

**acstro**

# **Travel Plan**

**Phase 2 Development  
Coverack Street  
Newport**

December 2024

## Table of Contents

1	Introduction.....	1
2	Existing Conditions.....	3
3	Proposed Development.....	7
4	Travel Plan.....	9
5	Travel Plan Measures.....	11

## Appendices

*Appendix 1 Site Context*

## Revision History

A	26 <sup>th</sup> March 2024	First Issue
B	1 <sup>st</sup> May 2024	Second Issue
C	10 <sup>th</sup> December 2024	For PAC

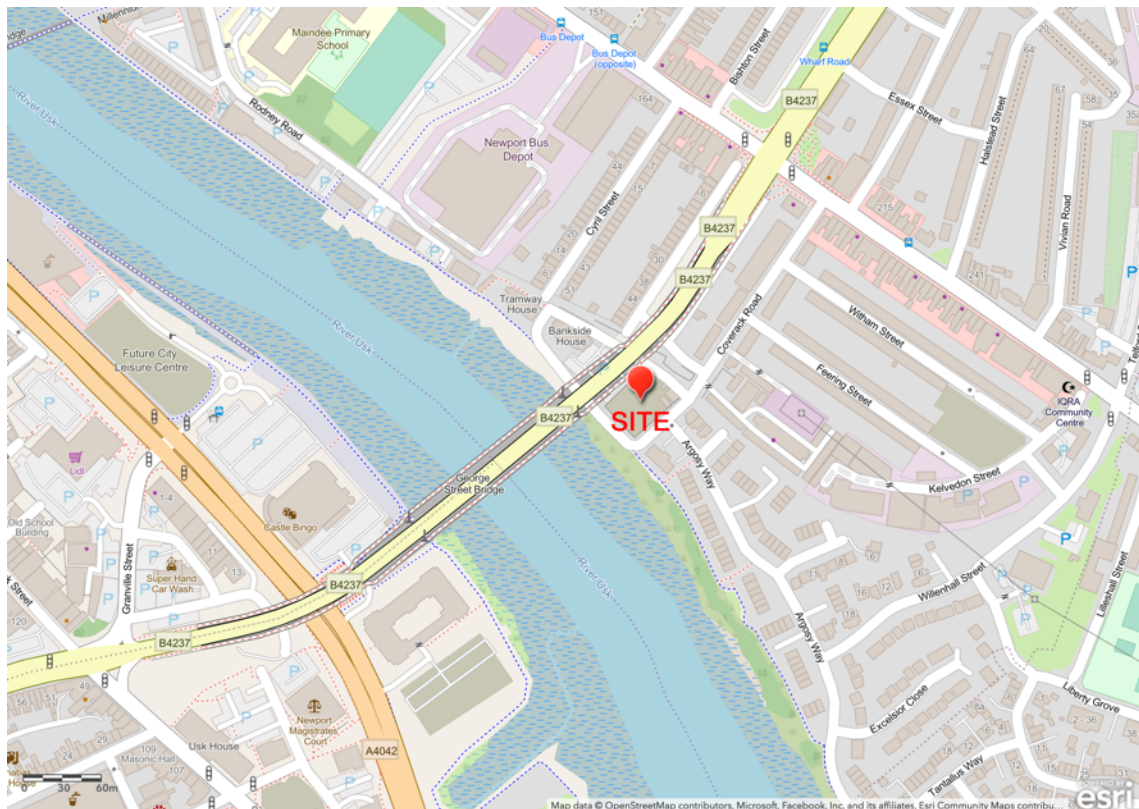
1752-ACS-ZZ-XX-RP-T-002-C Travel Plan.docx

This report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by Acstro Limited, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. Acstro Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its content.

© 2024 Acstro Limited

## 1 Introduction

- 1.1 Acstro has been appointed by Newport City Homes to prepare a Travel Plan to support a planning application for the construction of a 5-storey apartment block, accommodating 40 apartments, at Coverack Road, Newport.
- 1.2 This constitutes a second phase of development at the site. The first phase comprises of two apartment blocks, accommodating a total of 76 apartments, which was granted planning permission in 2019 (LPA Ref: 18/1169).
- 1.3 The general location of the site is shown in Figure 1 below.



