

Prepared on behalf of

Sirius Planning Limited

**Proposed Plastic Recycling and Processing Facility
Land off Goat Mill Road, Merthyr Tydfil**

Draft Travel Plan

Control Sheet

CLIENT: Sirius Planning Limited

PROJECT TITLE: Proposed Plastic Recycling and Processing Facility
Land off Goat Mill Road, Merthyr Tydfil

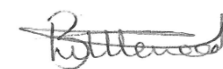
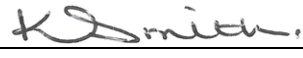
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This document has been prepared in accordance with procedure OP/P02 of the *Fairhurst Quality and Environmental Management System*

This document has been prepared in accordance with the instructions of the client, Sirius Planning Limited, for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk.

Acknowledgements:

OpenRouteService has been used to generate walking and cycling isochrones. Appropriate attribution is provided alongside each image produced.

'Google My Maps' has been used to produce figures for illustrative purposes only. Appropriate attribution is provided alongside each image produced.

2011 Census: Method of Travel to Work data has been used to estimate modal split.

The TRICS database has been used in this report to calculate traffic generations.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd, unless otherwise expressly stated within this report.

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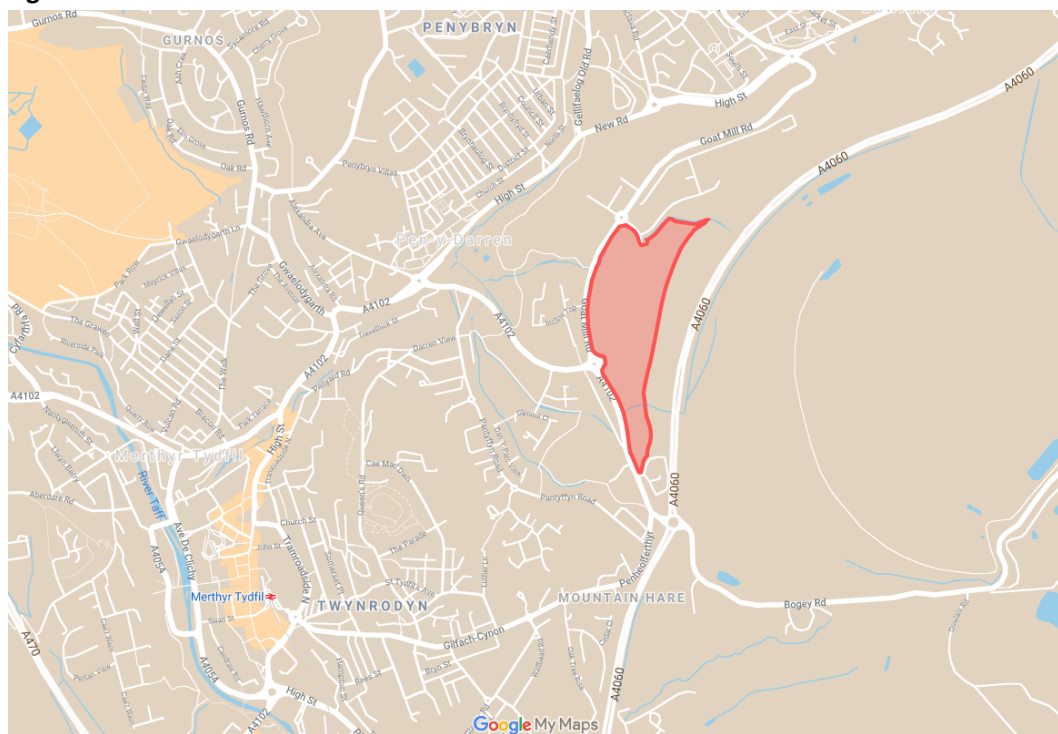
APPENDIX A

Action Plan

1 Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Limited has been appointed by Sirius Planning Limited to advise on traffic and transportation matters surrounding the development of a plastic recycling and processing facility on land off Goat Mill Road, Merthyr Tydfil by their client Jayplas.

