



Land at Former Tudor Inn, Cimla

Interim Travel Plan

Tai Tarian Ltd

Tŷ Gwyn,
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Neath,
Neath Port Talbot,
SA11 2FP

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SLR Project No.: 407.064719.00001

Client Reference No: N/A

19 December 2024

Revision: V4

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V4	19 December 2024	JRH	JRH	MT
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1.0 Introduction

Overview

- 1.1 SLR consulting Ltd is appointed by Tai Tarian Ltd to provide highways and transport advice in relation to the proposed development of 22 dwellings on the site known as Land at Former Tudor Inn, Cimla. The site sits within Neath Port Talbot County Borough council (NPTCBC)
- 1.2 The development proposals are for 22 residential dwellings and a new access for all modes, providing a natural extension to the existing built up area.
- 1.3 This document is an Interim residential Travel Plan (ITP). The predominant aim of this ITP is to put in place management tools deemed necessary to enable future residents to make more informed decisions about their travel, which at the same time minimises the adverse impacts of the development on the environment. This is achieved by setting out a strategy for eliminating the barriers preventing people from using sustainable modes which in effect self manages single-occupancy vehicle use.

Planning History

- 1.4 The site was previously home to the Tudor Inn, a public house with a car park and an informal playing area. Tudor Inn was damaged in a fire in January 2009, and did not re-open. It was demolished later in 2009.
- 1.5 A planning application was submitted in August 2015 for a residential development of five dwellings and associated infrastructure. This application was withdrawn in January 2016.

Report Layout

- 1.6 This report has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor the Travel Plan itself.
- 1.7 The remainder of this document is structured as follows:
 - **Section 2** – outlines the options for accessing the site by sustainable modes;
 - **Section 3** – reviews policy associated with the development proposals;
 - **Section 4** – outlines the development proposals;
 - **Section 5** – sets out the objectives and targets of the TP;
 - **Section 6** – sets out the measures and initiatives;
 - **Section 7** – outlines the TP strategy including how it will be managed;
 - **Section 8** – outlines the monitoring and review programme; and
 - **Section 9** – presents the Action Plan.



2.0 Existing Conditions

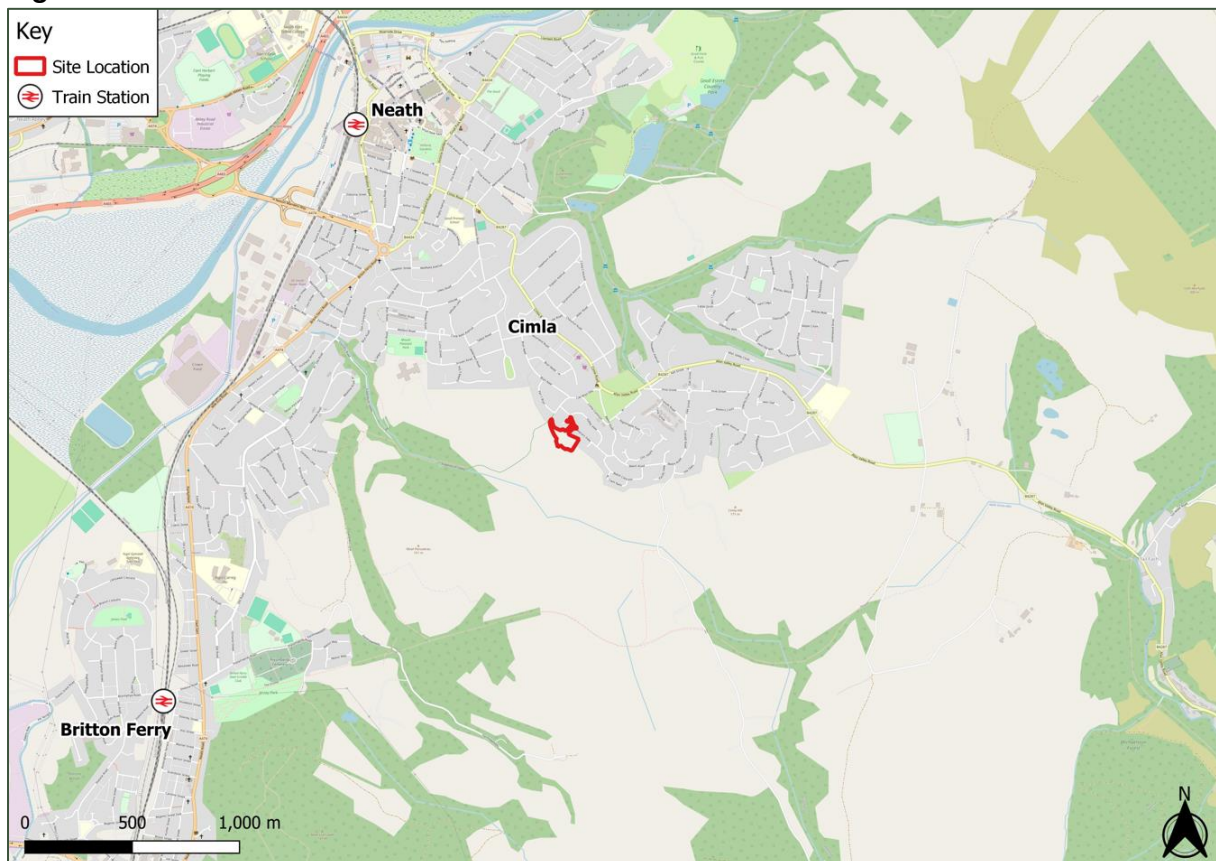
Overview

- 2.1 This section of the report provides the context of the site in relation to its general surrounding, and the movement characteristics of the surrounding area.

Site Location

- 2.2 The site is located on the southern edge of the built up village of Cimla, which in turn is a suburb of the town of Neath. It is some 1.75 southeast of Neath town centre, 6.5km north of Port Talbot and some 11km northeast of Swansea (all straight-line distance).
- 2.3 The site access for vehicles is proposed from Beacons View. This involves the demolition of two adjoining semi-detached properties (numbers 23 and 25) owned by the client. The site is bound by Cimla to the north and by vacant greenfield land to the south.
- 2.4 **Figure 2.1** indicates the site location in its local context.

Figure 2.1 – Site Location



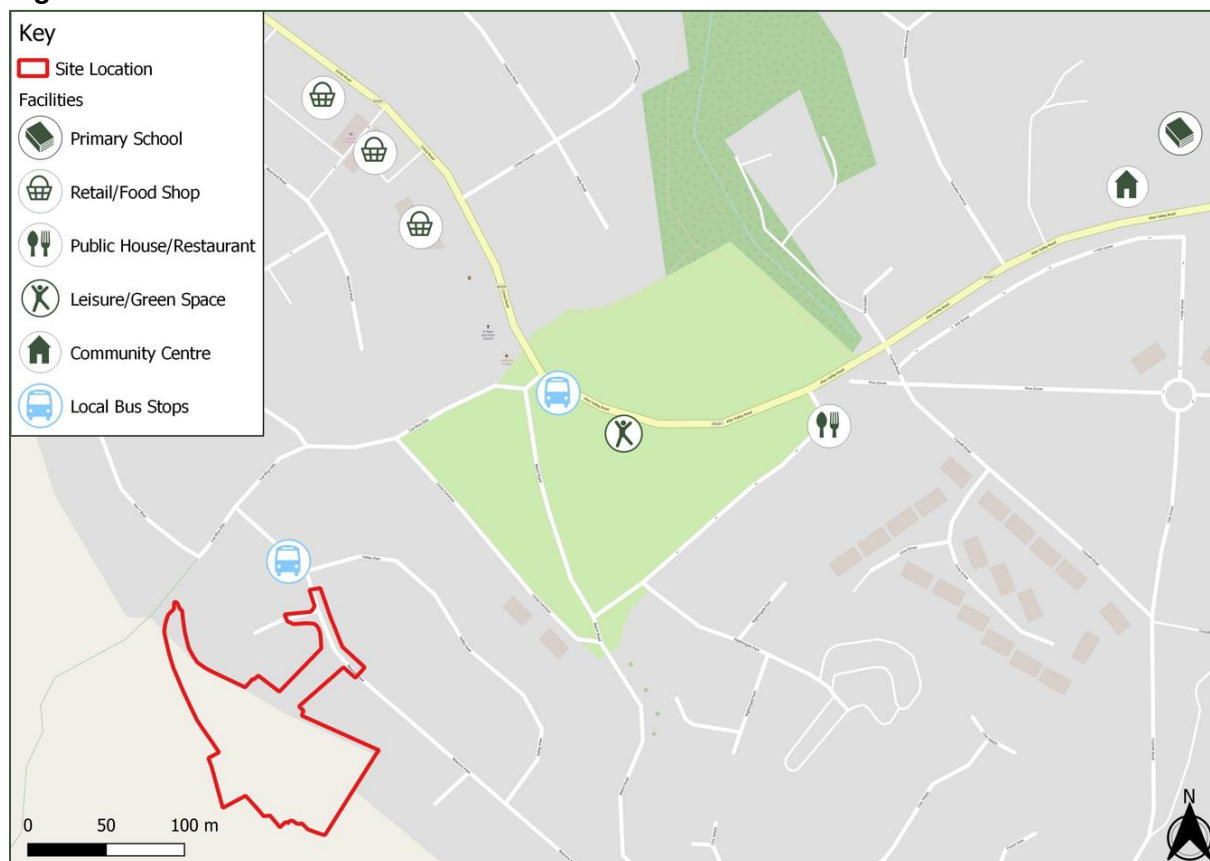
Local Facilities

- 2.5 The site is suitably placed to access the nearby local facilities and services within the vicinity of the site, although there are some topographical constraints which may affect some



