

Rhydycar West, Merthyr Tydfil

Travel Plan

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Final for Submission

Marvel Ltd

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TABLE OF CONTENTS

1	INTRODUCTION.....	5
	Brief	5
	What is a Travel Plan?	5
	Travel Plan Benefits	6
	Report Structure & Executive Summary	7
2	POLICY REVIEW	9
	Introduction	9
	National Policy	9
	Future Wales – The National Plan 2040.....	9
	Planning Policy Wales.....	9
	Technical Advice Note 18: Transport	10
	Active Travel Wales Act 2013	10
	Llwybr Newydd: The Wales Transport Strategy 2021	10
	Well-being of Future Generations Act 2015	11
	Net Zero Strategy: Build Back Greener	11
	Decarbonising Transport: A Better, Greener, Britain.....	11
	Net Zero Wales Carbon Budget	11
	Local Policy	12
	Merthyr Tydfil County Borough Council’s Local Development Plan, 2016-2031 (First Replacement, 2018) ..	12
3	EXISTING CONDITIONS	13
	Site Location	13
	Access by Walking	14
	Access by Cycling	17
	Access by Bus	20
	Access by Rail	22
	GIS Public Transport Assessment.....	22
	Summary	24
4	AIMS, OBJECTIVES AND TARGETS	25
	Introduction	25
	Travel Plan Aims	25
	Travel Plan Objectives	25
	Proposed Travel Context: Staff	25

Travel Plan Targets: Staff.....	26
Travel Plan Targets: Visitors	28
Travel Plan Targets: Deliveries	28
5 TRAVEL PLAN STRATEGY AND RESPONSIBILITY	29
Introduction	29
Travel Plan Strategy.....	29
Travel Plan Responsibility	29
Travel Plan Coordinator	29
6 TRAVEL PLAN MEASURES	30
Introduction	30
Site-Wide Travel Plan Measures	30
Site Shuttle Bus.....	30
Physical Infrastructure	31
Staff Travel Plan Measures	32
Staff Travel Information Pack	32
Publication.....	32
Personal Travel Planning.....	33
Staff Meetings	33
Staff Noticeboard	33
Promotion of Sustainable Transport	33
Shuttle Bus.....	34
Award/Reward	34
Shower / Changing Facilities	34
Bicycle Parking	34
Car Sharing.....	35
Car Park Management	35
Electric Vehicle Charging	35
Customer Travel Plan Measures.....	35
Booking System	35
Marketing	36
Email / Telecommunications	36
Website.....	36
Group Discounts	36
Equipment Hire.....	36

Resort App.....	37
Piste Booking System	37
Promotion of Sustainable Transport	37
Shower / Changing Facilities	38
Shuttle Bus Service	38
Electric Vehicle Charging	38
Delivery Travel Plan Measures.....	38
Management of Site Deliveries.....	38
Action Plan	38
7 BREEAM SUSTAINABILITY ASSESSMENT	40
Introduction	40
TRA 01 Transport Assessment and Travel Plan.....	40
Criteria 1.....	40
Criteria 2.....	40
Criteria 3.....	41
Criteria 4.....	41
Criteria 5.....	41
Required Travel Plan Measures.....	41
TRA 02 Sustainable Transport Measures.....	43
8 IMPLEMENTATION, MONITORING AND REVIEW	45
Introduction	45
Implementation	45
Staff Travel Plan Monitoring and Review	45
Staff Travel Plan Reporting.....	45
Customer Travel Plan Monitoring and Review	46
Securing the Travel Plan.....	46
9 SUMMARY AND CONCLUSION.....	47
Summary.....	47
Conclusion	47
FIGURES.....	49

