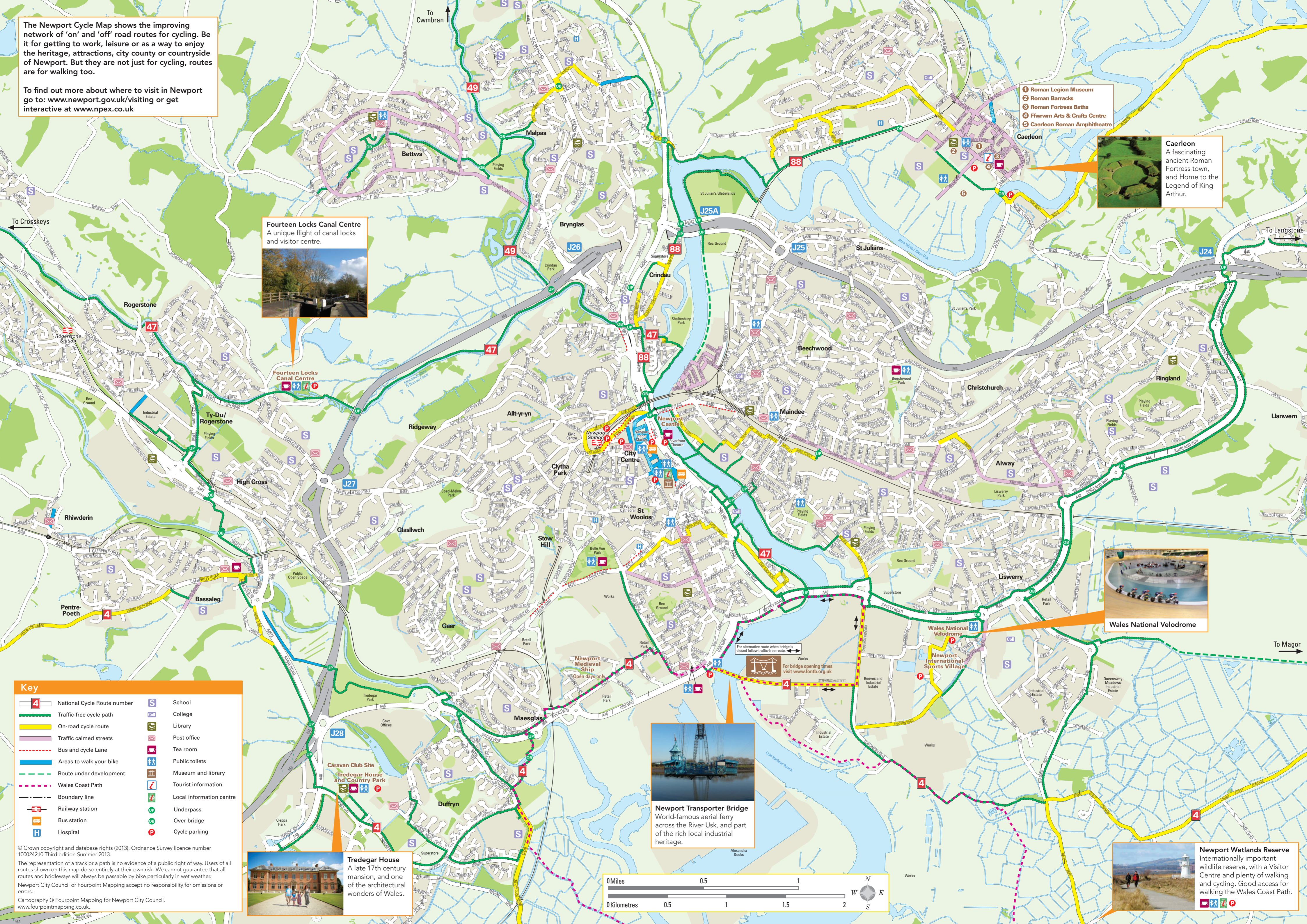
Wales National Velodrome



Newport Transporter Bridge
 World-famous aerial ferry across the River Usk, and part of the rich local industrial heritage.

