

Client:
Richborough and MCC Estates

Project:
**Caldicot East,
Crick Road, Caldicot**

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Travel Plan

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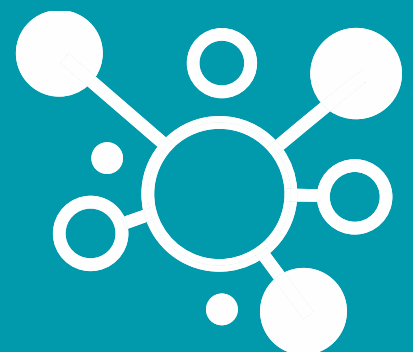


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1.0 Introduction

Background

- 1.1. Hub Transport Planning Ltd has been commissioned by Richborough and MCC Estates to provide transport advice for a proposed residential-led development off Crick Road, Caldicot.
- 1.2. It is intended that the site will provide approximately 733 dwellings, a 2-form entry primary school and a local centre; the site location is shown in **Figure 1.1**. The illustrative masterplan is included as **Appendix A**.

Structure of the Report

- 1.3. This report is a Travel Plan (TP) which sets out to encourage sustainable travel to and around the proposed development and provides a package of targets and measures which are designed to increase the use of 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 and MCC Estates, 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 northeast of Caldicot and north of Portskewett, Monmouthshire. The site is bounded by open fields and hedgerows and Crick Road which runs through the site.
- 2.2. Caldicot is near the M4 and M48, situated 18km east of Newport and 8km southwest of Chepstow. Bristol is located 19km to the south.
- 2.3. The B4245 runs along the southern edge of the proposed development and connects to Deepweir, West Caldicot and the neighbouring villages to the west of Rogiet, Undy and Magor.
- 2.4. The B4245 meets the A48 at a roundabout junction to the north, which leads towards Hayesgate and Chepstow.
- 2.5. The Nedern Brook runs adjacent to and through the site, with the section of brook north of Caldicot Castle recognised as the Nedern Brook Wetland SSSI. The proposed development west of the B4245 is adjacent to the Grade II Listed Mount Ballan House.
- 2.6. The highway network within Caldicot is subject to a 20mph or 30mph speed limit, with street lighting and footways present throughout the town.

Existing Active Travel Routes

- 2.7. There are currently Public Rights of Way in the vicinity of the site, providing rural walks between Crick Road and Caldicot.
- 2.8. There are two leisurely footpaths which begin on the cusp of Crick Road, one of which runs towards Caldicot Castle and Country Park and the other, crosses the Nedern Brook and leads to Church Road, c.850m from the site. It is worth noting that the latter route will be upgraded to provide a safe, active travel link from the western parcel through the Country Park to meet Caldicot town centre and its facilities. The precise form of the link has yet to be decided but it is intended that the route will be accessible for the majority of the year except where extreme weather events prohibit sensible use.
- 2.9. Currently, there are footways provided along the eastern side of the B4245 carriageway along the land development south of Crick Road currently being built out. This footway stops c.200m south of the Crick Road junction and measures c.1.75m in width.
- 2.10. As such, there is potential to improve this footway on the southern side of the B4245 to allow for improved pedestrian and cycle use and to provide an alternative route for pedestrians and cyclists should the route be obstructed by surface water, which may occur occasionally around the SSSI to the west of the proposed development.
- 2.11. The former railway line running through the western parcel of the development site also offers the opportunity to provide access to Crick and the A48 to the north once improvement plans come forward. The route would also give access to additional bus stops on the A48, providing access to the number 73 service. There are currently ongoing discussions with MCC regarding the potential upgrade of the line through the western parcel of the development site and ensure connections to it.

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- 2.12. Along the B4245, the speed limit is 30mph and can be seen via the road markings. This changes to 20mph upon approaching residential areas and Crick Road, evident with the sign postings.
 - 2.13. The proposed plan will provide a total of 6 pedestrian and cyclist access points and 3 crossing points to make this a more accessible active travel network, as well as 6 vehicular access points.
 - 2.14. The National Cycle Network (NCN) Route 4 is approximately 1km southwest of the site, off Taff Road. NCN Route 4 also runs along the town centre on Sandy Lane, approximately 1.4km (a 5-minute cycle away). This connects Caldicot to Chepstow, which is a 9km cycle northeast whilst Caldicot to Rogiet, is a 5.0km west.

3.0 Policy Review and Travel Plan Objectives

Llwybr Newydd: The Wales Transport Strategy 2021

- 3.1. Llwybr Newydd, meaning New Path in Welsh, is Wales' Transport Strategy and incorporates some of the Well-being of Future Generations Act's (2015) to focus on 3 immediate priorities and ambitions to create an accessible, sustainable and efficient transport system for Wales. These priorities include:
- Priority 1: Bring services to people in order 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.
 - Priority 3: Encourage people to make the change to more sustainable transport.
- 3.2. The implementation of the vision set out in the Llwybr Newydd is set out in the programmes, projects and policies of the National Transport Delivery Plan 2022-2027 and Planning Policy Wales.

Planning Policy Wales

- 3.3. The Planning Policy Wales Edition 12 2024 (PPW12) 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 3.3.
- 3.4. The PPW 12's guidelines aim to increase active and social linkages and create well-connected, cohesive communities to encourage a modal shift and increase accessibility by walking, cycling and public transport. This means addressing key issues to increase active and social linkages, which include:
- *"Tackling inequalities between communities, delivering services and jobs closer to where people live and acknowledging the importance of inclusive communities and the wider environment for good health and well-being;*
 - *Improve sustainable access to services, cultural opportunities and recreation facilities to support people to adopt healthy, culturally fulfilled lifestyles which will assist in improving health and well-being;*
 - *Reducing reliance on travel by private car, and the adverse impacts of motorised transport on the environment and people's health, by prioritising and increasing active travel and public transport;*
 - *Ensure our transportation infrastructure is adaptable to future advances in innovation such as the mainstreaming of electric vehicles or possible advent of autonomous or driverless vehicles in the next 10 to 15 years*
 - *Develop sustainable transportation infrastructure to keep Wales moving and connect people with jobs, housing and leisure. Ensure that the chosen locations and resulting design of new developments reduces reliance on the private car for daily travel, supports sustainable modes of travel and assist in improving the environment, public health and community life;*
 - *Require developments to encourage modal shift and be easily accessible by walking, cycling and public transport, by their location, design and provision of on and off-site sustainable transport infrastructure;*
 - *Realise the new sustainable transportation infrastructure to create new or renewed hubs of activity to support sustainable communities which capitalise on their location and the opportunities these present;"*