residents' travel behaviours. Local facilities available within a 30 walking distance include an infant school primary school and comprehensive school, a supermarket and other local shops, leisure facilities, food/drink outlets, and public transport provision. The local facilities are illustrated in **Figure 2.2**.

Figure 2.2 – Local Facilities



Active Travel

- 2.6 New residents at the proposed development will be encouraged to undertake shorter journeys by foot or bicycle when appropriate via the Travel Plan. The location of the site is suited for the promotion of active travel journeys to local facilities and services accepting that for some users, topography may be a determining factor with regard to Active Travel.
- 2.7 The propensity for people to walk or cycle depends on individual preferences and circumstances. These circumstances might include, for instance, the purpose of the journey, the attractiveness of and activity along, the route, the weather, topography and the cost of alternatives.
- 2.8 The thrust of transport policy is to promote and encourage the choice of walking and cycling above all else where travel needs to occur. Therefore, it is both reasonable to assume that walking is a viable and growing means of travel, and that new development, such as this one, should be designed to promote and encourage it.
- 2.9 In practice, the distance that any individual is likely to choose to walk depends on that individual and the circumstances, but it is fair to assume that over time, given current policies



to encourage community, the propensity for individuals to walk, and to walk further, will increase.

Walking

- 2.10 Well-lit footways are present along Beacons View and Cae Rhys Ddu, leading towards Cimla Road (B4287). This route provides a link for pedestrians from the site to local facilities such as the Tesco and CK's, and the Fire Station bus stops which benefit from more bus services than the Beacons View stops.
- 2.11 Beacons view has footways along both sides of the carriageway of varying widths, but with an average of approximately 1.5m. There are no formal crossing points across the road until its junction with Cae Rhys Ddu. Here, there are dropped kerbs across the minor arm (Beacon's View), which is approximately 12m from kerb to kerb.

Photograph 2.1 – Beacons View looking towards Cae Rhys Ddu



- 2.12 Cae Rhys Ddu Road continues north, with the eastern footway being approximately 1.5m in width and the western footway being narrower, but raised higher than the carriageway and separated from the carriageway by a grass verge. The eastern footway terminates after approximately 40m, where dropped kerbs (which act as vehicle crossovers) provide access to the western footway.



- 2.13 At its junction with Bryn Awel there are no dropped kerbs, although the kerb upstands are low and would potentially allow for wheeled users (prams, wheelchairs) to mount the kerb. Cae Rhys Ddu Road then continues to the north with a continuous footway along the western side of the carriageway until it reaches Bwlch Road and Cimla Road.

Photograph 2.2 – Cae Rhys Ddu Road looking towards its junction with Bryn Awel



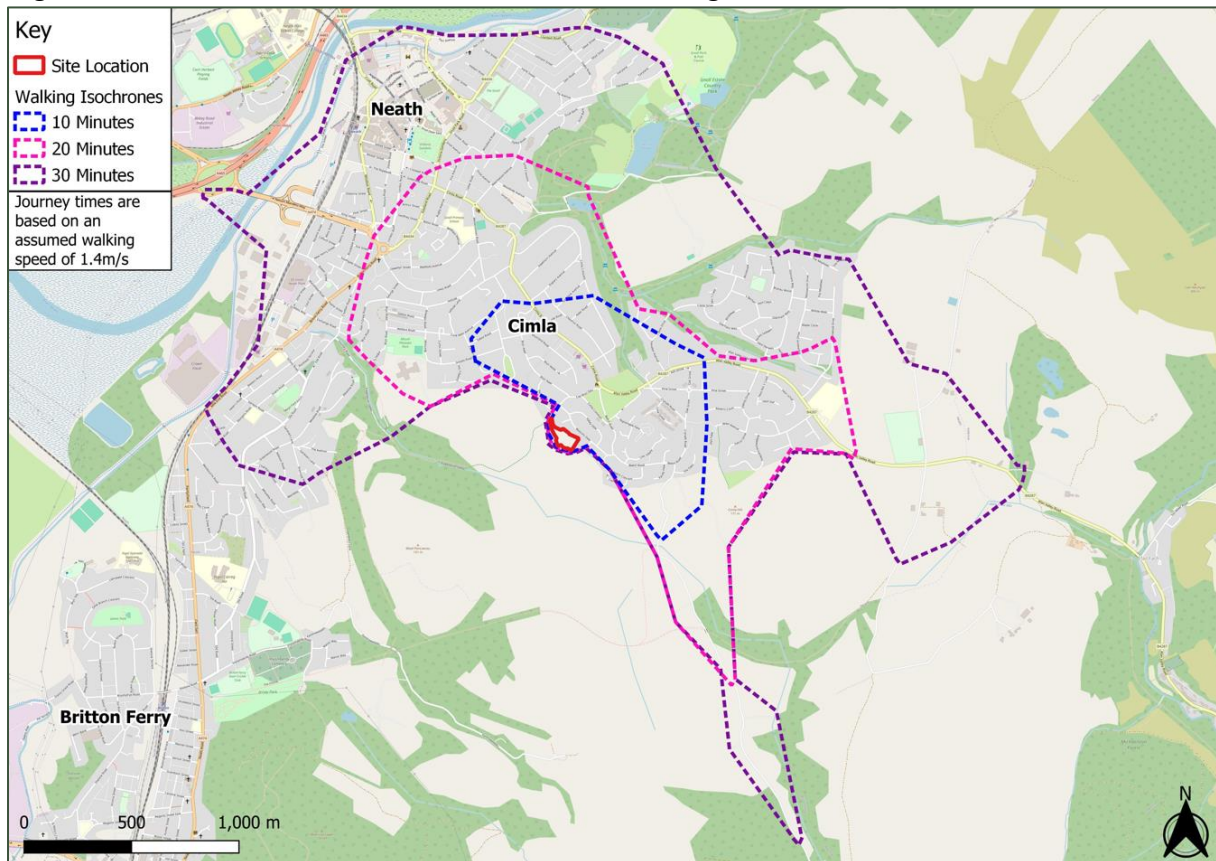
Photograph 2.3 – Cae Rhys Ddu Road looking towards Bwlch Road / B4287



- 2.14 The southern end of Cae Rhys Ddu Road was the original vehicular access to the former public house The Tudor Inn. This existing route will form a second pedestrian /cycle access into the northwest corner of the proposed site.
- 2.15 It is noted that there are topographical constraints when walking towards the site, as the site lies towards the top of a small hill. The route from Cimla Road to the site access at Beacons View, for example, includes 21m of incline (source: Google Maps). Whilst not a major barrier to movement, this is a consideration for those who are less physically able to travel by active modes.
- 2.16 **Figure 2.3** sets out the indicative walking times for 10, 20 and 30 minute journeys from the centre of the site using an average walking speed of 1.4 m/s.
- 2.17 The retail units along Cimla Road including Tesco, CKs and the adjacent cornershop are accessible within a 10 minute walk, as are several bus stop options. Crynallt Primary School is an approximate 12 minute walk. Cefn Saeson Comprehensive School is an approximate 25 minute walk.