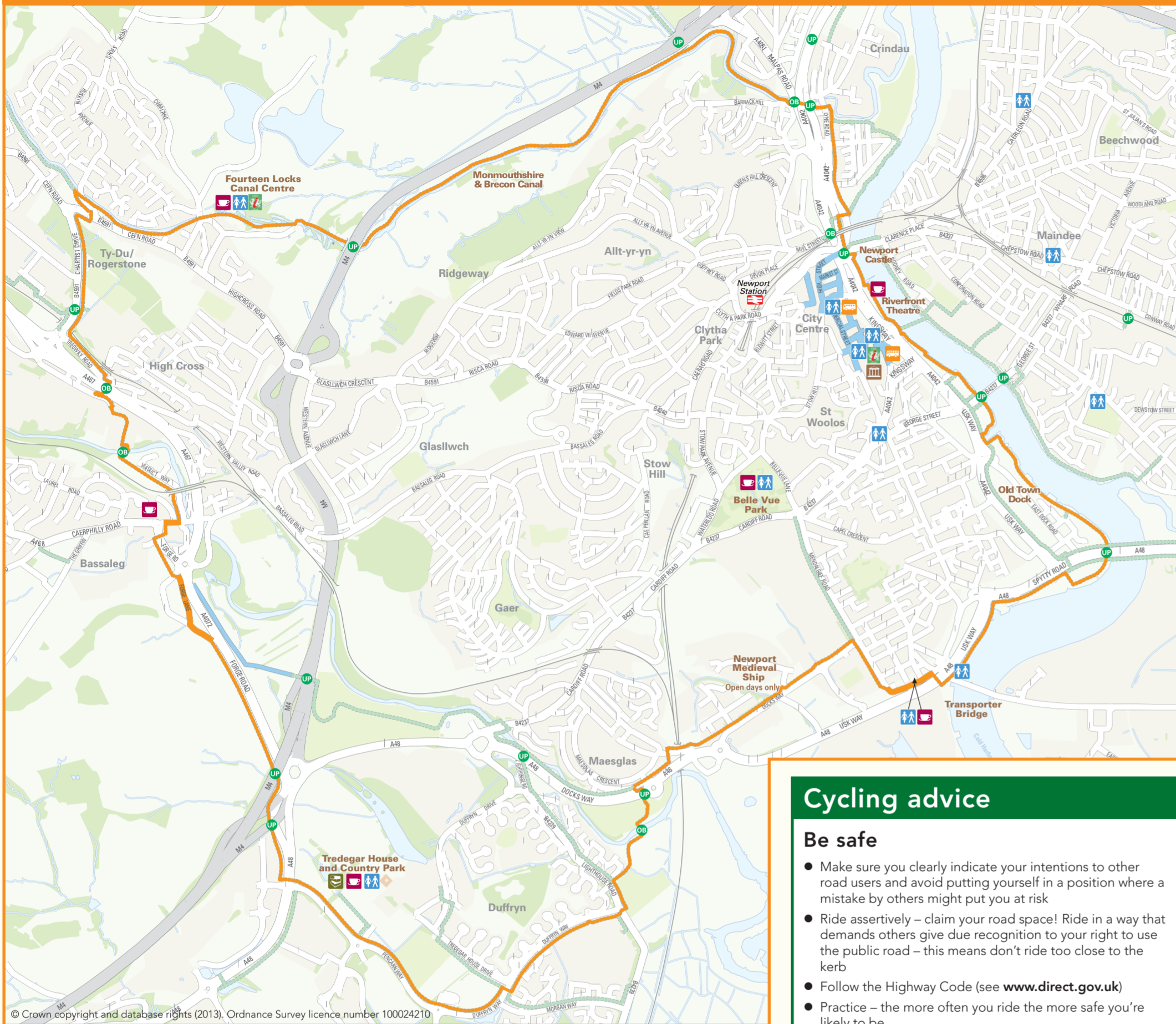


Tredegar House
 A late 17th century mansion, and one of the architectural wonders of Wales.

