

Client:
Richborough

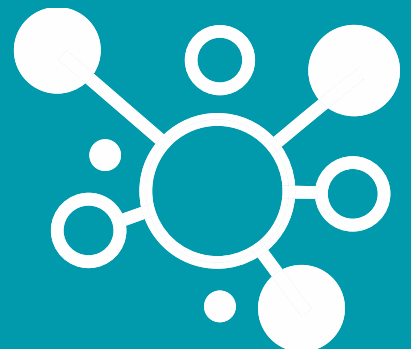
Project:
**Land South of Monmouth Road,
Raglan**

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Travel Plan

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Land South of Monmouth Road, Raglan

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1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development on land south of Monmouth Road, Raglan.
- 1.2 It is intended that the site will provide up to 55 dwellings, of which 50% will be affordable; the site location is shown in **Figure 1.1**.

Structure of the Report

- 1.3 This report is a Travel Plan (TP) which sets out to encourage active and sustainable travel to and around the proposed development and provides a package of targets and measures which are designed to increase the use of active and sustainable modes of transport and minimise single-occupancy car journeys.
- 1.4 Following this introduction, the report is set out as follows:
 - Section 2.0 – Background Information;
 - Section 3.0 – Policy Review and Travel Plan Objectives;
 - Section 4.0 – Sustainable Travel;
 - Section 5.0 – Travel Plan Targets;
 - Section 6.0 – Travel Plan Measures and Initiatives;
 - Section 7.0 – Travel Plan Implementation and Monitoring;

Limitations of the Report

- 1.5 This report has been undertaken at the request of Richborough, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.6 This report has been compiled using data from a number of external sources (such as public transport websites); these sources are considered trustworthy and therefore the data provided is considered accurate and relevant at the time of preparing this report.

2.0 Background Information

Site Location and Highway Network

- 2.1 The proposed development is located on the eastern edge of Raglan, Monmouthshire and to the northeast of Newport and southwest of Monmouth. The land is currently greenfield used for agricultural purposes.
- 2.2 The site is bounded by open fields to the east and south, Monmouth Road to the north and Station Road to the west. A footway of approximately 1.5m width is present on the northern side of Monmouth Road opposite the proposal site.
- 2.3 Monmouth Road is subject to a 20mph speed limit as it passes along the site frontage.
- 2.4 Castle Road meets Monmouth Road at a priority-controlled junction to the east. Further residential development fronts Monmouth Road west and east of Castle Street all the way to the point where Monmouth Road meets the A40, part of the trunk road network for which the Welsh Government is responsible.
- 2.5 A bus stop is provided on Monmouth Road just to the west of Castle Road and services in each direction can be accessed at this location. This is the point of change of the 20mph to 30mph speed limit.
- 2.6 To the east, Monmouth Road connects to a priority staggered crossroads junction with the A40 East, Groesenon Road and the A40 West. The A40 is subject to the national speed limit.
- 2.7 Station Road forms the western boundary of the site. The road currently has no footway provision except on the western side of the carriageway fronting Raglan Church in Wales VC Primary School. This footway links to the existing footpath to the north of the primary school.

Existing Active Travel Routes

- 2.8 Footways are located on the northern side of Monmouth Road providing connections west into Raglan village centre. Within Raglan village centre, footways are provided on both sides of the High Street.
- 2.9 Raglan CiW VC Primary School is situated to the west of Station Road, which is subject to a 20mph speed limit. The school is fronted by a wide footway.
- 2.10 To the north of the school a footpath provides a car-free link between Station Road and a car park located off Monmouth Road. The footpath is lit and paved. Footways are provided along Chepstow Road and within Raglan village centre. A footpath runs alongside the eastern edge of the development land, which leads to a series of footpaths to the south providing pedestrian access including to the end of Station Road and the Monmouthshire County Council's highway depot.
- 2.11 The PRoW described above also leads northwest across Monmouth Road, and then across the A40 to Raglan Castle.
- 2.12 Opposite the proposal site an existing footway provides access towards Raglan village centre.
- 2.13 The National Cycle Network (NCN) Route 423 goes directly along the northern perimeter of the site boundary, on Monmouth Road. This connects Raglan to Usk, which is 11km to the south and Raglan to Monmouth, which lies 12km to the north of the site.

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- 2.14 The highway network throughout Raglan is generally lit, subject to a 20mph speed limit, and has footway provision present alongside the road network.

3.0 Policy Review and Travel Plan Objectives

Planning Policy Wales

- 3.1 The Planning Policy Wales Edition 12 (PPW12 February 2024) sets out to achieve more active and social places in Wales by making communities well-connected and cohesive. This will include the use of the sustainable transport hierarchy for planning pyramid which prioritises walking, cycling and public transport ahead of private motor vehicles, as shown in **Figure 3.1**.
- 3.2 As part of PPW11's theme of Active and Social Linkages, it is crucial that planning developments contribute towards a sustainable and active network for travel by developing *"sustainable transportation infrastructure to keep Wales moving and connect people with jobs, housing and leisure."* This also attempts *"to reduce private cars for daily travel, supports sustainable modes of travel and assists in improving the environment."* The proposed development will encourage a modal shift and be accessible by walking, cycling and public transport, to mitigate its impact.
- 3.3 In regard to development management and transport, PPW12 states:
- 3.4 *"The development must consider the location and design of the new development and how this could encourage walking and cycling to shops and services in the village centre; then consider whether the new development could be located near a bus stop or enable improvements to the bus service; before finally considering the needs of private motor vehicles."*
- 3.5 *The planning system should enable people to access jobs and services through shorter, more efficient and sustainable 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 improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:*
- *Enabling more sustainable travel choices – increase walking, cycling and public transport, reduce car dependency for daily travel*
 - *Network Management- make best use of the available capacity, supported by targeted new infrastructure*
 - *Demand Management – reduce travel demands, specifically that of single-occupancy private vehicles*
- 3.6 *The Active Travel (Wales) Act 2013 makes walking and cycling the preferred option for shorter journeys to and from the workplace or educational establishments and requires local authorities to produce integrated network maps and identify walking and cycling routes.*
- 3.7 *Spatial strategies should be informed by the development of an integrated planning and transport strategy, which takes into account the transport considerations set out in the Active & Social Places (chapter 4 of PPW11), as well as the transport infrastructure considerations contained in the Productive & Enterprising Places (chapter 5 of PPW11).*
- 3.8 *The planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles and facilitates and increases the use of active and sustainable transport. The planning and design of transport infrastructure must consider the needs of users of active and sustainable transport before that of the private car, taking into account the sustainable transport hierarchy.*