Figure 2.3 – 10, 20 and 30 minute indicative walking isochrones

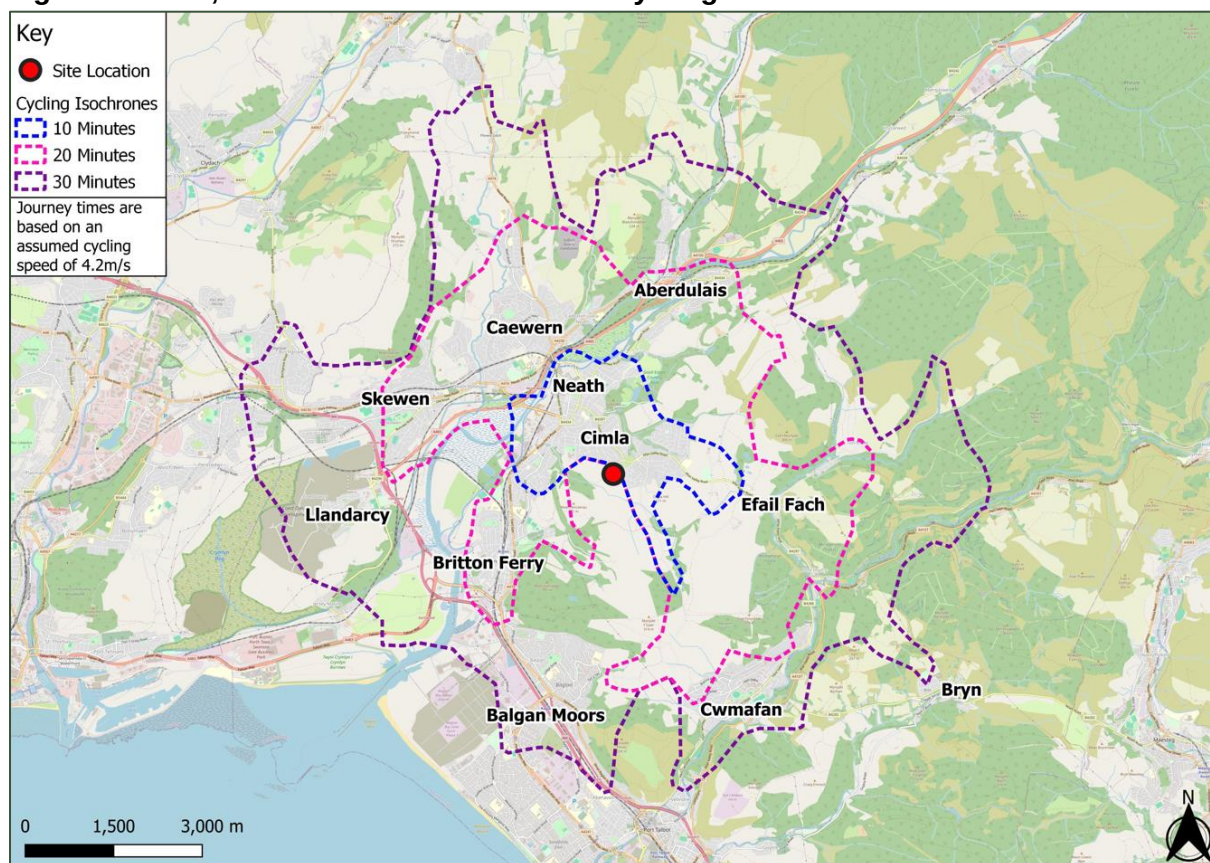


Cycling

- 2.18 There is no formal cycling infrastructure in the vicinity of the site. The local roads do however benefit from good forward visibility and low speeds due to the blanket 20mph residential road speed limit in Wales. These attributes create environments conducive to cycling, though it is expected that due to the lack of formal infrastructure only experienced and/or confident cyclists would use this mode to travel to and from the site. The topographical constraints may also affect travel habits for some residents.
- 2.19 **Figure 2.4** sets out the indicative walking times for 10, 20 and 30 minute journeys from the centre of the site using an average cycling speed of 4.2 m/s.



Figure 2.4 – 10, 20 and 30 minute indicative cycling isochrones



Future Active Travel Schemes

2.20 All local authorities in Wales have to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs).

2.21 Active Travel Network Maps show two main things:

- Existing routes – current walking and cycling routes that already meet Welsh Government active travel standards, and can be readily used for everyday journeys, and
- Future routes – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

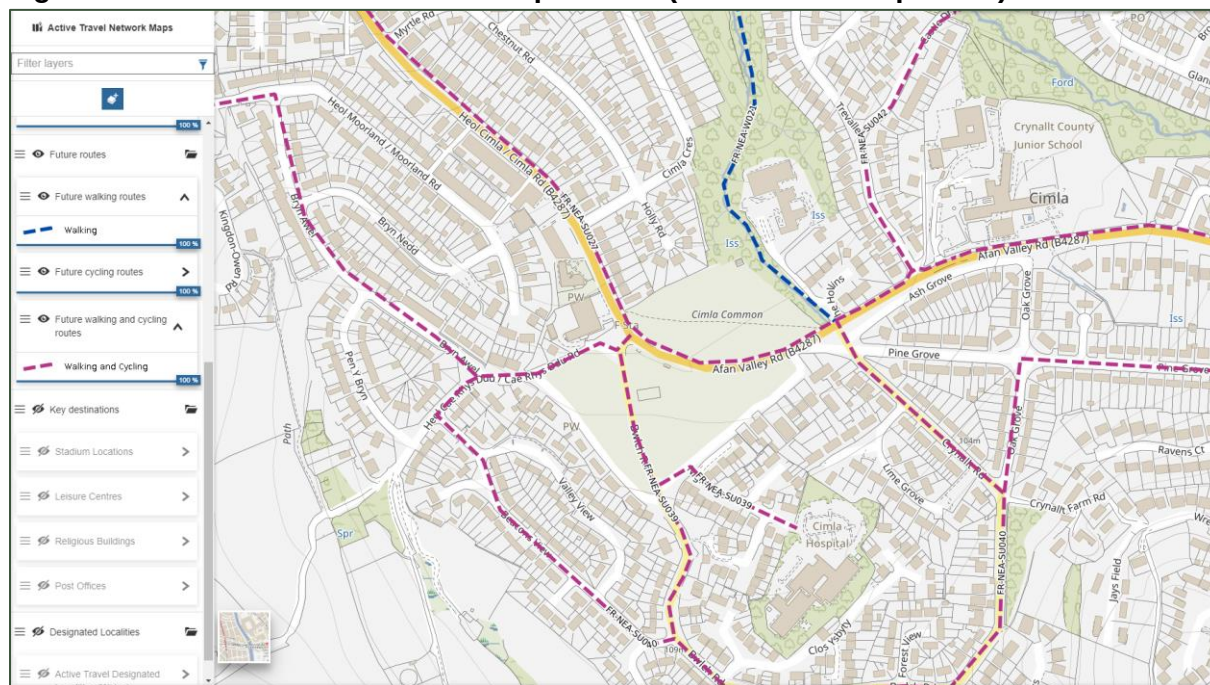
2.22 In the context of the site:

- Beacons View (ref. FR-NEA-SU040) is noted as a 'medium term' future 'walking and cycling' route;
- Cae Rhys Ddu Road (ref. FR-NEA-SU038) is noted as a 'short term' future 'walking and cycling' route;
- B4287 Cimla Road (ref. FR-NEA-SU027) is noted as a 'medium term' future 'walking and cycling' route;



- 2.23 It should be noted that where a future route is defined as both ‘walking and cycling’, this does not imply that it will be a shared use route; all options for pedestrian and cycle provision will be explored as part of the route development process.
- 2.24 The ATNM for Neath Port Talbot in the vicinity of the site is shown in **Figure 2.5**.

Figure 2.5 – Active Travel Network Map Extract (source: DataMapWales)



- 2.25 The proposed development has the potential to contribute to the improvement of these routes, and this is further explored in **Section 4**.

Public Transport

Bus

- 2.26 The nearest bus stops to the site are located on Beacons View. These are less than 200m from the centre of the site, accessible via the newly proposed site access and along Beacons View.
- 2.27 The Beacons View bus stop benefits from a shelter and small bench, a flagpole and timetable information. It is served by the 252 service (Neath via Cimla circular) operated by South Wales Transport at an hourly frequency.
- 2.28 The ‘Fire Station’ bus stops are some 450m from the centre of the site, which benefit from more a greater number of bus services serving a variety of destinations. The eastbound bus stop benefits from a shelter and timetabling information. The eastbound stop benefits from on road markings forming a bus cage and a raised kerb for access. There is a shelter with a bench and timetabling information.