1 INTRODUCTION

BRIEF

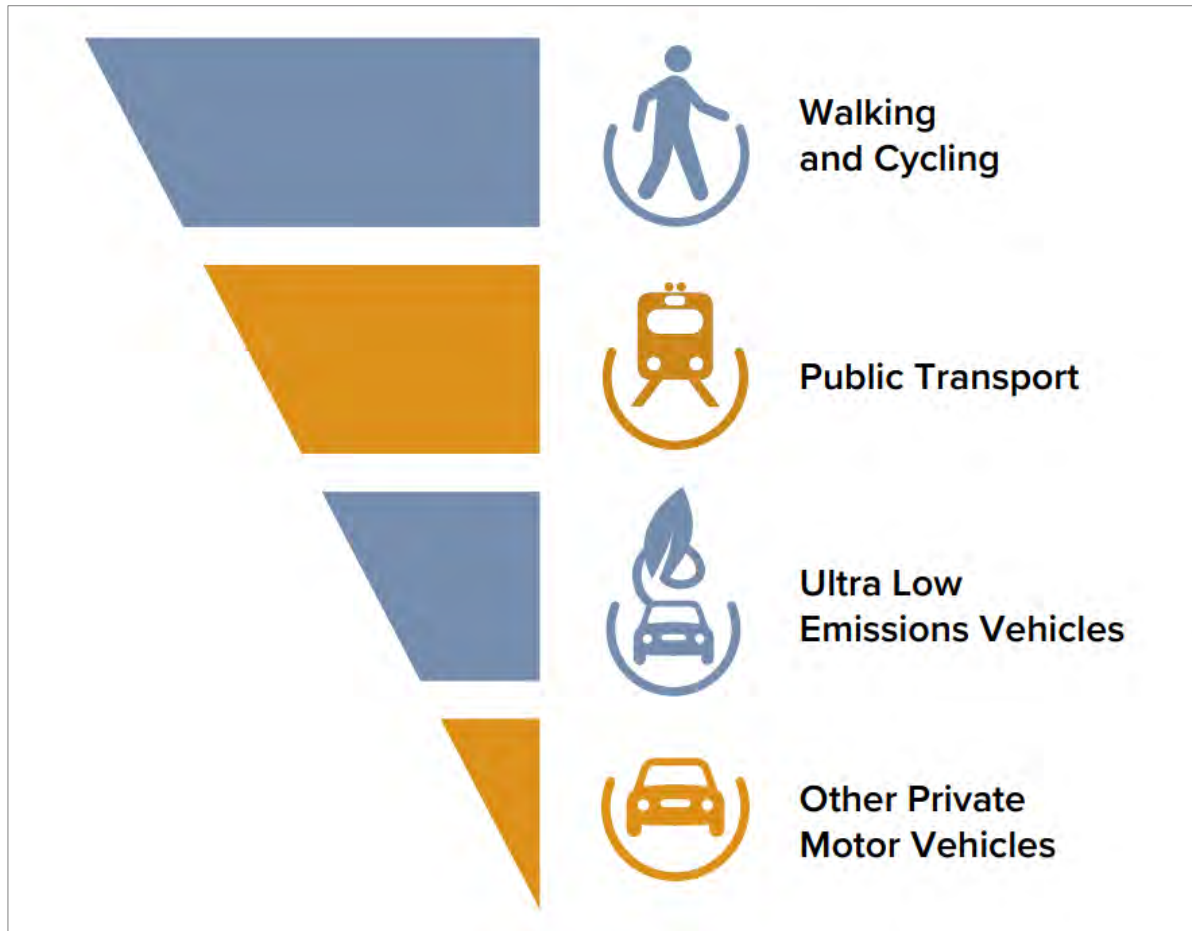
- 1.1 Tetra Tech has been commissioned by Marvel Ltd to prepare a Travel Plan (TP) in support of a planning application for land west of the A470 and to the south of the village of Heolgerrig in Merthyr Tydfil County Borough Council (MTCBC). The land represents an urban extension to the town of Merthyr Tydfil.
- 1.2 This Travel Plan will consider the development of:
- 39,200 sqm Indoor Snowdome.
 - 9,000 sqm Water Park.
 - 27,400 sqm Hotel (418 beds).
 - 24,000 sqm Indoor / Outdoor Activity Centre; and,
 - 30 Forest Lodges (up to 2,000 sqm).
- 1.3 The TP is intended to provide a comprehensive means of managing the transportation impacts of the development by providing a series of suitable measures and objectives designed to encourage site users to use more environmentally friendly modes of transport than the private car when making journeys to and from the site. It provides a mix of incentives to travel by public transport, on foot and by bicycle, and disincentives to driving a car as a single occupant.
- 1.4 The TP has a set of clear objectives which underpin the purpose for having a TP and guide the selection of TP measures.
- 1.5 The developer is committed to the delivery of a sustainable development at Rhydyar West. They have therefore chosen to commit to implementing Travel Plan measures in perpetuity, rather than for the required typical five-year lifespan of a Travel Plan. This will help ensure that the site maximises opportunities to access the development by sustainable and active travel modes throughout its lifespan.

