



**Proposed residential development of
up to 250 dwellings at land off
Leiros Park, Neath Port Talbot**



Travel Plan

June 2026

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Applicant/client:	Codi Group
Project no:	T23.148
Project name:	Leiros Park
Document ref no:	T23.148.TP.Planning submission.Final
Document issue date:	16 June 2026

Issue History

Document Reference	Date	Author	Checked	Approved
T23.148.PAC	Jan 2026	KEW & PO'C	PO'C	PO'C
T23.148.Planning.D1	June 2026	KEW & PO'C	PO'C	PO'C
T23.148.Planning.Final	16 th June 2026	KEW & PO'C	PO'C	PO'C

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Appendix A Proposed site layout

1 INTRODUCTION

1.1 Background

- 1.1.1 Asbri Transport Ltd. have been instructed by Codi Group to produce a Transport Assessment (TA) and Travel Plan (TP) to accompany an outline application (with all matters reserved except for access) for the construction of up to 250 residential dwellings, public open space, green infrastructure, a small flexible mixed-use/community space, sustainable drainage features, access arrangements, and all associated landscaping and infrastructure works.
- 1.1.2 The site is located on open land to the northeast of existing residential development, accessed by Daphne Road. The application site is allocated in the Neath Port Talbot Local Development Plan (LDP) as a greenfield site for development of 200 residential dwellings.
- 1.1.3 A previous planning application and Transport Assessment was submitted to the Local Planning Authority in 2020. That planning application was withdrawn and not determined.

1.2 What is a Travel Plan?

- 1.2.1 Travel Plans are management tools designed to enable the users of a site to make more informed decision about their travel whilst minimising the adverse impacts of development on the environment. This is achieved by setting out a strategy for eliminating the barriers that prevent users of the site from using sustainable travel modes.

1.3 Policy Context

- 1.3.1 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 Act also requires highway authorities to have regard in the construction and improvement of highways to enhance provision for cyclists and pedestrians.
- 1.3.2 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 improvements in the range of 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.

1.4 Structure of the Report

1.4.1 Following this introductory chapter, the report is structured as follows:

- Section 2 Policy Review
- Section 3 Existing Situation
- Section 4 Site Accessibility
- Section 5 Development Proposals
- Section 6 Objectives & Targets
- Section 7 Travel Plan Strategy
- Section 8 Travel Plan Measures
- Section 9 Monitoring

2 POLICY REVIEW

2.1 Introduction

- 2.1.1 This chapter reviews national and local transport related planning policy guidance that is relevant to the proposed development.

2.2 NPTCBC Local Development Plan (2011-2026)

- 2.2.1 Policy SP7 of the NPTCBC LDP focuses on housing requirement, with the provision of a framework for an additional 8,760 residential units stating that;

“The strategy seeks to deliver population growth to meet the projected level of economic growth over the LDP period having also taken into consideration the objective to increase economic activity and reduce unemployment in line with the Welsh average.”

- 2.2.2 Policy H1 of the NPTCBC LDP has identified Leiros Park Extension for residential development (ref. H1/2).

2.3 Llwybr Newydd: The Wales Transport Strategy 2021

- 2.3.1 Llwybr Newydd sets out a vision for how our transport system can deliver priorities for Wales, helping to put us on a pathway to creating a more prosperous, green and equal society.

- 2.3.2 The Transport Strategy aims to bring services to people in order to reduce the need to travel and notes that ‘if more people can walk and cycle for everyday trips, we will reduce our dependency on cars.’

- 2.3.3 It sets a long-term direction and three urgent and immediate priorities:

- **Priority 1:** Bring services to people to reduce the need to travel;
- **Priority 2:** Allow people and goods to move easily from door to door by accessible, sustainable, and efficient transport services and infrastructure; and,
- **Priority 3:** Encourage people to make the change to more sustainable transport

- 2.3.4 The thrust of Llwybr Newydd is to achieve a shift away from private car use to more sustainable transport modes for the majority of journeys. Investment will be promoted into

low-carbon, accessible, efficient and sustainable transport services and infrastructure that enable more people to walk, cycle and use public transport, and low-emissions vehicles.

- 2.3.5 Where there is a need for new transport infrastructure, the sustainable transport hierarchy should be considered to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.

2.4 Future Wales: the national plan 2040

- 2.4.1 Future Wales is the national development framework for Wales which sets out the direction for development in Wales up to 2040. Future Wales will aim to promote development that enhances wellbeing and quality of life.

- 2.4.2 Future Wales pledges to shape growth around sustainable forms of transport and places that make people and the environment healthier. Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles.

- 2.4.3 Policy 12: Regional Connectivity of Future Wales outlines the following with regard to car parking at future developments:

“Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.”

- 2.4.4 ‘In the context of responding to and mitigating the effects of climate change, the Wales Spatial Plan supports the development of spatially targeted responses. These include reducing the need to travel by co-locating jobs, housing and services, for instance, and changing behaviour in favour of ‘greener’ modes of travel, such as car sharing, public transport, walking and cycling.’

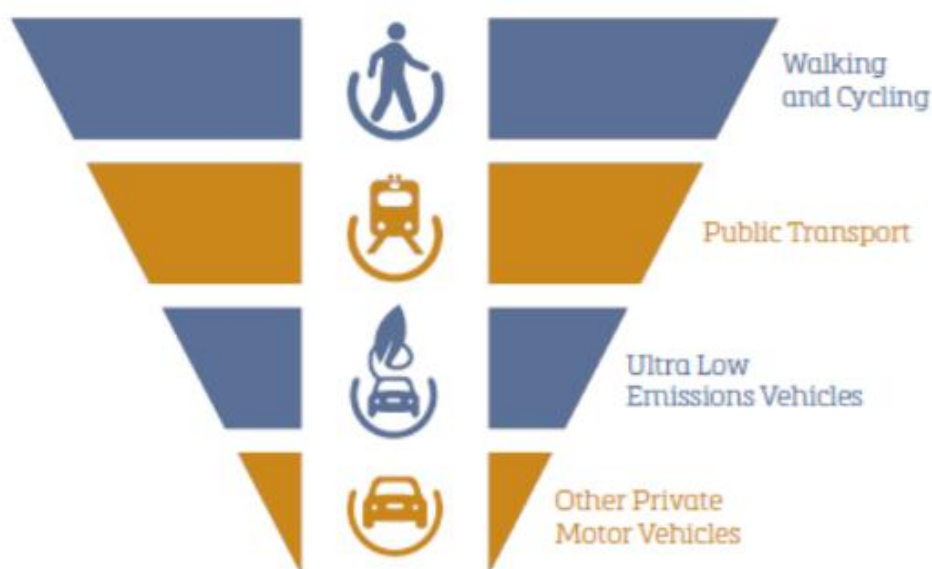
2.5 Planning Policy Wales: Edition 12

- 2.5.1 Planning Policy Wales (PPW Edition 12) was published in February 2024. Its transport content is detailed at Section 4 and states:

“The planning system should enable people to access jobs and services through shorter and more efficient journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change and airborne pollution by:

- **Enabling more Sustainable Travel Choices** - measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;
- **Network Management** - measures to make best use of the available capacity, supported by targeted new infrastructure; and
- **Demand Management** - the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles”

2.5.2 The PPW includes the following Transport Hierarchy for Planning:



2.5.3 Paragraph 4.1.12 states the following:

“It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.”

2.5.4 Paragraph 4.1.23 states:

“Planning authorities must ensure the design of streets contributes to the creation of high-quality places, which will require a multi-disciplinary approach, and should challenge development proposals with standardised, prescriptive, engineering-focussed, risk-adverse street designs.”