3.9 *Land use and transport planning must be integrated. The planning system must ensure it enables integration:*

- *within and between different types of transport;*
- *between transport measures and land use planning;*
- *between transport measures and policies to protect and improve the environment;*
- *between transport measures and policies for education, health, social inclusion and wealth creation."*

Welsh National Transport Delivery Plan

3.10 The Welsh National Transport Delivery Plan from 2022 - 2027 provides a sustainable transport hierarchy in which walking, cycling, public transport and ULEZ vehicles are prioritised over single-car occupancy. The South East Wales Transport Plan from 2010 to 2025 states *"The aim of the Local Transport Plan (LTP) is to facilitate and support the development of a modern, accessible, integrated and sustainable transport system for South East Wales, which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport, and sustainable freight provide real travel alternatives."* The Welsh Transport Strategy identifies five overarching priorities, including:

- *"Reducing greenhouse gas emissions and environmental impacts*
- *Integrating local transport*
- *Improving access between settlements and sites*
- *Enhancing international interconnectivity*
- *Increasing safety and security"*

3.11 The Joint Local Transport Plans within the Welsh Planning Policy of 2021 set out policies for the promotion and encouragement of safe and efficient transport and the implementation of the Wales Transport Strategy in the area. These include the following transport strategies:

- *Integrate and co-ordinate sustainable transport and land use planning*
- *Facilitate and promote accessibility for all*
- *Reduce the need to travel*
- *Reduce dependency on private vehicles*
- *Prioritise and support walking, cycling and use of public transport*

Monmouthshire County Council Local Transport Plan (Adopted Nov 2023)

3.12 The latest LTP from Monmouthshire County Council released in November 2023 for the 2024-2029 period, sets out MCC's ambitions. These include:

- *"Investing in our active travel network, we will make walking, cycling and wheeling a safe and easy option for journeys shorter than 3 miles to education, employment, shopping, health destinations, and bus and rail stations.*

- *improve internet speeds to enable equal opportunity for home working and local working hubs*
- *investment to roll out on-demand and community services will help provide the needed flexibility to link rural settlements to key services and the public transport network*
- *Acknowledging that there will always be a need for some car journeys, we will strive to keep the roads in good condition, whilst our commitment to electric vehicle charging provision will pave the way for a more sustainable transportation landscape."*

3.13 Key policies pertaining to transport include the provision of 3 strategic policies; Policy S3 of Sustainable Placemaking, Policy S5 of Infrastructure Provision and Policy S10 of promoting Sustainable Transport.

Monmouthshire Local Transport Plan

- 3.14 Monmouthshire's LTP produced in 2015 includes a prioritised five-year programme of projects the council wishes to see delivered between 2015 and 2020 as well as longer-term aspirations up to 2030. *"The aim of the LTP is to facilitate and support the development of a modern, accessible, integrated and sustainable transport system for South East Wales, which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport, and sustainable freight provide real travel alternatives."*
- 3.15 Section 2 of Monmouthshire's Local Plan seeks to achieve a modal shift away from single-car use. The main objectives of Monmouthshire's LTP and a summary of page 24 of the plan are to improve the following:
- *Safety and security by reducing road traffic*
 - *Connectivity and accessibility*
 - *Quality and efficiency of modes of transport*
 - *Environmental impact through promoting sustainable travel*
 - *Developments in land use and regeneration*

Wales National Development Framework

- 3.16 Policies 11 and 12 of Wales National Plan by 2040 set out the strategic approach to national and regional connectivity and how the Welsh Government will support and invest in improvements to active travel and public transport. This includes improving the rail, bus, road and cycle network to promote sustainable methods of active travel.

Monmouthshire Replacement Local Development Plan

- 3.17 Monmouthshire County Council has prepared a Replacement Local Development Plan (RLDP) for the period from 2018 – 2033. This was updated in September 2023 and places emphasis on having net zero carbon homes and ensuring people are living in sustainable communities which are well connected with better access to local services and facilities, open space and employment opportunities.
- 3.18 Page 6 of the RLDP further emphasises increasing connectivity through improvements in infrastructure, internet connection and facilities.
- 3.19 The site that is the subject of this report is a candidate site in the RLDP (Ref CS0183).

Travel Plan Aims

- 3.20 A Travel Plan is defined as a package of measures intended to encourage sustainable travel choices and reduce the reliance on the private car, this effectively requires identifying and implementing a set of interconnected measures and initiatives which reduce the environmental impact of the travel associated with a development, particularly through a switch to use of public transport, walking, cycling, and indeed increased home working.
- 3.21 Generally, a Travel Plan should incorporate the following:
- A site audit to identify all existing transport links to the site and any initiatives that are already in place;
 - Identification of the primary objectives of the plan, through which the scope of the plan can be developed and against which the performance of the plan can be measured;
 - Identification of measures and initiatives that achieve these objectives;
 - A methodology for formulating the plan, incorporating implementation processes and the roles/responsibilities of all parties involved; and
 - A monitoring programme, entailing an assessment of the aims and objectives, measures, targets, and communication strategy.

Travel Plan Objectives

- 3.22 The specific aim of the Travel Plan for this proposed development is to promote and facilitate sustainable travel choices, particularly to reduce single-occupancy car use. This links to the principal transport aim for the site, which is to make it, within reason, as sustainable as possible in terms of people's movements to and from the site.
- 3.23 The primary objectives of the plan for the proposed development are as follows:
- To reduce the reliance on the private car and to minimise the number of single occupancy car traffic movements to/from the site;
 - To encourage the use of sustainable modes of travel, particularly walking and cycling to nearby destinations;
 - To encourage car sharing between residents of the site by raising awareness of its benefits;
 - To minimise, where possible, the impact of the site on the local area.

Methodology for Formulating the Travel Plan

- 3.24 A detailed timetable is provided in **Section 7.0**, however the implementation process for the Travel Plan, once the site is close to being in use as a residential development, is likely to be as follows:
- Appoint a Travel Plan Co-ordinator (TPC);
 - Implement initial measures/initiatives; and
 - Derive potential travel patterns to/from the site and investigate incentives for residents to use more sustainable modes of travel.