WHAT IS A TRAVEL PLAN?

- 1.6 A Travel Plan is a long-term management strategy that seeks to deliver sustainable transport objectives through positive action. It ensures that the development is sustainable and integrated with local transport strategies.
- 1.7 The Plan involves identifying a site-specific package of measures aimed at promoting and raising awareness of sustainable travel and reducing the reliance of single car occupancy trips. The document should be treated as a live strategy being reviewed and updated throughout its lifespan.
- 1.8 The foundation of an effective travel plan is a sustainable location, with physical measures building upon this. At the top of this is promotion and marketing which ensures that communication with all those affected is undertaken effectively and consistently.

- 1.9 The FTP supports the sustainable transport hierarchy promoted in Planning Policy Wales and presented in **Figure 1.2**. This hierarchy prioritises active travel and public transport over other modes of travel.

Figure 1.1 Sustainable Transport Hierarchy



TRAVEL PLAN BENEFITS

- 1.10 The primary benefits of a Travel Plan are the benefits they deliver to sustainable travel modes, through the promotion, marketing and incentivisation of sustainable and active travel modes. Additional benefits that come from having a Travel Plan include (but are not limited to):
- Improved health due to less pollution from vehicles and the take up of more active modes of travel, such as walking and cycling.
 - Increased choice and quality of travel modes.
 - Reduced congestion and traffic related pollution for the local area.
 - Reduced harmful impacts on the environment due to fewer vehicles being on the roads and promoting less environmentally intrusive forms of travel, such as walking and cycling.

REPORT STRUCTURE & EXECUTIVE SUMMARY

- 1.11 This report structure is as follows:
- Chapter 2 outlines the National and Local Policy relating to Travel Plans.
 - Chapter 3 outlines the site location and the existing sustainable travel provision in the vicinity of the proposed development.
 - Chapter 4 outlines the aims, objectives, and targets of the Travel Plan.
 - Chapter 5 outlines the strategy and responsibility of the Travel Plan.
 - Chapter 6 details the proposed measures to be implemented by the Travel Plan.
 - Chapter 7 sets out the implementation, monitoring, and review process of the Travel Plan; and
 - Chapter 8 summarises and concludes the report.
- 1.12 A highway safety audit has been undertaken and concludes that the current alignment of the local highway network within the study area does not result in any undue highway safety implications for road users, with the resultant factor for incidents wholly attributed to driver error.
- 1.13 The site is well located to integrate and enhance the local pedestrian, cycle, and public transport networks. Given the location of the development it is well located to accommodate access by sustainable transport modes.
- 1.14 The development scheme will provide a net benefit to the local area with regards to transport and accessibility. It will provide new employment which will offer local jobs within an appropriate walking and cycling catchment of Merthyr Tydfil, thereby providing opportunities for staff commute trips to be made by non-car modes.
- 1.15 The development provides a Framework Travel Plan, which has been designed to encourage sustainable travel behaviour amongst new staff and visitors via a variety of measures.
- 1.16 The site is within proximity of existing public transport services, including key transport interchanges such as Merthyr Tydfil railway station. Public transport connectivity for the site will be improved through the implementation of a site-specific shuttle bus service. This would connect to Merthyr Tydfil railway station, which is a key generator for public transport trips given its location within the rail network and that it operates as the primary hub for interchanging between rail and bus. A direct connection to Merthyr Tydfil railway station which will benefit from core valleys lines improvements carried out by the Welsh Ministers would improve the site's public transport connectivity.
- 1.17 Traffic assessments outline that the development of the site will have a negligible impact on highway operation and will not be detrimental to road user safety. All junctions are forecast to operate within capacity in a forecast year of 2026 with Committed Development and Development traffic on the network.

- 1.18 Sensitivity traffic assessments have been completed to advise on network viability and its operation in a forecast year of 2031, the Local Plan period end. Assessments evidence that all junctions, including junctions with the A470, will operate within capacity.
- 1.19 The development provides a policy compliant access strategy, with technical assessments demonstrating that the site is well positioned within the network to provide for the development proposed.