2.5.5 With reference to car parking, PPW states:

“Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.”

2.6 One Wales: Connecting the Nation

2.6.1 National transport policy for Wales is specified within the Wales Transport Strategy, One Wales: Connecting the Nation, which is supplemented by a series of Technical Advice Notes (TANs).

2.6.2 The goal of One Wales: Connecting the Nation is to:

‘Promote sustainable transport networks that safeguard the environment while strengthening our country’s economic and social life. The transport strategy identifies a series of high-level outcomes and sets out the steps to their delivery. The One Wales programme is working to achieve a nation with access for all, where travelling between communities and accessing services, jobs and facilities in different parts of Wales is both easy and sustainable, and which support the growth of our economy.’

2.7 Technical Advice Note (TAN 18)

2.7.1 TAN 18 identifies that Planning Policy Wales and the Wales Transport Strategy both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities. To achieve this and the core objectives, the following initiatives relevant to the proposed development are:

- Reducing the need to travel;
- Promoting walking and cycling;
- Managing parking provision; and,
- Encouraging the location of development near other related uses to encourage multi-purpose trips.

2.7.2 Section 3.4 to 3.6 of TAN 18 references 'Accessible Housing Development', which in summary, seeks to ensure that housing development is sustainable in transport and movement terms including maximising the opportunity for residents to walk and cycle to local facilities and public transport stops.

2.8 Active Travel Act 2013 (Wales)

2.8.1 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 Act also requires highway authorities to have regard in the construction and improvement of highways to enhance provision for cyclists and pedestrians. 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 improvements 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.

3 EXISTING SITUATION

3.1 Introduction

- 3.1.1 To assess the impact of the development proposals, it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report describes the existing transport network.

3.2 Site Location

- 3.2.1 The proposed development is to be situated on a greenfield site approximately 1.8km north of Neath town centre. The site is currently utilised as farmland and is irregular in shape, running in a north-east/south-west axis alignment.
- 3.2.2 The site is bounded to the north by farmland and Gilfach Quarry, to the west by Leiros Farm and Gilfach Road - a lane that runs north-south providing access to Gilfach Quarry. Leiros Parc Drive and Daphne Road abuts the sites southern boundary. To the east is dense woodland covering a steep topography, beyond that is Cwmbach Road and residential housing.
- 3.2.3 The site location and the local highway network are shown in **Figure 3.1**.

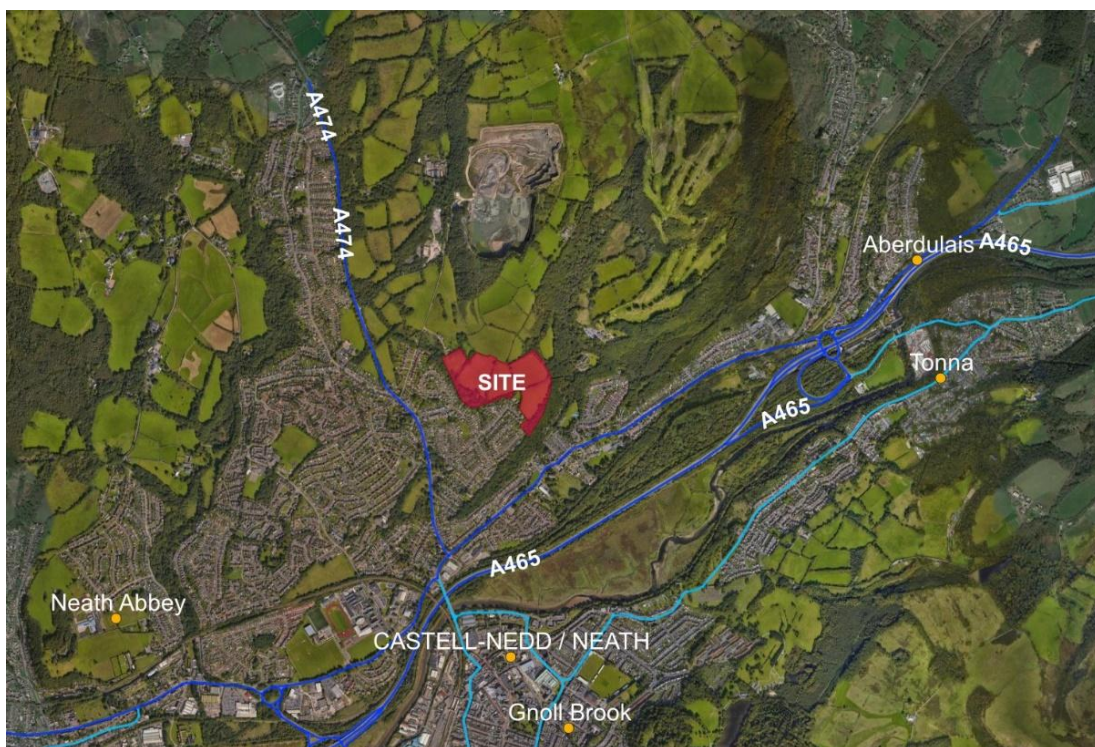


Figure 3.1 Site Location

3.3 Highway Network

3.3.1 The local highway network within proximity of the site is shown in **Figure 3.2**.



Figure 3.2 Local highway network

Daphne Road

- 3.3.1 The southernmost junction of Daphne Road forms the minor arm of a priority junction with the A474 Penywn Road approximately 200m north of the Penywn Road roundabout junction with Cadoxton Road and 310m south of the A474 junction with Leiros Parc Drive, described below.
- 3.3.2 Daphne Road is a two-way single carriageway road, with an approximate width and length of 7m and 620m respectively. It provides access for eight cul-de-sacs of residential housing via individual junctions that differ in size.
- 3.3.3 The road forms a staggered priority junction with the A474 and Llewellyn Avenue and there is a ghosted right-turn lane provided on the A474 for both minor roads of the junction.
- 3.3.4 Parking is permitted along the length of the road with footways for pedestrians on both sides of the carriageway and street lighting is present. Daphne Road accesses Penywn Road via

two different junctions separated by approximately 120m. Both junctions slope down on their approach to Penywern Road.

Leiros Parc Drive

- 3.3.5 Leiros Parc Drive is a two-way single carriageway road of approximate width and length of 7.3 metres and 515 metres respectively. It is currently used as an access road to six cul-de-sacs of residential housing which access it via individual priority junctions that differ in size.
- 3.3.6 Parking is permitted along the length of the road with footways for pedestrian movements and street lighting present.
- 3.3.7 Approximately 36m north of the Penywern Road junction is a signal-controlled pedestrian crossing and 33m south of the junction on the western side of the A474 is a further priority junction that provides access to residential housing.
- 3.3.8 There is a priority junction at the midpoint of Leiros Parc Road with Herons Way. This acts as a link road between Leiros Parc Road and Daphne Road.

Penywern Road (A474)

- 3.3.9 Penywern Road classified as the A474 is located to west of the application site and has a north-south alignment. It is the main arterial route providing access to Neath Town Centre from the nearby residential areas of Rhyddings and Bryncoch. It also provides access to the settlement of Pontardawe to the north.
- 3.3.10 Penywern Road at its southern end connects with Cadoxton roundabout that joins the A4230, Golwg-Y-Gamlas access road to the Vale of Neath business park and Cadoxton Road which links the two main roundabouts in the vicinity.
- 3.3.11 To the north, there is a forked junction on Penywern Road providing access to Main Road. Main Road is the minor road on this junction which provides access to the nearby Blaenhonddan Primary School. Penywern then joins Neath Road still classified as the A474.
- 3.3.12 The road has a 30mph speed limit with footways for pedestrian usage and street lighting either side. This speed limit lowers to 20mph approximately 80m north of the Leiros Parc Road junction in an area by the nearby school.

