

Tai Tarian

**Proposed residential development including
refurbishment and new-build apartments,**

Bevin Avenue

Port Talbot

TRAVEL PLAN

March 2020

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1.0 INTRODUCTION

1.1 Background

1.1.1 A Travel Plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives. A Travel Plan identifies an appropriate package of initiatives and measures to promote sustainable travel at a specific location, and then sets out an action plan to implement those measures and monitor their success.

1.1.2 Travel Plans can assist in increasing accessibility and improve transport conditions at the local level whilst helping to reduce congestion, local air pollution, carbon emissions and noise.

1.1.3 A growing body of evidence suggests physical activity contributes to mental and physical wellbeing. The promotion of active travel (walking and cycling) as part of a Travel Plan allows people to enjoy these health benefits as part of their daily routine.

1.2 This Travel Plan

1.2.1 This Travel Plan has been prepared in support of an outline planning application for the proposed residential development of 55 new dwellings at the site of existing residential development of 72 dwellings at the site known as County Flats, Bevin Avenue, Port Talbot.

1.2.2 The development when complete will provide a total of 127 flats consisting of 70 two-bedroom flats and 57 one-bedroom flats.

1.2.3 The Travel Plan will be implemented to influence sustainable and active travel behaviour across the site as a whole.

1.2.4 The main reasons for implementing the Travel Plan are:

- To provide a framework for the actions and incentives that will make the adoption of the Plan possible;
- To understand and reduce the carbon footprint arising from travel to and from the site; and,

- To improve facilities available on site, which encourage and enable more sustainable travel.

1.2.5 The primary focus of this Travel Plan is the travel undertaken by residents at the development but also includes measures to encourage sustainable travel by visitors to the development.

1.2.6 This document provides an overview of the existing conditions and transport arrangements at the site, and sets out the measures that can be introduced in order to meet the Travel Plan objectives.

1.2.7 This Travel Plan will be regularly reviewed, reflecting that a Travel Plan is a continuous process for improvement, requiring monitoring and revision to ensure it remains relevant and effective. This document will next be fully revised five years from its date of implementation.

1.3 Policy

1.3.1 Travel Plans have become an important tool for the delivery of national, regional and local transport policy and commonly play an integral part in the planning process, fulfilling a role in encouraging more sustainable development. As a result, Travel Plans are required in association with all significant planning applications.

Neath Port Talbot Borough Council's Local Development Plan

1.3.2 NPT County Borough Council adopted the Local Development Plan in January 2016. The LDP provides the basis for decisions on land use planning in the County Borough to the year 2026.

1.3.3 Policy SP20 (Transport Network) of the Local Development Plan details that 'the transport system will be developed in a safe, efficient and sustainable manner. The policy then details 9 measures that include requiring development to be designed to provide safe and efficient access and promote sustainable development.

1.3.4 Policy TR2 of the LDP refers to design and access of new development, detailing four criteria, as follows:

1.3.5 The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;

1.3.6 Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use. The development is also accessible by a range of travel means, including public transport and safe cycle and pedestrian routes.

Active Travel Act 2013 (Wales)

1.3.7 The Active Travel Act places a requirement on local authorities to continuously improve facilities for those who walk and cycle and to prepare information, such as maps, that identify current and potential future routes for their use. The Bill also requires highway authorities to have regard in the construction and improvement of highways to enhance provision for cyclists and pedestrians.

1.3.8 The Active Travel Act makes provision for:

- Approved maps of existing active travel routes and related facilities in a local authority's area;
- Approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;
- Requiring local authorities to have regard to integrated network maps in preparing transport policies and to make continuous improvement in the range and quality of active travel routes and related facilities; and,
- Requiring the Welsh Ministers and local authorities, in constructing and improving highways, to have regard to the desirability of enhancing the provision made for walking and cycling.

2.0 SITE ACCESSIBILITY AND SUSTAINABILITY

2.1 Introduction

- 2.1.1 This chapter provides a description of the existing transport network within the vicinity of the site and its accessibility to travel by sustainable mode.

2.2 Site location

- 2.2.1 The site is located on land in the vicinity of existing residential development that is on a parcel of land between Moorland Road and Bevin Avenue. Vehicular access to the existing housing is via Moorland Road.
- 2.2.2 The site currently accommodates 72 flats of a social housing tenure that are owned by Tai Tarian.
- 2.2.3 The proposed development location and local highway network are detailed in **Figure 2.1**.

2.3 Site assessment

Site access

- 2.3.1 The existing access points of vehicular access to Moorland Road are to be retained.
- 2.3.2 Three new points of vehicular access are proposed to serve the additional development on Bevin Avenue. These will also provide access for pedestrians and cyclists.
- 2.3.3 Both Moorland Road and Bevin Avenue form priority junctions with Dalton Road.

2.4 Walking and cycling

- 2.4.1 The IHT 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 IHT suggested acceptable walking distances

Local infrastructure

2.4.2 There is a good level of pedestrian connectivity between the site, primary schools, local amenities and local bus facilities. Footways are well surfaced and there are pedestrian crossing points with dropped kerbs and tactile paving.

2.4.3 It can be seen from Figure 2.2 that the site is within easy walking distance of the following facilities/amenities:

- Schools;
- Aberavon sea-front
- Neath Port Talbot Hospital
- Places of worship;
- Library;
- Post Office;
- Recreational grounds; and,
- Leisure/entertainment destinations along Aberavon sea-front..

Cycle infrastructure

2.4.4 The Port Talbot to Neath cycle route forms part of NCN routes 4 and 47. This 9.5-mile route starts at Port Talbot and routes to Neath Town Centre. Port Talbot Parkway and Neath railway station are within proximity to this cycle route.

2.4.5 Cycle routes within the vicinity of the site are shown in **Figure 2.3**.

2.5 Public transport

Bus services

2.5.1 The application site is well served by public transport, with the nearest bus stops located on Moorland Road in the immediate vicinity of the application site's northern boundary. These stops provides access to Service 82 which provides a connection to Port Talbot town centre.

2.5.2 Other stops are located on Channel View to the east with more frequent services calling at these stops. Neath bus station is located within 1.7 km to the south of the application site.

2.5.3 **Table 3.1** shows the existing scheduled bus services at stops within the vicinity of the proposed development.

Route	Destination	First/Last	Frequency
9	Port Talbot	09:00/17:00	Mon – Fri, hourly
	Sandfields	08:21/16:21	Mon – Fri, hourly
82	Port Talbot	07:33/19:04	Mon- Sat, half hourly
	Golden Avenue	07:45/23:23	Mon- Sat, half hourly
84	Swansea	06:38/18:53	Mon-Sat, hourly
	Port Talbot	09:11/18:34	Mon-Sat, hourly
87	Margam via Neath/Port Talbot Hospital	06:53/22:45	Mon-Fri, quarter hourly
	Neath via Neath & Port Talbot General Hospital - Briton Ferry	06:19/22:19	Mon-Fri, quarter hourly
442	Baglan	07:45	Mon-Fri, one service per day
	Margam Ysgol Cwmbrombil	15:27	Mon-Fri, one service per day
900	Neath College	07:55	Mon- Fri, one service per day
901	Neath College via Port Talbot - Sandfields Est - Baglan Est	08:09/08:16	Mon – Fri, twice daily
902	Neath College via Sandfields Est - Baglan Est - Neath	07:49/07:56	Mon – Fri, twice daily

Table 3.1: Existing scheduled bus services in the local area

2.5.4 Bus service 82 provides a direct service to Port Talbot bus station located in the town centre.

- 2.5.5 A map of local bus services and the location of Port Talbot's bus station and Railway station is detailed in **Figure 2.4**.