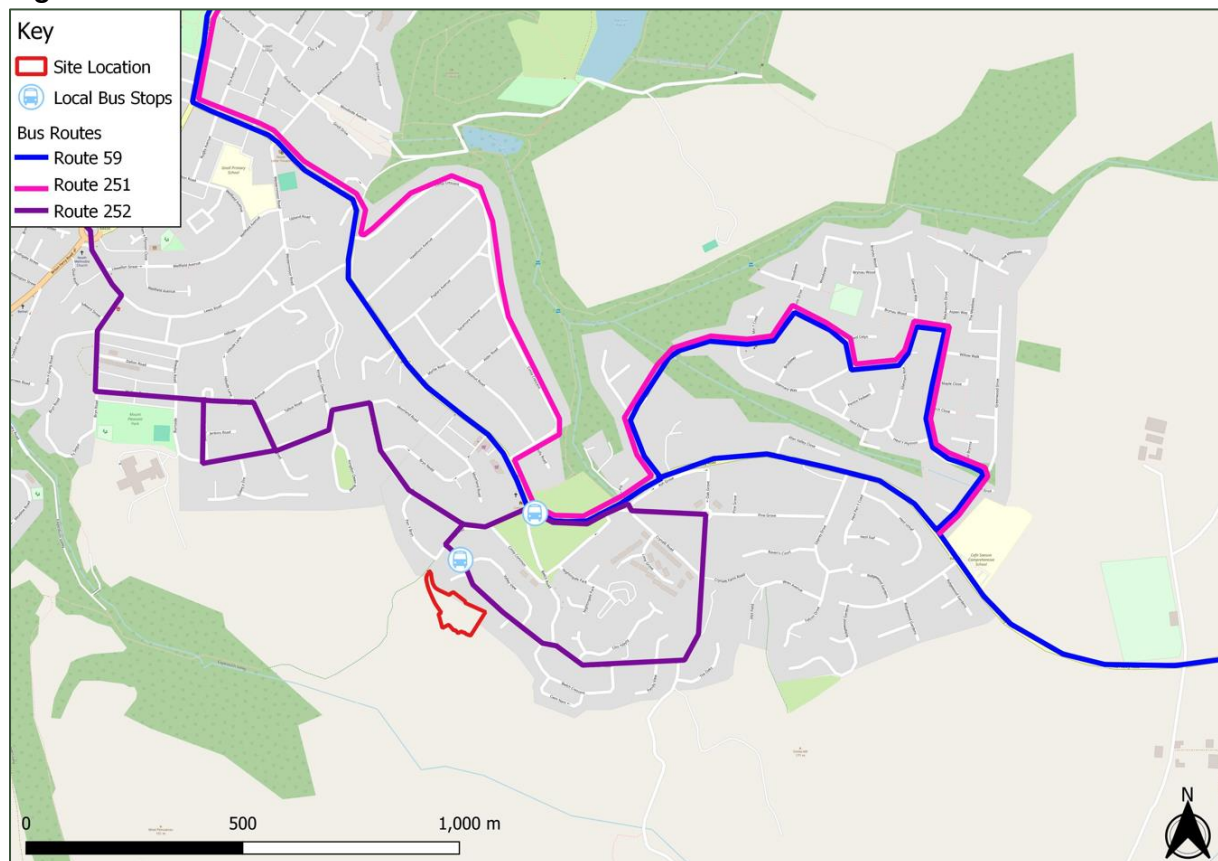


Table 2.1 – Bus Times

Number	Route	First Bus	Last Bus	Average Frequency			Provider
				M-F	Sat	Sun	
Beacons View Bus Stop							
252	Neath – Neath via Cimla (circular route)	08:18	16:23	60	60	N/A	South Wales Transport
Fire Station Bus Stops							
59	Neath Victoria Gardens - Pontrhydyfen (Oakwood)	07:38	22:43	60	60	3 Daily	First Cymru
	Pontrhydyfen (Oakwood) - Neath Victoria Gardens	08:24	23:10	60	60	3 Daily	
202	Port Talbot - Neath via Maesteg	07:52	N/A	1 Daily	N/A	N/A	Forge Travel
	Neath - Maesteg - Port Talbot	14:53	N/A	1 Daily	N/A	N/A	
251	Neath - Glannant Estate - Ridgewood Gardens	08:40	17:47	60	60	N/A	South Wales Transport
	Ridgewood Gardens - Glannant Estate - Neath	08:56	17:01	60	60	N/A	
252	Neath – Neath via Cimla (circular route)	09:13	17:18	60	60	N/A	South Wales Transport
908	Croeserw - Neath College via Pontrhydyfen	08:11	N/A	1 Daily	N/A	N/A	Wilkins Travel (Port Talbot)
	Neath College - Pontrhydyfen - Croeserw	17:09	N/A	1 Daily	N/A	N/A	



Figure 2.6 – Bus Routes



Photograph 2.4 – Fire Station Bus Stops



Rail

- 2.29 The nearest railway station is Neath.
- 2.30 Neath railway station is 2.3km by foot to the northwest of the site and can be accessed on foot in 30 minutes or by bike within 8 minutes. Neath has 11 bicycle storage spaces at the station, covered by CCTV, this enables multimodal journeys, especially as part of a regular commute. The station also has 65 car parking spaces. Neath offers direct services to cities such as London, Manchester, Cardiff and Swansea, as well as more local services to Llanelli, Carmarthen, Port Talbot and Bridgend.
- 2.31 It is unlikely that residents of the site will regularly use Neath railway station unless as a part of a multi-modal onward journey.

Local Highway Network

Beacons View

- 2.32 The proposed site access is from Beacons View. Beacons View is a two-way single carriageway routing in a southeast / northwest direction to the immediate east of the site. It connects to Rhys Cae Ddu to the northwest and Bwlch Road to the southeast. It is subject to a 20mph speed limit and has a footway along both sides. It is a residential road and typically has vehicles parked on-street. It benefits from street lighting and as several tributary junctions with other residential roads. It is generally flat in gradient.

Cae Rhys Ddu

- 2.33 Cae Rhys Ddu Road connects Beacons View with the B4287 (via 20m on Bwlch Road). Like Beacons View it is a two-way single carriageway benefiting from street lighting and footways. It is subject to a 20mph speed limit. The northbound footway on the eastern side of the carriageway terminates 45m north of its junction with Beacons View. The eastern footway is raised above the carriageway and is separated from the carriageway by a grass verge.
- 2.34 At its junction with Bryn Awel, Cae Rhys Ddu Road continues northeast-bound towards the A4287. There is a continuous footway along the northern side of the carriageway at this location. The footway continues onto the B4287, whilst vehicles join Bwlch Road via a priority junction for 20m before reaching the Bwlch Road / B4387 roundabout.
- 2.35 The southern end of Cae Rhys Ddu Road was previously the vehicular access to the former The Tudor Inn.

B4287

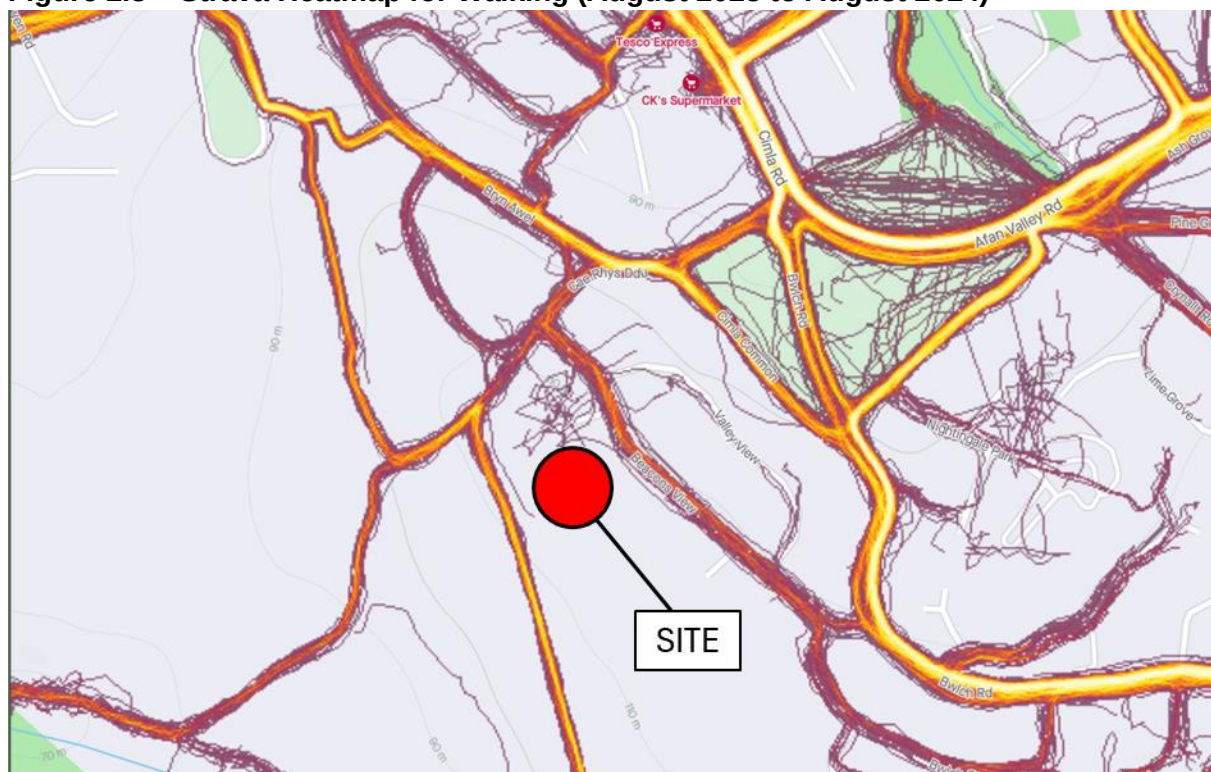
- 2.36 The B4287 connects Pontrhydyfen with Neath and is Cimla's main through-road. It is a two-way single carriageway with street lighting and footways along both sides. To the west of the Bwlch Road / B4387 roundabout it is subject to a 30mph speed limit, whilst to the east of this roundabout the speed limit is 20mph due to the presence of schools.