- 3.3.13 There is a signal-controlled pedestrian crossing with tactile paving and pedestrian refuge located north of the Leiros Park junction. Footways are present on both sides of the road. For a proportion of the road between Daphne Road and Blaenwern, the eastern footway is separated from the road by a grass verge over a distance of 260m.
- 3.3.14 Significant highway improvements have been undertaken along Penywern Road by Neath Port Talbot council. The highway improvements consist of traffic calming measures in the form of traffic islands and ghost island right turn lanes into Leiros Parc Drive, Daphne Road and Llewellyn Avenue priority junctions.

Cadoxton Road (A474)

- 3.3.15 Cadoxton Road is a two-way single carriageway road approximately 8.5m in width with a north east-south west alignment. It connects the two main roundabout junctions which are located approximately 120m apart. The roundabout junctions provide access to the A4230 and B4434 which provides access to Neath town centre.
- 3.3.16 On the highway link connecting the two roundabout junctions, the road provides access to six large residential dwellings that are all located on its northern side. Four of these are accessed by shared drives. There are 2 retail units located to the south of the road but these are accessed from the roundabout junction of the A474 and A4230.
- 3.3.17 At the link road's mid-point there is a signal-controlled pedestrian crossing with footways either side of the road for pedestrian use. There is a designated ambulance lay-by on the northern side of Cadoxton Road which is demarcated by carriageway markings and is accompanied by highway signs.
- 3.3.18 The northernmost roundabout is conventional with the following 4 approach arms Penywern Road, Cadoxton Road (A4230) and Golwg-Y-Gamlas entering it. Each approach arm has a deflection island providing a pedestrian refuge with tactile paving.
- 3.3.19 The southern roundabout is larger in size than the northern one. There are 3 separate arms entering the junction from the B4434, A474 and Cadoxton road with two lane access junctions.
- 3.3.20 There is provision at the roundabout junctions for pedestrians to cross to the traffic splitter islands where there are dropped kerbs. There are also dropped kerbs located on the adjacent footways.

3.4.1 On 17 September 2023, the Welsh Government introduced a default 20mph speed limit on restricted roads across Wales. **Figure 3.3** shows that Penywern Road (A474) has retained a 30mph speed limit.

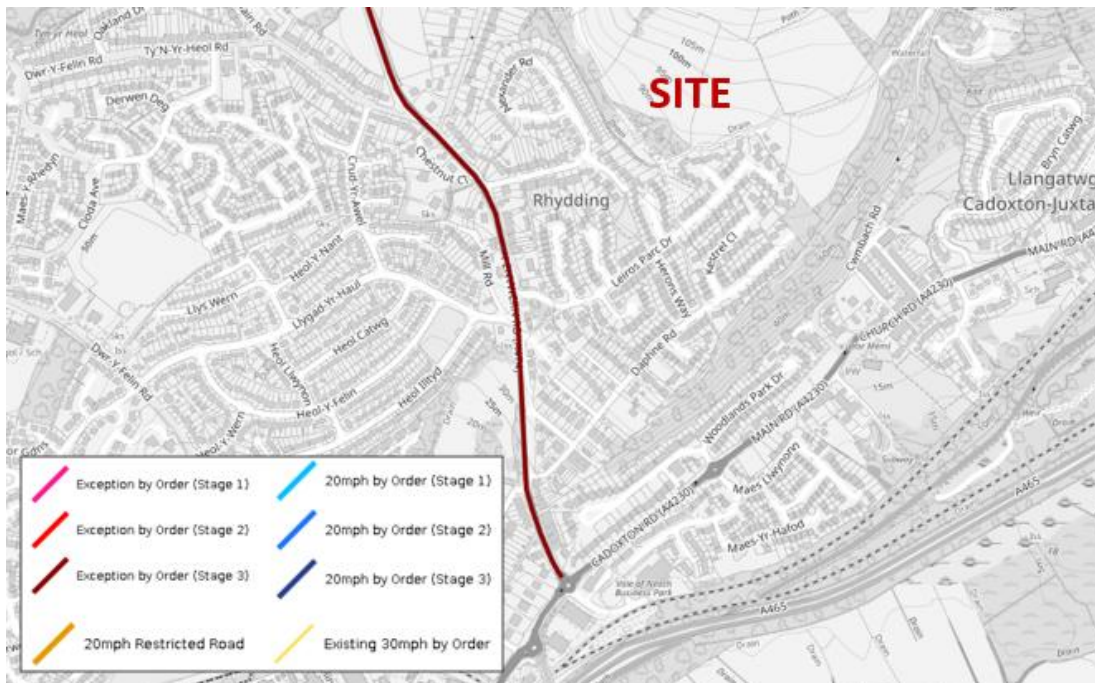


Figure 3.3 Welsh Government 20mph speed reduction

3.4.2 The minor, side roads served off the A474 in the vicinity of the application site are all subject to a 20mph speed limit.

4 SITE ACCESSIBILITY

4.1 Active Travel

- 4.1.1 Pedestrian and cyclist infrastructure within proximity of the development site is shown in **Figure 4.1**.



Figure 4.1 Pedestrian & cyclist infrastructure within proximity

Pedestrians

- 4.1.2 The vicinity of the site benefits from continuous footway provision which connects pedestrians to Neath Town Centre. A signal-controlled pedestrian crossing provides a safe route across Cadoxton Road on the desire line.
- 4.1.3 Throughout Neath Town Centre itself, there have been significant improvements to the public realm with regeneration of the town centre which has been accompanied by improvements for pedestrians, and areas of the town centre benefiting from pedestrianisation.

Cyclists

- 4.1.4 Cycling as a mode of travel is a growing trend and is seen as a key travel mode for mode shift away from the car. There are no formal cycle routes running directly past the site. However, there are several local cycle routes, both advisory and signposted, in proximity of the site that facilitate local connectivity as well as leading to national cycle route (NCN) 47.
- 4.1.5 NCN route 47 is a long-distance route starting at Newport and finishing at Fishguard. Locally the route passes through Neath and Carmarthen for 195km and is mostly traffic-free in this context.
- 4.1.6 To the southwest, NCN route 47 connects to NCN route 4. Route 4 is a long-distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. David's.
- 4.1.7 To the northeast, route 47 connects to route 46, a 148.9km route connecting Bromsgrove to Neath.
- 4.1.8 A review of publicly available data on Strava heatmaps shows that despite the lack of immediate NCN connections, Penywern Road and Cadoxton Road are heavily used by cyclists, shown in **Figure 4.2**.



Figure 4.2 Strava heatmap data

- 4.1.9 Whilst it is acknowledged that this data is dependent on users capturing and uploading data, and is consequently weighted towards those with a higher-than-average propensity to cycle, this does indicate that the environment is generally suitable for cycling,

4.2 Active Travel Network Map

- 4.2.1 In accordance with the Active Travel Wales (Wales) Act 2013, an Active Travel Network Map (ATNM) has been produced which contains details of the proposed anew and improvements to existing active travel routes that the Council will seek to deliver over the next 15 years. Proposals are subject to feasibility assessments.
- 4.2.2 The Active Travel Network Map within the locality of the site is shown in **Figure 4.3**.