**Figure 1 Location Plan**

- 1.4 The ultimate aim of any Travel Plan should be to influence long-term changes in travel behaviour by providing the right package of measures that promote and value sustainable transport initiatives. It is crucial to the success of a Travel Plan that the measures are site specific and tailored to the needs of the existing and future users of the site.
- 1.5 This Travel Plan aligns with the Welsh Government's vision for how the country's transport system can help deliver on a pathway to creating a more prosperous, green and equal society. This is set out in Llwybr Newydd – The Wales Transport Strategy 2021, which lists its priorities as being:
  1. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.

2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
  3. Encourage people to make the change to more sustainable transport.
- 1.6 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.
  - 1.7 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

#### Benefits of a Travel Plan

- 1.8 Travel Plans support planning policy in their objective to deliver sustainable development. Travel Plans reduce the number of single occupancy car trips and promote greater use of sustainable modes of transport such as public transport, cycling or walking.
- 1.9 A reduction in the number of private vehicle journeys has the potential to reduce the type and volume of pollutants released into the atmosphere, which are contributing to climate change and having a detrimental effect on health.
- 1.10 A reduction in single occupancy car trips can result in a reduction in peak period traffic congestion, fewer road traffic accidents, reduced stress, healthier lifestyles, better productivity, environmental protection, improved access for residents, visitors, and deliveries, and genuine reduction in social exclusion through the provision of choice between modes of transport.

## 2 Existing Conditions

- 2.1 The application site is previously developed land and is located at the south western end of Coverack Road. Coverack road forms the south eastern and south western boundaries to the site. The north eastern boundary is formed by the access to Tramway House and Bankside House, which lie to the north west.
- 2.2 The site is located on the eastern bank of the River Usk. The George Street Bridge passes above the and along the application site's north western boundary.
- 2.3 The site is located approximately 900m / 13-minutes' walk from Newport City Centre (measured to Friar's Walk).
- 2.4 These existing residential apartment blocks (Tramway House and Bankside House) form phase 1 of the development of the wider site with the application site being the second and final phase.
- 2.5 Tramway and Bankside Houses provide a total of 76 apartments (29 x 2-bed and 47 x 1-bed) with 76 resident and 1 visitor car parking spaces provided. There are also 24 covered cycle stands. Both Tramway House and Bankside House are fully occupied.

### Proximity to Services

- 2.6 The site is shown in the context of surrounding transport links and proximity to services in Appendix 1.