Summary

- 2.37 The site is located on the southern edge of the built up village of Cimla, which in turn is a suburb of the town of Neath. The vehicular access to the site is proposed from Beacons View. This involves the demolition of two adjoining semi-detached properties (numbers 23 and 25) owned by the client. The site is bound by Cimla to the north and by and vacant greenfield land to the south. Additional pedestrian and cycle access to the site will be provided via Cae Rhys Ddu.
- 2.38 Local facilities available within a 30 walking distance include an infant school primary school and comprehensive school, a supermarket and other local shops, leisure facilities, food/drink outlets, and public transport provision. It should be noted that the topography of this part of Neath could be considered to be challenging for some Active Travel users, but equally there is evidence of many people walking and cycling in this part of Neath and hence will not deter all users. An extract of a Strava Heatmap for the area, which includes all recorded activity for walking over the last 13 months from August 2024, is included at **Figure 2.8**.

Figure 2.8 – Strava Heatmap for Walking (August 2023 to August 2024)



- 2.39 There are good active travel links in the area in terms of footways and lit routes, though there is scope for improvement at several crossing points. The proposed development has the potential to contribute to the improvement of active travel routes as identified within the ATNMs.
- 2.40 The nearest bus stops to the site are located on Beacons View. These are located less than 200m from the centre of the site, accessible via the newly proposed access and along Beacons View. 450m from the centre of the site are the Fire Station bus stops, which benefit from a greater number of bus services. It is unlikely that residents of the site will regularly use Neath railway station unless as a part of a multi-modal onward journey.

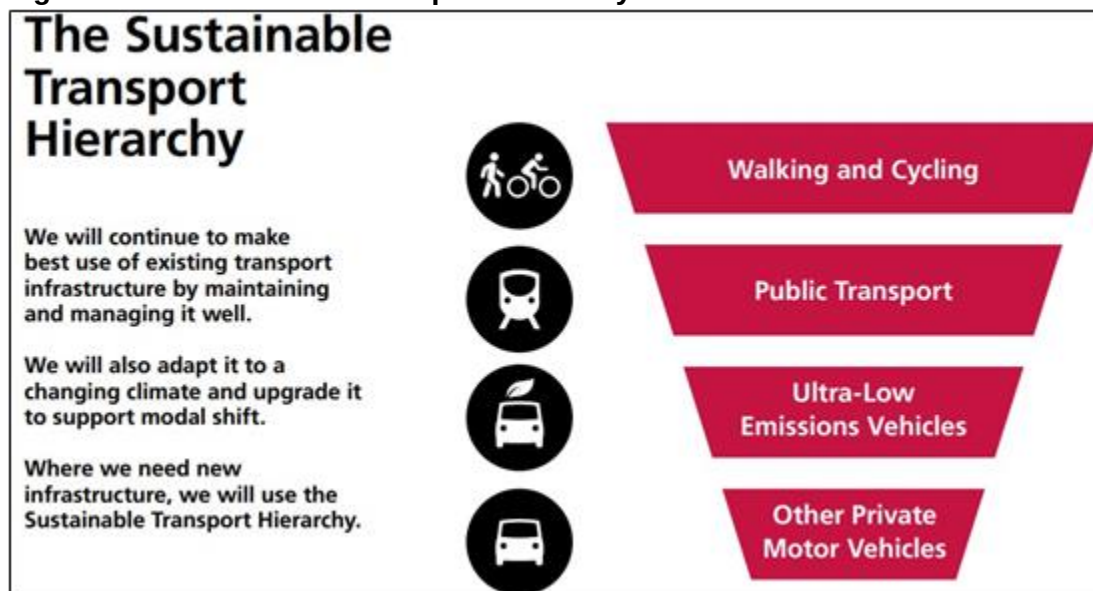


3.0 Policy Review

Introduction

- 3.1 This section of the report outlines the relevant policies for development and transport in Wales, which follow a common theme; moving towards carbon reduction in the promotion of communities, virtual and active mobility, followed by public transport with private vehicles at the bottom of the hierarchy. This is shown in **Figure 3.1**.

Figure 3.1 – Sustainable Transport Hierarchy



National Policy

Planning Policy Wales (Edition 12) February 2024

- 3.1 Planning Policy Wales (Edition 12) (PPW12) outlines the land use planning policies of the Welsh Government with a presumption in favour of sustainable development. The primary objective of PPW12 is to:

“Ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.”

- 3.2 PPW12 sets out a transport hierarchy favouring active travel movements. This hierarchy is supported by a requirement for development proposals to maximise accessibility by active travel and public transport.

- 3.3 Section 3 of PPW highlights the significant of the planning system in decarbonisation and reducing the impacts of climate change.

- 3.4 Regarding movement, and specifically accessibility, PPW states that:

“Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys”.



- 3.5 Section 4 of PPW concerns Active and Social places. It asserts that Active and Social Places are those which provide well-connected cohesive communities. It further states that a 'Resilient Wales' is supported by promoting well-connected infrastructure.
- 3.6 Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.

Local Policy

Neath Port Talbot County Borough Council Adopted Local Development Plan (LDP) (2011-2026)

- 3.7 The Neath Port Talbot LDP sets out a transport strategy which seeks to improve connectivity within and around the country borough through means of promoting active travel, improving bus and rail services and ultimately reducing the reliance on use of a private car.
- 3.8 The Plan identifies that the urban town of Neath is one of the country's most sustainable settlements because there is the greatest potential for reducing the need to travel due to colocation of houses, jobs, shops, facilities and public Transport.
- 3.9 The LDP sets out its transport-based objectives, which are:
- Increase accessibility, promote active travel and encourage a shift to more sustainable modes of transport for people.
 - Reduce impacts of traffic growth and congestion and promote the efficient and effective use of the transport network.
 - Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:
 - 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;
 - 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 accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;
 - Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.
- 3.10 Walking, cycling, and public transport play an important role in reducing the number of shorter journeys taken by car and contribute towards the Plan's aim to provide a sustainable and more integrated transport network. Where appropriate, new developments will be required to demonstrate how they connect to existing, adjacent settlements.



Summary

- 3.11 The site accords with national and local policy and aims, by virtue of its location within the immediate residential community of Cimla, to encourage active and sustainable modes of travel over private vehicle use.



4.0 Development Proposals

Overview

- 4.1 The proposed development comprises 22 residential dwellings and a new vehicular access via Beacons View. Two existing dwellings on Beacons View will be demolished to create an access to the site hence the net increase in dwelling numbers will be +20.
- 4.2 The site layout is set out in **Figure 4.1**.

Figure 4.1 – Proposed Site Layout – Spring Design Masterplan



- 4.3 The overall makeup of the 22 affordable homes is as follows:

- 10 x 1-bed apartments
- 8 x 2-bed houses
- 2 x 3-bed houses
- 2 x 4-bed houses



- 4.4 The overarching concept is to create an extension to the existing residential area which surround the site and to provide affordable housing in line with the aims of the LDP.
- 4.5 The internal design of the site has been designed to account for feedback from NPT highway officers as per the guidance set out in Manual for Streets and with the relevant turning head requirements and visibility splays for vehicles and pedestrians.
- 4.6 Car parking is provided as per NPT guidance including the prescribed dimensions.

Access by All Modes

- 4.7 It is proposed to create a new access to connect the site via Beacons View. This is as set out in **Figure 4.2**.
- 4.8 The proposed site access which will be designed with a maximum gradient of 1 in 12 has also been subject to an independent Stage 1 & 2 Road Safety Audit (RSA).E.