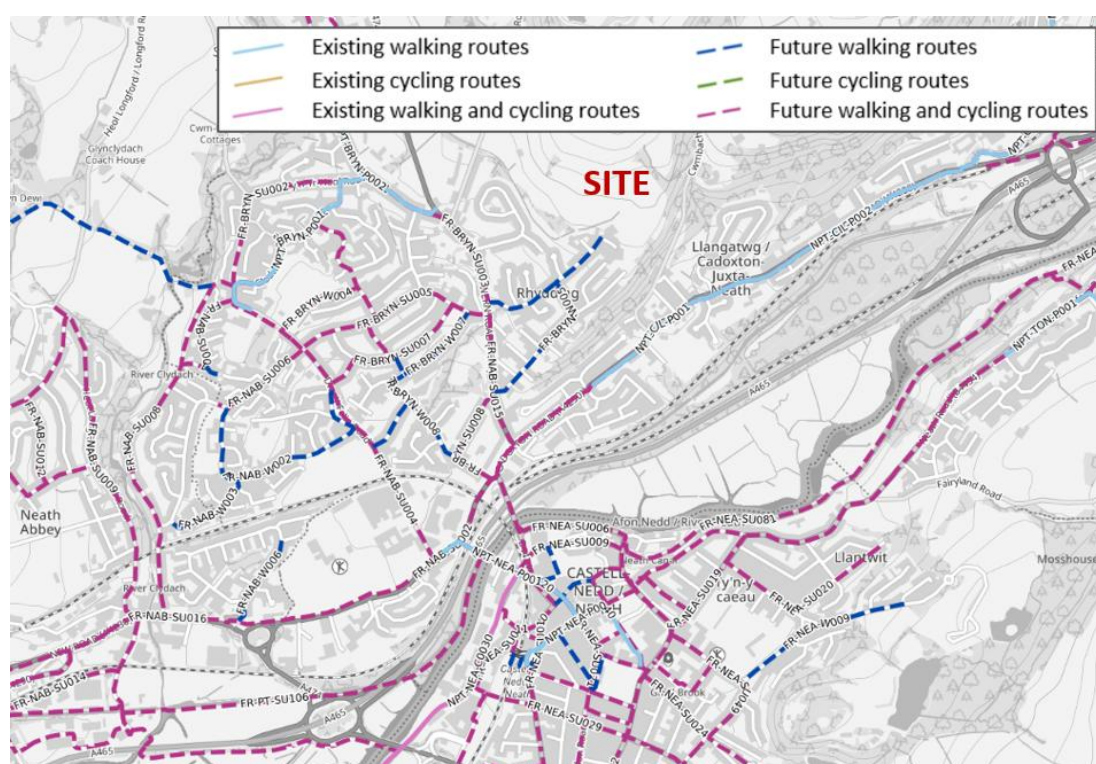


Figure 4.3 Active Travel Network Map

4.3 Public Transport

4.3.1 Public transport within proximity of the development site is shown in **Figure 4.4**.



Figure 4.4 Public transport infrastructure within proximity

Bus

- 4.3.2 Due to the scale of the proposed site, walk distances to the nearest bus stops will vary dependent on where residents are located within the site. The site will benefit from the retention of internal Public Rights of Ways and bridleways. The site proposes accessible recreational footpaths and informal woodland trails.
- 4.3.3 Then nearest bus stops are located on Herons Way, Penywern Road, Llygad-Yr-Haul Road and Cadoxton Road. Services operating within proximity of the development site as well as approximate walk distances are summarised in **Table 4.1**.

Route No.	Services	Start/End	Wider Connectivity
Chestnut Close			
56	Pontardawe - Neath	Sun: 3 services per day from 11:24-17:54	Calls at Neath Bus Station
	Neath - Pontardawe	Sun: 3 services per day from 10:45-17:10	
155	Neath - Llandarcy Village	Tue & Thurs only: 4 services per day from 10:42-17:12	
		Sat: 4 services per day from 10:42-17:12	
	Llandarcy Village - Neath	Tue & Thurs only: 4 services per day from 10:10-16:41	
		Sat: 4 services per day from 10:10-16:41	
256	Pontardawe - Neath	Mon-Fri: 12 services per day from 07:24-18:04	
		Sat: 10 services per day from 07:24-18:04	
	Neath - Pontardawe	Mon-Fri: 12 services per day from 07:47-18:26	
		Sat: 10 services per day from 07:47-18:26	
905	Cwmtwrch - Neath College	Mon-Fri: 1 service per day from 08:35-08:35	-
Pen-y-Wern Hill			
Served by no. 56 & no. 256			
Crown & Sceptre			
58	Neath - Banwen	Sun: 3 services per day from 08:53-17:36	Calls at Neath Bus Station
	Banwen - Neath	Sun: 3 services per day from 10:11-19:16	
161	Neath - Min yr Awel	Mon-Fri: 4 services per day from 08:59-16:19	
	Min yr Awel - Neath	Mon-Fri: 3 services per day from 11:16-16:04	
164	Neath Victoria Gardens - Crynant Business Park	Mon-Fri: 1 service per day from 11:31-11:31	
	Crynant Business Park - Neath Victoria Gardens	Mon-Fri: 2 services per day from 08:43-12:48	
168	Crynant - Neath	Mon-Fri: 1 service per day from 19:52-19:52	
		Sat: 1 service per day from 19:52-19:52	
906	Neath - Min yr Awel	Mon-Fri: 1 service per day from 16:49-16:49	Calls at Neath Bus Station
	Min yr Awel - Neath	Mon-Fri: 1 service per day from 08:40-08:40	
907	Neath - Coelbren	Mon-Fri: 1 service per day from 16:42-16:42	
	Coelbren - Neath	Mon-Fri: 1 service per day from 08:19-08:19	
X8	Neath - Coelbren	Mon-Fri: 12 services per day from 07:01-18:07	
		Sat: 12 services per day from 07:01-18:07	
	Coelbren - Neath	Mon-Fri: 13 services per day from 07:35-19:21	
		Sat: 13 services per day from 07:35-19:21	

Table 4.1 Bus services operating within proximity of site

- 4.3.4 Neath bus station is located within a 1.7km journey to the south of the application site. There are existing pedestrian routes providing safe and continuous footway access to the bus stops and station from the site.
- 4.3.5 The bus station provides services to local destinations within Neath and destinations further afield such as Port Talbot, Swansea, Maesteg and Bridgend.

- 4.3.6 There are a good range and frequency of bus services and opportunities within the vicinity of the site that allow for connections to the wider bus network from Neath bus station. The bus services allow for connections to the rail network where Neath Bus Station is located a 300m walk from Neath Railway Station.

Rail

- 4.3.7 Neath Railway station is located approximately 1.7km to the south 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. Services continue and onwards to London Paddington.
- 4.3.8 Local services are also provided by Transport for Wales and these provide access to intermediate railway stations that are not served by the inter-city service between Swansea and London Paddington.

4.4 Local Amenities

- 4.4.1 The Chartered Institution of Highways and Transportation (CIHT) guidance '*Providing for Journeys on Foot*' (2000) sets out the desirable, acceptable and preferred maximum walking distances for different trip purposes. These are set out in **Table 4.2** below.

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

Table 4.2 CIHT suggested acceptable walking distances

- 4.4.2 **Table 4.3** and **Figure 4.5** detail the distances to a range of local facilities along with their walk and cycle times and their proximity to the site. Walk distances have been calculated from the centre of the site.