- 3.5. In regard to transport and moving within and between places, PPW 12 states:
- 3.6. *“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:”*
- Bringing services to people to reduce the need to travel, promote home working and reduce car dependency
 - Providing accessible, sustainable and efficient transport. Transport must be safe, accessible, well-maintained and future-proofed, to adapt to climate change
 - Use the sustainable transport hierarchy to give priority to meeting travel demand
- 3.7. Planning authorities must set out in their development plan an integrated planning and transport strategy. This should set out how the planning authority will:
- *“Integrate and co-ordinate sustainable transport and land use planning;*
 - *Facilitate and promote accessibility for all;*
 - *Improve physical and digital connectivity;*
 - *Reduce the need to travel;*
 - *Reduce dependency on private vehicles;*
 - *Prioritise and support walking, cycling and use of public transport;*
 - *Support the uptake of Ultra Low Emission Vehicles;*
 - *Reduce transport-related airborne pollution; and*
 - *Facilitate the provision of transport infrastructure and necessary sustainable transport improvements and development.”*
 - PPW 12 also mentions the Active Travel Wales Act which “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.” This has been further referenced in section 4.0 for each active mode of travel and their preferred distances.
- 3.8. *“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 PPW12), as well as the transport infrastructure considerations contained in the Productive & Enterprising Places (chapter 5 of PPW12)”*
- 3.9. *“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.”*
- 3.10. 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."*

Wales National Development Framework/ Future Wales- The National Plan 2040

- 3.11. The Welsh National Plan is shaped by the transport strategy and the Low Carbon Wales Plan and sets out to achieve sustainable and interconnected planning systems. This was created in 2020 and is reviewed every 5 years.
- 3.12. 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.
- 3.13. *"The overall aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport. Policies 11 and 12 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."*

Welsh National Transport Delivery Plan

- 3.14. 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"
- 3.15. The Joint Local Transport Plans within the Welsh Planning Policy of 2024 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:
- 3.16. • Integrate and co-ordinate sustainable transport and land use planning
- 3.17. • Facilitate and promote accessibility for all

- 3.18. • Reduce the need to travel
- 3.19. • Reduce dependency on private vehicles
- 3.20. • Prioritise and support walking, cycling and use of public transport

Monmouthshire County Council Local Transport Plan (Adopted Nov 2023)

- 3.21. 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."*
- 3.22. In regard to Active Travel, the LTP states the need to have an active travel and public transport system that connects neighbourhoods to schools, healthcare facilities, services and jobs, whilst supporting an improved public realm with streets designed for people, reducing the reliance on our cars. With a particular focus on journeys shorter than 3 miles (4.8km) to education, employment, health and bus and rail stations.

Monmouthshire Local Plan

- 3.23. 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 LTP aims 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."*
- 3.24. Priority 21 of Monmouthshire's LTP includes Caldicot's Active Travel Network scheme which aims to provide travel links between residential areas and the town centre as well as schools and leisure facilities in the surrounding areas, including a sustainable travel corridor.
- 3.25. 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

Travel Plan Aims

- 3.26. 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.
- 3.27. 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

- 3.28. 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.
- 3.29. 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

- 3.30. 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

Sustainable Transport Accessibility

- 4.1. As set out in Llwybr Newydd it is the vision of the Welsh Government that to meet the challenges of climate change and improve the lives of people living and working in Wales, sustainable transport should be facilitated and encouraged:

“...we need to encourage people to make the change to more sustainable transport. If we are going to meet our climate change targets, we also need people to travel differently. Which means making it easier to do the right thing. We will do this by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations that make it easier to use.” (Llwybr Newydd, 2021)

- 4.2. Consequently, in the setting of priorities in Llwybr Newydd it is identified that where possible services should be located close to where people live, and that infrastructure should be adapted to support modal shift away from private car and towards sustainable modes where possible.
- 4.3. These policies fully embrace walking and cycling as important alternatives to the car and should also be encouraged to form part of longer trips via public transport. The Institute of Highways and Transportation (IHT) has also prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments as seen in **Table 2** below.
- 4.4. 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, the 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.
- 4.5. The Active Travel Act Guidance for Wales of July 2021 ([Active Travel Act guidance | GOV.WALES](#)) 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

- 4.6. 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

- 4.7. 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.
- 4.8. 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.
- 4.9. The Wales National Survey currently gives only limited information in respect of transport. Later this year (2024) pilots of the Wales National Travel Survey are due to be undertaken. In the meantime, we have included details from the English National Travel Survey (NTS) for reference.
- 4.10. Table NTS0303 of the 2022 (English) NTS (released August 2023) indicates that the average walk trip distance in 2022 was 0.7 miles or 1.12km.
- 4.11. The 2022 NTS also states that walking was the most frequent mode used for short trips, with 83% of trips under one mile being undertaken by foot in 2022; this is a slight increase compared to 2021 (82%) and 2019 (80%).
- 4.12. 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.
- 4.13. 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)*”.
- 4.14. The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of 5 miles (or 8km), stating that “*Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking*”.
- 4.15. In terms of the 2022 NTS, Table NTS0303 indicates that the average cycle trip distance (for all purposes) in 2022 was 3.6 miles or 5.76km.
- 4.16. Taking all the advice into account, it is reasonable to consider cycling as a viable mode of travel for distances of up to 8km and potentially up to 12km for certain purposes as per Welsh guidance.

Local Facilities

- 4.17. The local facilities in Caldicot are shown in **Figure 4.1** and **Table 3** below. **Figure 4.1** indicates different areas of the proposal site and **Table 3** references walk distances from those areas. Caldicot High Street has typical facilities expected in a town centre including; supermarket, several shops, restaurants, library, salons, public houses, and pharmacies. Facilities highlighted in yellow indicate proposed facilities.