Rail

- 2.5.6 Port Talbot Parkway railway station is located approximately 2km to the north-east of the application site. The station is located on the Swansea to London Paddington line providing frequent inter-city services to Swansea to the west and, Port Talbot, Bridgend and Cardiff to the east. Direct services are provided to London Paddington.
- 2.5.7 Local services are also provided by Arriva Trains Wales and these provide access to inter-mediate stations that are not served by the inter-city service between Swansea and Cardiff. Direct services are also available to Manchester Piccadilly.

3.0 DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 As detailed in Section 1, planning permission is sought to develop 55 new residential dwellings on the site of the existing residential accommodation of 72 dwellings at Bevin Avenue, Port Talbot.

3.1.2 The existing blocks of flats are to be refurbished and new 'end link' blocks are to be constructed at each end of the exiting block of flat. The end link blocks vary in height from 2 to 5 storeys. In addition two in-fill blocks are proposed between blocks 1 and 2 and 3 and 4 respectively.

3.1.3 A masterplan of the proposed development is detailed in **Appendix A**.

3.1.4 A schedule of the accommodation is provided below:

Schedule of Accommodation						
	- Total Existing Units		= 72			
	- Total New Units		= 55			
Block	Existing 2 Bed	Converted 1 Bed	New 1 Bed	New 1 Bed Walk Up	New 2 Bed Duplex	Total
Block 1	12	-	5	2	-	19
Block 2	12	-	5	2	-	19
Block 3	12	-	5	2	-	19
Block 4	11	1	5	2	1	20
Block 5	11	1	2	1	-	15
Block 6	11	1	2	1	-	15
Block 7	-	-	20	-	-	20
TOTAL*	69	3	44	10	1	127

3.2 Means of access

Vehicular access

3.2.1 Access to the proposed residential development will be made via simple priority junctions formed with Moorland Road and Bevin Avenue respectively. These are detailed on Appendix A.

3.2.2 There are five existing vehicular accesses to Moorland Road, these are to be used to serve demarcated parking court-yards. Two new vehicular accesses are proposed to be constructed on Bevin Avenue. These accesses will serve 2 small parking areas of 8 spaces between blocks 1 & 2 and 3 & 4 respectively.

Pedestrians and cyclists access

- 3.2.3 The primary access for pedestrians and cyclists to the development will also be via the proposed vehicular accesses described above.

3.3 Car parking

- 3.3.1 Car parking provision for the new flats will be provided in accordance with the Local Planning Authority's Supplementary Planning Guidance Document, 'Car Parking Standards' 2016.
- 3.3.2 A reduced level of provision is proposed as permitted by the parking standards, to reflect the expected levels of car ownership at the development. Surveys of the existing flats have shown car ownership and parking demand to be low. These are referenced in more detail in the Transport Statement.
- 3.3.3 Parking demand at the site will be monitored by the Travel Plan Co-ordinator as part of the Travel Plan process.

3.4 Mode share

- 3.4.1 Prior to undertaking an initial travel survey at the development, it is necessary to establish a baseline upon which the Travel Plan targets will be set.
- 3.4.2 To establish the likely mode share for the purpose of this planning submission Travel Plan it is considered that the Census 2011 National Statistics Travel to Work datasets would provide an appropriate basis for this assessment.
- 3.4.3 The modal split for this area of Neath Port Talbot, based on 2011 Census data is detailed in **Table 3.1** and will be applied to residents of the proposed development.
- 3.4.4 The local ward has been used to derive the modal split.

Mode	Mode share %
Rail	1.6
Bus	4.3
Taxi	0.5
Car (driver)	66.3
Car (passenger)	8.9
Motorcycle	1.2
Bicycle	3.6
On foot	13.3
Other	0.2
Working From Home	0
Total	100

Based on National Statistics: Travel to Work dataset

Table 3.1 Mode split – journeys to work

- 3.4.5 The modal split, shown in Table 3.1, has been adjusted to account for those in employment at the time of the Census.
- 3.4.6 Travel behaviour surveys will be undertaken once the development is built and occupied and the targets will be reviewed.

4.0 OBJECTIVES AND TARGETS

4.1 Introduction

4.1.1 This chapter 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 car trips to and from the site and fully encourage and facilitate travel by sustainable mode. This reduces the impact of the development on the local highway network.

4.2.2 This headline objective is supported by:

- 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 residents 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 Co-ordinator (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 car (as driver). 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 in year five.

Aim targets

4.3.5 **Table 4.1** sets out the Travel Plan targets. These targets are based on travel to work data only. The initial surveys will identify travel modes for all trips associated with the site and these targets may need to be adjusted to reflect the results of the base surveys.

4.3.6 These targets will be ratified and agreed with Neath Port Talbot County Borough Council against the results of the Initial Travel Survey (ITS) which will be conducted within three months of the residential development exceeding its trigger point of 50% occupation.

Objective	Target	Base	Mode share target		
			Year 1	Year 3	Year 5
Reduce the proportion of SOV trips to and from the site	To reduce the mode share for car drivers	66.3	64	61	56
	To increase the mode share for car passengers	8.9	10	12	14
Increase the proportion of walking and cycling trips to and from the site	To increase the mode share for walkers	17	18	20	21
	To increase the mode share for cyclists				
Increase the proportion of public transport trips to and from the site	To increase the mode share for rail	5.9	7	8	9
	To increase the mode share for bus				
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	100	100	100	100

Table 4.1 Travel Plan targets

4.3.7 There is every expectation that the Travel Plan will achieve the targets that will be established after the initial travel survey and within five years of this 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 adjustments to the Travel Plan strategy if deemed necessary.

- 4.3.8 The 10% headline reduction in overall 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 SOV 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 Travel Plan Co-ordinator three months prior to initial occupation of the site; and,
- To undertake the initial monitoring survey within three months of the development reaching 50% 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 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

5.2.1 The success of the Travel Plan is dependent on the appointment of a Travel Plan Co-ordinator (TPC) who has direct responsibility for the implementation of the Travel Plan.