Facility	Distance (m)	Walk Time (minutes)	Cycle Time (minutes)
Supermarket/convenience store	1200	14	10
Petrol station	1600	19	13
Post office	1100	13	9
Bank/ATM	1500	18	12
School/education	1100	13	9
Community centre/library	1400	17	11
Sports centre/facility	1500	18	12
GP/medical centre	1800	22	14
Pharmacy	1800	22	14
Café/restaurant	1100	13	9
Bar/pub	900	11	7
Fast food/takeaway	1200	14	10

Table 4.3 Local amenities within proximity

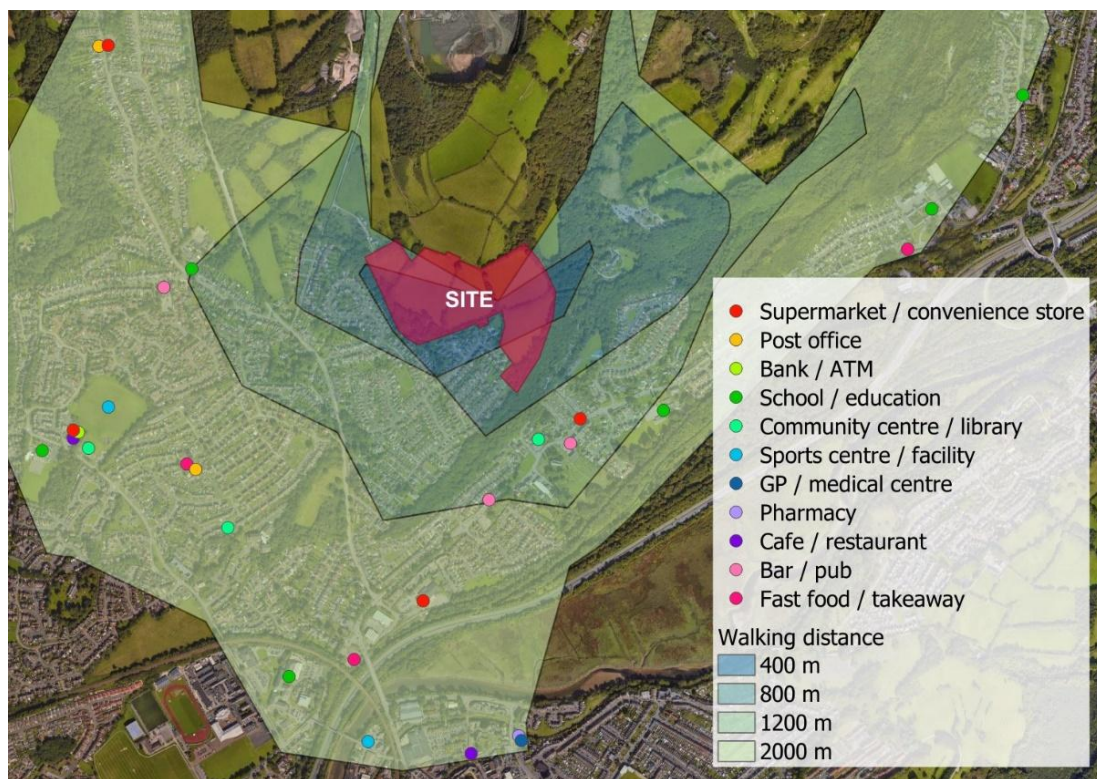


Figure 4.5 Local amenities within proximity

- 4.4.3 Within an acceptable walking distance there are a number of local amenities including retail provision. The site benefits from its residential location near Neath town centre and other services and amenities that are located in the Cadoxton area.
- 4.4.4 The development masterplan proposes a mixed-use community space for a small-scale kiosk for commercial, community and work hub use which will provide some services within the sites demise.

4.5 Department for Transport (DfT) Connectivity Tool

- 4.5.1 The DfT Connectivity Tool has been designed to see how any location in England and Wales is connected to everyday services by walking, driving, cycling and public transport. Services include health services, education, shopping, leisure and workplaces. Areas are split into 100m x 100m squares to determine a score.
- 4.5.2 The site has been given a score of 56 based on its proposed vehicular access point, though it should be noted that this score will likely improve on the provision of bus permeability into the site and footway links within. The connectivity score for the site access and wider Neath area is shown in **Figure 4.6**.

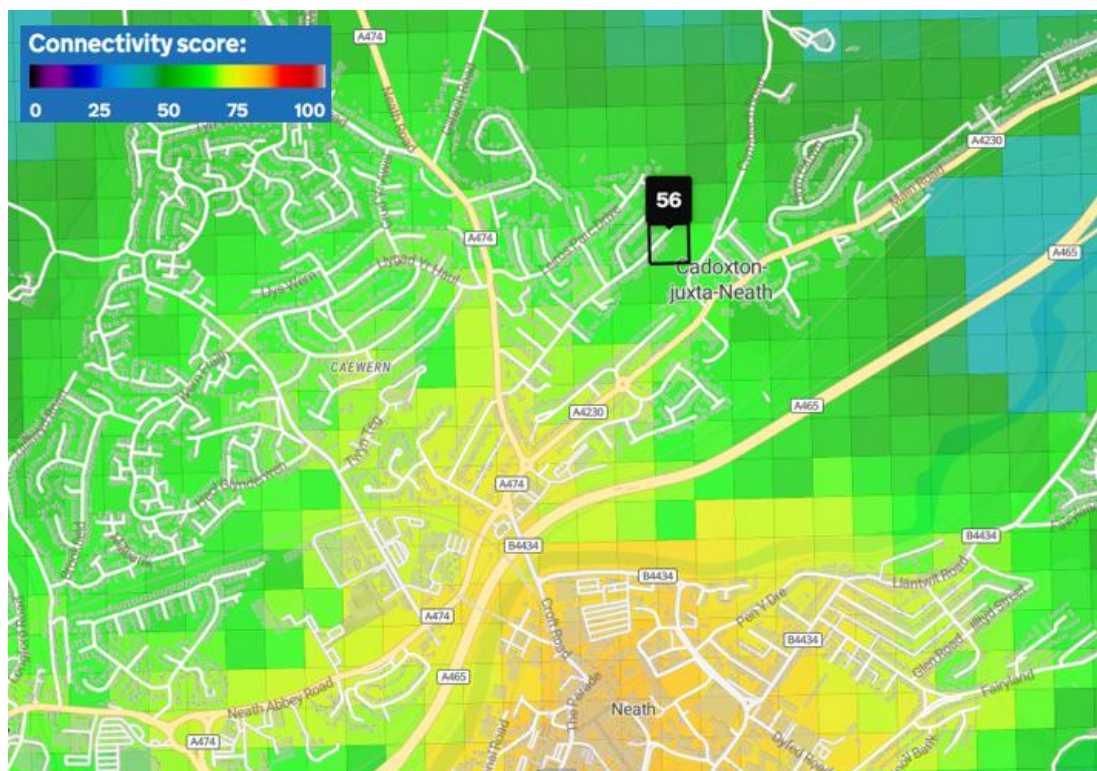


Figure 4.6 DfT Connectivity Tool

5 DEVELOPMENT PROPOSALS

5.1 Land Use

- 5.1.1 The development proposals include a residential development of up to 250 dwellings, of open market and affordable tenure. The proposed site layout can be found at **Appendix A**.

5.2 Access

Vehicular

- 5.2.1 One point of vehicular access is proposed to be provided from Daphne Road and an active travel-only link for pedestrians and cyclists will be provided from Leiros Park Drive.
- 5.2.2 The site will consist of several shared private drives, secondary access roads, traffic calming and turning areas. The geometric design of the site will be such to permit bus permeability within the site.
- 5.2.3 An active travel link with emergency access is proposed off Leiros Park Drive, discussed in Section 5.2.8 below.