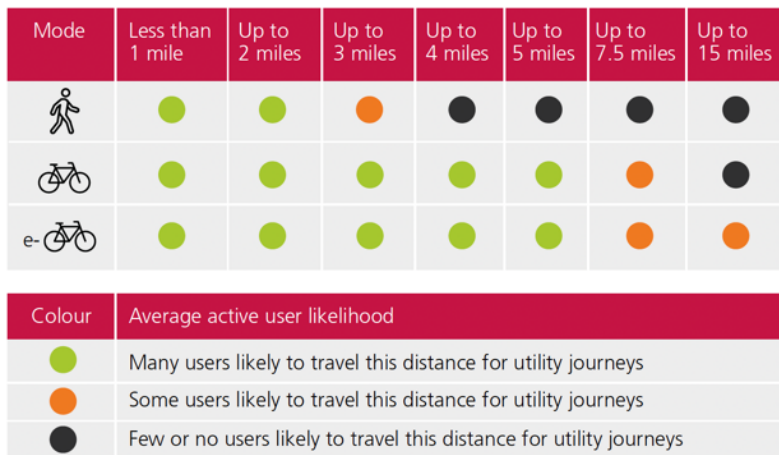
### *Appendix 1 Site Context*

- 2.7 Guidance published in 2021 by TCPA advocates the development of 20-minute neighbourhoods. A 20-minute neighbourhood is essentially a compact and connected place, with a range of services that meet most people's daily needs. The characteristics or 'ingredients' of a 20-minute neighbourhood include:
  - diverse and affordable homes;
  - well connected paths, streets and spaces;
  - schools at the heart of communities;
  - good green spaces in the right places;
  - local food production;
  - keeping jobs and money local;
  - community health and wellbeing facilities; and
  - a place for all ages.
- 2.8 The entire city centre and the wide range of services and facilities available within it is within a 20 minute walk of the site. There are also three district centres (as defined by the LDP) located at Corporation Road, Commercial Road and Maindee, which are all within a 5 to 15 minute walk of the site. As a result, residents of the site are more likely to walk, cycle or use public transport to make the short journeys needed to access those services and will not be reliant on the car. This delivers many benefits including a reduction in road congestion, improved air quality, improved physical and mental health and improved social interaction and sense of community.

- 2.9 The application site is within the school catchment areas for St Andrew’s Primary School and Lliswerry High School. St Andrew’s school is approximately 1km / 16 minutes’ walk from the site. Lliswerry High is some 3km to the south east of the site and therefore further than most will choose to walk. The High School is however within a short cycle ride (10 minutes) and therefore can be accessed by active travel.
- 2.10 There is a GP surgery and pharmacy at Kelvedon Street, some 400m for the application site. The Royal Gwent Hospital is approximately 1.5km to the south west of the site.
- 2.11 There are a number of parks and leisure facilities nearby including Lysachts Park at Liberty Grove, some 500m to the southeast.
- 2.12 The nearest bus stops are on Corporation Road, around 250m to the north. Newport’s bus and railway stations are within a 15 to 20 minute walk of the site.

Active Travel

- 2.13 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government’s *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.



**Figure 2 Typical Distance Range for Active Travel**  
 (Source: Active Travel Guidance Table 4.1)

- 2.14 The site is well connected to the existing active travel network with one route, that runs along the eastern bank of the River Usk passing the site. From this riverside route the city centre can be reached via the Newport City footbridge.

Public Transport

- 2.15 The nearest bus stops are on Corporation Road, around 250m to the north. Newport Bus operates services 5, 42, 43, 9C which stop at these bus stops and provide connections to various areas within Newport. Buses run regularly, with departures typically every 30 minutes.

### Highway Access

- 2.16 The site is accessed from Coverack Road, a single carriageway residential road. Coverack Road connects with Corporation Road and Morris Street to the north east of the application site by way of a priority junction. The road is subject to a 20mph speed limit and forms a dead end adjacent to the southern boundary of the application site.
- 2.17 A footway is present along the southern side of the carriageway for pedestrian use and there is no street lighting or parking restrictions in place within the vicinity of the site.
- 2.18 To the north east of the application site, the road has footways on both sides of the carriageway and street lighting either side. Parking restrictions are in place in the form of double yellow lines near the priority junction with Corporation Road.
- 2.19 Corporation Road is a wide two-way single carriageway road of approximate width of 7.5m within the vicinity of the application site. The road has a north west to easterly alignment, connecting to the B4596 to the north and the A48 to the south. It also forms a cross road junction with the B4237 just north of the application site.
- 2.20 Corporation Road has footways on both sides of the carriageway. There are several signalised pedestrian crossings located along the length of the road, with one located either side of the priority junction with Coverack Road. The road provides access to a series of side roads with various land uses.
- 2.21 George Street provides a link from the south to the north of Newport and carries some 27,000 vehicles per day<sup>1</sup>. George Street Bridge crosses over the River Usk within the vicinity of the site. The road bridge is suspended over the north western edge of the application site.
- 2.22 The George Street Bridge comprises a dual carriageway of approximately 7.3m in each direction and 2.7m footways for pedestrians and cyclists on either side.
- 2.23 A review of injury accident records for the area around the site has been undertaken for latest five-year period for which data is available (2018 – 2022 inclusive). There have been no recorded injury accidents on Coverack Road during that period, indicating that it operates safely.
- 2.24 There is one, isolated and slight severity, collision recorded near the Coverack Road / Corporation Road junction. The absence of clusters of collisions at this location indicates that the junction operates safely.
- 2.25 There are four recorded injury collisions at the Corporation Road / George Street crossroads. Three are classified as slight and one as serious in severity. This small cluster of collision injuries is not unusual at a crossroads that carries significant traffic volume and does not give rise to undue concerns over the junction's safety.