5.2.2 The TPC will be responsible for the following:

- Liaison with the local planning and Highway Authorities;
- Ensuring physical measures are implemented before initial occupation;
- Establishing a timescale for the implementation of the Travel Plan measures;
- Providing travel options information to residents;
- Providing details of internet based information/www sites on sustainable travel;
- Promoting the benefits of home delivery services;
- Marketing and publicising new initiatives relating to the Travel Plan;
- Monitoring of the Travel Plan, including organisation of travel surveys; and,

- Evaluating progress towards the Travel Plan targets and producing a progress report.

5.2.3 The TPC will play a key role in explaining the Travel Plan and its requirements to potential occupiers of the site. The TPC will be funded by the developer, and will be appointed three 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 busier times, such as in the run up to, and immediately following, initial occupation of the site and during monitoring periods.

5.2.5 A TPC will be appointed by Tai Tarian and the LPA advised of their contact details.

5.3 Travel Plan funding

5.3.1 The funding of the Travel Plan's implementation will be the responsibility of the developer, Tai Tarian. Funding of the TPC role for the site will also be the responsibility of the developer for the first five years of the Travel Plan.

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.

5.4.2 Approximately three months prior to the occupation 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 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 (cycle parking provision etc)	Developer	During construction
Appointment of TPC	Developer	Three 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	Within 1 month of ITS completion
Ongoing monitoring	TPC	Ongoing following ITS
Full review at end of year 5	Developer/TPC /NPT BC	5 years after ITS
Transfer of responsibility	TPC/ NPT BC/ occupiers	5 years from ITS or upon reaching targets, whichever comes later

Table 5.1 Implementation programme

6.0 TRAVEL PLAN MEASURES

6.1 Introduction

6.1.1 This chapter provides details of 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 Pack”

6.2.2 A “Welcome Pack” will be produced and distributed to all new residents as they move into the site. The purpose of this pack is to introduce new occupiers to the Travel Plan and the travel options available to them both to and from their new home.

6.2.3 Tai Tarian or their appointed consultant will be responsible for collating the necessary information, producing the pack and distributing it.

6.2.4 The Welcome Pack 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 bicycle maintenance;

- Information on specific incentives and events, such as “Walk to Work” week;
- Information on the purpose of the Travel Plan;
- Car share information;
- Contact details and location of services nearby;
- Benefits of arranging home deliveries;
- Benefits of working from home; and,
- A feedback form.

6.2.5 The feedback from these forms will assist in gathering information about perceived transport choices and ideas on ways to improve the Travel Plan. Results of this will be included in monitoring reports (as outlined in Chapter 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 Welcome Pack will be kept up-to-date by the TPC and revisions will contain the results of any past monitoring, targets and achievements.

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.

Marketing incentives

6.3.2 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 Pack.

6.4 Cycling

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

Cycle parking

- 6.4.2 Secure cycle parking will be provided in accordance with the Local Planning Authority's Supplementary Planning Guidance Document, 'Car Parking Standards.'

Local schools

- 6.4.3 As part of the Travel Plan, the developer will work closely with local schools to encourage the use of sustainable travel. Travel plans can be implemented in schools that don't currently have one, helping to reduce the congestion of traffic, promoting sustainable travel thus improving health.

Walking school bus

- 6.4.4 A walking school bus is where a group of children walk to school with one or more adults (ideally an adult leading the children at the front and an adult at the back of the group, ensuring the children are safe).
- 6.4.5 With a good, structured route and timetable, a walking school bus can be an effective, safe way of encouraging pupils to travel to school sustainably. There are both Primary and Secondary schools located near to the proposed development.
- 6.4.6 Volunteers (including parents) can lead the group, taking it in turns on a day-by-day basis. By doing this, parents know their children are safe and don't need to commit every day of the school week leading the group.

Scoot to school

6.4.7 Scooting to school encourages children residing at the development to travel to school sustainably whilst enabling them to keep fit and maintain a healthy lifestyle. The scoot to school scheme, set up by Sustrans, aims to (as quoted in their information):

- Improve health through physical activity;
- Develop road safety skills;
- Establish positive travel behaviours;
- Promote independence;
- Reduce congestion, noise and pollution around the school and nearby community;
- Reduce environmental impact of the journey to school.

Suitable scooter training and provision of scooter parking will make a big difference in encouraging and maintaining a healthy number of pupils travelling to school by this mode.

Marketing incentives

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

6.4.9 The TPC will organise and promote participation in cycling events and promotions, and will invite local organisations such as Sustrans and the local police to provide promotional material and to offer security marking.

6.4.10 Information on cycling routes, local area cycle maps, cycle training and local cycle shops will be included in the Welcome Pack and the newsletter.

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

6.5 Public transport

- 6.5.1 The proposed development is within proximity of a number of bus services that are available in the Sandfields area.

Marketing incentives

- 6.5.2 The TPC will promote the use of public transport through a number of different incentives, primarily through the Welcome Pack and the Travel Plan newsletter. The Welcome Pack will include information on local bus routes, timetables and location of stops as well as the services available from the rail and bus stations.

Car-sharing

- 6.5.3 The website www.sharecymru.com will be promoted to occupiers as part of the Welcome Pack and highlighted within the Travel Plan newsletter. The website has been established 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.sharecymru.com.

6.6 Reducing the need to travel

- 6.6.1 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

- 6.6.2 We are aware that high speed broadband internet is available within the area, and the developer will ensure that residents can take advantage of any available services.
- 6.6.3 Broadband will allow residents to shop online for items which otherwise require a car for their transport. These goods can then be delivered directly to the development, again reducing the necessity for occupiers to travel and own a private car.

Promotion of local services

- 6.6.4 Promotion of the nearest services such as doctors, dentists, libraries and supermarkets in the Welcome Pack will give residents the opportunity to use these local services rather than ones which may be located further afield.

6.7 Measures implementation plan

- 6.7.1 **Table 6.1** shows the relationship between the measures outlined in this chapter 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 by 2%	Developer	Prior to occupation
Cycle parking available	To increase the mode share for cyclists by 2%	Developer	Prior to occupation
Participation in walking events, details on walking in Welcome Pack	To increase the mode share for walkers by 2%	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 cyclists by 2%	TPC	Ongoing from 50% occupation
Establishment of a 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 bus by 2%	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 by 10%	TPC	Through Welcome Pack
Promotion of local Services		TPC	Through Welcome Pack
Welcome Pack	Every new occupier to receive travel information within one month of occupation	TPC	At occupation of individual units
Promotion of www.sharecymru.com	To increase the mode share for car passengers by 3%	TPC	Through Welcome Pack
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

Monitoring

6.8 Introduction

- 6.8.1 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.

6.9 Monitoring

- 6.9.1 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 will be submitted to the Council for approval. Responsibility for completing the survey, with possible assistance from a consultant; and,
- TRICS-compliant surveys, with a person count at the site and interview, funded by the developer.

- 6.9.2 It is recommended that the initial travel survey should take place when the site reaches 50% occupation. This will ensure that there is critical mass on site for implementing the Travel Plan.

- 6.9.3 Following the initial travel survey, monitoring will take place at two yearly intervals until targets are met. A full five-year monitoring schedule will include three surveys: the initial monitoring survey and two follow-up surveys in years 3 and 5.