Pedestrian & Cyclist

- 5.2.4 As shown in the site layout, the proposed vehicular access will also provide the main point of access for pedestrians and cyclists.
- 5.2.5 The development will provide pedestrian and cyclist infrastructure within the site to encourage residents to walk and cycle. Footways of 2m in width are to be on one or both sides of the carriageway throughout and where appropriate the provision of shared use private drives also included, which prioritise the needs of pedestrians and cyclists over vehicles.
- 5.2.6 There are existing footpath links routing through the site that are to be maintained, these are situated along the southern boundary of the site, routing north and east.
- 5.2.7 There is an active travel link to the southeast of the community park/community space proposed which will connect to Leiros Park Drive. This access will have bollards to serve as an access for emergency vehicles only if required and will not be in use for standard vehicles.

5.2.8 An active travel plan is shown along with the proposed masterplan in **Appendix A**.

5.3 Parking

Vehicular

5.3.1 On-site parking provision for the development is proposed in the context of the parking standards of the Highway Authority and Local Planning Authority, published in the Supplementary Planning Guidance dated July 2016.

5.3.2 The maximum car parking provision is summarised in **Table 5.1**, below.

Type of development	Residents	Visitors
Houses	1 space per bedroom (maximum requirement of 3 spaces)	1 per 5 units
Apartments		

Table 5.1 NPTCBC car parking standards

Bicycle

5.3.3 Cycle parking at the proposed development will be provided in accordance with NPTCBC 'Parking Standards' contained within the consultation draft of the Supplementary Planning Guidance (July 2016), within the Local Development Plan.

5.3.4 The NPTCBC SPG (2016) does not give a minimum provision for housing, but for residential apartments, a minimum of 1 long-stay bicycle parking stand is to be provided per 5 bedrooms.

5.3.5 The NPTCBC SPG (2016) policy notes that;

- Cycle parking should be located in a safe, secure and convenient location with care ensure that parking facilities do not obstruct pedestrians, disabled persons and particularly people with sight problems.
- Parking should have appropriate signage.
- For security, cycle parking should be in a visible, well-lit area.
- All residential developments must be accessible by cycles and cycle storage must be a factor of dwelling design.
- The provision of facilities for cyclists should be specifically considered whenever a Travel Plan is accepted.

5.4 Modal Split

- 5.4.1 The development is situated in ward Neath Port Talbot 006. **Table 5.2** details the current 'journey to work' mode share for existing local residents within the MSOA.

Method of travel to work	Mode share %	
	2011	2021
Driving a car or van	79%	64%
Passenger in a car or van	5%	4%
Motorcycle, scooter or moped	0%	0%
Taxi	0%	0%
On foot	6%	4%
Bicycle	1%	1%
Bus, minibus or coach	2%	1%
Train	3%	1%
Work mainly at or from home	3%	26%
Other method	1%	1%
Total	100%	100%

Table 5.2 Mode share Neath Port Talbot 006

- 5.4.2 The data summarised in **Table 5.2** illustrates that the residents within Neath Port Talbot 006 currently travel to work by private car.
- 5.4.3 In the 2011 census, 79% of residents were traveling to work by private vehicle compared with 64% in the 2021 census. It should however be noted that the Coronavirus pandemic has influenced a pattern of working from home. In 2011, 3% worked mainly from home whilst in 2021 this increased to 26%.
- 5.4.4 When accessing data, Nomis states that;
- "It is difficult to compare this variable with the 2011 Census because Census 2021 took place during a national lockdown. The government advice at the time was for people to work from home (if they can) and avoid public transport."*
- 5.4.5 Active Travel trends remain relatively low with 6% and 4% travelling on foot in 2011 and 2021 respectively. Cycling mode share was 1% in both 2011 and 2021.
- 5.4.6 Public transport modes have lowered with 2% travelling by bus in 2011 and 1% travelling by bus in 2021. Train users have also lowered from 3% in 2011 to 1% in 2021. At the time of the census, use of public transport was actively discouraged by the Welsh Government.

6 OBJECTIVES & TARGETS

6.1 Introduction

- 6.1.1 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.

6.2 Objectives

- 6.2.1 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.
- 6.2.2 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.

6.3 Targets

- 6.3.1 Targets are essential for monitoring the progress and success of the Travel Plan, and should be 'SMART' – specific, measurable, achievable, realistic and time-related.
- 6.3.2 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.
- 6.3.3 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.

- 6.3.4 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.

6.4 Aim targets

- 6.4.1 **Table 6.1** sets out the Travel Plan targets which have been based on the travel to work data set out in **Table 5.2**. Travel Plan targets have been set based on 2011 census data due to the impact of Coronavirus on the 2021 dataset.
- 6.4.2 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.
- 6.4.3 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		
			Yr 1	Yr 3	Yr 5
Reduce the proportion of SOV trips to and from the site	To reduce the mode share for car drivers	79%	75%	72%	69%
	To increase the mode share for car passengers	5%	6%	7%	8%
Increase the proportion of walking and cycling trips to and from the site	To increase the mode share for walkers	7%	9%	10%	11%
	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%	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 6.1 Travel Plan targets

- 6.4.4 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 necessary.

6.4.5 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

6.4.6 '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.

6.4.7 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.

7 TRAVEL PLAN STRATEGY

7.1 Introduction

- 7.1.1 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.

7.2 Travel Plan Co-ordinator

- 7.2.1 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.

- 7.2.2 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.

- 7.2.3 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.

- 7.2.4 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.

7.3 Travel Plan funding

- 7.3.1 The funding of the Travel Plan implementation will be the responsibility of the developer. This will be the responsibility of the developer for the first five years of the Travel Plan.

7.4 Implementation programme

- 7.4.1 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.
- 7.4.2 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.
- 7.4.3 The implementation programme provides a clear timescale for how and when different aspects of the Travel Plan should be implemented, and by whom. **Table 7.1** sets out the implementation programme.

Travel Plan stage	Responsibility	Target date for completion
Implementation of infrastructure measures (Cycle access & parking provision)	Developer	During construction
Appointment of TPC	Developer	3 months prior to initial occupation
Establish a timescale for implementation of soft measures	TPC	Prior to initial occupation
Production of marketing material	TPC	Completed prior to initial occupation
Launch of Travel Plan	TPC	Initial occupation
Initial travel survey (ITS)	TPC	Within 3 months of 50% occupation
Ratify Travel Plan targets	TPC	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 7.1 Implementation programme

8 TRAVEL PLAN MEASURES

8.1 Introduction

- 8.1.1 This chapter provides details of the measures to be implemented to facilitate travel behaviour change by all residents or visitors to the development.

8.2 Marketing & Travel Information

- 8.2.1 The dissemination of information on the Travel Plan is vital to raise awareness of travel options and the benefits of travelling sustainably.

8.3 Residents Information Pack

- 8.3.1 An information pack will be produced and distributed to all future residents as they move into the site with the purpose of introducing new occupiers to the Travel Plan and the travel options available to them.

- 8.3.2 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,
- Feedback form for any travel related matters.

8.3.3 The feedback from these forms will assist in gathering information about transport choices and ideas on ways to improve the Travel Plan. Results of this will be included in the annual monitoring reports.

8.3.4 The Welcome Pack should be new residents who move to the site in future, ensuring this is kept up-to-date by the TPC. Revisions will contain the results of any past monitoring, targets and achievements.