Table 3 – Local Facilities

Facility	Distance from...			
	Area A	Area B	Area C	Area D
Education				
The Archbishop Williams CiW Primary School	1.30km	900m	1.50km	1.30km
Castle Park Primary School	1.50km	1.60km	1.90km	1.20km
Red Robin's Nursery	1.50km	1.60km	1.90km	1.20km
Ysgol Gymraeg Y Ffin	2.10km	2.20km	2.50km	1.90km
Dewstow Primary School	2.30km	2.40km	2.80km	2.00km
Caldicot Comprehensive School	2.30km	2.30km	2.80km	2.00km
Durand Primary School	2.30km	2.30km	3.00km	2.60km
Health				
Portskewett Pharmacy	1.70km	1.30km	1.90km	1.60km
Portskewett Surgery	1.80km	1.40km	2.00km	1.70km
Caldicot Medical Group	2.10km	2.20km	2.70km	1.85km
Caldicot Day Hospital	2.20km	2.20km	2.70km	1.90km
Leisure				
The Castle Inn	1.40km	1.30km	1.80km	1.00km
Caldicot Castle and Country Park	1.60km	1.30km	2.00km	1.30km
Harold's Park	1.80km	1.30km	2.00km	1.70km
Playing Fields/Caldicot Town AFC	1.70km	1.80km	2.30km	1.50km
The Haywain Bar & ATM	1.90km	1.90km	2.40km	1.60km
Caldicot Bowls	2.10km	2.20km	2.80km	1.80km
Sudbrook Cricket Club	2.30km	1.90km	2.50km	2.00km
Caldicot Leisure Centre & Skate Park	2.60km	2.10km	2.70km	2.30km
Caldicot Choir Hall	2.50km	2.00km	2.60km	2.30km
Local Centre on the B4245 includes: takeaways, Co-op Supermarket, a Dentist, barbers and a bar	2.80km	2.70km	3.00km	2.20km
Caldicot RFC	3.00km	3.00km	3.50km	2.70km
Community				
St. Mary's Church, Caldicot	1.50km	1.50km	2.00km	970m
Portskewett Church Hall	1.40km	900m	1.50km	1.30km
St. Mary's Church, Portskewett	1.70km	1.20km	1.90km	1.60km
Caldicot Methodist Church	1.80km	1.80km	2.30km	1.60km
Bethany Baptist Church	2.50km	2.60km	3.10km	2.20km
Retail				
ASDA	1.80km	1.80km	2.40km	1.55km
General				
Village Centre	c. 480m	c. 50m	c. 740m	c. 240m
Primary School Zone	c. 425m	c. 73m	c. 560m	c. 350m
Community Playing Fields	c. 410m	c. 225m	c. 400m	c. 470m

Caldicot Town Centre along Chepstow Rd/Newport Rd (includes Aldi Supermarket, Convenience Stores, Pharmacy, Library, Banks, ATMs, Off Licence, Hairdressers, Cafes, Takeaways, Restaurants, Public Houses and other retail)	1.60km – 2.10km	1.60km – 2.10km	2.20km-2.70km	1.30km – 1.80km
Employment Areas (Castlegate Business Park, Beacon Business Park and Severn Bridge Industrial Estate)	1.40km – 2.10km	950m – 1.70km	1.50km – 2.20km	1.30km-2.00km
Bus Stops	1.60km	1.10km	1.70km	1.50km
Caldicot Rail Station	2.70km	2.70km	3.30km	2.40km

- 4.18. **Table 3** demonstrates that the site is situated within a comfortable walking distance of facilities proposed on the eastern side of the site, and within a reasonable walk of the town centre facilities.

Pedestrian Accessibility

- 4.19. The former railway line running through the western parcel of the development site offers the opportunity to provide access to Crick, the A48, and bus service 73 (Newport-Chepstow) once plans for improvement come forward. There are currently ongoing discussions with MCC regarding the potential upgrade of the line through the western parcel of the development site and ensure connections to it.
- 4.20. Funding and works are already proposed for the section going through the committed development south of B4245 (Caldicot Links Active Travel) and this offers opportunities to access Castlegate Business Park and other residential areas and associated facilities. This footway will also serve cyclists.
- 4.21. The site is proposing to provide a footway/cycleway link (an upgrade of the existing footpath) from the western parcel through the Country Park to meet Church Rd roundabout to create a direct route to the town centre and its facilities. The precise form of the link has yet to be decided but it is intended that the route will be accessible for the majority of the year except where extreme weather events prohibit sensible use.
- 4.22. One signalised crossing and one dropped kerb crossing will be available to improve access between the land parcels either side of Crick Road, giving the western parcel safe access to the school and local shops and the eastern parcel a safe route towards Caldicot town centre.
- 4.23. There is also a potential to improve the footway on the southern side of the B4245 to allow for improved pedestrian and cycle use, and to provide an alternative route for pedestrians and cyclists should the foot/cycle route to Caldicot be obstructed by surface water, which may occur occasionally around the SSSI to the west of the proposed development.
- 4.24. Options may include narrowing of the carriageway especially if the B4245 eventually becomes a 20mph speed limit road. The residential development to the south of the B4245, currently under construction, has proposals to construct a signalled crossing of the B4245. The crossing provides the option for active travellers to cross towards the footway opposite to travel towards Caldicot and to cross towards the development to the south and onwards to Portskewett.
- 4.25. A plan showing the 800m, 1.2km, and 2.0km walking distances from the centre of the site can be seen in **Figure 4.2**.