Figure 1 – Site Location



[Map Data © 2021]

- 1.2 The site is identified on MTBC's Proposals Map as an Allocated Employment Site (Policy ref: EcW-1.2). The site, referred to as "Goat Mill Road" is summarised as follows:

"This 16.98 hectare site (14.75ha net) is allocated for B1(b), B1(c), B2 and B8 uses. The site is currently owned by the Council and lies to the South and East of a larger Goat Mill Road industrial area. The Council's Engineers have advised that the principle of development is considered acceptable. There is existing highway access available immediately adjacent to the site although local improvements are likely to be required. Access is likely to be gained from two existing roundabouts on Goat Mill Road."

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- 1.3 The Merthyr Tydfil Replacement Local Development Plan (LDP) 2016 - 2031 provides the local planning policy framework for the area and was adopted by Council on 29th January 2020. 'Policy SW12: Improving the Transport Network' states the following;
- “Development that encourages a modal shift towards sustainable transport will be supported, including the enhancement of pedestrian, cycle, rail and bus facilities, in addition to any necessary road improvements. Development proposals will be expected to demonstrate how they reduce the need to travel and encourage the use of sustainable transport.”*
- 1.4 This Draft Travel Plan ('the Plan', hereafter) demonstrates how the development will seek to promote the use of sustainable modes of transport including walking, cycling and public transport and reduce the reliance on the use of the private car, particularly single occupancy car trips.
- 1.5 The Plan will be further developed following discussions with the Local Authority and other relevant bodies once the site is fully operational and specific travel needs are identified.
- 1.6 The Plan should be read in conjunction with the Transport Assessment (submitted under separate cover) which considers the impact of the proposal on the operation and safety of the local highway network.

2 The Proposal

2.1 Overview

2.1.1 The proposal is for the development of two employment warehouse units (total 22,260m² GFA) with internal office accommodation (1,000m² GFA) (Use Classes B1, B2 and B8) which will be used for the recycling and processing of plastic materials, an external storage area, weighbridge and gatehouse will also be provided as part of the development. A proposed site layout is included at **Appendix B.**

2.1.2 The site will provide a total of 73 N^o car parking spaces (plus an additional 17 N^o overflow spaces) including 6 N^o disabled bays, 7 N^o active EVC bays and a further 4 N^o passive EVC bays. Parking facilities will also be provided for 4 N^o motorcycles and 8 N^o cycles.

2.2 Operational Characteristics

2.2.1 The proposed site, when fully operational, will accept and process c. 150,000 tonnes of plastic materials per annum. The facility is designed with the objective of recovering value from materials destined for landfill and thus reducing the amount of waste being disposed by landfill.

2.2.2 It is envisaged that the plant and internal operations of the proposed development will operate continuously 24 hours per day and 7 days a week and the external operations, including when the facility will generally accept delivery and the dispatch of plastics, will operate during day time working hours, i.e. 06:00 to 18:00.

2.2.3 Once fully operational it is envisaged that the facility will have the capacity to provide direct full-time employment for approximately 110+ persons which will be a combination of skilled and semi-skilled work. The plant and internal operations will operate on a 24hr / 7 day basis and operatives will be employed on a daily 4-shift pattern.