8.4 Active Travel

Walking

8.4.1 Walking is a sustainable, has several proven health benefits and is a source of personal freedom. It's an important mode of travel for people using public transport for multimodal journeys or those without access to a car. It potentially has an important role to play in journeys to work, school and to access facilities, particularly for those living within 2km (approx. 1.25 miles).

8.4.2 It is not unusual for people to walk much further due to the lack of cost, predictable journey times and enjoyment as a healthy and stress-free way to travel with a low environmental impact.

8.4.3 Walking is a form of active travel which can offer physical and psychological benefits to individuals including improved concentration, improved mood and reduced stress. Active travel offers individuals a way to fit exercise into busy lives.

8.4.4 The site will provide a network of footways within the site of which will link seamlessly into the existing highway network of Cadoxton.

Cycling

8.4.5 Cycling provides a fast alternative to walk, whilst avoiding a private car for journeys of up to 5km. As with walking, it is inexpensive, offers reliable journey times, has a low environmental impact and promotes improved health through regular exercise.

8.4.6 Cycling will be encouraged by providing each individual dwelling with bicycle storage facilities within the curtilage of the dwelling and apartments provided with secure and sheltered communal facilities.

- 8.4.7 Cycling parking will be provided in accordance with the NPTCBC SPG (2016) which sets out minimum cycle parking as well as appropriate type for residential dwellings.

Active Travel Measures

- 8.4.8 The active travel measures that could be considered as part of the site are summarised in **Table 8.1.**

<u>Development Stage</u> 1. The provision of safe and appropriate cycle parking for all residents within the site. 2. The provision of safe and appropriate pedestrian and cyclist connections for residents. <u>On going</u> 3. Encourage residents to participate in Walking Events such as ‘Walk to Work’ weeks, Step Challenges and sponsored walks to work, all given advanced promotion in residential newsletters or online community groups. 4. Encourage residents to set up a community Strava Club so residents can socialise and challenge each other. 5. Circulate maps (which also shows distances in minutes) of walking routes to the site from surrounding areas with public transport connections to promote the health benefits of walking to residents. These can be promoted in residential newsletters or online community groups. 6. Provide travel information materials with advice on bicycle security, i.e. detailing how to lock a bicycle most effectively and advice on best locks to buy. 7. Liaise with the Council regarding the upkeep of local footpaths, signage and improvements to security on routes around the site; promoting websites such as www.fixmystreet.com for flagging up specific problems to local authorities. 8. Set up a forum to encourage those who live nearby one another to walk or cycle together to work/school in groups. 9. Raise awareness of the health, financial, social and environmental benefits of walking and cycling. 10. Provide maps and information from third parties such as Sustrans as well as specific local information with cycle route. 11. Encourage residents to check with their employer for Cycle to Work schemes. 12. Provide bicycle maintenance and safety workshops for residents living within the development. 13. Encourage residents to make use of public bicycle facilities located within the local area when commuting.

Table 8.1 Active travel measures

8.5 Public Transport Measures

- 8.5.1 Increased use of public transport is a fundamental aspect of the Welsh Government sustainable transport strategy. Where possible, walking and cycling are usually favourable to public transport because there are fewer environmental impacts and health benefits. Nevertheless, public transport remains important, particularly for journeys of more than 10km and n multi-modal journeys.
- 8.5.2 Convenience, availability of services and cost are generally the most popular reasons for choosing travel by public transport. In some cases, people may not be aware of what public transport options available to them and how convenient it may be.
- 8.5.3 The site layout has been designed to accommodate bus permeability and the site is well located for public transport connections on Penywern Road. Internal footway connections throughout the site will offer more direct links to stops throughout the site.

Public Transport Measures

- 8.5.4 The public transport measures that could be considered as part of the site are summarised in **Table 8.2**.

<u>Development Stage</u> 1. Ensuring bus permeability of the development site to reduce journey times to public transport connections. <u>On going</u> 2. Promote interest-free season ticket loans for public transport users. 3. Maintain dialogue with residents, Council and local bus operators regarding improving reliability, frequency and value of public transport. 4. Provide up-to-date information and promote public transport options, including routes, stops, timetables and costs (daily, weekly, monthly and annually) within residents' newsletters and community groups. 5. Working with local authorities / developers to ensure signage to public transport stops are clear with adequate facilities such as seating and timetable information. 6. Promoting the use of journey planners such as Waze, Google Maps and Trainline. 7. Encourage residents to consider multi-modal journeys by walking, cycling or driving to Neath by promoting station facilities to do so.

Table 8.2 Public transport measures

8.6 Managing Car Use

8.6.1 It is important that car use and parking are managed in association with the Travel Plan, this includes within the development stage. Better management will help to ensure more efficient and equitable use of spaces.

8.6.2 Despite the alternatives to the private car, many people would prefer to rely on their private car as their means of transport for some or all of the time, for example if they have a disability or for certain types of trips.

Car Parking

8.6.3 The parking SPG guidance provides maximum car parking standards to prevent an excess and overspill of car parking.

8.6.4 Car parking will be provided in accordance with the maximum standard to prevent this.

Car Sharing

8.6.5 Car sharing involves two or more persons travelling in the same car. It is an important component of any Travel Plan, as it can reduce congestion and save time and money for participants. Identified benefits of sharing over driving alone are:

- Saving money and reduced maintenance costs.
- Time to relax without driving stress; and,
- Opportunity to socialise with friends/colleagues

8.6.6 The most popular measures to encourage car sharing are providing help to find car share partners, introducing incentives for car sharers and guaranteed lift home.

8.6.7 It was reported in the 2011 census that 5% of those living within the ward travelled to work as a passenger in a car or van. Car sharing should be considered for those travelling to the railway stations as part of multimodal trips as well as those travelling to nearby towns or cities.

Managing Car Use Measures

- 8.6.8 The measures that could be considered as part of the sites to reduce car usage are summarised in **Table 8.3**.

<u>Development Stage</u> 1. Ensuring appropriate car parking provision to prevent overspill onto carriageways. 2. Ensuring appropriate levels of cycle parking are provided to offer a viable alternative to car ownership. <u>On going</u> 3. Introduce postcode matching 'coffee breaks' to meet others in their local area who may be able to car share. 4. Promote the financial and time saving benefits of car sharing. 5. Work with community groups to set up car sharing schemes. 6. Introduce and encourage car sharing to public transport nodes (Neath Bus interchange and Railway Station) to promote multi-modal trips. 7. Encourage residents to consider car-pooling for transport to local schools which will reduce car demand and traffic during drop off/pick up.

Table 8.3 Managing car use measures

8.7 Reducing the need to travel

- 8.7.1 It is possible to reduce the need to travel by considering working practices and through the use of technology. Working hours and practices can have an impact on the mode of transport staff choose to use, for example, when bus services are reduced outside of normal working hours.
- 8.7.2 Following the Covid-19 pandemic, the Welsh Government have adopted a Remote Working strategy with the aim of having 30% of Welsh worked at or near home on a regular basis. Benefits of this include;
- **Social and well-being:** choice and flexibility of workspaces to improve well-being, work-life balance, job satisfaction and productivity;
 - **Environmental:** Reduced work-related travel, congestion and carbon emissions. Creates a better environment for pedestrians and cyclists, and encourages sustainable travel;

- **Economic:** Creates job opportunities for those in any location, provides a diverse workforce and can reduce sickness absences

8.7.3 It is therefore considered that promoting homeworking within the Travel Plan coincides with Welsh Governments long-term goals on home working.