Newport Heritage Trail

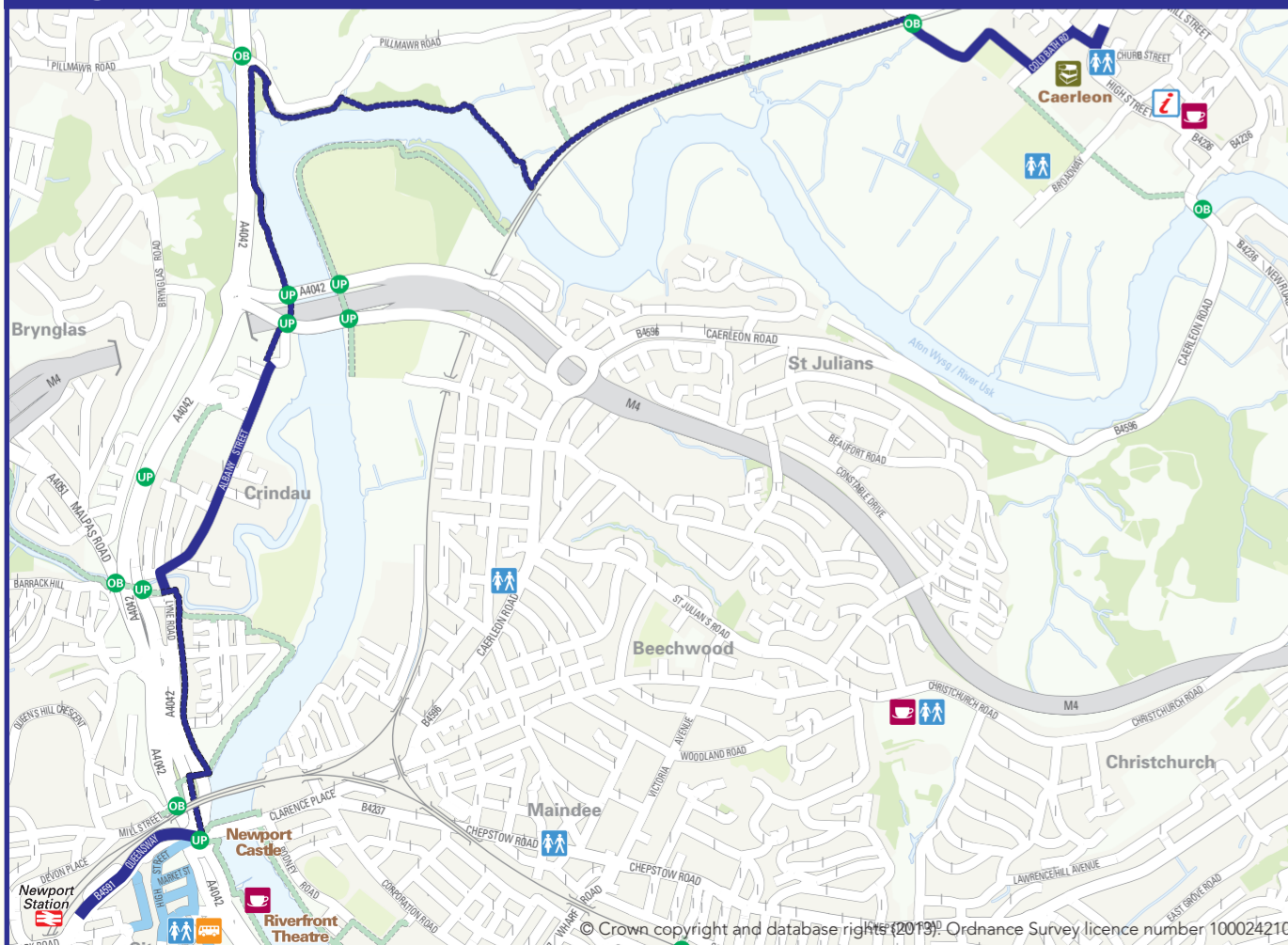
Approximately 11 miles 1hr 30mins



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City Centre to Roman Caerleon