---

<sup>1</sup> <https://roadtraffic.dft.gov.uk/manualcountpoints/99827>



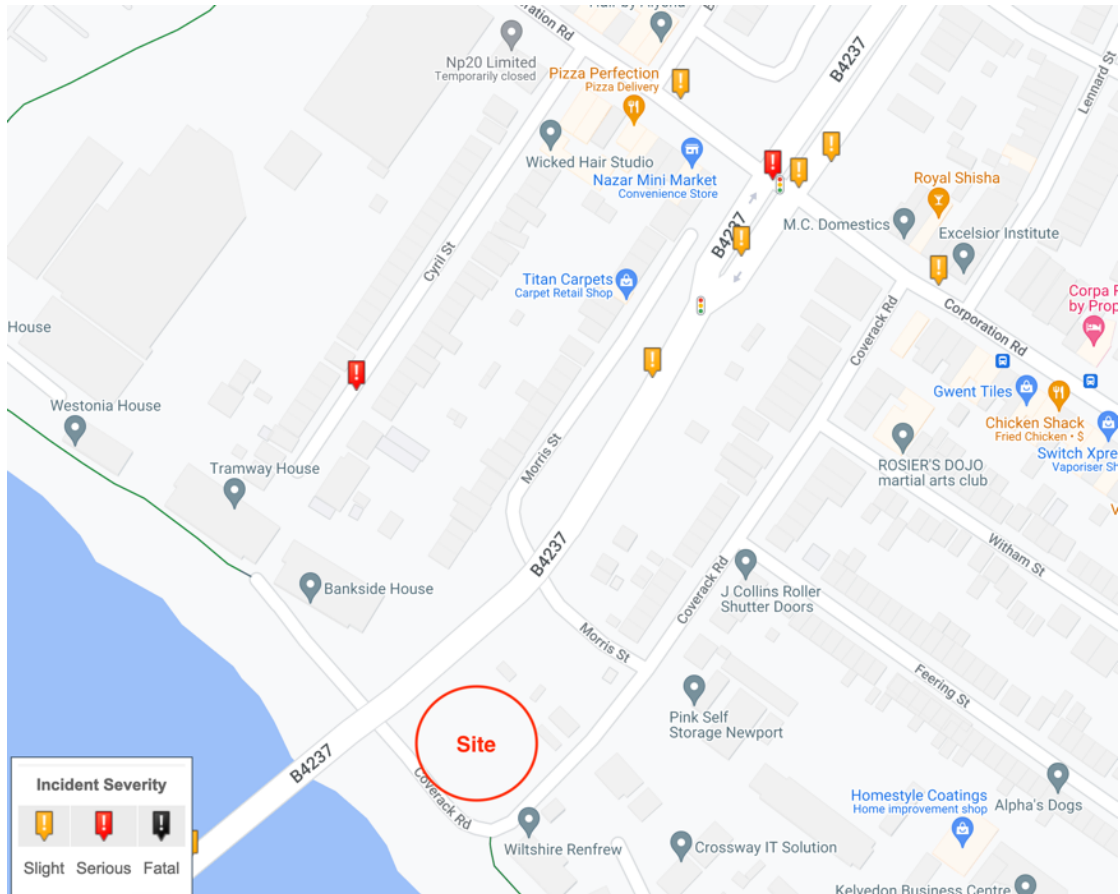
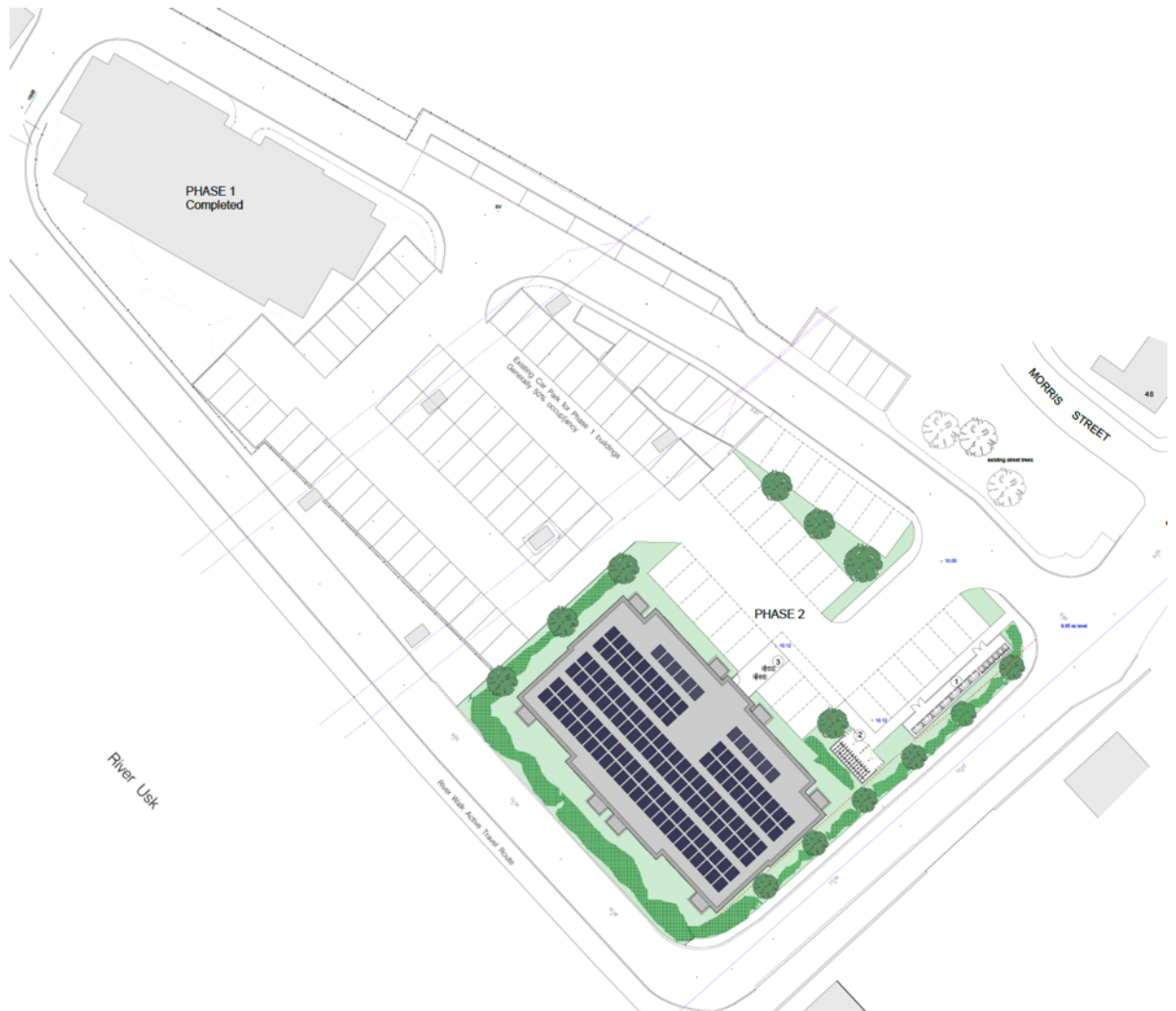


Figure 3 Injury Accident Location & Severity ([www.crashmap.co.uk](http://www.crashmap.co.uk))



### 3 Proposed Development

- 3.1 The proposal is for phase 2 of the development of the site. A new, 5-storey apartment block will be located to the east of the George Street Bridge. The building will contain a total of 40 apartments; 30 x 1-bed apartments and 10 x 2-bed apartments (50 bedrooms in total).