2 POLICY REVIEW

INTRODUCTION

- 2.1 This section provides a summary of the National and Local Policy regarding Travel Plans. This chapter should be read in conjunction with the Transport Assessment.

NATIONAL POLICY

Future Wales – The National Plan 2040

- 2.2 Future Wales – The National Plan 2040 sets out the national development framework and the direction for development in Wales, covering the period up to 2040. This document was prepared by the Welsh Government and was adopted in February 2021.
- 2.3 The Future Wales document will have influence over future decisions and policy documents progressed at national, regional, and local levels, such as the emerging Wales Transport Strategy discussed below.
- 2.4 Eleven outcomes are set by Future Wales to achieve by 2040. Outcome 1 refers to increasing the physical and digital connectivity of cities, towns, and villages within Wales. Outcome 7 states that all methods of travel will increasingly have low environmental impact and low emissions, with increased use of public transport and ultra-low emission vehicles.
- 2.5 Policy 6 of Future Wales refers to commercial, retail and leisure facilities being located within Town / City Centres or within easy walk, cycle, public transport access. This policy applies to developments of a significant scale, which can broadly be defined as where the facility will serve a town, city, or region wide catchment.
- 2.6 The Valleys area, including Merthyr Tydfil, is a priority area for the Welsh Government. The area has one of the most distinctive urban settlement patterns in the UK; it has seen significant investment in the A465, benefitted from EU funding programmes and in the future, it will be better connected because of the South Wales Metro. It has the potential to build on its tourism offer.

Planning Policy Wales

- 2.7 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, with Edition 11 published in February 2021. PPW sets out a strategic framework to guide development across the country. PPW promotes development that reduces the need to travel, promotes sustainable travel and ensures as far as possible, that transport infrastructure does not contribute to land take, urban sprawl, or neighbourhood severance.
- 2.8 PPW requires the use of a sustainable transport hierarchy in relation to new developments, which prioritises walking, cycling and public transport ahead of the private motor vehicles. The transport hierarchy recognises

that ultra-low emission vehicles have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.

Technical Advice Note 18: Transport

- 2.9 Technical Advice Note 18 (TAN 18): Transport provides national advice on transport related issues when planning for new developments and was adopted by the Welsh Government in March 2007. The document includes integration between land use planning and transport, location of development, parking, and design of developments.
- 2.10 The document advises that Travel Plans should relate to targets for the reduction of road traffic and the promotion of walking, cycling and public transport.

Active Travel Wales Act 2013

- 2.11 The Welsh Government enacted the Active Travel Wales Act in 2013, which requires Local Authorities to continuously improve facilities and routes for pedestrians and cyclists and to prepare Annual Monitoring Plans identifying current and potential future routes for use. The Act should also be considered at the design stage for new road schemes to consider the needs of pedestrians and cyclists.

Active Travel Act Guidance

- 2.12 The Active Travel Act Guidance was formally adopted in July 2021 to give guidance to several sections of the Active Travel Wales Act and provide a vision for walking and cycling to be a choice for short everyday journeys, or as part of a longer journey with other sustainable modes. The guidance sets out a 15-year ambition for a comprehensive, safe, direct, comfortable, and attractive walking and cycling routes to connect key settlements within Wales.

Llwybr Newydd: The Wales Transport Strategy 2021

- 2.13 The Welsh Government's Llwybr Newydd: The Wales Transport Strategy sets out how the transport system in Wales will change over the next 20-year period and was adopted in March 2021.
- 2.14 The document sets out the Welsh Government's priorities for Transport in Wales over the next five years, one of the priorities being to bring services to people to reduce the need for people to use their cars daily. To achieve this, new workplaces and homes will be built close to public transport interchanges and new developments will be designed to be walk and cycle friendly from the outset.
- 2.15 The Wales Transport Strategy proposes a modal shift change to achieve their aim of reducing carbon emissions from surface transport by half between 2020 and 2030, from 6 to 3 million tonnes CO₂. The strategy has set a target that 45% of journeys will be made by public transport, walking, and cycling by 2040, an increase from the current mode share of 32%. This will be achieved through various infrastructure improvement schemes, data reviews and other measures to incentivise sustainable travel.