3 Travel Plan Administration and Promotion

- 3.1 The sites Human Resources Manager will be the designated Travel Plan Co-ordinator (TPC) in the first instance. The Travel Plan Co-ordinator will contact the appropriate officer at the Council in order to commence with the implementation and development of the approved Travel Plan. Should the role of Travel Plan Co-ordinator be transferred to another member of staff or organisation, the new post holder will on appointment contact the Council.
- 3.2 The Travel Plan Co-ordinator's primary responsibilities will be:
- To promote and guide the development of the Travel Plan;
 - To assemble and maintain current public transport timetable and fare information and ensure that this is made readily available to all employees;;
 - To encourage staff to register with a car share network in order to increase the level of car sharing at the site;
 - To promote walking and cycling as a healthy alternative to the private car for journeys to and from work;
 - To undertake annual staff travel to work surveys and other monitoring;
 - Liaise with the Council on the promotion of sustainable travel for staff and visitors.
- 3.3 The Travel Plan Co-ordinator will ensure that all of the necessary systems for collecting and recording data relating to the Travel Plan are established, maintained and regularly updated.
- 3.4 Effective travel planning requires ready access to accurate and current travel information. The Travel Plan Co-ordinator will produce a sustainable travel pack with the assistance of the Council. This will include all pertinent information on sustainable modes of travel to the site and promote the benefits mainly to employees, but also to visitors. Sustainable travel information will be provided on notice boards in communal staff areas. Public transport operators will also be asked to provide leaflets and posters for display on the notice boards.

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- 3.5 The Travel Plan Co-ordinator will also encourage and oversee an informal employee car share scheme in addition to promoting existing local and national car share schemes, providing not only the opportunity to share daily commuting journeys but also longer distance work journeys.
- 3.6 The Travel Plan Co-ordinator will look into holding Sustainable Travel Awareness Days at the site and consider taking part in national events such as Bike Week and European Mobility Week.
- 3.7 In order to fulfil their responsibilities and operate an effective Travel Plan, the Travel Plan Co-ordinator will work closely with the Council and local transport service providers.

4 Monitoring, Review and Targets

- 4.1 A programme of monitoring and review will be implemented by the Travel Plan Co-ordinator to generate information by which the success of the Travel Plan can be evaluated. This will also include staff travel surveys undertaken on an annual basis, commencing from within three months of occupation of the proposed development. Upon completion and analysis, this information will be made available within one month to the Council.
- 4.2 With regards to targets, at present there is no existing information in relation to how staff travel to the site. This information will be obtained through 'Travel to Work Surveys' once the site is operational.
- 4.3 In order to provide a base scenario, the predicted multimodal daily trips for the development have been estimated using 2011 Census: Method of Travel to Work data. The proportions set out in Table 1 identify the recorded modal splits for the local area (Merthyr Tydfil 002 middle super output area), the region (Merthyr Tydfil) and Wales as a whole.

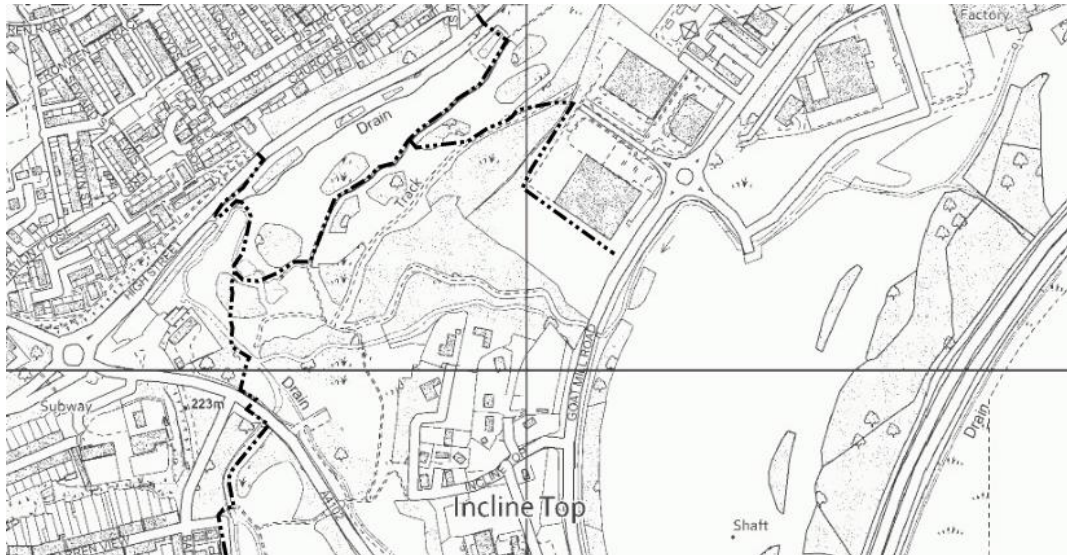
Table 1 – 2011 Census: Method of Travel to Work data