Cycle Accessibility

- 4.26. The National Cycle Network (NCN) Route 4 runs alongside the A48 to the north of the site. This route also crosses the town centre on Sandy Lane, approximately 1.4km from the site (5-minute cycle) which can be seen in **Figure 4.3**.
- 4.27. NCN Route 4 connects Caldicot to Rogiet (a 5.8km cycle) and Caerwent (a 3km cycle) and, further afield, connects to Usk (26km) and Monmouth (33km).
- 4.28. Monmouthshire's Active Travel Routes website indicates a series of cycle routes 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. The routes include the former railway line running through the western parcel of the site and the northeast to southwest route running across the site and connecting to the town centre. These routes can be seen in **Figure 4.4**.
- 4.29. The existing and proposed active travel network provides access to facilities and employment destinations including Caldicot School, Dewstow Primary School, Caldicot Leisure Centre, Caldicot Castle and Country Park, CastleGate Business Park, and Caldicot town centre.
- 4.30. **Figure 4.3** shows the 5km and 8km cycle distances from the site, as can be seen, nearby settlements and the outskirts of Monmouth Road are accessible by bicycle.

Public Transport Accessibility

Bus

- 4.31. The closest bus stops to the development site can be accessed on Caldicot Road, located c.1.6km south of the site close to the Pill Way junction.
- 4.32. The stops can be accessed via the PRoW which cuts across the site and Caldicot Castle & Country Park, leading to the B4245/Caldicot Road roundabout. These stops take the form of flagpole stops and serve the X74, 74,75 and T7 services.
- 4.33. Significant destinations covered by these services include Newport, Portskewett, Rogiet, Glan Llyn, Chepstow, Underwood, Caldicot Cross, Sudbrook, Deepweir, Caldicot, Bristol, Cribbs Causeway, Magor, amongst others.
- 4.34. Discussions have been undertaken with the public transport team at Monmouthshire County Council (MCC) with a view to make services more accessible. MCC has indicated that ideally services should be within a 400m walk of the proposal site and target destinations such as the town centre, Caldicot railway station, and Severn Tunnel Junction railway station, if this is practical.
- 4.35. Discussions are ongoing with the Local Authority regarding the nature of these services. It may include diversifying and improving one of the services currently serving Portskewett or, given the aim of serving both the town centre and the railway stations, a new service may be considered.

Rail

- 4.36. The nearest station is Caldicot Train Station, located c.3km from the centre of the site, which can be accessed via a 41-minute walk, 9-minute cycle or a 6-minute drive. The train station offers a sheltered seating area.

- 4.37. Free parking is available, a 10-minute walk away from the station at Woodstock Way Car Park offering 100 spaces, 5 of which are for mobility impaired users, and the car park offers 4 EV Charging spaces.
- 4.38. There are currently no cycle parking facilities, this would potentially be a measure that would increase the attractiveness of rail to residents.
- 4.39. Destinations served include:
- Gloucester
 - Severn Tunnel Junction
 - Newport
 - Cardiff Central
 - Bridgend
 - Maesteg
- 4.40. Services from this station are generally hourly in each direction.
- 4.41. The Severn Tunnel Junction, located in Rogiet, not far from Caldicot station, offers additional services and facilities to rail passengers, with parking and a ticket office available. As well as locations listed above, trains also serve, amongst other locations:
- Cheltenham Spa
 - Bristol
 - Bath
 - Southampton
 - Bedminster
 - Weston-super-Mare
 - Bridgwater
 - Taunton
 - Portsmouth
 - Portsmouth Harbour

Summary

- 4.42. The above review demonstrates that the site will be accessible through several proposed access points off Crick Road and the B4245.
- 4.43. As part of the development proposal the aim is to increase active travel usage, and through further discussion with MCC, the intention is to provide regular public transport and bus services towards the town centre and nearby transport hubs. The increased active travel routes and linkages to various modes of public transport have the potential to reduce reliance upon the private car, in accordance with the PPW12 Sustainable Planning for Transport Hierarchy. The development will also include the provision of a school and local centre providing these services within easy reach for residents by active travel modes.

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Crick Road, Caldicot

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- 4.44. It is therefore considered that residents will then 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 PPW12.

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 and 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 009.
 - Car or Van driver = 80%
 - Underground, Metro, Light Rail, Tram = 0%
 - Train = 3%
 - Taxi = 0%
 - Bus, Minibus, Coach = 1%
 - Car or Van Passenger = 4%
 - Motorcycle, scooter or moped = 1%
 - Bicycle = 2%
 - Walk = 9%
 - Other = 1%
- 5.5. The full output data is included as **Appendix B** 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 to 76% from 80%.
- 5.8. This is likely to provide a challenging, but achievable, target for the site; improved proximity to public transport services should assist 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.

Promotion of Sustainable Modes of Travel

- 6.3. 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:
 - o Improving existing walking routes towards the town centre
 - o Providing suitable crossing points to local facilities
 - o Providing maps of local walking routes from the site to key local facilities e.g. <https://mccactivetravelconsultation.commonplace.is/proposals/caldicot-cycling>
 - o Promoting the health benefits of walking.
 - Encouraging cycling to/from the site by:
 - o Providing numerous access points for cyclists to access the development site
 - o Providing secure on-plot storage;
 - o Providing maps of designated cycle routes in the vicinity of the site;
 - o Promoting the health benefits of cycling.
 - o 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/>
 - o Promoting cycling information websites, e.g. <https://mccactivetravelconsultation.commonplace.is/proposals/caldicot-cycling>
 - o <https://www.monmouthshire.gov.uk/current-schemes/>
 - o <https://maps.monmouthshire.gov.uk/custom/activetravelATNM.html>
 - Encouraging the use of public transport by:
 - o Provision of a bus service/extension of existing bus service via the proposed site for future residents
 - o 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/>
 - Encouraging sustainable car journeys by:
 - o Provision of Electric Vehicle Charging Points

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- o Making residents aware of car share schemes, such as <https://liftshare.com/uk>
 - Raising awareness of car ownership costs through the Travel Packs.
 - Promoting the Travel Plan and its measures by:
 - o Publicising the Travel Plan on the development website;
 - o 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 upon occupation.
- 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 public transport and sustainable travel information about services and routes within the local area.
- 7.3. The packs will make residents aware of active and public transport provision which is available to the nearby destinations, local shops, schools, health and leisure facilities, bus stops, railway stations, and nearby employment areas.
- 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 cars 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