Well-being of Future Generations Act 2015

- 2.16 The Well-being of Future Generations (Wales) Act 2015 requires public bodies in Wales to think about the long-term impact of their decisions, to work better with people, communities, and each other, and to address persistent problems such as poverty, health inequalities and climate change. Objectives are required to support the delivery of the seven well-being goals which are creating a more prosperous; resilient; healthier; equal; cohesive; vibrant and globally responsible Wales.
- 2.17 Public bodies need to make sure that when making their decisions they consider the impact they could have on people living their lives in Wales in the future. This must balance short- and long-term needs; prevent problems occurring; integrate aims in wider objectives; collaborate on supporting well-being goals and ensure that those people reflect the diversity of the area which the body serves.

Net Zero Strategy: Build Back Greener

- 2.18 The Net Zero Strategy: Build Back Greener was published by the UK Government in October 2021 and sets out policies and proposals for decarbonising all sectors of the UK economy to meet the net zero target by 2050.
- 2.19 Regarding transport, it details the commitment to end the sale of new internal combustion engine cars by 2030 and the 2035 commitment that all cars must be zero emissions capable. It also details several investments to fund EV infrastructure, active travel infrastructure, improvements to bus networks, and an aspiration to invest significantly in rail electrification, removing all diesel only trains by 2040.

Decarbonising Transport: A Better, Greener, Britain

- 2.20 This plan sets out the UK Government's commitments and the actions needed to decarbonise the entire transport system in the UK. It includes the pathway to net zero transport in the UK, the wider benefits net zero transport can deliver and the principles that underpin the government's approach to delivering net zero transport.

Net Zero Wales Carbon Budget

- 2.21 The Net Zero Wales Carbon Budget sets out how Wales aims to meet its second Carbon Budget for the period 2021-2025.
- 2.22 Regarding transport, it sets out an aim to reduce emissions from passenger transport by 22% in 2025 (from 2019) and 98% by 2050 through demand reduction, modal shift, and the uptake of low carbon technologies.

LOCAL POLICY

Merthyr Tydfil County Borough Council's Local Development Plan, 2016-2031 (First Replacement, 2018)

- 2.23 The replacement LDP underwent examination in public in 2019 and was adopted by the council on the 29th of January 2020. The Replacement LDP supersedes the previous adopted LDP and forms the basis for land use planning decisions in the County Borough, excluding the Brecon Beacons National Park.
- 2.24 The LDP sets out that Travel Plans should where necessary, encourage sustainable transport and support improvements to bus services or new or improved footways.
- 2.25 The LDP sets out the need to reduce travel and encourage sustainable modes of transport. A Travel Plan must accompany relevant planning applications to provide and monitor targets towards reducing car driver mode share.