4.0 Active and Sustainable Travel

Active Transport Accessibility Guidance

- 4.1 It is generally accepted that walking and cycling provide important alternatives to the car and should also be encouraged to form part of longer trips via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested walking distances to common facilities is presented in **Table 1** below.
- 4.2 Wales is currently looking to develop its own National Travel Survey. It is noted that Wales will have a different set of travel characteristics to England due to the isolated nature of some communities, sparsity of services in some locations, and the potential increased length of journeys, which will often mean that enabling active travel in rural areas requires a different approach to that of larger towns and cities. This is recognised in the active travel distances referred to in the Active Travel Act Guidance for Wales.
- 4.3 The Active Travel Act Guidance for Wales of July 2021 [Active Travel Act guidance \(gov.wales\)](https://gov.wales/active-travel-act-guidance) page 40 states the typical distances users will travel for each mode of sustainable transport within Wales. This is presented in **Table 1** below.

Table 1 – Typical distance ranges for each mode of active travel (Active Travel Act Guidance for Wales 2021)

Method of Sustainable Travel	Minimum Distance (km)	Maximum Distance (km)
Walking	<1.60	4.80
Bicycle	<1.60	12.0
E- Bicycle	<1.60	24.20

- 4.4 In addition to the Welsh Government guidance we have included below guidance from the Chartered Institution of Highways and Transportation.

Table 2 – Suggested Walking Distances

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

- 4.5 In addition to the IHT guidance, the Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 4.6 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.

- 4.7 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 4.8 The CIHT Planning for Cycling document (2014) states that *“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)”*.
- 4.9 Based on the Welsh Active Travel Guidance the opportunity exists to replace car trips with walking trips up to 4.8km and cycle trips up to 12.0km, with potentially longer trips by E-bicycle. The willingness to make such trips will depend on journey purpose, such as for employment.

Local Facilities

- 4.10 The local facilities in the vicinity of the proposal site are shown in **Figure 4.1** and indicated in **Table 2** below and include the High Street of Raglan which has numerous amenities including multiple shops, restaurants, a salon and a church as well as a nursing home, post office and village hall.

Table 2 – Local Facilities

Facility	Distance from Site Centre
Raglan CiW VC Primary School	280m
Puddle Ducks Nursery	370m
Raglan Doctors Surgery	425m
Outdoor Launderette (opp Orchard CI on High St)	460m
Exton's Clothing Store	475m
The Church of St Cadoc	500m
The Beaufort, Restaurant and Hotel	510m
Raglan Pharmacy	535m
Raglan Old Church School Hall	550m
The Ship Inn Public House	560m
Nisa Local	560m
Raglan Fryer Takeaway	570m
Extons Clothing Store	580m
Raglan Ford Garage	605m
Raglan Post Office	625m
Raglan Fuel Station	630m
N S James of Raglan Butchers	690m
Raglan Baptist Church	715m
Babyliss Andrew Hair and Beauty	750m
The Cripple Creek Inn	2.5km
Kt Pilates Fitness Club	2.8km

Border Nurseries	3.4km
Raglan Garden Centre	3.5km

- 4.11 There are numerous facilities along the High Street which forms a continuation of Monmouth Road. The footpath to the north of Raglan Primary School also provides a pedestrian route towards the village centre. Raglan CiW VC Primary School and Puddle Ducks Nursery are located within a short walk of the site on Station Road.
- 4.12 The High Street provides a wide range of facilities within a short walk, including convenience stores and a post office, with facilities in Raglan well within the guidelines of the Active travel Act and IHT guidance.

Pedestrian Accessibility

- 4.13 Pedestrian access to the site will be provided at the vehicle site access junction and from Station Road via an active travel connection with a dropped kerb crossing provided between the site and the local primary school and a footpath to the north of the school.
- 4.14 Pedestrian connections are also available via PRowWs which provide access north towards Raglan Castle and south towards the MCC highway maintenance depot and recreational playing grounds.
- 4.15 The footpath to the north of Raglan VC Primary School provides a link from Station Road through to Chepstow Road with footway provision leading to the High Street.
- 4.16 The walking distances are shown in Table 2 and facilities are highlighted in **Figure 4.4**.

Cycle Accessibility

- 4.17 The National Cycle Network (NCN) Route 423 runs along Monmouth Road and continues to Monmouth. NCN Route 423 also connects Raglan towards Usk to the south.
- 4.18 According to Monmouthshire's Active Travel Routes website, a series of cycle routes have been shown as part of Wales' Active Travel Map Guidance. This categorises numerous cycle routes into primary, secondary and existing and future cycling routes which are yet to be implemented and/or improved, surrounding the vicinity of the site. These can be seen in **Figure 4.3**.
- 4.19 The local future cycling routes which are on Monmouthshire's active travel consultation website, include an extension of this primary, existing route and runs along Monmouth Road onto Castle Hill and Castle Road.
- 4.20 Other secondary future routes which run perpendicular to the site leading to the High Street and Monmouth Road stem from Station Road, Chepstow Road and Usk Road. These connect the local facilities and schools to the High Street and the NCN 423 as well as neighbouring towns and villages including Usk, Abergavenny, Chepstow and Monmouth.
- 4.21 There is also a c.180m cycling path from the top of Monmouth Road which connects to the NCN Route 423.
- 4.22 **Figure 4.5** shows the 5km and 8km cycle distances from the site, as can be seen, surrounding settlements and the outskirts of Monmouth Road are accessible by bicycle. The NCN route 423 in the vicinity of the site is an entirely on-road route, thus considered to be appropriate for cycle use and particularly more experienced cyclists.

Public Transport Accessibility

- 4.23 The nearest bus services are the Newport Bus service number 60, Adventure Travel's 68 service and the Phil Anslow 83 service which can be accessed on Monmouth Road west of its junction with Castle Road. These are c. 230m from the centre of the site to the east on Monmouth Road. The stops can be accessed using the footway on the northern side of Monmouth Road. Alternatively, the services can be reached from the site via the footpath running alongside its eastern edge. The services are shown in **Table 3** below. The current bus stop provision is a single flagpole stop provided on the northern side of Monmouth Road.