Travel Mode	Initiative	Target Date	Person Responsible	Other Delivery Partners
Walking	Providing maps of local walking routes and PRoWs	At occupation	TPC	MCC
	Promoting the health benefits of walking	At occupation	TPC	
	Provision of footpaths surrounding the vicinity of the site	At occupation	TPC	

Cycling	Providing secure on-plot storage	Prior to occupation	Housebuilder	
	Providing maps of local cycling routes	At occupation	TPC	
	Providing cycling access to the proposed site	At occupation	TPC	
	Promoting cycling information websites	At occupation	TPC	
	Promoting the health benefits of cycling	At occupation	TPC	
	Promoting/ teaching cycling at schools	At occupation	TPC	
Public Transport	Providing detailed public transport information, such as timetables and fares	At occupation	TPC	
Encouraging Sustainable Car Journeys	Promoting car clubs and car share schemes	At occupation	TPC	
	Provision of Electric Vehicle Charge Points	Prior to occupation	Housebuilder	
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	
	Promote active travel through national awareness programmes ie Bike Week, Walk to School Week, Big Pedal and Road Safety Week	At occupation	TPC	

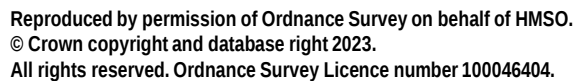
Travel Surveys

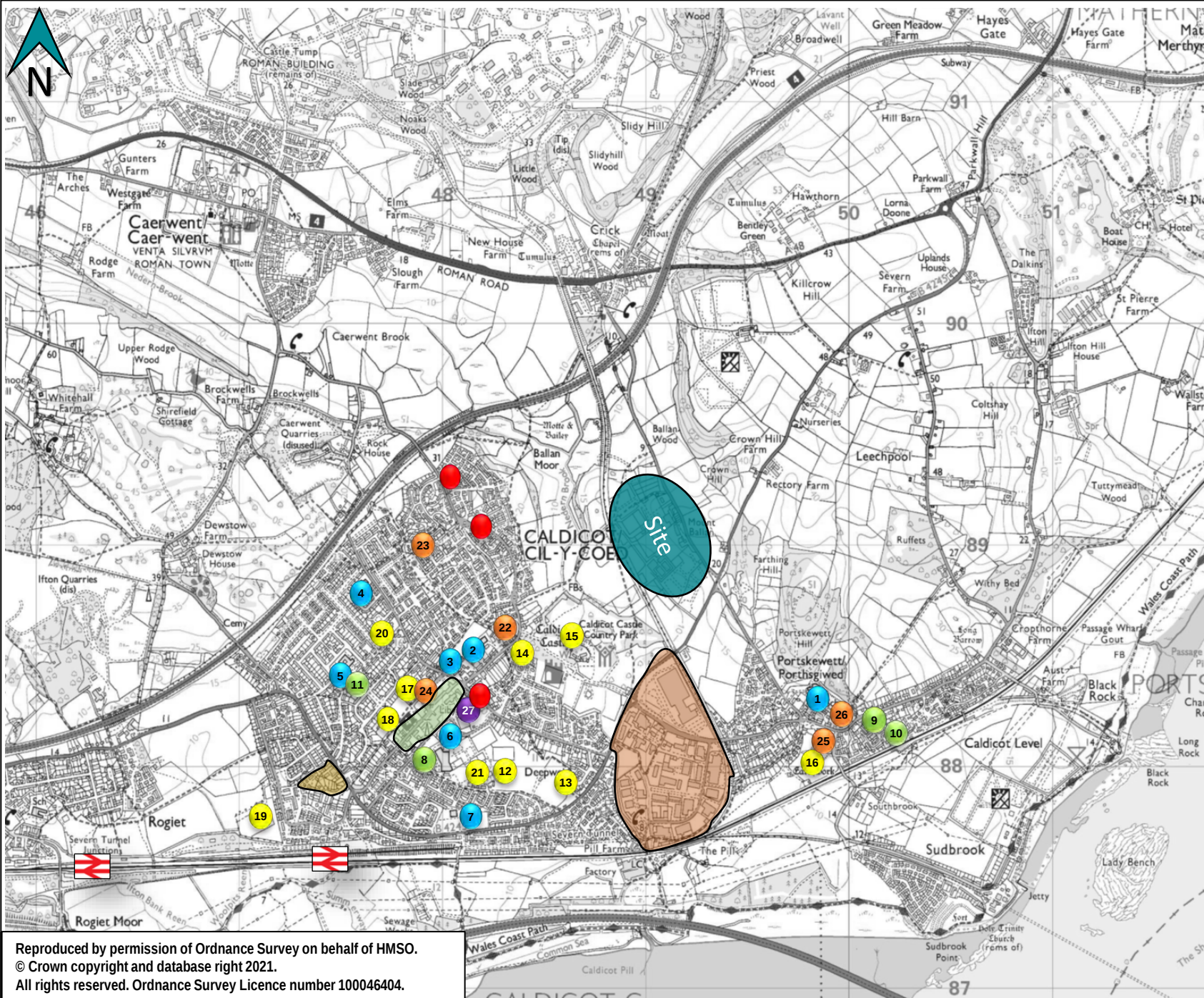
- 7.10. Travel surveys will be produced for the new residents to complete; at this stage, it is considered that the surveys should be undertaken within six months of first occupation at the site.
- 7.11. The travel surveys will derive the initial modal split and thus facilitate the setting of realistic 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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Figures