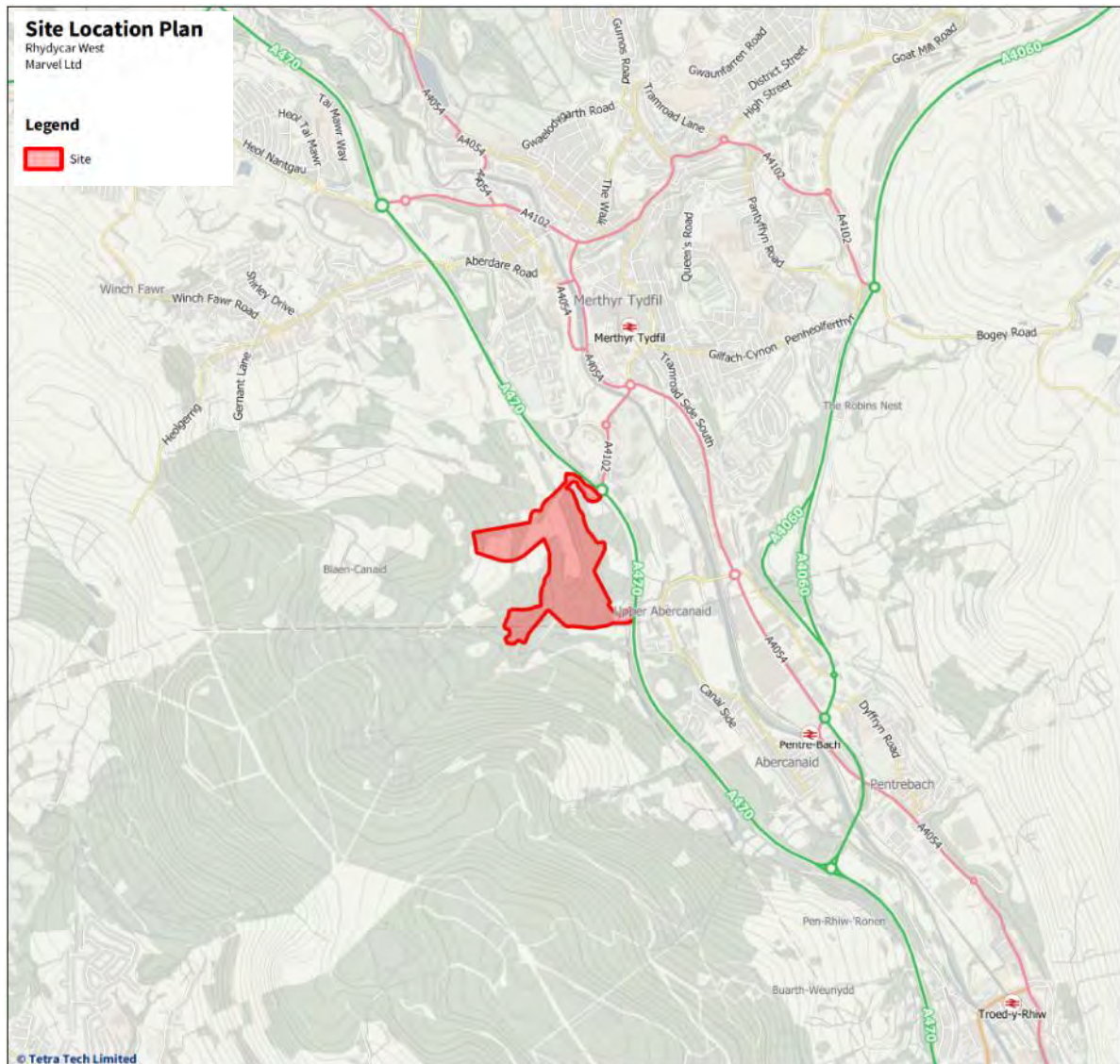
3 EXISTING CONDITIONS

- 3.1 This chapter describes the site location and the existing accessibility of the site.
- 3.2 The application site is highly accessible and strategically located on the A470, which links the site to Cardiff (south) and Brecon Beacons National Park (north). The planned A465 dualling project will further improve the overall highways connectivity of the application site.
- 3.3 Regular train services currently operate out of Merthyr Tydfil railway station along the Merthyr Line to Cardiff, with the existing station expected to benefit from Core Valleys Lines infrastructure investment. The recently completed replacement bus station being positioned closer to the train station has improved overall connectivity between travel modes. An existing bus stop is located 1.2 km from the application site within the grounds of the Merthyr Tydfil Leisure Village and provides links to the local bus network. Merthyr Tydfil town centre and the high-quality supplementary retail and leisure provision at Trago Mills and Cyfarthfa Retail Park, collectively provide an extensive range of shops, services and facilities to residents and visitors. In terms of accessibility by foot and cycle, the application site is well connected to the wider cycle network within around Merthyr Tydfil and to National Cycle Route 8 / The Taff Trail.

SITE LOCATION

- 3.4 The site is located west of the town of Merthyr Tydfil, within the county borough of Merthyr Tydfil. The village of Heolgerrig is located to the north, Abercanaid is located approximately 2.3 kilometres to the south, whilst the town of Aberdare is located approximately 9.4 kilometres south-west of the site. The site is bordered to east by the A470.
- 3.5 The location of the Site is shown at **Figure 3.1** and in full in the **Figures** section.