Table 1 – Bus Services

Service No.	Route	Frequency (approx.)		
		Mon-Fri	Sat	Sun
60	Newport – Llangybi – Usk – Raglan - Monmouth	(Every 2 hours) 07:46- 19:01	(Every 2 hours) 08: 01 -17:26	N/A
68	Abergavenny – The Pitt Llanarth – Raglan – Dingestow Village Monmouth	(Every 2 hours) 07:53– 17:43	(Every 2 hours) 07:53– 17:43	N/A
83	Abergavenny – Raglan – Dingestow – Mitchel Troy - Monmouth	(Every 2 hours) 07:35- 16:54	(Every 2 hours) 08:54 - 14:24	N/A

- 4.24 **Table 4** above, shows the local bus services for new residents from the proposed site to reach employment and leisure destinations as well as other localities. Services begin from 07:30 onwards, until the evening. The earliest service is at 07:35 on the 83 service, whilst the latest is at 19:01 on the 60 bus service.
- 4.25 The earliest service to Monmouth is at 07:35, with the 83 bus service, whilst the latest is at 19:01 with the 60 bus service.
- 4.26 The latest of the 3 services, all from Monmouth Bus Station is the 60 bus to Raglan which departs at 19:25, whilst the final 68 service to Raglan is at 18:15 and the 83 bus service is the earliest finishing service at 17:00 from Monmouth Bus Station to Raglan.
- 4.27 The latest of the 3 services, all from the final destination stop of Monmouth Bus Station returning to Raglan is the 60 bus which departs at 19:25, whilst the final 68 service back to Raglan is at 18:15 and the 83-bus service back is at 17:00. Therefore, this is a suitable sustainable active travel link to employment facilities and other localities such as Milbrook Garden Centre, Gibraltar Nursing Home, Raglan Garden Centre and Penpergwm Care Home with routes as far as Monmouth, Abergavenny and Newport.
- 4.28 The bus shelter to the west of Monmouth Road along the High Street with a shelter currently has no timetable in place, but this is accessible on the consecutive shelter to the east instead.
- 4.29 There are also numerous traffic calming signposts as well as electric car speed limit signs to monitor speed levels and discourage car use within the area.
- 4.30 There are proposals to move the existing stops further west and provide shelter to the west of the proposed site access. These are discussed further in this report.

Summary

- 4.31 The above review demonstrates that the site will be accessible through a series of active travel networks including various PRowS that will reduce reliance upon private motor vehicles. It is therefore considered that residents have suitable active and social linkages to educational and employment establishments, as well as other localities, which are accessible, frequent, and sustainable alternatives for travel, in accordance with the guiding principles of the PPW 11 and the sustainable transport hierarchical pyramid.
- 4.32 In addition, this report sets out a number of infrastructure and travel planning proposals that will further encourage a modal shift to active and sustainable modes of travel or, indeed, reduce the need to travel.

5.0 Travel Plan Targets

Method of Travel to Work

- 5.1 A key measure of the success of the Travel Plan will be with respect to the level of reduction in single occupancy car journeys in favour of other sustainable modes of transport.
- 5.2 Targets will be used to assess the effectiveness of the Travel Plan initiatives and measures which are outlined in Section 6.0, with the overall goal of meeting the Travel Plan aim and objectives which are stated in Section 3.0.
- 5.3 The modal split for travel to/from the site has been derived from local Census data has been used to set the baseline mode share against which targets have been set. The baseline targets will be replaced once surveys have been completed following occupation.
- 5.4 Journey to Work (JTW) data from the 2011 Census provides a baseline modal split for JTW trips from the 2011 MSOAs of Monmouthshire 005.
- Car or Van driver = 83%
 - Underground, Metro, Light Rail, Tram = 1%
 - Train = 1%
 - Taxi = 0%
 - Bus, Minibus, Coach = 1%
 - Car or Van Passenger = 4%
 - Bicycle = 1%
 - Walk = 8%
 - Other = 1%
- 5.5 The data is included as **Appendix A** to this report.

Targets

- 5.6 In order to ensure that the Travel Plan targets are both realistic and achievable, it is proposed that the targets be reviewed following the first set of modal share travel surveys at the site.
- 5.7 The site will seek to deliver a reduction of 5% in single occupancy car journeys within five years of full occupation. In real terms, this would seek to reduce car driver trips by 4.15% down to 78.85% from 83%.
- 5.8 This is likely to provide a challenging, but achievable, target for the site; the proximity to public transport services should help the modal shift.

6.0 Travel Plan Measures and Initiatives

Introduction

- 6.1 Travel Plans provide a package of measures to encourage site users to choose alternative travel options in preference to single occupancy car use.
- 6.2 There are also further, equally important, reasons for promoting sustainable travel including health and environmental benefits.

Active and Sustainable Infrastructure Proposals

- 6.3 The development proposal will provide dropped kerb tactile paving crossings of Monmouth Road to the west of the site access along with contributions to allow footway widening on the northern side of Monmouth Road. The road is subject to a 20mph speed limit.
- 6.4 The development will provide an active travel connection to Station Road opposite the primary school. The connection will include a dropped kerb crossing to the existing footway fronting the school.
- 6.5 From that point pedestrians can make their way towards Raglan village centre via the traffic-free and lit footway connection to the north of the school, via the car park and existing footway connections.
- 6.6 As per earlier discussions with MCC on this proposal, and subsequent submissions, the development also plans to make a contribution towards the provision of a footway along the western side of Station Road southwards as far as the playing fields on Station Road. There is likely to be a short section of narrow provision due to land/highway constraints.
- 6.7 At the request of MCC it is also proposed to make provision for a bus stop and cantilever shelter in the westbound direction just to the west of the proposed site access.

Promotion of Active and Sustainable Modes of Travel

- 6.8 The residents will be encouraged to travel via sustainable modes, particularly walking and cycling, to minimise traffic impacts of the site on the local area; this will be done through the following sustainable travel measures and initiatives:
 - Promoting walking to/from the site by:
 - Providing footways surrounding the vicinity of the candidate site
 - To create an active travel link by providing accessible dropped kerb crossings along the perimeter of the candidate site
 - Providing maps of local walking routes from the site to key local facilities e.g. <https://mccactivetravelconsultation.commonplace.is/proposals/caldicot-cycling>
 - Implementing footway provision and dropped kerb crossings along the site
 - Promoting the health benefits of walking.
 - Provision of increased signage that is well placed and bilingual to aid navigation
 - Promote maps of active travel routes through maps and leaflet distribution