Method of Travel to Work	Merthyr Tydfil 002 % working	Merthyr Tydfil % working	Wales % working
Work Mainly at or From Home	2.1%	2.5%	5.4%
Underground, Metro, Light Rail, Tram	0.1%	0.1%	0.1%
Train	0.9%	1.9%	2.0%
Bus, Minibus or Coach	7.4%	7.0%	4.6%
Taxi	1.3%	0.9%	0.5%
Motorcycle, Scooter or Moped	0.3%	0.3%	0.6%
Driving a Car or Van	65.3%	65.8%	67.4%
Passenger in a Car or Van	11.9%	10.6%	6.8%
Bicycle	0.2%	0.3%	1.4%
On Foot	9.7%	10.0%	10.6%
Other Method of Travel to Work	0.7%	0.5%	0.6%

- 4.4 From the above it can be seen that there is little variation in modal split between local, regional and nation levels. Rates of single occupancy (estimated by deducting passenger % from driver %) are recorded as 53.4% at local level, 55.2% at regional level and 60.6% at national level. The modal share for active travel modes (i.e. walking and cycling) are 9.9%, 10.3% and 12%, respectively. Meanwhile, the uptake of public transport (i.e. bus and rail) equates to 8.3%, 8.9% and 6.6%, respectively.
- 4.5 For the purpose of setting provisional targets, (to be refined once existing staff travel patterns are known) it is considered that the existing modal share for Merthyr Tydfil represents an appropriate baseline position.
- 4.6 When setting targets it is important to ensure that they are ‘SMART’:
- Specific:** Well defined, clear, and unambiguous.
- Measurable:** With specific criteria that measure your progress toward the accomplishment of the goal.
- Achievable:** Attainable and not impossible to achieve.
- Realistic:** Within reach and relevant.
- Timely:** With a clearly defined timeline, including a starting date and a target date. The purpose is to create urgency.
- 4.7 With this in mind, reference is made to the accessibility audit undertaken in the Transport Assessment (Chapter 3) which concluded that the sites location provides a reasonable level of opportunity to travel sustainably.
- 4.8 In relation to active travel, the site is located within reasonable walking and cycling distance of a significant residential catchment, therefore, there would appear to be an opportunity to recruit locally thereby increasing the potential for journeys to / from work to be undertaken by walking or cycling. Active Travel Routes are also present in proximity to the site access which increase the pedestrian permeability of the surrounding area and reduce walking distances between the site and bus stop facilities along High Street.

Figure 2 – Active Travel Routes

[MTBC Constraints Map]



- 4.9 In relation to travel by public transport, the closest bus stops are located High Street approximately 820m – 950m walking distance from the site entrance and collectively accommodate around 5 bus services per hour through the week, operating between Merthyr Tydfil town centre and destinations including Cardiff and Bargoed.
- 4.10 Meanwhile, the nearest rail station to the site is Merthyr Tydfil Station, located approximately 2.3km south of the site within the town centre. The station operates a half-hourly service to and from Cardiff. The station is considered to be accessible from the proposed development by cycle with cycle parking facilities available at the station, by bus as it is located around a 4 minute walk from the bus station, and by taxi as a taxi rank is provided outside the station.
- 4.11 Whilst public transport options are deemed to be accessible, it is considered that public transport is less likely to serve as an appealing sustainable travel alternative due to there being no direct connectivity to the site, and there being a limited service frequency, in particular on evenings and Sundays. Given the site's 24/7 operation, staff will likely be unable to have a consistent level of access to public transport.