Figure 4.2 – Proposed Site Access

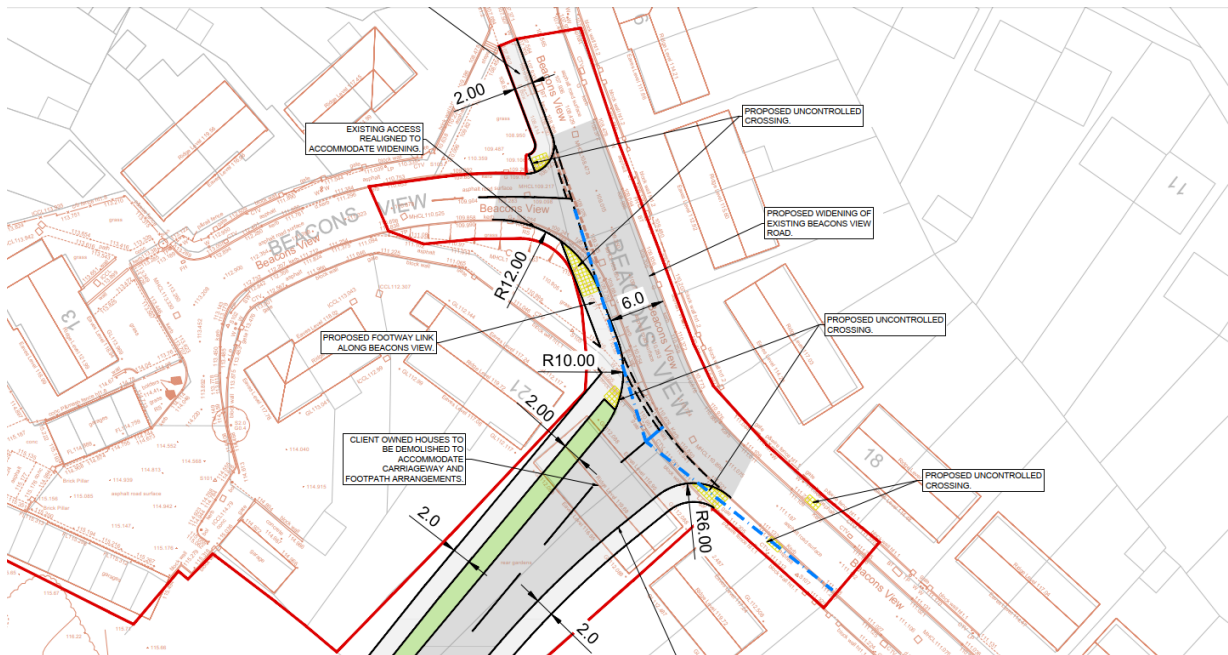
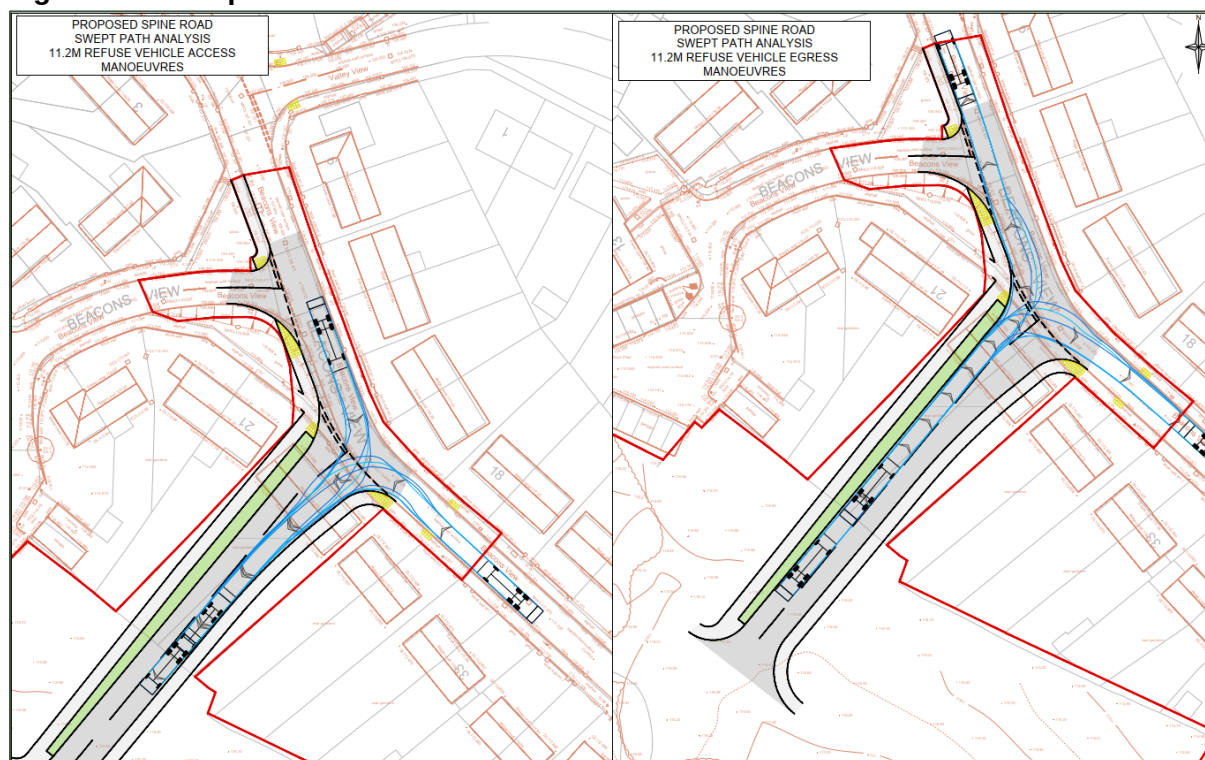


Figure 4.3 – Proposed Access Track Plots



4.9 It is proposed to:

- Demolish two semi-detached houses owned by the client to make way for the new access road;
- Create a new priority junction into the development from Beacons View;
- Provide the relevant pedestrian facilities e.g., drop kerbs and tactile paving;
- Include 2m footways to link the internal sites footways to the existing provision along Beacon's View.

Walking and Cycling

4.10 The site has been designed to ensure that it is accessible for pedestrians. The internal footways will connect to the existing provision along Beacons View. A footway/cycleway linkage will be provided from the northwest end of the site to Cae Rhys Ddu. This is set out within the site layout at **Figure 4.1**

4.11 Cycle parking will be provided in line with the Neath Port Talbot County Borough Council Parking Standards Supplementary Planning Guidance (SPG) (2016). The SPG notes that cycle parking should be located in a safe, secure and convenient location. Access will be via the same vehicular and pedestrian access.

4.12 As set out in Section 2, all local authorities in Wales have to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs).

4.13 In the context of the site:



- Beacons View (ref. FR-NEA-SU040) is noted as a 'medium term' future 'walking and cycling' route;
- Cae Rhys Ddu Road (ref. FR-NEA-SU038) is noted as a 'short term' future 'walking and cycling' route;
- B4287 Cimla Road (ref. FR-NEA-SU027) is noted as a 'medium term' future 'walking and cycling' route;

4.14 A site visit was undertaken on 23/08/2024, and locations for potential improvement along these routes were noted. These are set out as bullet points and the locations are illustrated in **Figure 4.4**.

4.15 It should be noted that the site visit was undertaken between 10am-12pm, in clear weather. Observed traffic flows were low with variable speeds. Pedestrian movements were observed including those with wheelchairs and prams, and cyclists were observed traveling on road along Cae Rhys Ddu, Bryn Awel and the B4287.

4.16 Potential Improvements:

- Tactile paving and dropped kerbs at the Beacons View / Beacons View 5-19 junction, on the western side;
- Tactile paving and dropped kerbs at the Beacons View / Valley View junction;
- Tactile paving at the Beacons View / Cae Rhys Ddu Road junction on the Beacons View arm, where there are currently dropped kerbs, and tactile paving on the northwestern side of Cae Rhys Ddu
- Tactile paving and dropped kerbs across Bryn Awel at the Cae Rhys Ddu Road / Bryn Awel junction, and;
- Tactile paving and dropped kerbs at the Cae Rhys Ddu Road / Cimla Common junction.



Figure 4.4 – Potential Active Travel Improvement Locations



- 4.17 These improvements can be discussed and agreed with NPT to form part of the overall S106 discussions for the site as contributions towards Active Travel which align with NPT's Active Travel Network Maps (ATNM).