- National Awareness Programmes such as Walk to School Week, Bike Week, Big Pedal and Road Safety Week
- Identify and map key walking trip attractors e.g. [Active Travel Act guidance \(gov.wales\)](#) (page 119)
- Encouraging cycling to/from the site by:
 - Providing secure on-plot storage;
 - Providing maps of designated cycle routes in the vicinity of the site;
 - Promoting the health benefits of cycling.
 - Cycle training in schools within Monmouthshire provided by the Road Safety Team. More can be found here: <https://www.monmouthshire.gov.uk/education-2/early-years-schools-education/road-safety/key-stage-2/>
 - Promoting cycling information websites, e.g. <https://mccactivetravelconsultation.commonplace.is/proposals/caldicot-cycling>
 - <https://www.monmouthshire.gov.uk/current-schemes/>
 - <https://maps.monmouthshire.gov.uk/custom/activetravelATNM.html>
- Promoting walking to/from the site by:
 - Providing maps of local walking routes from the site to key local facilities e.g. <https://mccactivetravelconsultation.commonplace.is/proposals/caldicot-cycling>
 - Promoting the health benefits of walking.
 - Provision of increased signage that is well placed and bilingual to aid navigation
 - Promote maps of active travel routes through maps and leaflet distribution
 - National Awareness Programmes such as Walk to School Week, Bike Week, Big Pedal and Road Safety Week
 - Identify and map key walking trip attractors e.g. [Active Travel Act guidance \(gov.wales\)](#) (page 119)
- Encouraging the use of public transport by:
 - Providing detailed public transport information, including timetables and fares, in Travel Packs provided to residents on occupation eg; <https://www.monmouthshire.gov.uk/home/streets-parking-and-transport/transport-and-travel/>
 - Providing a cantilever bus shelter near the candidate site
- Encouraging working from home by:
 - Increasing accessibility through improving broadband and internet connection speeds
- Encouraging sustainable car journeys by:
 - Making residents aware of car club and car share schemes, such as <https://liftshare.com/uk>
 - Provision of Electric Vehicle Charge Points
- Raising awareness of car ownership costs through the Travel Packs.
- Promoting the Travel Plan and its measures by:
 - Publicising the Travel Plan on the development website;
 - Preparing and distributing Travel Packs to every household on occupation.

7.0 Travel Plan Implementation and Monitoring

Travel Plan Information Packs

- 7.1 A key aspect in achieving the Travel Plan measures and initiatives will be the distribution of travel information to residents once the development is completed.
- 7.2 Each household will be provided with a Travel Pack which will contain information about the modes of transport which are available for journeys to and from the site. The information packs will include active and public transport information about services and routes within the local area.
- 7.3 The packs will make residents aware of transport provision which is available to the nearest towns, local shops, schools, health and leisure facilities, bus stops, rail station and nearby employment areas for those applicable.
- 7.4 The packs will also include maps giving details of safe pedestrian and cycle routes to/from the site, together with fare, contact and timetable information for public transport services.
- 7.5 A simple statement outlining the benefits of sustainable transport versus the use of private car will also be set out in the information pack, as well as the aims of the Travel Plan. This and all the information contained within the pack will be researched and published prior to occupation and will be reviewed annually and updated, as necessary.

Travel Plan Co-ordinator (TPC)

- 7.6 A fundamental aspect of any Travel Plan is the identification and appointing of a TPC for the site.
- 7.7 The TPC will be approachable, amenable to suggestions and possess a high level of interpersonal skills; they will be required to converse with outside bodies such as public transport operators and the local authority.
- 7.8 The TPC will be responsible for setting up, promoting, and monitoring most of the initiatives and schemes listed in **Table 4** below.
- 7.9 The management and implementation of the Travel Plan will be the responsibility of the housebuilder who will either appoint a member of their office team, or an external consultant, to be the TPC.

Table 4 – Action Plan

Mode	Initiative	Target Date	Person Responsible	Other Delivery Partners
Walking	Promoting the health benefits of walking	At occupation	TPC	
	Providing maps of local walking routes and PROWs	At occupation	TPC	
	Enhancement to the Raglan Healthy Footsteps Route	At occupation	TPC	
	Provision of footpaths and a dropped kerb crossing	At occupation	Developer	

Cycling	Providing secure on-plot storage	Prior to occupation	Housebuilder	
	Providing maps of local cycling routes	At occupation	TPC	
	Promoting cycling information websites	At occupation	TPC	
	Promoting the health benefits of cycling	At occupation	TPC	
Broadband	Improve broadband connectivity with the provision of fibre optic cable into the site	Developer	Developer	
	Advise residents on hi-speed broadband connectivity	Developer	At occupation	
Public Transport	Providing detailed public transport information, such as timetables and fares	At occupation	TPC	
	Provision of a cantilever bus shelter near the candidate site	At occupation	Developer	
Encouraging Sustainable Car Journeys	Promoting car club and car share schemes	At occupation	TPC	
	Provision of Electric Charge Vehicle Points	At occupation	Developer	
Promoting the Travel Plan	Publicising the Travel Plan on the development website	Prior to occupation	TPC	
	Provide Active Travel Network Maps (ATNMs)	At occupation	TPC	
	Preparing and distributing Travel Packs to each household	At occupation	TPC	