- 6.9.4 If the Travel Plan targets are not achieved after five years of monitoring, the TPC will discuss the implementation of further measures with Tai Tarian to assist in increasing the efficacy of the Travel Plan.

6.10 Reporting

- 6.10.1 A full monitoring report will be submitted to NPT County Borough Council by Tai Tarian (or their appointed consultant) following each monitoring period.

- 6.10.2 The report will include the results of both the formal and informal monitoring and demonstrate how this relates to the Travel Plan targets, together with a summary of the Travel Planning activities that have taken place at the site.

6.11 Remedial actions

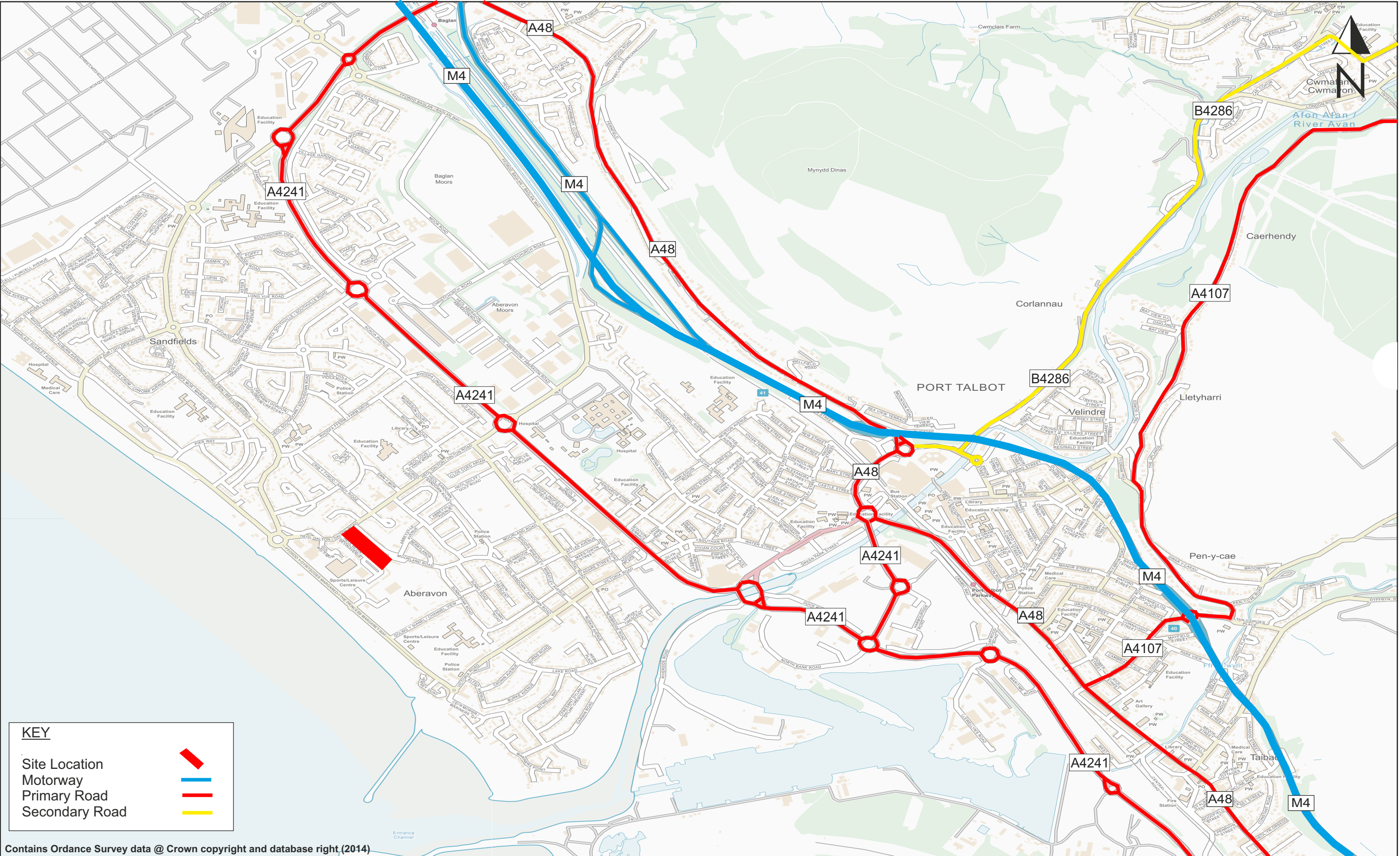
- 6.11.1 If the travel plan targets are not met after five years, then remedial measures will be introduced to further encourage occupiers to change their travel patterns.

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

- An element of personalised travel planning for occupiers of the development where individuals' travel behaviour is analysed to identify whether trips may be undertaken by more sustainable mode/s.
- A greater level of marketing activity and the Travel Plan's integration with other sustainable travel initiatives that may be promoted in the Sandfields area, by the local Authority or other organisations.
- Investigation and implementation of incentives for occupiers of the development to travel by sustainable modes.