Legend

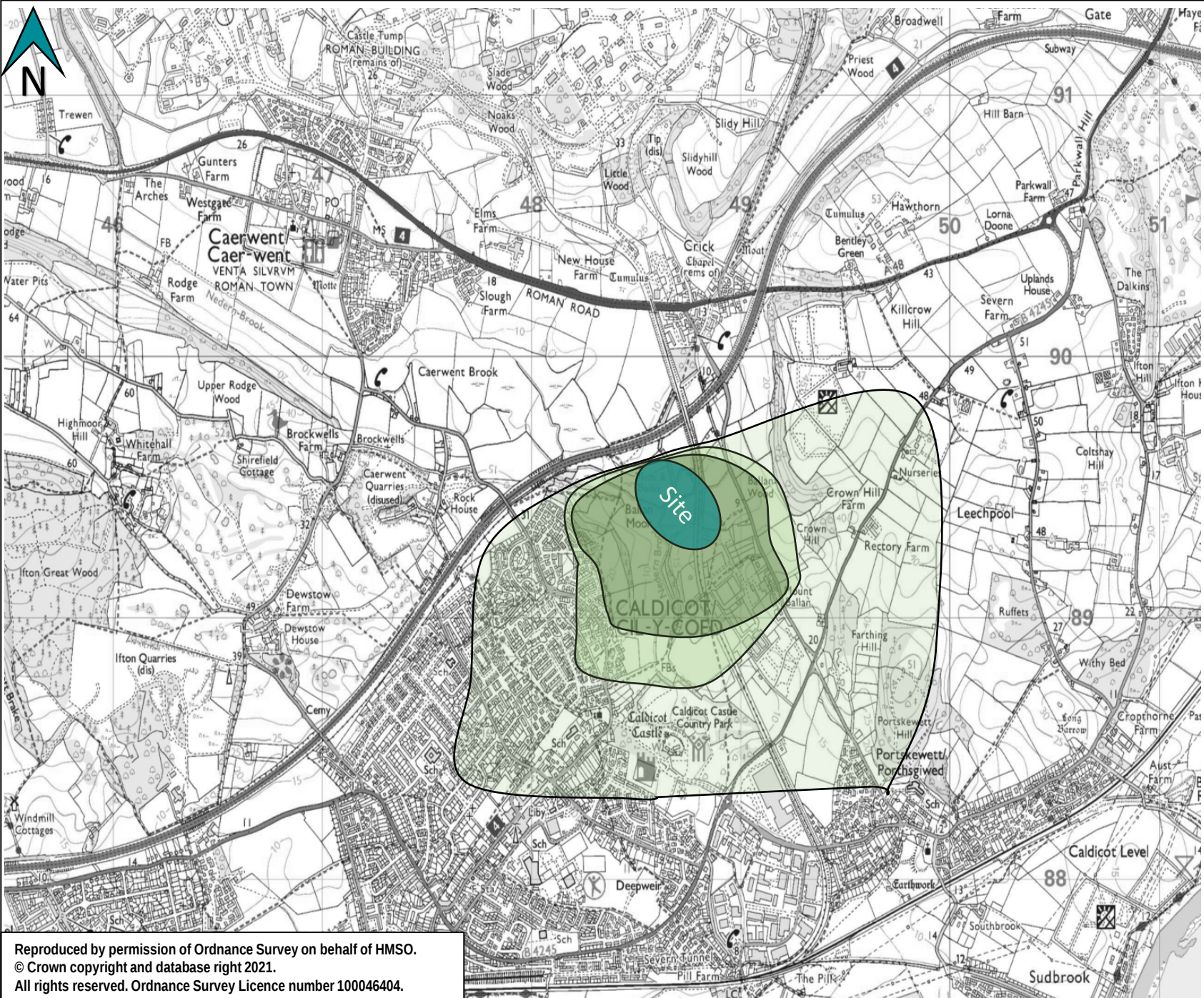
- Site
- Bus Stops
- Railway Station
- 1 The Archbishop Williams CiW Primary School
- 2 Castle Park Primary School
- 3 Red Robin's Nursery
- 4 Ysgol Gymraeg Y Ffin
- 5 Dewstow Primary School
- 6 Caldicot Comprehensive School
- 7 Durand Primary School
- 8 Caldicot Medical Group
- 9 Portskewett Pharmacy
- 10 Portskewett Surgery
- 11 Caldicot Day Hospital
- 12 Caldicot Leisure Centre/Skate Park
- 13 Sudbrook Cricket Club
- 14 The Castle Inn
- 15 Caldicot Castle and Country Park
- 16 Harold's Park
- 17 Playing Fields/Caldicot Town AFC
- 18 Caldicot Bowls
- 19 Caldicot RFC
- 20 The Haywain + ATM
- 21 Caldicot Choice Hall
- 22 St Mary's Church, Caldicot
- 23 Bethany Baptist Church
- 24 Caldicot Methodist Church
- 25 St Mary's Church, Portskewett
- 26 Portskewett Church Hall
- 27 Asda Supermarket
- Employment Areas
- Town Centre Facilities (Incl. Aldi Supermarket, Convenience Stores, Pharmacy, Library, Banks, ATMs, DIY, Off Licence, Hairdressers, Cafés, Takeaways, Restaurants, Public Houses, other Retail)
- Local Centre (includes takeaways, Co-op supermarket, dentist, barbers and a bar)