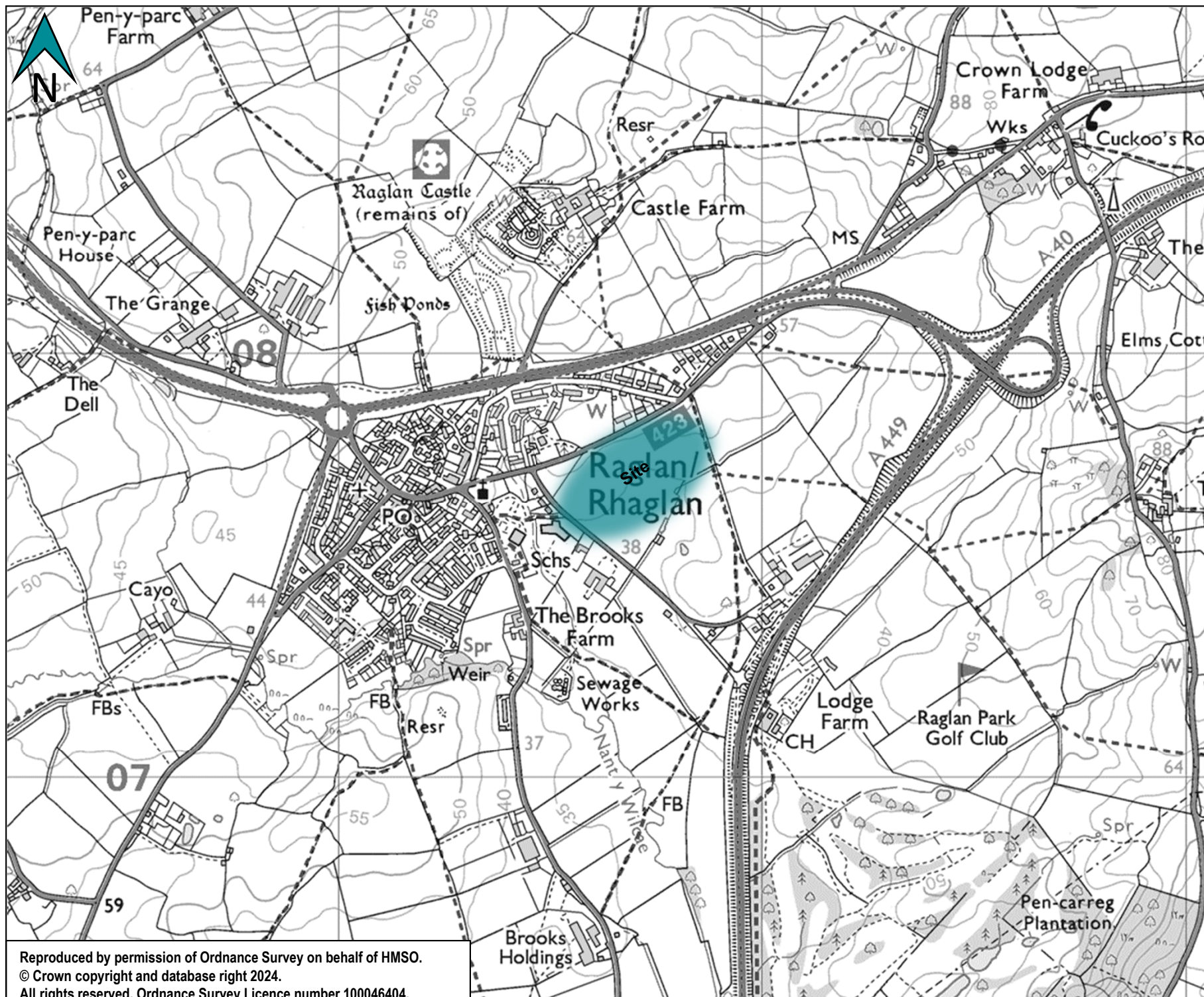
Travel Surveys

- 7.10 Travel surveys will be produced for the new residents to complete; at this stage, it is considered that the surveys should be undertaken within six months of first occupation at the site.
- 7.11 The travel surveys will derive the initial modal split and thus facilitate the setting of realistic targets.
- 7.12 The surveys will then be undertaken on an annual basis, avoiding holiday periods, for a period of five years to monitor the effectiveness of initiatives.
- 7.13 The Travel Plan and its objectives will be reviewed by the TPC on an annual basis, the survey results summarised and then discussed with the local highway authority.

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Land South of Monmouth Road, Raglan

Figures



Legend

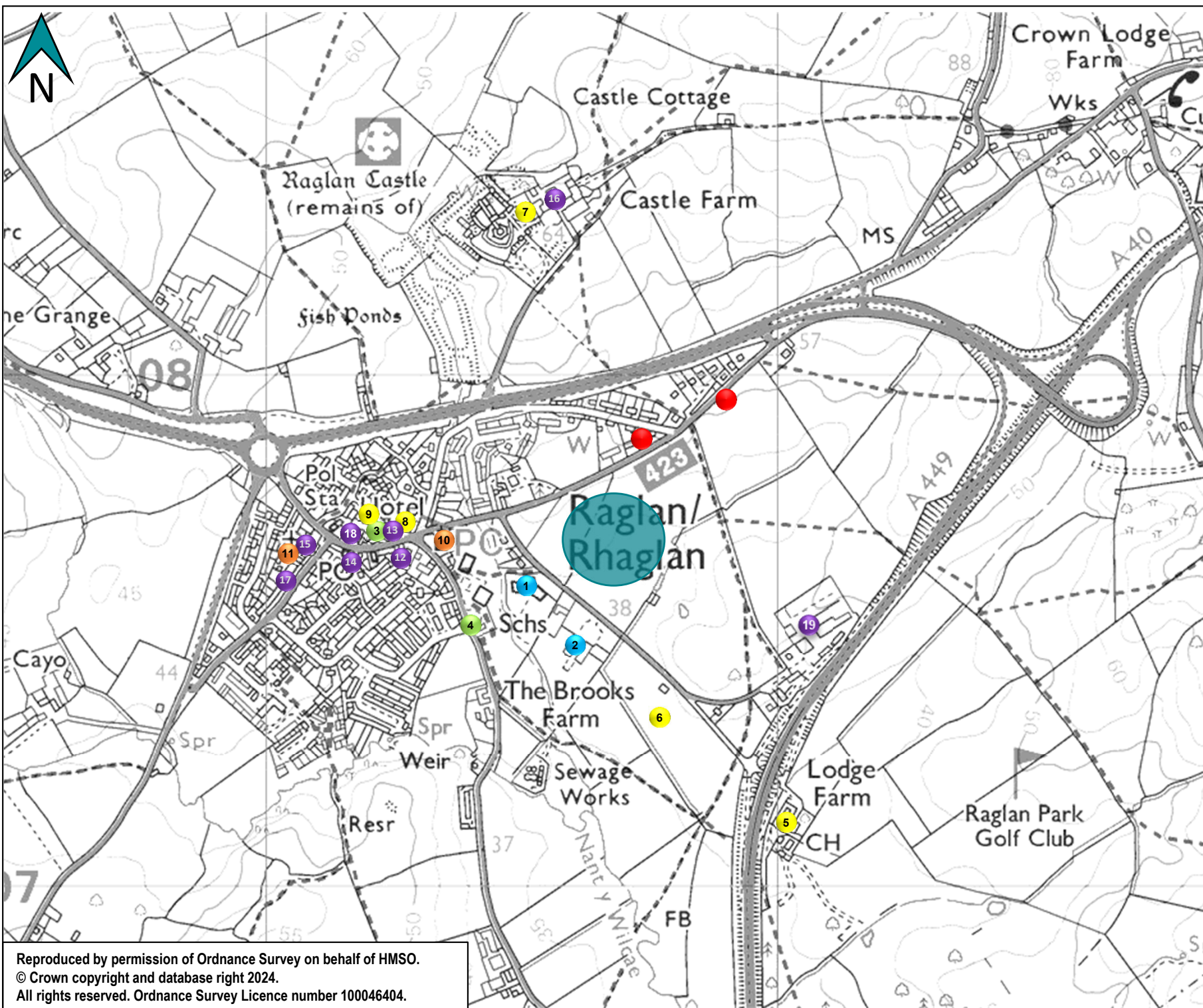


Not to Scale
T21567
Raglan, Monmouthshire
Figure 1.1 – Site Location

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Figure 3.1 The Sustainable Transport Hierarchy for Planning Pyramid