3.5 miles 25 mins



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Cycling advice

Be safe

- Make sure you clearly indicate your intentions to other road users and avoid putting yourself in a position where a mistake by others might put you at risk
- Ride assertively – claim your road space! Ride in a way that demands others give due recognition to your right to use the public road – this means don't ride too close to the kerb
- Follow the Highway Code (see www.direct.gov.uk)
- Practice – the more often you ride the more safe you're likely to be
- Watch out for parked cars, gutters, pedestrians and large vehicles
- Ensure that your clothing is not trailing and don't carry bags etc on the handlebars
- You may wish to wear a cycle helmet
- Ensure that your bike is well maintained

When using traffic-free paths

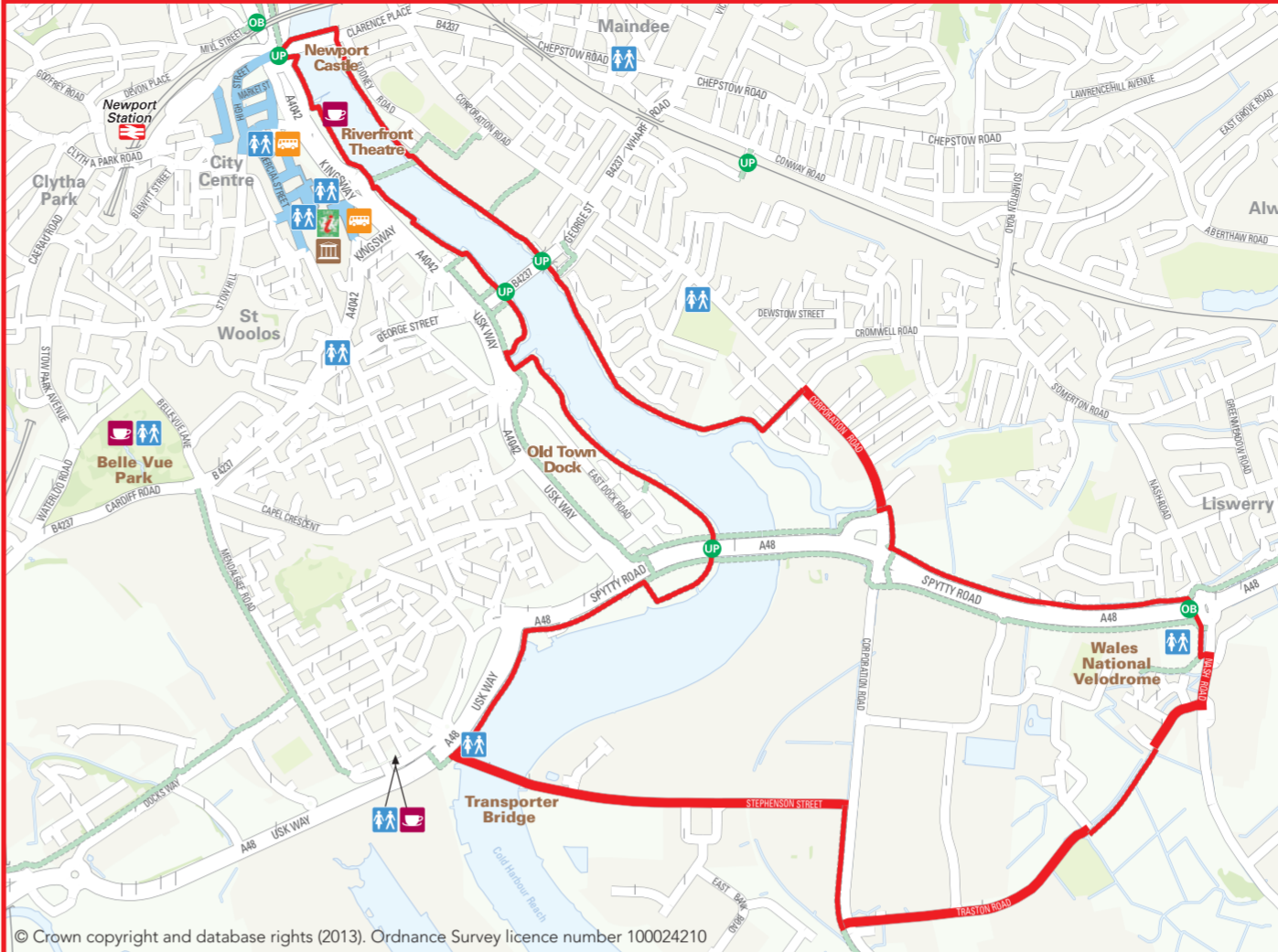
- Slow down when approaching walkers or horses, pass slowly and give them plenty of room
- Cycle at a relaxed pace
- Where there is a white dividing line, keep to your side. Otherwise try to cycle on the left-hand side
- Remember that some people are hard of hearing or visually impaired. Do not assume everyone can see or hear you