TRANSPORT PLANNING LTD
Not to Scale

Crick Road
Caldicot

Figure 4.1 – Local Facilities

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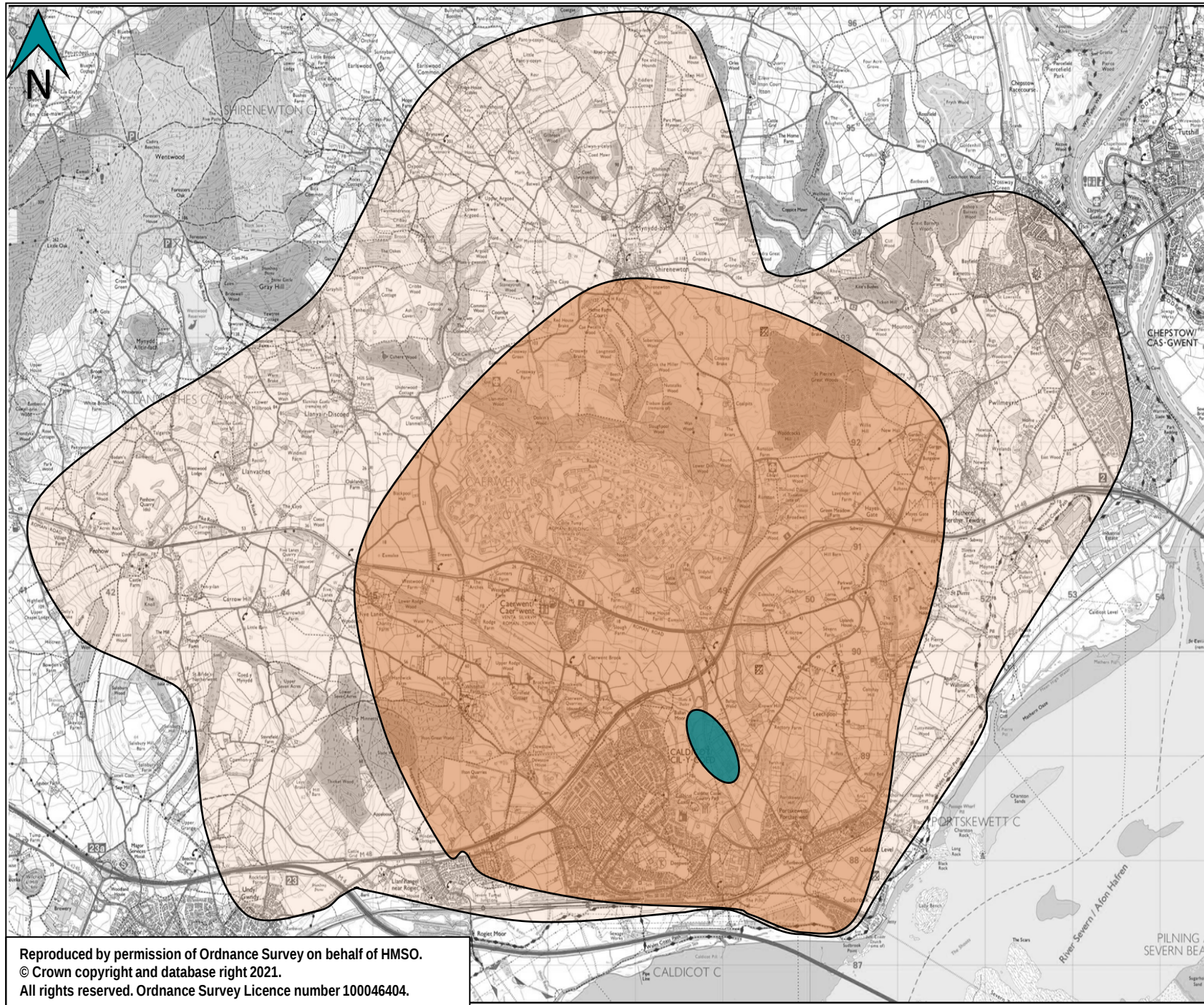
- Site
- 800m Walk Distance
- 1.2km Walk Distance
- 2.0km Walk Distance