Legend

- Site
- Bus Stop
- 1 Raglan VC Primary School
- 2 Puddle Ducks Pre-School
- 3 Raglan Pharmacy
- 4 Raglan Surgery
- 5 Golf Club
- 6 Recreational Playing Fields
- 7 Raglan Castle
- 8 The Beaufort Raglan Public House
- 9 The Ship Inn Public House
- 10 St Cadocs Church Raglan
- 11 Raglan Baptist Church
- 12 Convenience Store
- 13 Fish and Chip Shop
- 14 Post Office
- 15 Butchers
- 16 Café
- 17 Hairdressers
- 18 Outdoor Launderette
- 19 MCC Depot

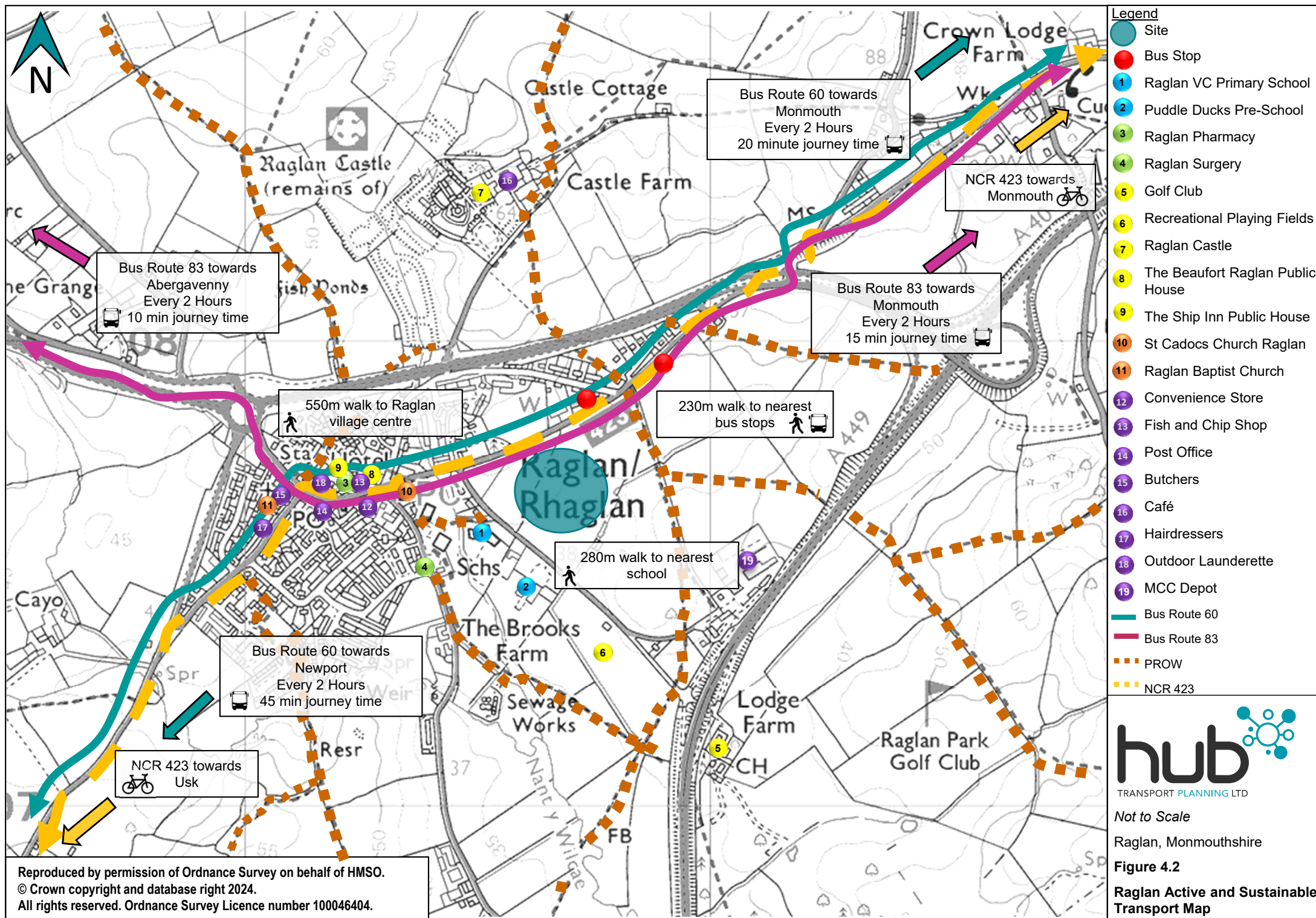


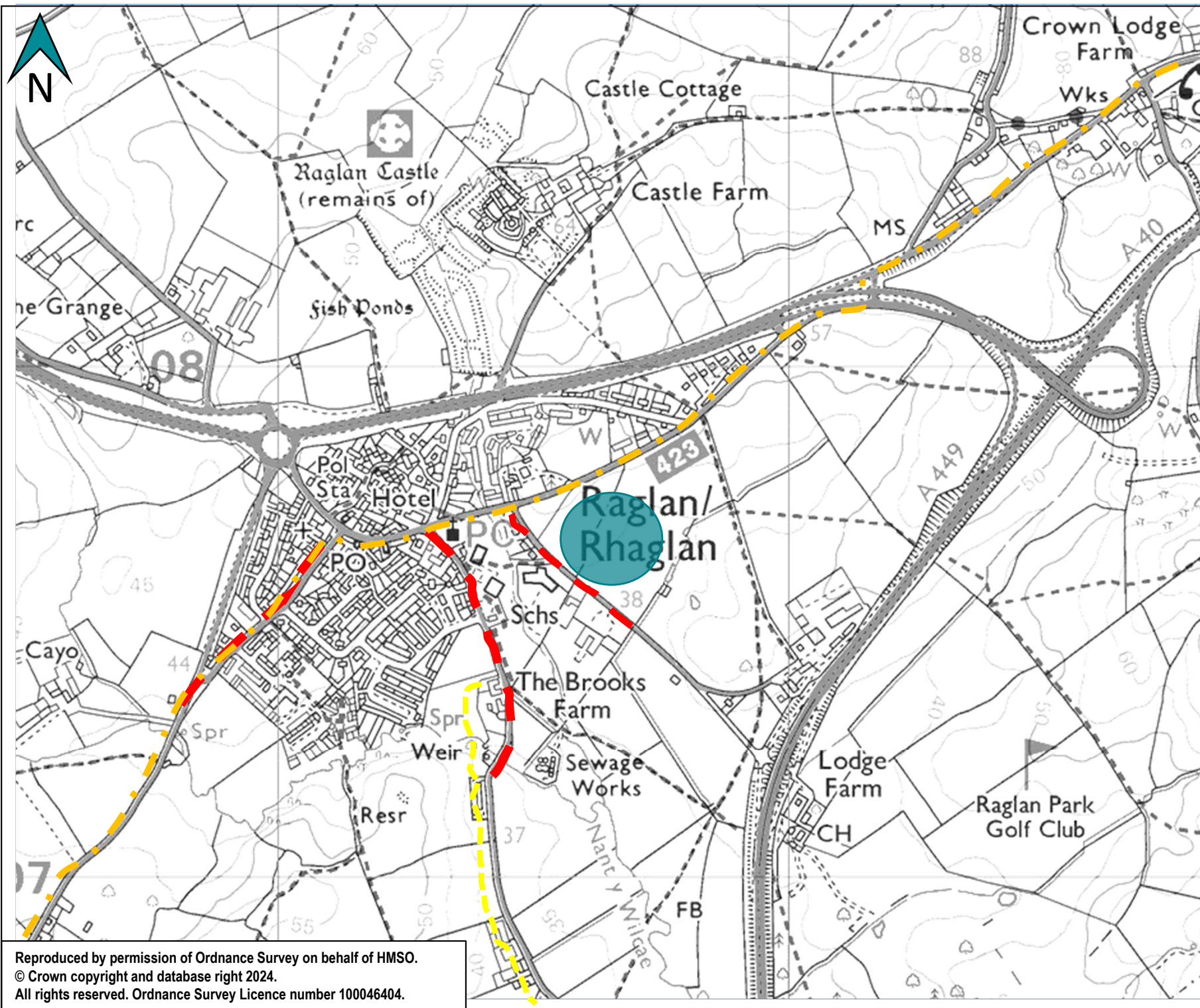
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Figure 4.1