Reducing the need to travel Measures

8.7.4 The following measures outlined in **Table 8.4** below, are to reduce the need to travel:

On going

1. Promoting good quality broadband throughout the development to allow residents to shop online and work from home where appropriate.
2. Encourage residents, where feasible, to work flexible hours, compressed working weeks and home work.
3. Encourage the use of journey planning apps and websites as part of the Travel Plan Welcome Pack to help residents plan their trips ahead and minimise the number or journeys required.

Table 8.4 Travel Plan measures – reducing the need to travel

9 MONITORING

9.1 Introduction

- 9.1.1 This Travel Plan is an evolving strategy that will require annual monitoring to assess progress against its targets. This chapter discusses how progress of the Travel Plan towards its targets will be measured.

9.2 Monitoring

- 9.2.1 Monitoring activities will be composed of informal occupier surveys or based on Internet-based occupier surveys including a set of travel behaviour questions.
- 9.2.2 These surveys will be undertaken annually by the Travel Plan Co-ordinator or an appointed consultant and will be reported to both the development and Neath Port Talbot County Council.
- 9.2.3 Travel Plan monitoring will be undertaken on an annual basis and monitoring reports on the performance of the Travel Plan will be submitted to the Local Planning Authority once per annum within 3 months of such monitoring surveys.

Appendix A



ACTIVE TRAVEL CONNECTIVITY

- Footpath connection
- Active Travel Route / Emergency Access with retained existing private access to rear property via brideway
- Retained Bridleway *
- Retained PROW - formal footpath *
- Retained PROW - informal trail *
- Accessible recreational footpath (indicative)
- Informal woodland trail (indicative)

* Bridleway/PROW routes indicatively marked for illustrative purposes only and should not be relied upon as definitive legal alignments.

KEY PRINCIPLES

KEY

- Red Line Boundary (11.8HA)
- Built Form & Use**
 - Residential
 - Mixed-use Community Hub
- Community, Recreation & Landscape**
 - Parkland - Formal Public Open Space
 - Informal Public Open Space
 - Eco-Tone Planting (maintenance & PROW access only)
 - Proposed growing space / allotment
 - Landscaped Based Play
 - Disaggregated LEAP
- Infrastructure**
 - Street Network with integrated roadside SUDS features
 - Bus Loop
 - Indicative Bus Stop
 - Sub Station

A	Mplan and key updated	04/06/26
REV.	DESCRIPTION	DATE

CLIENT

Codi Group

JOB TITLE
Leiros Park Outline Planning Application

DRAWING TITLE
Illustrative Masterplan

SCALE @ A3	DATE	DRAWN BY
1:2000	Jan' 26	GB

2421 IMP-01

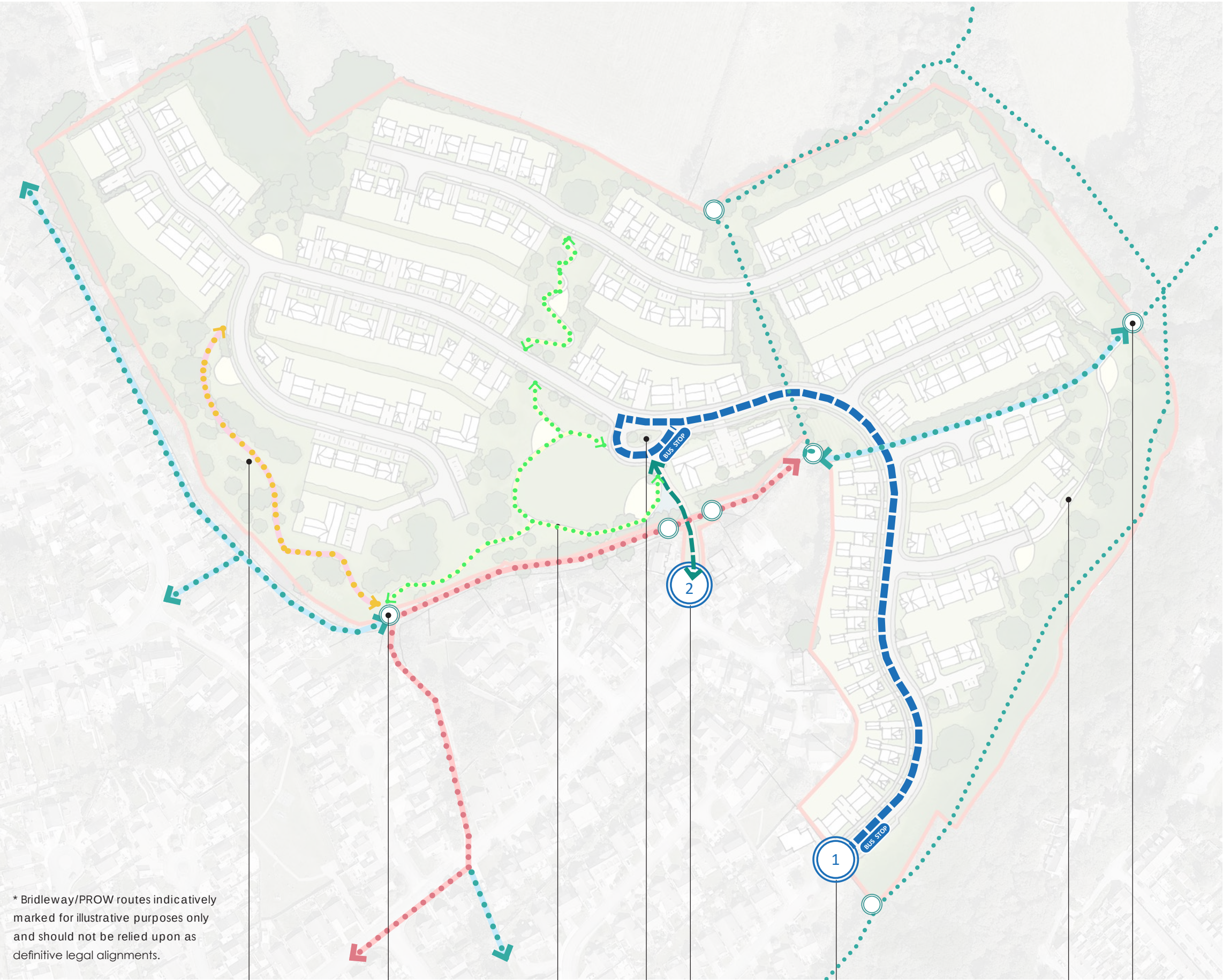


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* Bridleway/PROW routes indicatively marked for illustrative purposes only and should not be relied upon as definitive legal alignments.

INFORMAL
WOODLAND
WALK

RECREATIONAL
TRAIL

FOOTPATH
CONNECTION TO
PLAY AREA

BUS
TURNING
AREA

FOOT, CYCLE
& EMERGENCY
ACCESS ONLY

PRIMARY ACCESS
(ALL MODES)

FOOTPATH
CONNECTION

RECREATIONAL TRAILS

DESIGN PRINCIPLES

KEY

- Red line boundary
- ① Daphne Road (All modes)
- ② Leiros Park Drive (Foot/Cycle/Emergency Access)
- Footpath connection
- Bus Route
- BUS STOP Indicative Bus Stop
- Active Travel Route (Emergency Access only)
- Retained Bridleway *
- Retained PROW - formal footpath *
- Retained PROW - informal trail *
- Accessible recreational footpath (indicative)
- Informal woodland trail (indicative)

A	Mplan and key updated	04/06/26
REV.	DESCRIPTION	DATE

CLIENT

Codi Group

JOB TITLE

Leiros Park Outline Planning Application

DRAWING TITLE

Active Travel Route Plan

SCALE @ A3	DATE	DRAWN BY
1:2000	Jan' 26	GB

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