hub
TRANSPORT PLANNING LTD

Not to Scale
Crick Road
Caldicot

Figure 4.2 – Walk Distances

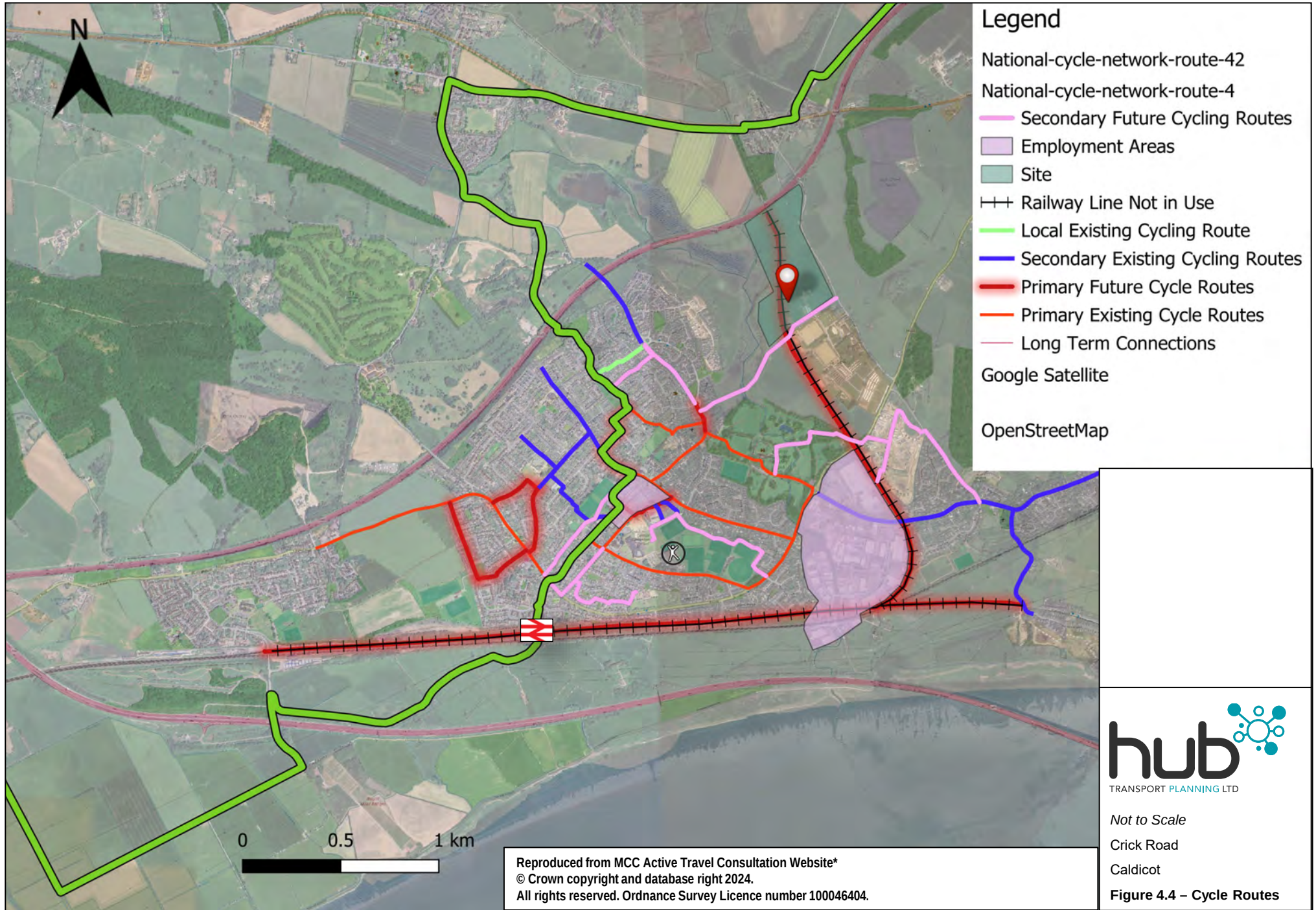
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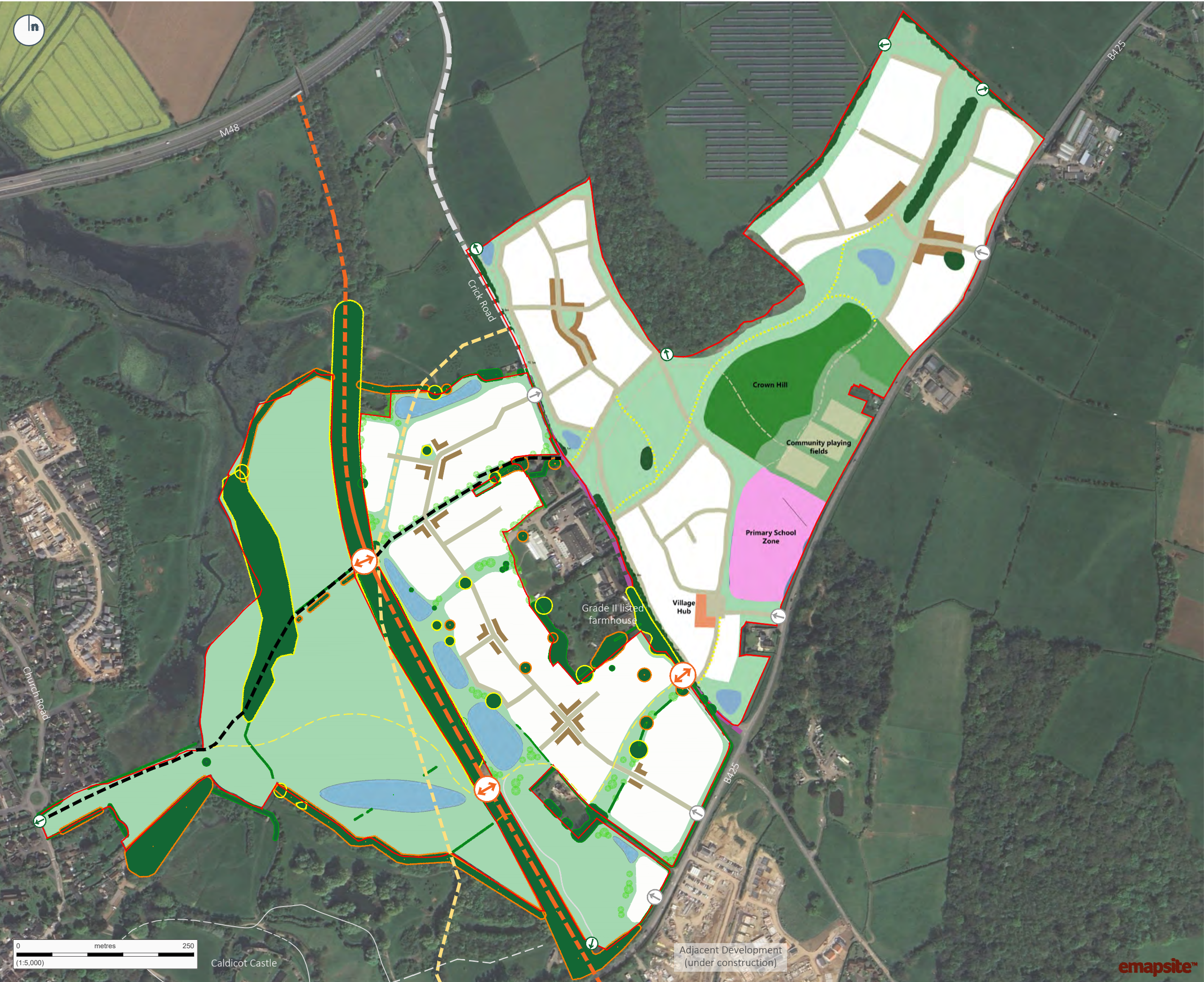
- Site
- 5.0km
- 8.0km

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Appendix A

Illustrative Masterplan



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- KEY**
- Site Boundary
 - Residential Development
 - Key Frontage
 - Public Open Space
 - Proposed Trees and Hedges
 - Existing Trees and Hedges
 - Category A Trees
 - Category B Trees
 - Primary School
 - Active Travel Route - S24A east-west route
 - Active Travel Route - S28A north-south route
 - Existing Public Rights of Way
 - Crick Road
 - Proposed extent of Crick Road subject to works to reduce traffic speeds
 - Proposed foot/cycle paths
 - Proposed footpaths
 - Vehicular Access
 - Pedestrian/cycle access
 - Pedestrian/cycle crossing points
 - Proposed surface water attenuation basins

CLIENT

Richborough Estates

PROJECT

Land off Crick Road, Caldicott

DRAWING

Emerging Illustrative Masterplan

PROJECT NUMBER

RICU3019

DRAWING NUMBER	CHECKED BY
4000	AW

REVISION	STATUS
H	DRAFT

DATE	SCALE
July 2024	1:5,000 @ A3

Appendix B

Journey to Work Data

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 22 November 2023]

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

	W02000344 :	
Method of Travel to Work	Monmouthshire	
	009	%
All categories: Method of travel	3,379	100%
Underground, metro, light rail, t	2	0%
Train	108	3%
Bus, minibus or coach	45	1%
Taxi	3	0%
Motorcycle, scooter or moped	38	1%
Driving a car or van	2,716	80%
Passenger in a car or van	181	5%
Bicycle	41	1%
On foot	210	6%
Other method of travel to work	35	1%

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.