Be seen

- The law states that you must have at least two lights attached to your bike – a white light at the front and a red light at the rear
- Reflectors are also important so make sure that you have a white reflector on the front and a red one at the rear (have them fitted to your pedals too) and make sure that they're clean!
- Wear something fluorescent/bright so that you are seen during the day and reflective at night

Riverside Circular

6.5 miles 45mins



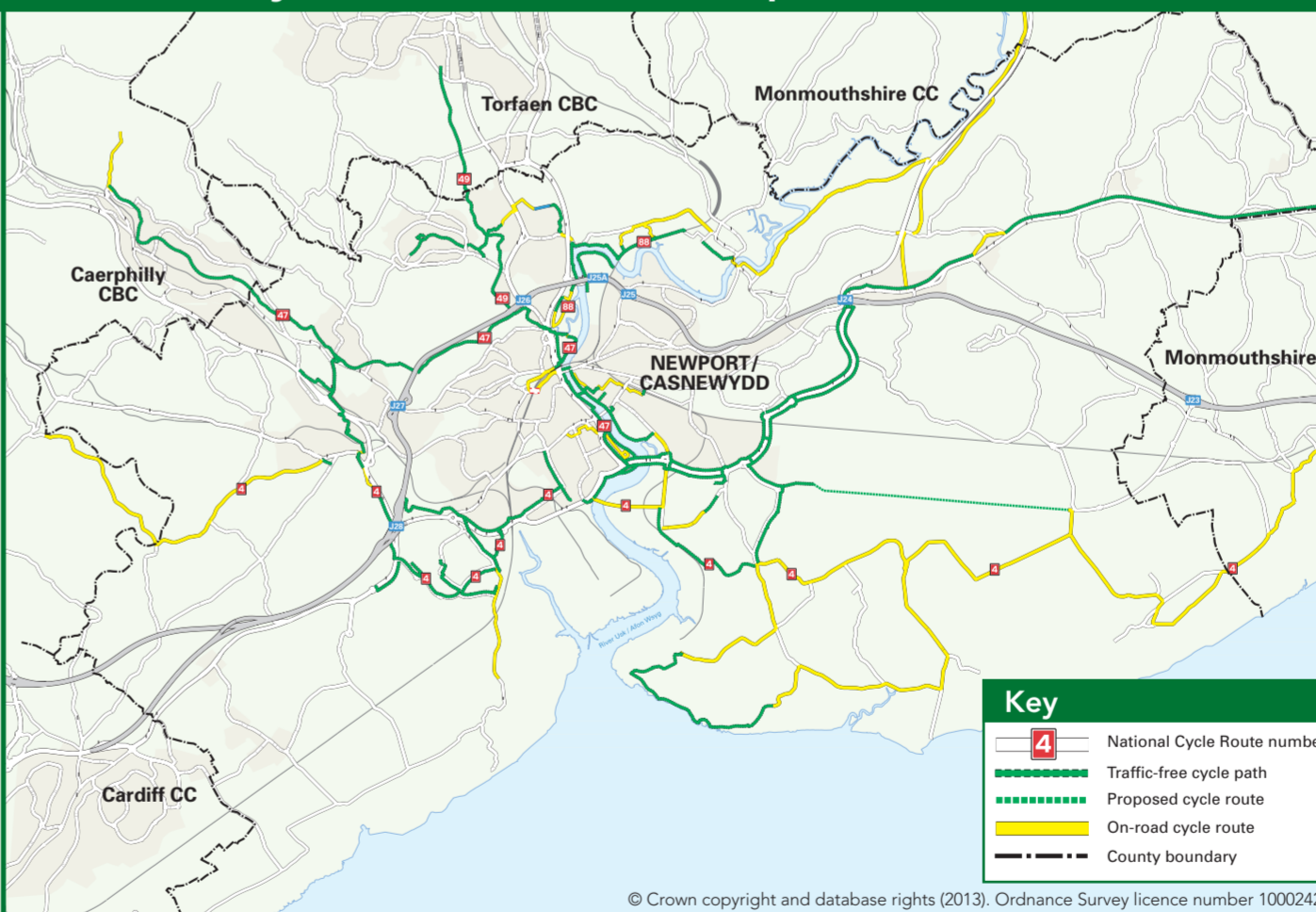
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Key