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

Figures



KEY

Site Location

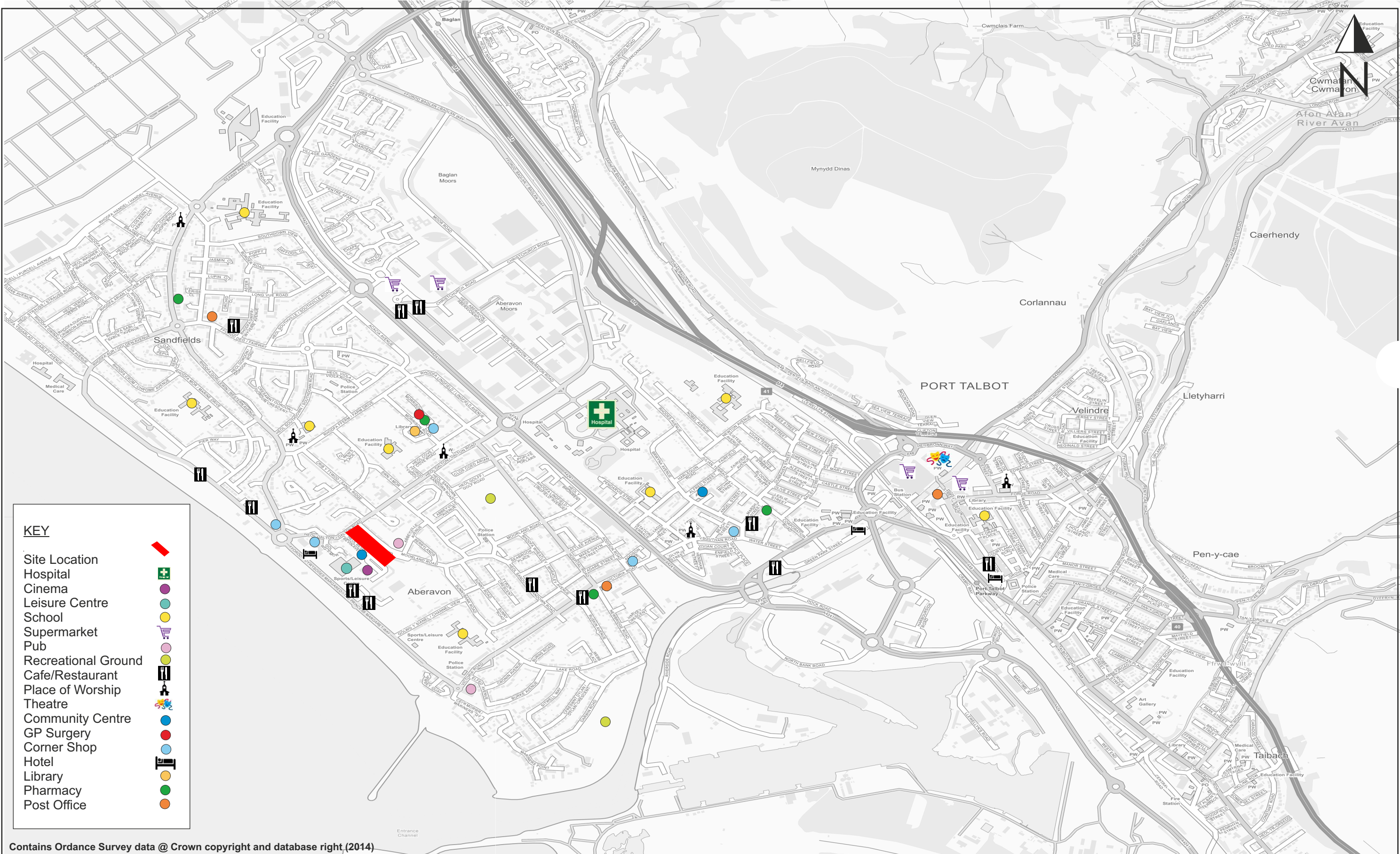
Motorway

Primary Road

Secondary Road

Contains Ordnance Survey data @ Crown copyright and database right (2014)

Drawing Title	Client	asbri transport Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 029 2073 2652	Scale: NTS	File Extension:
	Job Title		Designed by: KW	
Site Location & Local Highway Network	Tai Tarian	County Flats, Bevin Avenue, Port Talbot	Drawn by: DC	Drg No: Figure 2.1
			Ckd/Appd: PO'C	
			Issue date: Mar 2020	
			Job No: T20.110	



Contains Ordnance Survey data @ Crown copyright and database right (2014)

Drawing Title

Local Amenities

Client

Tai Tarian

Job Title

County Flats, Bevin Ave, Port Talbot



Suite D, 1st Floor,
220 High Street,
Swansea,
SA1 1NW

T 029 2073 2652

Scale:

NTS

Designed by:

KW

Drawn by:

KW

Ckd/Appd:

PO'C

Issue date:

Mar 2020

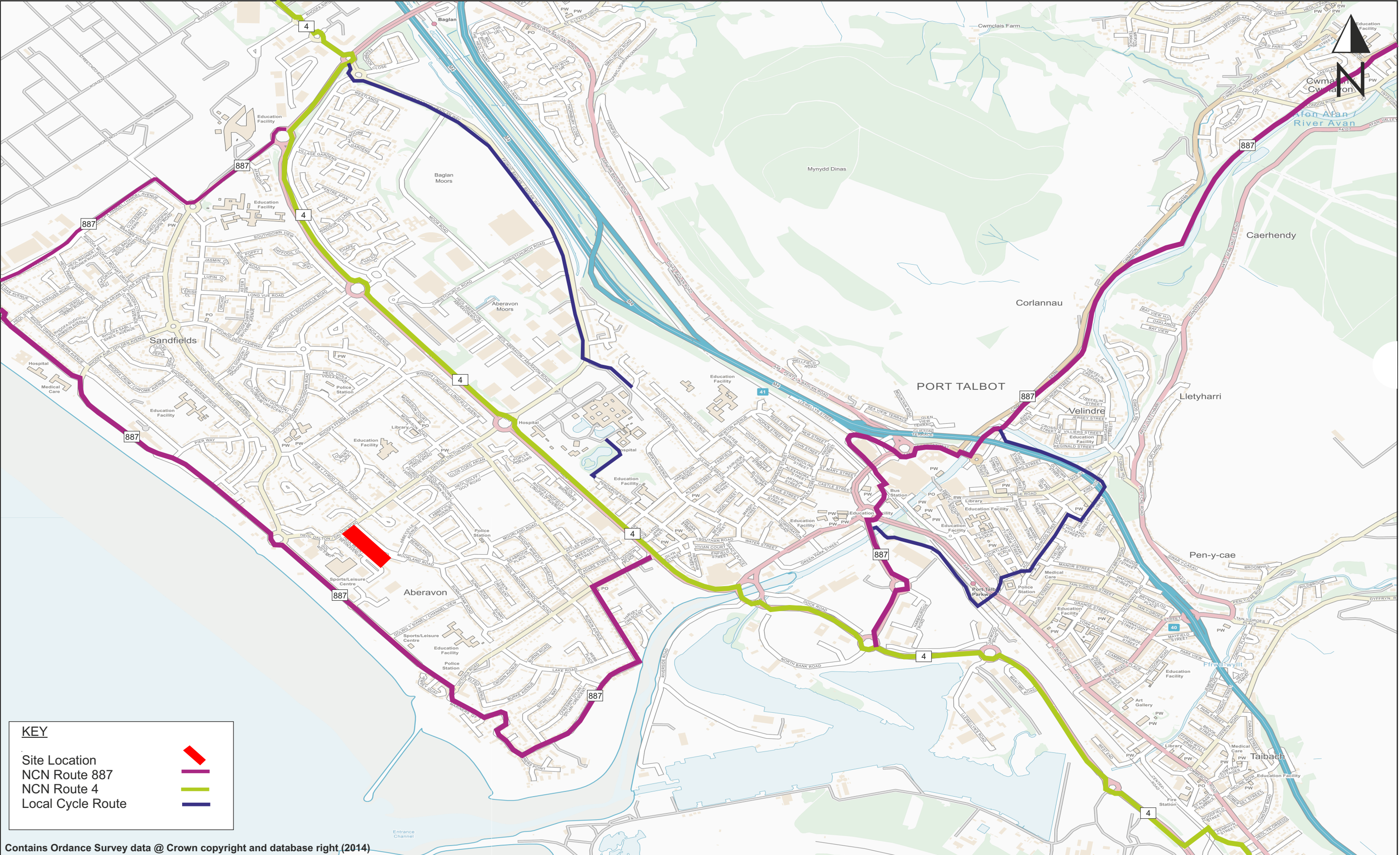
Job No:

T20.101

File Extension:

Drg No:

Figure 2.5



KEY

Site Location

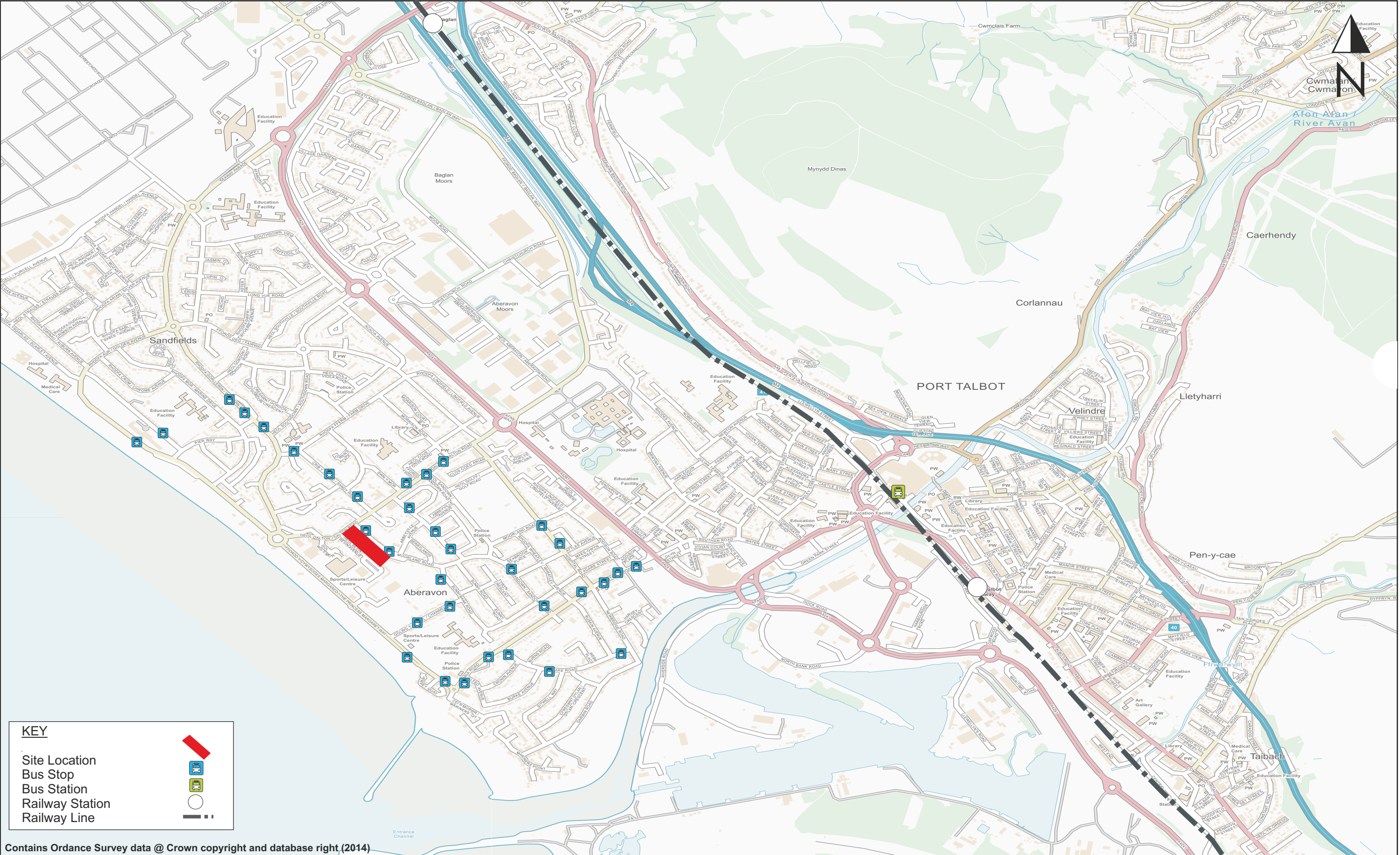
NCN Route 887

NCN Route 4

Local Cycle Route

Contains Ordnance Survey data @ Crown copyright and database right (2014)

Drawing Title	Client	asbri transport Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 029 2073 2652	Scale: NTS	File Extension:
	Job Title		Designed by: KW	
Cycle Network	Tai Tarian	County Flats, Bevin Ave, Port Talbot	Drawn by: KW	Drg No: Figure 2.4
			Ckd/Appd: PO'C	
			Issue date: Mar 2020	
			Job No: T20.110	