**Figure 4 Proposed Development**

- 3.2 A new parking area will be accessed from the existing, phase 1, access road and will also link through to the phase 1 parking area. A total of 32 additional parking spaces will be provided.
- 3.3 Overall the combined two phases of development will provide 116 apartments and 109 cap parking spaces.
- 3.4 A new covered cycle shelter will be provide 25 spaces in two tiers. Also visitor short-stay cycle stands also provided near the apartment block's entrance.

### Trip Generation

- 3.5 The potential trip generation of the proposed development has been estimated by applying the trip rates agreed for the planning application for phase 1 of the development. These are set out in Table 4.1 of a Transport Statement produced by Asbri Transport in support of that planning application. The trip rates were derived from the TRICS trip rate database and are reproduced in the table below.

Mode & Time Period	Trip Rate per Dwelling			Trip Generation (40 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
<b>Vehicles</b>						
0800-0900	0.079	0.181	0.260	3	7	10
1700-1800	0.163	0.126	0.289	7	5	12
<b>Cyclists</b>						
0800-0900	0.005	0.009	0.014	0.2	0.36	0.56
1700-1800	0	0	0	0	0	0
<b>Pedestrians</b>						
0800-0900	0.07	0.177	0.247	3	7	10
1700-1800	0.256	0.102	0.358	10	4	14

**Table 1 Trip Rates & Development Trip Generation**

- 3.6 The trip rate data suggests that the development will generate an additional 10 to 12 peak hour vehicle movements and 10 to 14 pedestrian movements during the same hours. Cycle trips are expected to be no more than 1 per hour.
- 3.7 This volume of additional vehicle, pedestrian and cycle traffic is considered to be insignificant and will have no material impact on the operation and safety of the surrounding transport networks.

## 4 Travel Plan

### Travel Plan Aims

- 4.1 It is important that the Travel Plan has a focus and direction in what it is trying to achieve. This can be accomplished through the identification of Travel Plan aims, which are realistic and site specific. The aims of this Travel Plan are:
- To widen the travel options available to all users of the development. It is vitally important that the users of the development are made fully aware of the sustainable transport choices available to them from the opening of the site so that sustainable travel habits are established from the outset. The focus of the Travel Plan will be to inform the residents of the proposed development of the travel options available to them.
  - To improve the health of all users to the site. Current Government advice for living a healthier lifestyle is to engage in moderate exercise (that raises your breathing and heart rate) for 30 minutes a day. This Travel Plan aims to encourage greater take up of walking and cycling to the site within the area.
  - To carefully monitor and manage the Travel Plan. It is imperative to the success of the Travel Plan that there are the right mechanisms in place to monitor and manage it so that it is effective year on year.
- 4.2 This Travel Plan aligns with the Welsh Government's vision for how the country's transport system can help deliver on a pathway to creating a more prosperous, green and equal society. This is set out in Llwybr Newydd – The Wales Transport Strategy 2021, which lists its priorities as being:
- Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
  - Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
  - Encourage people to make the change to more sustainable transport.
- 4.3 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.
- 4.4 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

### Travel Plan Co-ordinator

- 4.5 For a Travel Plan to succeed, it must be treated as an ongoing programme, requiring regular management input. Experience has shown that the most successful Travel Plans have a dedicated Travel Plan Co-ordinator (TPC). The TPC is vital as they provide the focus for the Travel Plan to promote, implement and monitor it.
- 4.6 The development's TPC will be appointed at least 3 months prior to the first occupation.
- 4.7 The duties of the TPC will include:
- The introduction of Travel Plan initiatives;
  - To promote and encourage the increased use of alternative modes of transport and to provide general and specific information on the options available;
  - To encourage participation and compliance with Travel Plan policies;