	Public toilets	
	Underpass	
	Over bridge	
	Tourist information	
	Local information centre	



National Cycle Routes into Newport



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Sustrans

For hints, tips and advice on building walking and cycling into your daily routine sign up for Sustrans 'Active commuter' e-bulletin at www.sustrans.org.uk/activecommuter.

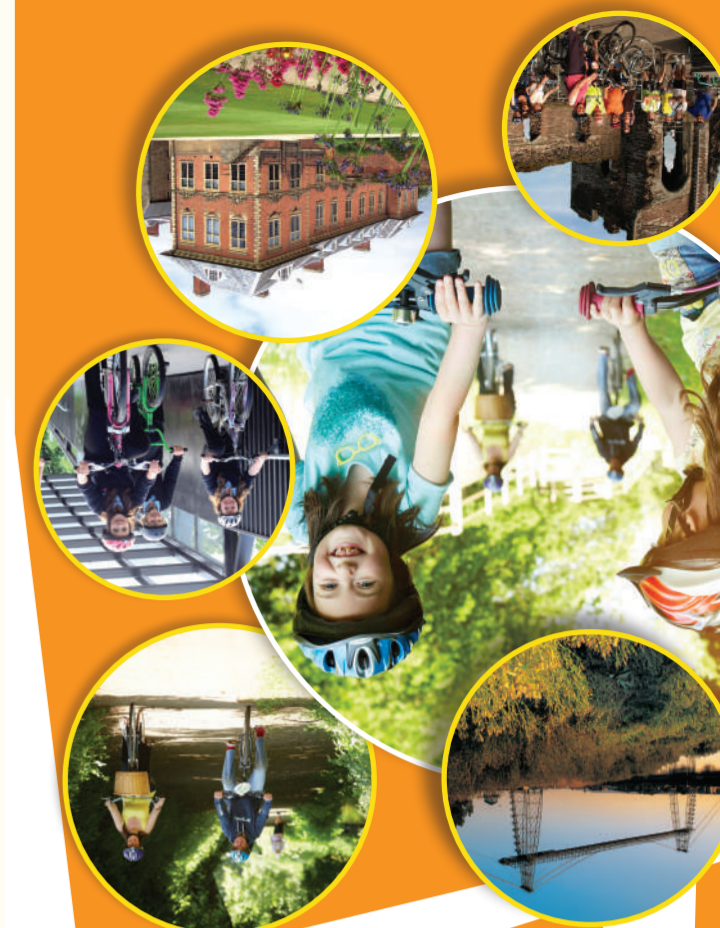
For more information on walking and cycling trails in Wales go to Sustrans' Routes2ride website: www.routes2ride.org.uk/wales