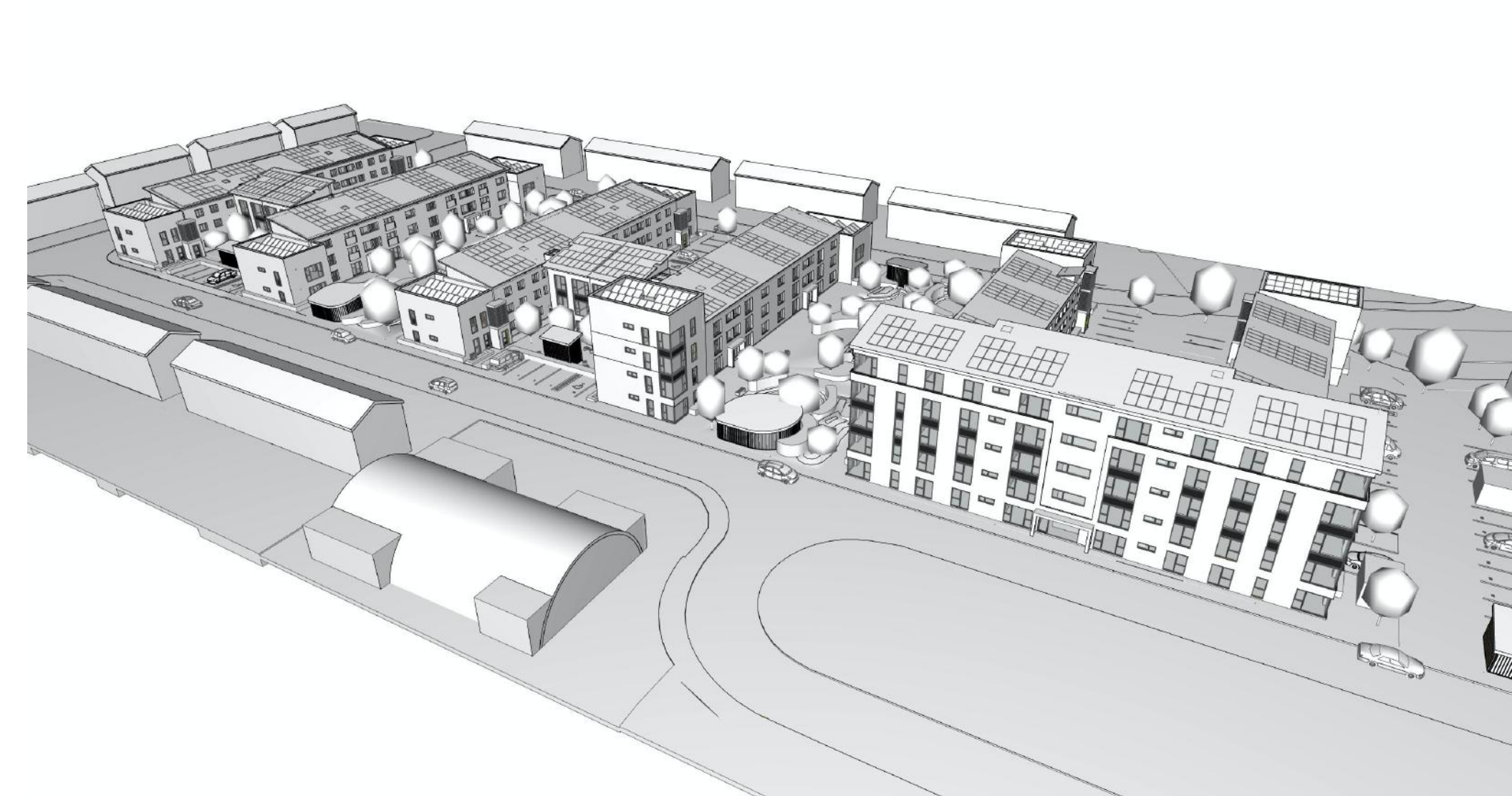
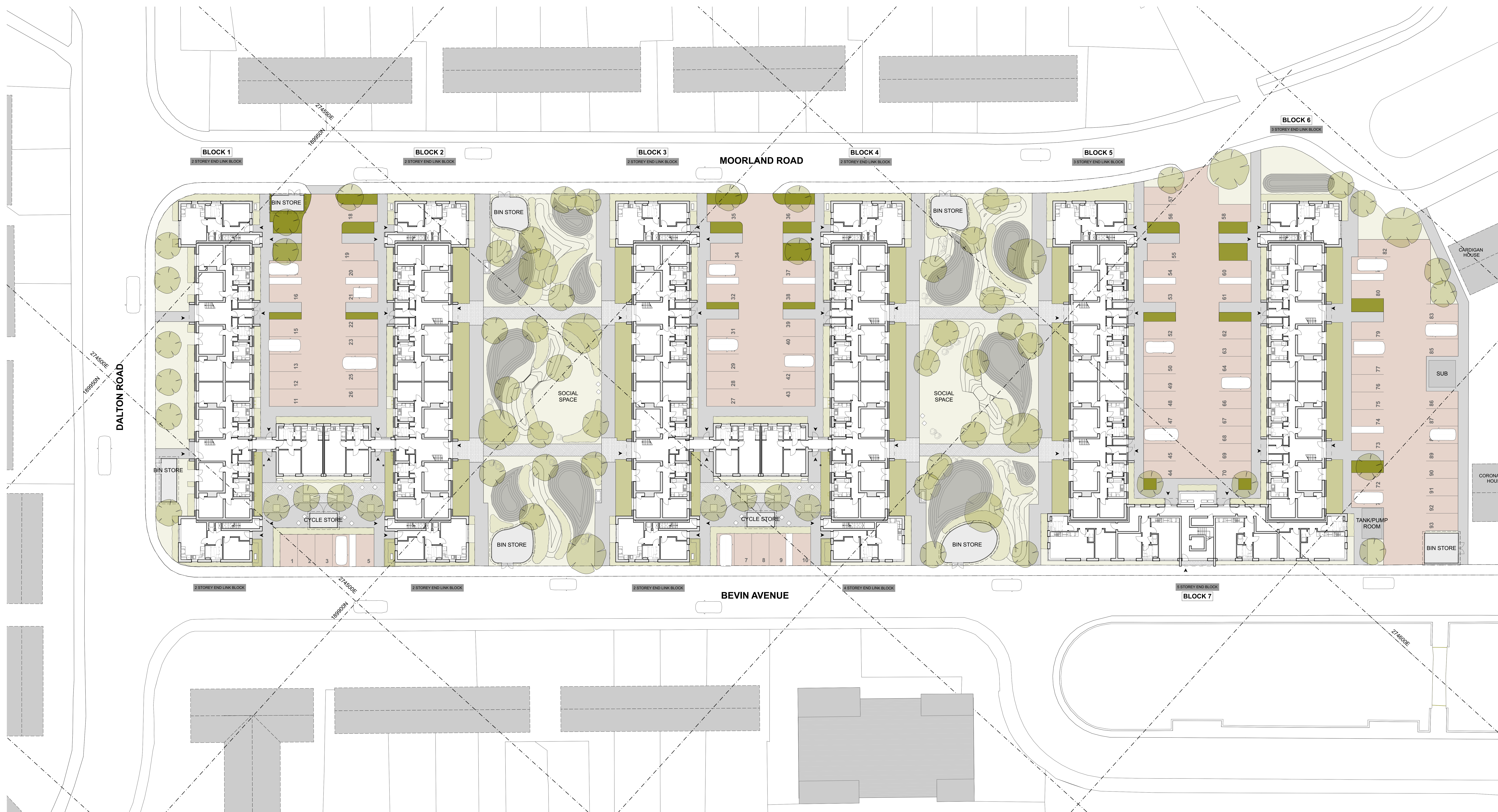


Contains Ordnance Survey data @ Crown copyright and database right (2014)