- 4.12 In light of the above, it is considered that the primary target of the Plan will be to reduce the number of single occupancy car trip generated by the site through the promotion of active travel (walking and cycling). The secondary target will be to further reduce single occupancy trips through other measures such as car sharing and working from home (where possible).
- 4.13 The provisional targets of the Plan are as follows:
- **No less than 15% of travel to work journeys to be undertaken by active travel (walking or cycling).** This represents almost a 50% increase in the uptake of active travel when compared against existing modal share proportions (10.3%).
 - **No less than 10% of travel to work journeys to be undertaken by public transport (bus or rail).** This represents around a 10% increase in the uptake of public transport when compared against existing modal share proportions (8.9%).
 - **No less than 25% of travel to work journeys to include car sharing.** This represents around an 18% increase in car sharing when compared against existing modal share proportions (21.2%).
 - **No greater than 50% of travel to work journeys to be single occupancy vehicle trips.** This equates to around a 10% reduction of single occupancy vehicle trips when compared against existing modal share proportions (55.2%).
- 4.14 The development should seek to achieve the above modal share targets within 5 years of the date that the baseline travel surveys are submitted to the Council, which should be within 4 months of the development becoming operational.
- 4.15 The aims and benefits of the Travel Plan will be promoted to new staff through the company's recruitment procedures.

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- 4.16 Monitoring will involve the regular collection of analytical ‘hard’ data and ‘soft’ data in the form of employee feedback. The Travel Plan Co-ordinator will:
- Monitor the take up of any car-sharing scheme, the cycle to work scheme and any agreed public transport travel incentives;
 - Record comments made by management and employees on the operation of the Travel Plan; and
 - Distribute annual travel questionnaires to all employees, gather responses and compare these against previous questionnaires and targets.
 - Monitor the use of on-site parking. This would include monitoring of car parking to ensure that there is not a significant over-provision that may encourage car use; and monitoring of cycle, motorcycle and electric vehicle charging facilities to ensure that there remains an adequate level of provision.
- 4.17 Information gathered annually through the monitoring process will be made available within one month of collection for inspection by the Council.
- 4.18 An initial Travel Plan Action Plan has been produced to aid the Travel Plan Co-ordinator with monitoring and reviewing, which is included at **Appendix A**. This outlines the commitments and sets out timescales for undertaking each task. It provides a useful checklist to ensure that the Travel Plan is being fully implemented. This Action Plan will be reviewed annually by the Travel Plan Co-ordinator in conjunction with the Council.

5 Travel Plan Measures

5.1 Walking

- 5.1.1 The benefits of walking in relation to general health and wellbeing will be promoted and staff will be informed that information regarding walking is available from various websites including <https://www.nhs.uk/live-well/exercise/walking-for-health/> and <https://www.walkingforhealth.org.uk/>. Nationwide events such as Walk to Work Day will be promoted to staff and their participation will be encouraged.

5.2 Cycling

- 5.2.1 A total of 8 N° secure cycle parking space will be provided on site for use by staff and visitors. These will be positioned close to the site entrance and will benefit from passing surveillance.
- 5.2.2 The benefits to health and wellbeing that can be gained from cycling will be promoted to staff. Nationwide events such as Cycle to Work Day will also be promoted with staff encouraged to take part. Journey planners are available at www.cyclestreets.net and www.traveline.info. In addition, various apps are available for smart devices that provide mapping and route planning, working in conjunction with the GPS locator of the device.
- 5.2.3 Details of local shops that sell cycles and accessories as well as carrying out servicing and repairs will be provided to staff. The possibility of these shops providing offers or discounts to encourage the use of cycles will be investigated by the designated Travel Plan Coordinator.

5.3 Public Transport

- 5.3.1 Information on travel by bus can be found at <https://www.traveline.cymru/#> where a journey planner, timetables and ticket information is available.
- 5.3.2 The Travel Plan Coordinator will ensure that up to date timetable information is available to staff in communal areas so that they are aware of the public transport opportunities available to them.