5.0 Objectives and Targets

Baseline Travel Patterns

- 5.1 This section sets out the forecast modal split for commuting journeys to / from the site..
- 5.2 The baseline travel patterns for the site are based on the 2021 Census Data: NOMIS TS061 - Method used to travel to work. The area used for the data is Lower Layer Super Output (LSOA) Area W01000942 : Neath Port Talbot 012C. This is set out in **Figure 5.1**. The baseline mode split is provided in **Table 5.1**

Figure 5.1 – Lower Layer Super Output Area W01000942 : Neath Port Talbot 012C

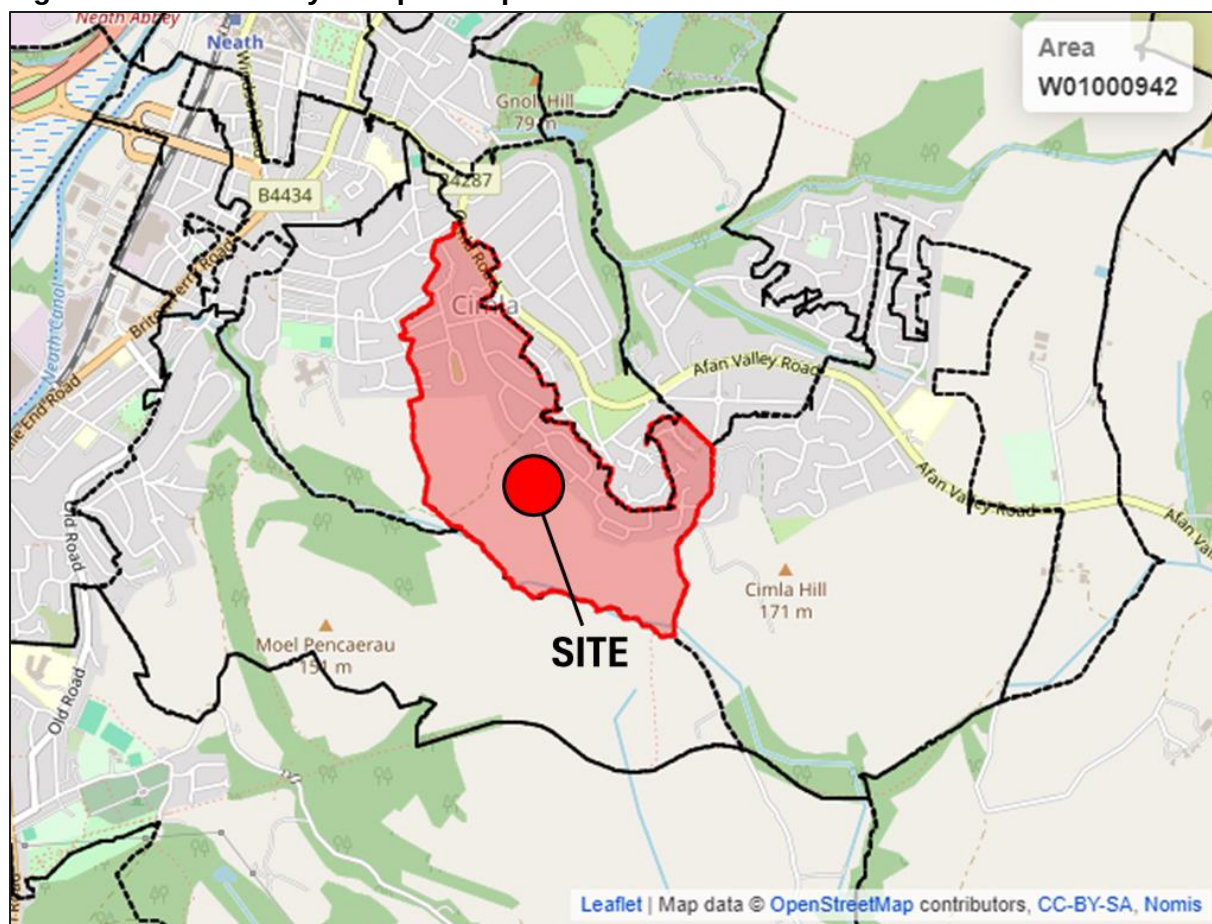


Table 5.1 – Method of Travel to Work

Modes	Mode Share	
	Number	Percentage
Work mainly at or from home	89	13.6%
Underground, metro, light rail, tram	0	0.0%
Train	15	2.3%
Bus, minibus or coach	14	2.1%
Taxi	9	1.4%
Motorcycle, scooter or moped	5	0.8%



Modes	Mode Share	
	Number	Percentage
Driving a car or van	422	64.5%
Passenger in a car or van	53	8.1%
Bicycle	3	0.5%
On foot	35	5.4%
Other method of travel to work	9	1.4%
Total	654	100%

Objectives and Targets

5.3 This section sets out the overarching objectives for the ITP, as well as targets. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review can be found in Section 8.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which should be reached within the period covered by the TP.

Objectives

5.4 The objectives of this ITP are to increase awareness of sustainable travel modes available to residents. More specifically, the objectives of this ITP are to:

- Increase resident awareness of the advantages and availability of sustainable modes of transport over the car;
- Introduce a package of physical and management measures that will facilitate resident travel by sustainable modes; and
- Limit unnecessary or unsustainable use of the car for journeys to and from the Site by residents.

5.5 The objectives will assist in reducing CO² emissions produced by residents of the Site, promote health benefits and therefore mitigate against the impact of the proposed development.

Targets

5.6 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in Section 8) to ensure they remain SMART (Specific, Measurable, Achievable Realistic and Timed).

5.7 Targets come in two forms – Action Targets and Aim Targets:



- Action Targets are non-quantifiable actions that need to be achieved by a certain time.
- Aim Targets are quantifiable and in the case of this TP relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

5.8 The Action Targets for this ITP are to ensure that the full Travel Plan:

- Appoints a Travel Plan Coordinator (see Travel Plan Strategy, Section 7);
- Implements the Active Travel Pack (see Monitoring and Review, Section 8); and
- Progresses a report will be completed on a biennial (every other year) basis and will include surveys.

Aim Targets

5.9 The main target will be to reduce dependency on the private car whilst increasing the usage of sustainable modes of travel.

5.10 The indicative aim targets are provided in **Table 5.1**.

Table 5.2 – Travel Plan Targets

Modes	Mode Share (%)	
	Existing	Target
Work mainly at or from home	14%	14%
Underground, metro, light rail, tram	0%	0%
Train	2%	2%
Bus, minibus or coach	2%	4%
Taxi	1%	1%
Motorcycle, scooter or moped	1%	1%
Driving a car or van	65%	60%
Passenger in a car or van	8%	9%
Bicycle	0%	2%
On foot	5%	7%
Other method of travel to work	1%	1%
Total	100%	100%



6.0 Measures and Initiatives

Introduction

- 6.1 This section of the ITP outlines the specific physical and management measures to be implemented as part of the development. The implementation of these measures, including both 'hard' and 'soft' measures, is considered to be the core of the Plan.

Measures

Hard Measures

- 6.2 The implementation of these physical measures is the responsibility of with the construction and delivering these measures is the responsibility of the developer and or contractors.
- Design residential areas in accordance with the latest manual for streets guidance;
 - Provide car parking in line with NPTCBC's standards; and
 - Provide safe, secure convenient cycle parking in line with MfS and NPTCBC's Standards.

Design Residential areas in line with manual for streets guidance

- 6.3 The streets provided within the development will be delivered in line with the guidance provided in manual for streets (MfS). Manual for streets guidance provides principles that will provide safe and inclusive public spaces for future residents.

Car and Cycle Parking

- 6.4 Car parking for the development will be provided in line with NPTCBC standards.
- 6.5 Details of cycle parking will be provided as part of the planning submission.

Soft Measures

Travel Plan Management and Promotion

- 6.6 A Travel Plan Coordinator (TPC) will be appointed who will be responsible for overseeing the implementation of the Travel Plan. The TPC will provide personalised travel planning advice to residents should they require this service, as well as providing a Welcome Pack to all new residents.
- 6.7 This Welcome Pack will contain information regarding:
- Walking and cycling routes;
 - Public transport timetables and routes;
 - Public transport interchange locations;
 - Public transport fare and season ticket information;



- Journey Planner tools;
- Contact details for the TPC;
- Brief overview of the Travel Plan.

6.8 The TPC will promote the Travel Plan and its initiatives and will be responsible for investigating new ways for residents to become involved. The TPC will also publicise the on-going progress and successes of the Travel Plan, in order to encourage residents to start to travel or continue to travel sustainably.

Promotion

6.9 The TPC will be responsible for promoting the benefits of walking to residents of the Site. As well as providing information regarding local walking routes on the notice boards and in Welcome Packs, the TPC will promote public health campaigns such as Change for Life, which highlight the health benefits associated with active travel.