Local Amenities Map





Results obtained by MCC
Active Travel Consultation
Website*

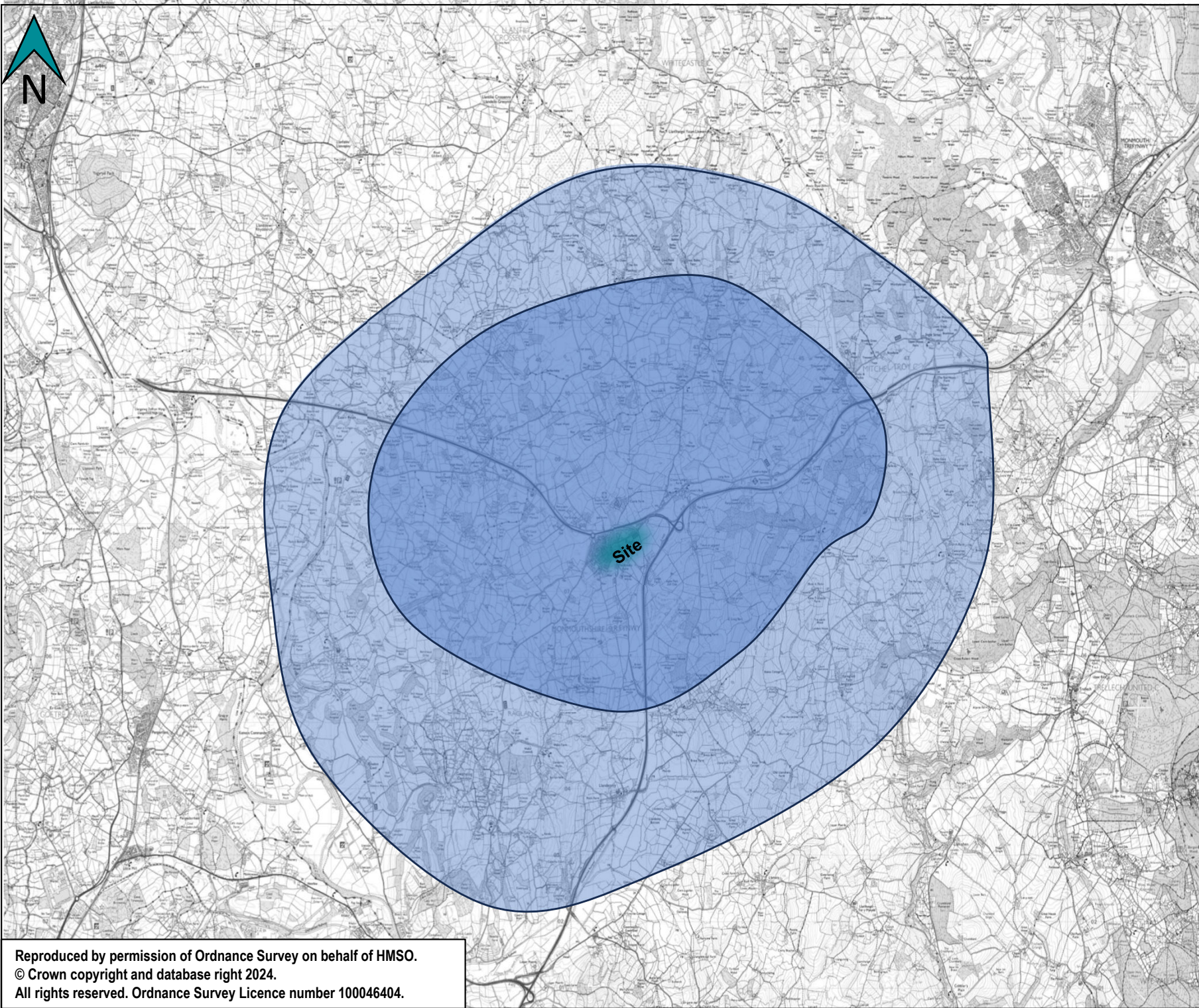
- Site
- NCR 423
- Future Routes
- Other Long Term Connections



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Raglan, Monmouthshire

Figure 4.3 – Future Cycle Routes provided by MCC



Legend

- Site
- 5km Cycle Distance
- 8km Cycle Distance



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Figure 4.5 – Cycle Distance

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Appendix A

Census 2011 – Journey to Work Data

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	W02000340 : Monmouthshire 005
rural urban	Total

Method of Travel to Work	2011	TOTAL	%
All categories: Method of trave	5,368	2,902	100%
Underground, metro, light rail, '	17		1%
Train	43		1%
Bus, minibus or coach	15		1%
Taxi	1		0%
Motorcycle, scooter or moped	12		0%
Driving a car or van	2,421		83%
Passenger in a car or van	112		4%
Bicycle	19		1%
On foot	238		8%
Other method of travel to work	24		1%
	2,902		

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