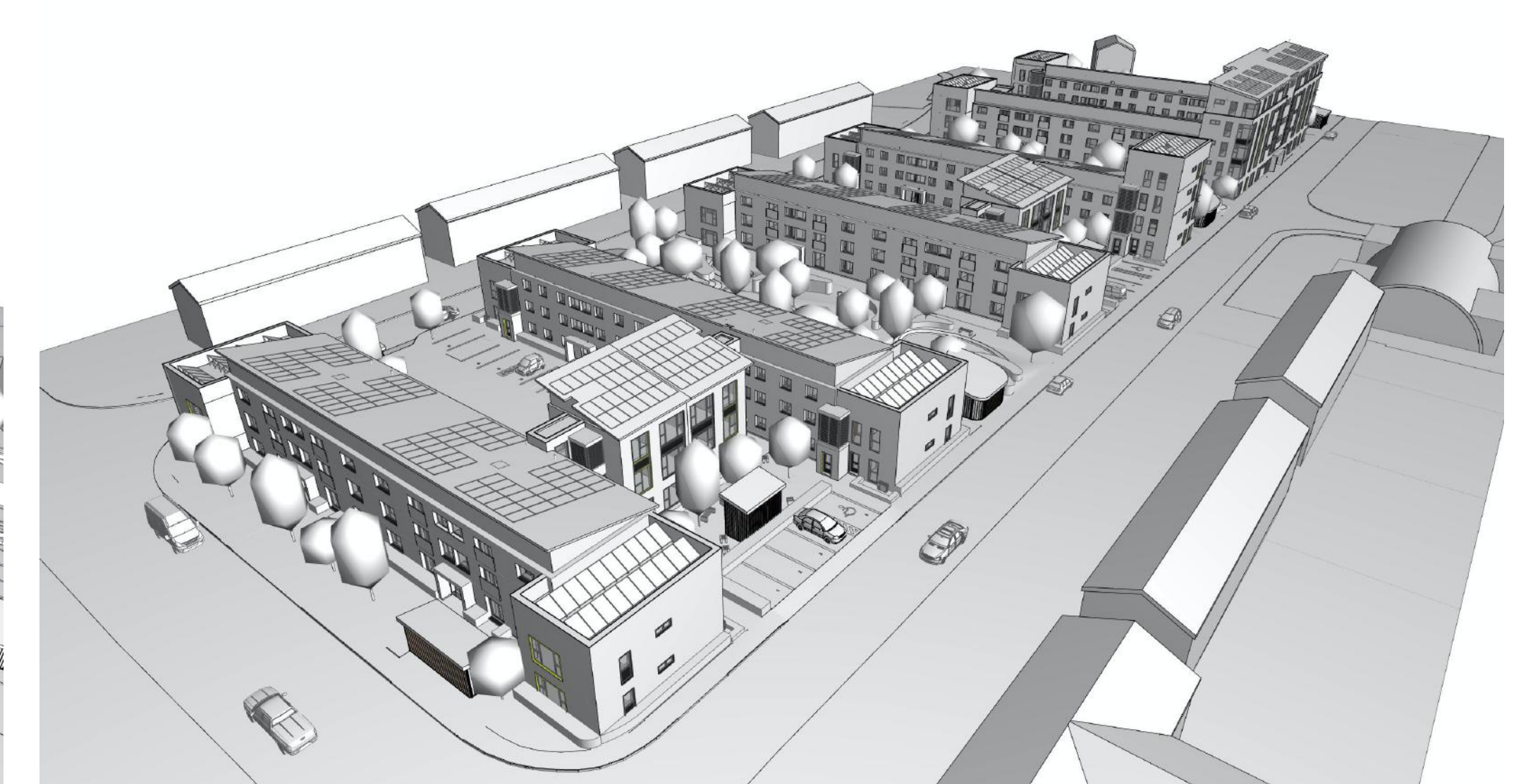
Drawing Title	Client	 Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 029 2073 2652	Scale: NTS	File Extension:
	Job Title		Designed by: KW	
Public Transport Infrastructure	County Flats, Bevin Ave, Port Talbot		Drawn by: KW	Drg No: Figure 2.4
			Ckd/Appd: PO'C	
			Issue date: Mar 2020	
			Job No: T20.120	

Appendices

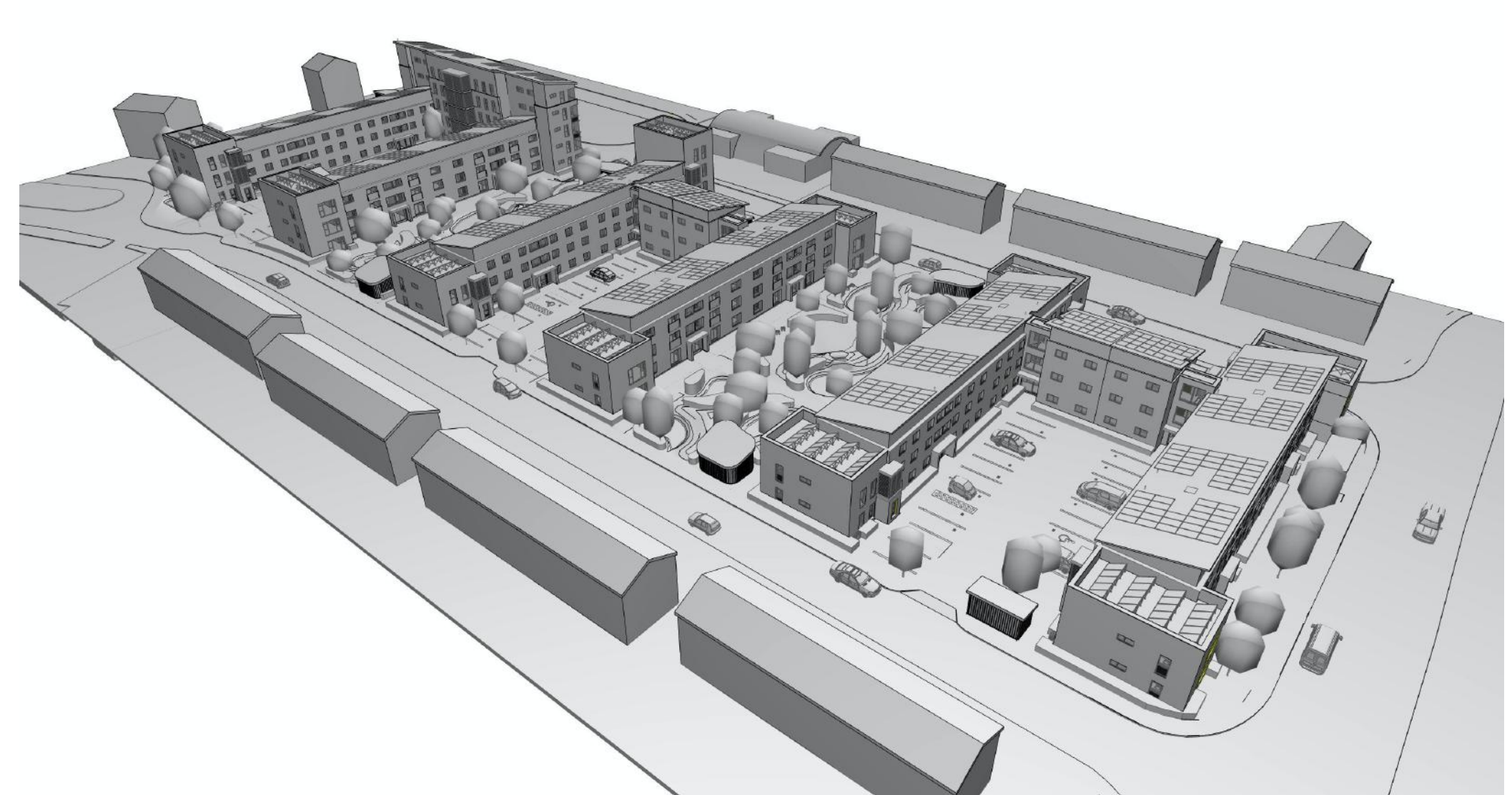
Appendix A



3D Site - South West View



3D Site - North West View



3D Site - North East View



3D Site - South East View

0' 2000 4000 6000 8000 10000mm

Rev

Description

Date

By

02

Pre Application Report

04/05/2020

JHM

03

New PV panel layout
Schedule shown, Block 5 roof
improvements

07/05/2020

MEC

04

CSE DNV and Coordinates added

07/05/2020

JHM

05

Longitude and Latitude
Coordinates removed

07/05/2020

JHM

06

SCPI Comments answered

14/05/2020

MEC

07

PLANNING APPLICATION

24/10/2020

MEC

08

Landscaping Amendments

26/10/2020

MEC

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