6.10 As described previously, information regarding local cycle routes will be provided within Welcome Packs provided to residents upon occupation.

Cycle to Work

6.11 The Travel Information Packs will provide details of local bike shops and major employers who participate in the Cycle to Work scheme.

Car Sharing

6.12 Car sharing aims to match commuting journeys allowing the individuals to benefit from the convenience of a car journey whilst reducing the cost of the journey and the number of vehicles on the network.

6.13 Liftshare is the UK's largest carpooling network and is available within Neath. Further information will be included within the Travel Information Pack.

Walking Buses

6.14 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.

6.15 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.

6.16 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.



- 6.17 Information on how residents can set up walking buses will be included in the Travel Information Pack.

Scoot to School

- 6.18 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.

Home Deliveries

- 6.19 The Travel Information Pack 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, offer home delivery services, as does Waitrose and Ocado. The nearest supermarket to the site is CKs. The Tudor Road postcode area benefits from some supermarket delivery services. The majority of online retailers also now offer home delivery services.

Taxis

- 6.20 The Travel Information Packs will include contact details for local taxi companies.



7.0 Travel Plan Strategy

Management

- 7.1 The role of the Travel Plan Co-ordinator (TPC) for the TP is temporarily allocated to SLR, until the allocation of a TPC from the site management company.
- 7.2 The allocated TPC, and the necessary costs for administering the Travel Plan, will be funded by the developer.

Travel Plan Co-ordinator

- 7.3 The TPC post will remain in post for five years following first meaningful occupation. The primary functions of the TPC will include;
- Liaison with the local community;
 - Liaison with the local planning and highway authorities;
 - Liaison with public transport operators;
 - The incorporation of sustainable travel options into marketing material for the development;
 - Organisation of travel surveys;
 - Promotion of sustainable transport measures to residents through a range of media, including for example, newsletters, emails and websites;
 - Production, distribution and monitoring of residential Travel Information Packs;
 - Providing residents of the development with details on how they can travel, including accessing their place of work, schools, shops and others in a sustainable manner; and
 - Acting as a single point of contact for all transport, access and travel related issues for residential units within the development.
 - Increasing travel awareness so that people can make informed travel choices is a key role of the TPC. The TPC will work closely with officers at NPTCBC to promote initiatives the council may have.
- 7.4 The TPC will work with the developer to ensure that all residents receive sustainable travel information.
- 7.5 At this stage, it has not been agreed who will take responsibility for the TPC role. This will follow as detailed design of the scheme is progressed. It may be that a separate Management Company or a suitably qualified transport planning consultant, or similar is appointed to take on this role. The TPC, and the necessary costs for administering the Travel Plan, will be funded by the developer.
- 7.6 It is envisaged that the residents of the site will eventually take full ownership of the TP, 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.



Marketing and Consultation

- 7.7 Prospective residents will, where possible, be encouraged to access the site via sustainable transport modes. Information will be provided to those enquiring about the properties and how to get to the site.

Reporting

- 7.8 The TPC will prepare a full monitoring report on a biennial basis on the progress of the Travel Plan. The reports will include the following:
- Progress on the implementation of measures and initiatives to promote sustainable transport use;
 - Summary of the travel surveys.
- 7.9 The report will be provided to NPTCBC Travel Plan Officers.



8.0 Monitoring and Review

- 8.1 This section of the report sets out how the aim and action targets will be monitored and reviewed.

Monitoring

Travel surveys will be undertaken by all residents of the site. The travel survey is vital to obtain information on the following:

- Specific details on all frequent journeys made, including the location, origin, destination,
- distance travelled, time travelled, and mode of transport used etc;
- Reasons why the current modes are used;
- Willingness to use alternative modes;
- Incentives to use more sustainable modes; and
- Any transport related issues staff/visitors wish to raise.

- 8.2 The travel surveys will establish the current travel behaviour (baseline data) against which the objectives of the Travel Plan and targets for reducing car dependency can be set. The surveys will also help to raise awareness of the Travel Plan, obtain ideas and suggestions from the people it is intended for and identify potential car sharers or user groups.

- 8.3 An example survey is included at **Appendix A**.

Surveys

- 8.4 A travel survey in the form of a questionnaire for residents to complete will be provided in the Welcome Pack. An analysis of the results will be undertaken once 75% of dwellings are occupied and then every two years.

Reporting

- 8.5 The TPC will produce a biennial (every other year) monitoring report, to be submitted to NPTCBC Travel Plan Officers, which will demonstrate the extent to which the agreed mode share targets on track to being achieved.



9.0 Action Plan

9.1 The Action Plan outlined below in **Table 9.1** sets out the measures included within the Travel Plan that are directed at influencing residents' travel.

Table 9.1 – Action Plan

Action Type	Action	Responsibility	Timeframe
Management	Appointment of Travel Plan Coordinator (TPC)	Developer	Three months prior to first residential occupation
Measures, Monitoring, Review and Reporting	Monitoring of measures and initiative take-up	TPC	On-going
	Baseline Surveys	TPC	6 months after occupation or 75% occupation whichever comes first
	First review report	TPC	At Year 1
	Biennial Report	TPC	To produced biennially throughout the five-year period.
	Final review and reporting	TPC and NPTCBC Travel Plan Officers	Provided in Year 5 monitoring report
Implementation	Implementation of measures	TPC with liaison with Management Company	From the start of construction and on-going
	Provision of Travel Packs to all residents	TPC	Upon occupation of each unit
	Cycle Parking located on-site	As part of development and TPC to monitor maintenance/ uptake	Within construction period and TPC to monitor uptake to ensure provision is sufficient



Appendix A Example Travel Survey

Land at Former Tudor Inn, Cimla

Interim Travel Plan

Tai Tarian Ltd

SLR Project No.: 407.064719.00001

19 December 2024



Residential Travel Survey

All information provided is anonymous. Thank you for your cooperation.

Q1 Full home postcode:

Q2 Gender:

Male ☐

Female ☐

Q3 Do you work:

Full Time ☐

Part Time ☐

Not in Work ☐

Q4 Age:

Under 25 ☐

25 – 34 ☐

35 – 44 ☐

45 – 54 ☐

55 or over ☐

Q5 Do you have any disability which affects your travel arrangements?

Yes ☐

No ☐

Q6 How do you usually travel to work?

Bus ☐

Bicycle ☐

Car driver (on your own) ☐

Car driver (with a passenger) ☐

Car passenger ☐

Walk ☐

Motorcycle / Moped / Scooter ☐

Train ☐

Other ☐

Q7 If you drive to work where do you normally park?

On Site ☐

Street ☐

Other Car Park ☐

Q8 Which of the following do you occasionally use instead of your usual form of transport?

- | | |
|-------------------------------|--------------------------|
| Bus | ☐ |
| Bicycle | ☐ |
| Car driver (on your own) | ☐ |
| Car driver (with a passenger) | ☐ |
| Car passenger | ☐ |
| Walk | ☐ |
| Motorcycle / Moped / Scooter | ☐ |
| Train | ☐ |
| Other | ☐ |
| No alternative used | ☐ |

Q9 How long does it usually take for you to travel to and from work?

- | | To work | From work |
|-------------|--------------------------|--------------------------|
| 0 – 15 min | ☐ | ☐ |
| 16 – 30 min | ☐ | ☐ |
| 31 – 60 min | ☐ | ☐ |
| 61 – 90 min | ☐ | ☐ |
| Over 90 min | ☐ | ☐ |

Q10 If you regularly travel to work by car what is your main reason?

- | | |
|------------------------------------|--------------------------|
| Get a lift | ☐ |
| Health reasons | ☐ |
| Lack of an alternative | ☐ |
| Convenience | ☐ |
| Car essential to perform job | ☐ |
| Dropping off / collecting children | ☐ |

Q11 Are you prepared to car share?

- | | |
|---|--------------------------|
| Yes, independently (or already do) | ☐ |
| Yes, should an in-house scheme be available (or already do) | ☐ |
| No | ☐ |

Q12 If applicable, what mode of transport do the children normally use for their journey to school?

- Bus ☐
- Bicycle ☐
- Car Driver (drive themselves) ☐
- Car (own children) ☐
- Car sharing (giving lifts) ☐
- Walk ☐
- Motorcycle / Moped / Scooter ☐
- Train ☐
- Other ☐
- No alternative used ☐

Q13 How can sustainable-mode trips for journeys to school be encouraged?

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Q14 Do you have any comments about your travel patterns?

.....

.....

.....

.....

.....



Making Sustainability Happen