5.4 Car Sharing

5.4.1 Car Share schemes:

- Provide a cheap way to get around
- Reduce levels of traffic, congestion, CO₂ emissions and pollution
- Reduce parking problems
- Create opportunities for business and the local community to work together
- Create opportunities to meet other people from the local area
- Improve relations with the local community
- Journeys may be quicker where drivers are allowed to use dual occupancy car lanes

5.4.2 Liftshare operate a nationwide car share scheme which will be promoted to staff. Further details can be found at <https://liftshare.com/uk/community/wales>

5.4.3 The Travel Plan Coordinator will assist staff with finding a lift share partner. Members of staff who do decide to car share will be given a preferential car parking space at the site.

5.4.4 The Travel Plan Coordinator will ensure that a procedure is put in place to ensure that car sharers have a guaranteed lift home in the event that their lift share partner is unavailable.

5.5 Accessibility by Taxi

5.5.1 Taxis can provide a convenient mode of transport for those who don't drive or only need limited use of a vehicle. A wide selection of taxi firms operate in the local area that can be booked online or by phone. The possibility of local taxi firms providing discounts to staff of the development will be investigated and details of these firms will be made available to staff.

5.6 *Working from Home*

5.6.1 There have been various technological advancements in recent times, in part due to the Covid-19 pandemic, which have made working from home a feasible, if not more attractive option for many. Remote working provides a host of advantages for workers including;

- A better Work-Life balance
- Less commuter stress
- Money saving on travel costs
- Positive environmental impact

5.6.2 Working from home just one day per week would result in a 20% reduction in travel (assuming a standard 5-day working week).

5.6.3 It is considered that some office and administration duties associated with the operation of the site could likely be conducted from a home environment. The Travel Plan Co-ordinator will therefore seek to identify opportunities to promote working from home and thus reduce the number of vehicle trips generated by the site.

6 Summary and Conclusions

- 6.1 This Draft Travel Plan sets out a series of measures that will encourage changes in the travel patterns of staff and visitors to the site, from the use of the single occupied private vehicle, to more sustainable forms of transport.
- 6.2 The Plan is submitted in support of the development proposal and sets out measures designed to encourage sustainable travel by staff and visitors.
- 6.3 The Plan includes reference to compliance and enforcement of the plan and to the required monitoring, review and reporting for the life of the plan.
- 6.4 It is considered that these measures will help to reduce the reliance on the private car, particularly single-person car trips. In turn the numbers of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and in the general environment.
- 6.5 To ensure the continued success and effectiveness of this Travel Plan it will be reviewed and developed in conjunction with the Council.

APPENDIX A

Action Plan

TRAVEL PLAN ACTION PLAN – GOAT MILL ROAD, MERTHYR TYDFIL

PRE-OCCUPATION	
ACTION	TIMESCALE
➤ Advise existing / prospective staff of the Travel Plan ➤ Ensure Travel Plan Co-ordinator is in place ➤ Install cycle parking	Prior to occupation of development

POST-OCCUPATION	
ACTION	TIMESCALE
➤ Letter from Travel Plan Co-ordinator to all staff informing them of the Travel Plan and point of contact ➤ Distribute Staff Travel Questionnaire ➤ Draw up Staff 'Sustainable' Travel Pack with aid of the Council and issue to all staff	Within three months of occupation
➤ Review Targets based on results of staff travel to work survey ➤ Prepare and submit summary report to the Council	Within one month of Staff Travel Questionnaire
➤ Collate travel information for display on staff notice boards ➤ Establish informal Car Sharing Scheme ➤ Set up User Groups	Within six months of occupation
➤ Obtain staff feedback on Travel Plan and undertake all other agreed monitoring. ➤ Agree targets for next 12 months with the Council ➤ Distribute travel questionnaires within twelve months of previous survey and yearly thereafter. ➤ Submit results to the Council within one month of undertaking the survey.	Annually