Bike Hire Schemes

Hiring a bike is a great way to get cycling around Newport. Bikes can be hired from two locations in Newport:

Newport International Sports Village (NISV)
01633 656757
Fourteen Locks Centre
01633 892167 (www.fourteenlocks.co.uk)



Newport Cycling map

Map beicio Casnewydd

TravelineCymru

Traveline Cymru is your one-stop-shop for public transport information, providing route and timetable information for all bus services in Wales and rail and coach services across the UK.



Log onto www.traveline-cymru.info or call us on 0871 200 22 33 for up to date and impartial information for both local and national journeys.

Health Challenge Newport

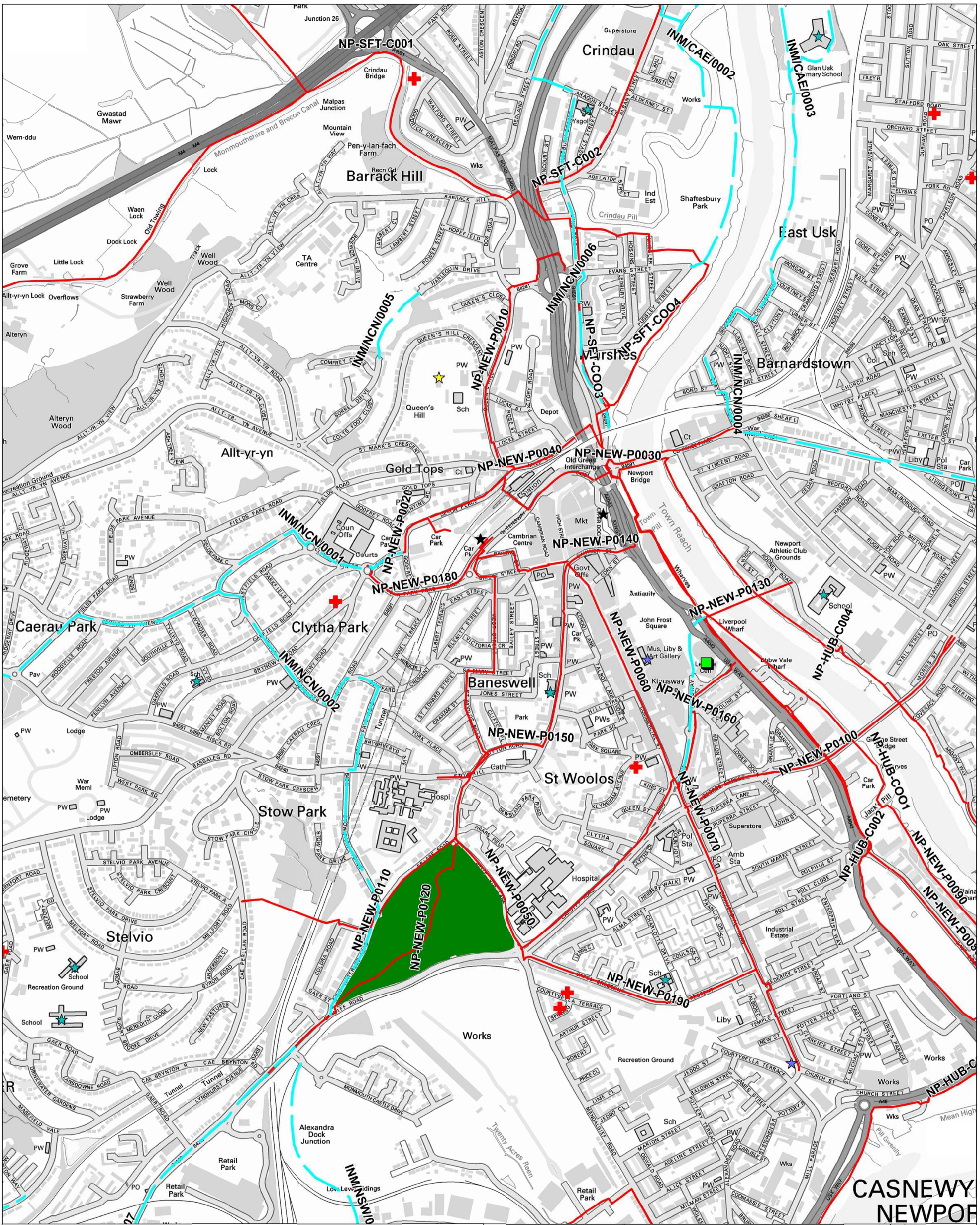
Health Challenge Newport is a scheme to promote Healthy Living. Cycling is just one way to get active in Newport and provides many benefits:

- By improving your fitness through cycling you can reduce the risk of ill health
- Cycling is a more economical alternative to driving
- Journeys around Newport are greener and often quicker on a bicycle
- Cycling can also provide independence to people who do not own a car

Cycling is an easy and fun way to see the sites of Newport and is a great activity for all ages.



Appendix B



Key

- Existing Active Travel Routes
- Proposed Integrated Route Network
- + Health (GP surgeries)
- Leisure
- ★ Libraries
- Parks
- ★ Railway/Bus Station
- ★ Primary Schools
- ★ Secondary Schools
- ★ Special Schools
- Welsh Medium Schools

Scale
NTS

Newport City Council
Civic Centre, Godfrey Road,
Newport, NP20 4UR



**Active Travel: Integrated Network Map
Newport Central and North**

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Appendix C

Existing scheduled bus services

Route No.	Origin/Destination	Frequency
2A	Newport-Gaer	0600-2300/Service every 40 minutes between 0700-2000 (Monday-Saturday)
2A	Newport-Gaer	1000-2200/Service every 2 hours (Sunday)
2C	Newport-Gaer	0630-2100/Service every 40 minutes between 0720-1800 (Monday-Saturday)
2C	Newport-Gaer	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)
6	Newport – Always – Ringland	One service at 2215 (Sunday)
8A	Newport – Maindee - Ringland	0440-2300/Service every 40 minutes between 0540-2300 (Monday-Saturday)
8A	Newport – Maindee – Ringland	0940-2230/Service every 40 minutes between 1220-2140 (Sunday)
8C	Newport – Maindee – Ringland	0520-2240/Service every 40 minutes (Monday-Saturday)
8C	Newport – Maindee – Ringland	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)
15	Newport – Cwmbran – Pontypool – Trevethin	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)
16	Newport – Bettws – Newport	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)
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)

Appendix D

Appendix E

QS701EW - Method of travel to work

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population All usual residents aged 16 to 74
units Persons
area type 2011 super output areas - middle layer
area name W02000353 : Newport 007
rural urban Total

Method of Travel to Work	2011
All categories: Method of travel to work	5,164
Work mainly at or from home	66
Underground, metro, light rail, tram	1
Train	92
Bus, minibus or coach	294
Taxi	35
Motorcycle, scooter or moped	25
Driving a car or van	2,117
Passenger in a car or van	253
Bicycle	44
On foot	393
Other method of travel to work	20
Not in employment	1,824

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.