- Organise & encourage site wide participation in local and national travel events e.g. Walk to Work Week, Bike Week, Liftshare Week;
  - Produce Travel Information packs to all new residents;
  - To arrange regular travel surveys and monitoring reports;
  - To act as a point of contact and provide information relating to the operation of the Travel Plan to relevant parties;
  - To review, update and implement Travel Plan measures, as appropriate, within specified timescales and with the agreement of all parties; and
  - Liaison with other TPC's from other nearby organisations, to optimise Travel Plan initiatives, for example, car sharing opportunities;
- 4.8 Details of the Travel Plan will be provided within Welcome Packs provided to all new residents. Within the welcome pack will be the contact details of the TPC and those wishing to play a part in steering the ongoing development of the Travel Plan will be invited to make contact.

## 5 Travel Plan Measures

- 5.1 This Travel Plan comprises a range of initiatives and measures to promote sustainable travel choice

### Reducing the Need to Travel

- 5.2 The location of the development, close to Newport's city centre on the wide range of amenities available within it means that residents will not have to travel far through access day to day services and facilities. The close proximity of the city centre means that the majority of trips between it and the development are likely to be made on foot.
- 5.3 Provision is made within the design of the apartment block that will enable residents to usually connect to broadband services. This will allow for working from home and for accessing services and shops, for example, without the need to travel.

### Welcome Packs

- 5.4 The main element of the Travel Plan will include the preparation and dissemination of information and publicity material to encourage walking, cycling and the use of public transport. These will take the form of a Welcome Pack that will be provided to all new residents of the development.

### Walking & Cycling

- 5.5 Walking as a form of transport will be actively promoted. The TPC will investigate the potential for introducing incentives for residents to walk and cycle more often. These may include:

- Provision of safe and secure cycle parking within the development
- Promotion of walking and cycling as a free and healthy form of transport;
- Maps showing the location of key facilities within walking and cycling distance and safe active travel routes that provide access to them;
- Promotion of walking and cycling websites, which offer informed advice and route planning services will also be promoted such as [www.walkit.com](http://www.walkit.com), [www.sustrans.org.uk](http://www.sustrans.org.uk)

### Public Transport

- 5.6 In order to encourage the use of public transport the following measures will be introduced:

- Promotion of public transport as a form of transport;
- Details of bus stop locations, route maps, timetables and fare information included within Welcome Packs;
- Websites that provide bus service information and route planning will be promoted e.g.:
  - [www.traveline-cymru.info](http://www.traveline-cymru.info)

Travel Plan Timetable

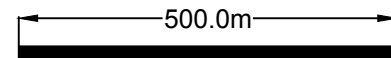
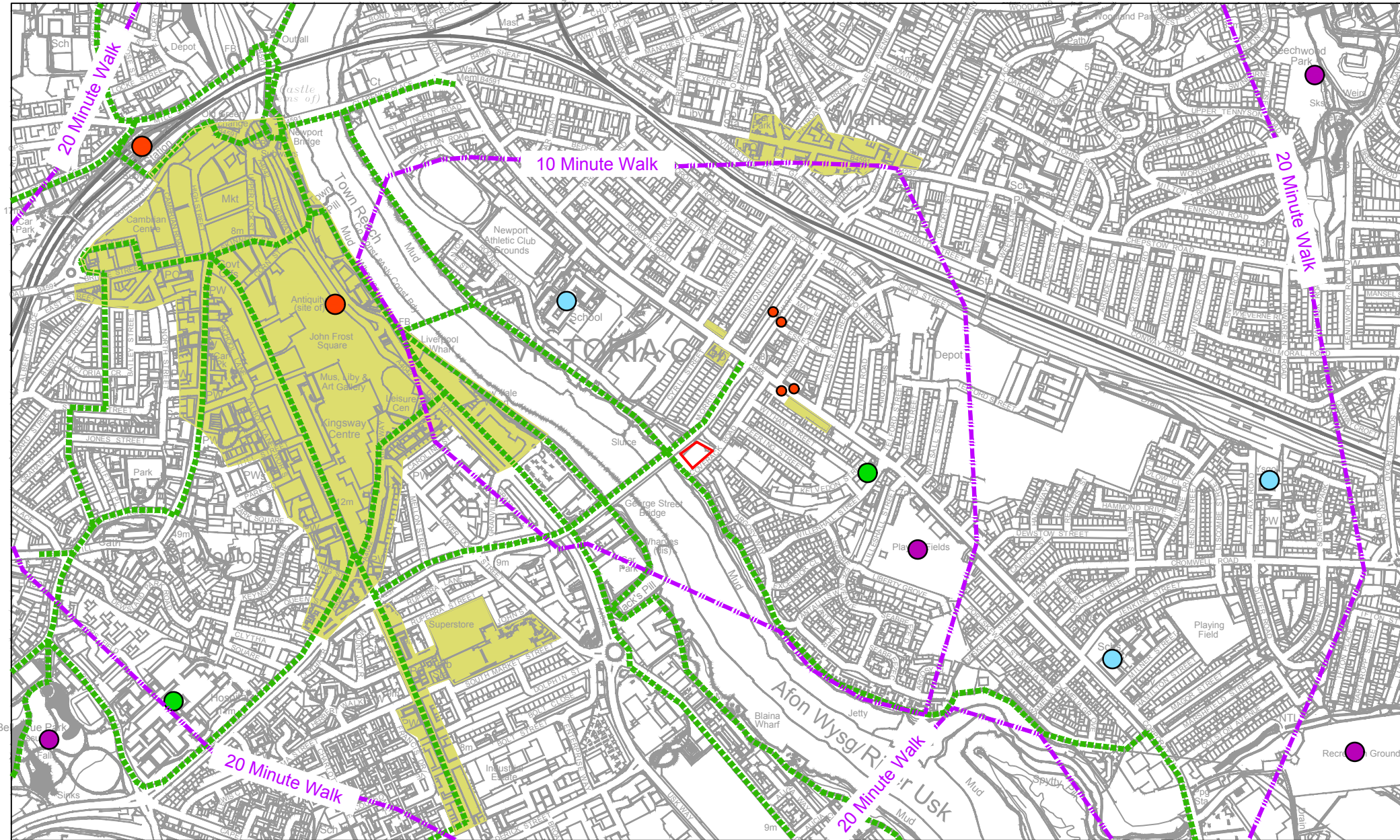
5.7 Below is a summary of the key actions and their proposed timing.

Timetable	Action
At least 3 months prior to the first occupation.	Appoint TPC & inform LPA of his/her contact details.
Prior to the first occupation of the development.	Prepare Travel Plan Welcome Packs
Include with Marketing Materials & Welcome Packs	Detail of the Travel Plan & TPC. Include details of facilities within walking & cycling distance and those accessible by public transport. Include route maps and information regarding car sharing.

**Table 2 Travel Plan Actions**

*Appendix 1 Site Context*





Ordnance Survey © Crown Copyright 2024.. All Rights Reserved. License No. 100022432

**KEY**

- Site
  - Bus Stop
  - Bus / Railway Station
  - Existing Active Travel Route
  - City Centre / District Centre
- School
  - GP Surgery / Hospital
  - Leisure / Recreations

**acstro**  
 Unit 19, Yr Hen Farchnad,  
 Carmarthen Street, Llandeilo SA19 6BJ

E-mail: [mail@acstro.com](mailto:mail@acstro.com)  
[www.acstro.com](http://www.acstro.com)  
 Tel: 01558 824021

A	First Issue	27-03-24
Project	<b>COVERACK ROAD</b>	
Drawing	<b>SITE CONTEXT</b>	
Drawing No.	<b>1752-ACS-XX-ZZ-DR-T-001-A</b>	
Scale	<b>1:10,000 @ A3</b>	

# acstro

Acstro Ltd., Yr Hen Farchnad, Unit 19, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6BJ

(01558) 824021  
[www.acstro.com](http://www.acstro.com)