Figure 3.1



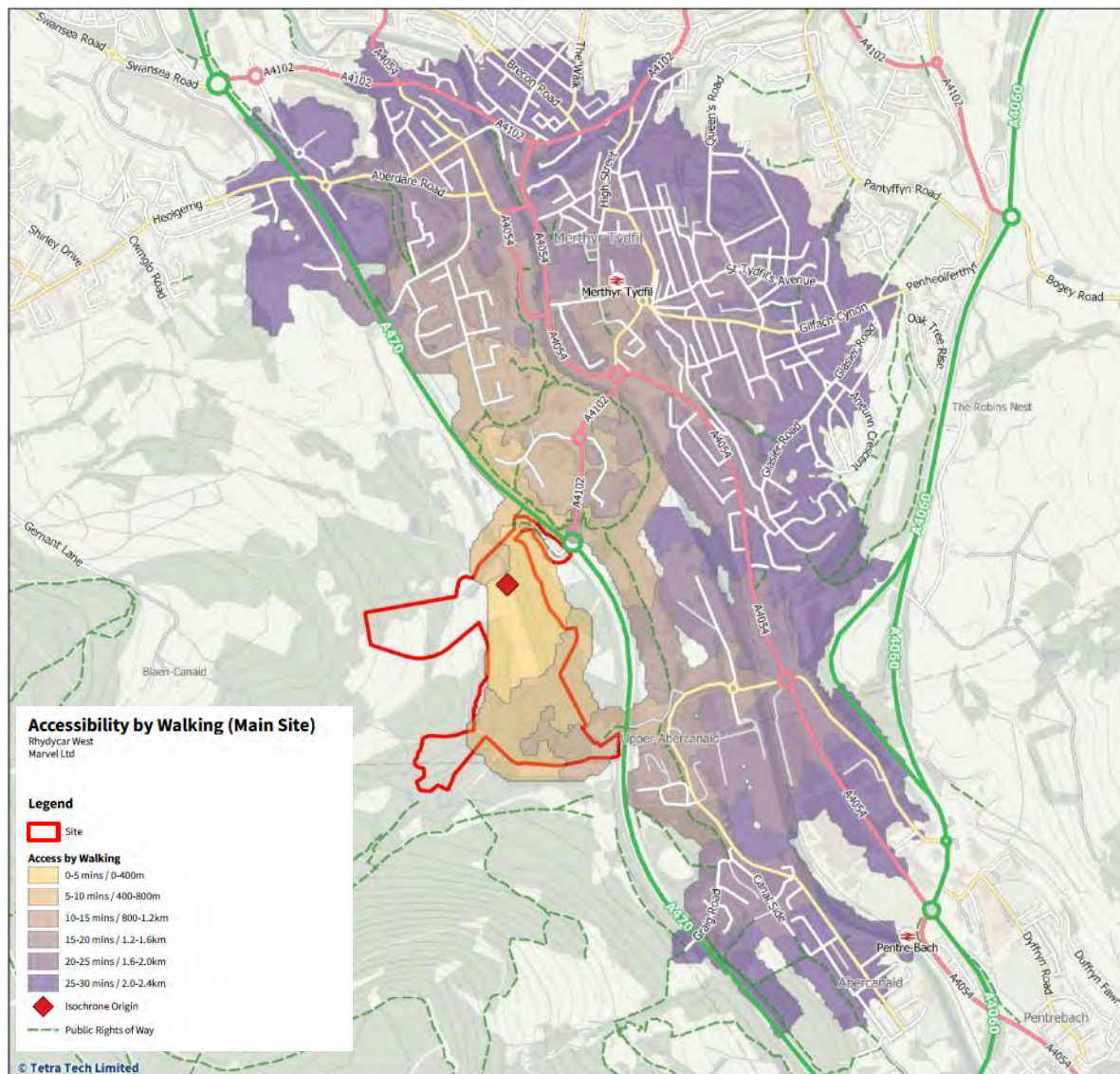
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ACCESS BY WALKING

- 3.6 Pedestrian access to the site is gained via an existing bridleway bridge over the A470 carriageway (MT|101|9). The bridge provides a connection from the site over the A470 to the bridleway bridge over the A4102 which connects to the Taff Trail and provides access to the local pedestrian network within Merthyr Tydfil. The bridges benefit from ramps which accommodates both pedestrian and cycle movements to and from the site and are both circa 3.0m wide providing appropriate active travel connections to the site. The route forms part of the existing Public Right of Way (PROW) network within Merthyr Tydfil.
- 3.7 A secondary pedestrian access is provided to the south of the site, via the emergency access where a link is provided under the A470 to Dragon Parc.
- 3.8 A GIS network analysis has been carried out to assess pedestrian accessibility from the site. **Figure 3.2** shows a 30-minute walking isochrone (2.4km) from the main site, with **Figure 3.3** showing a 30-minute walking

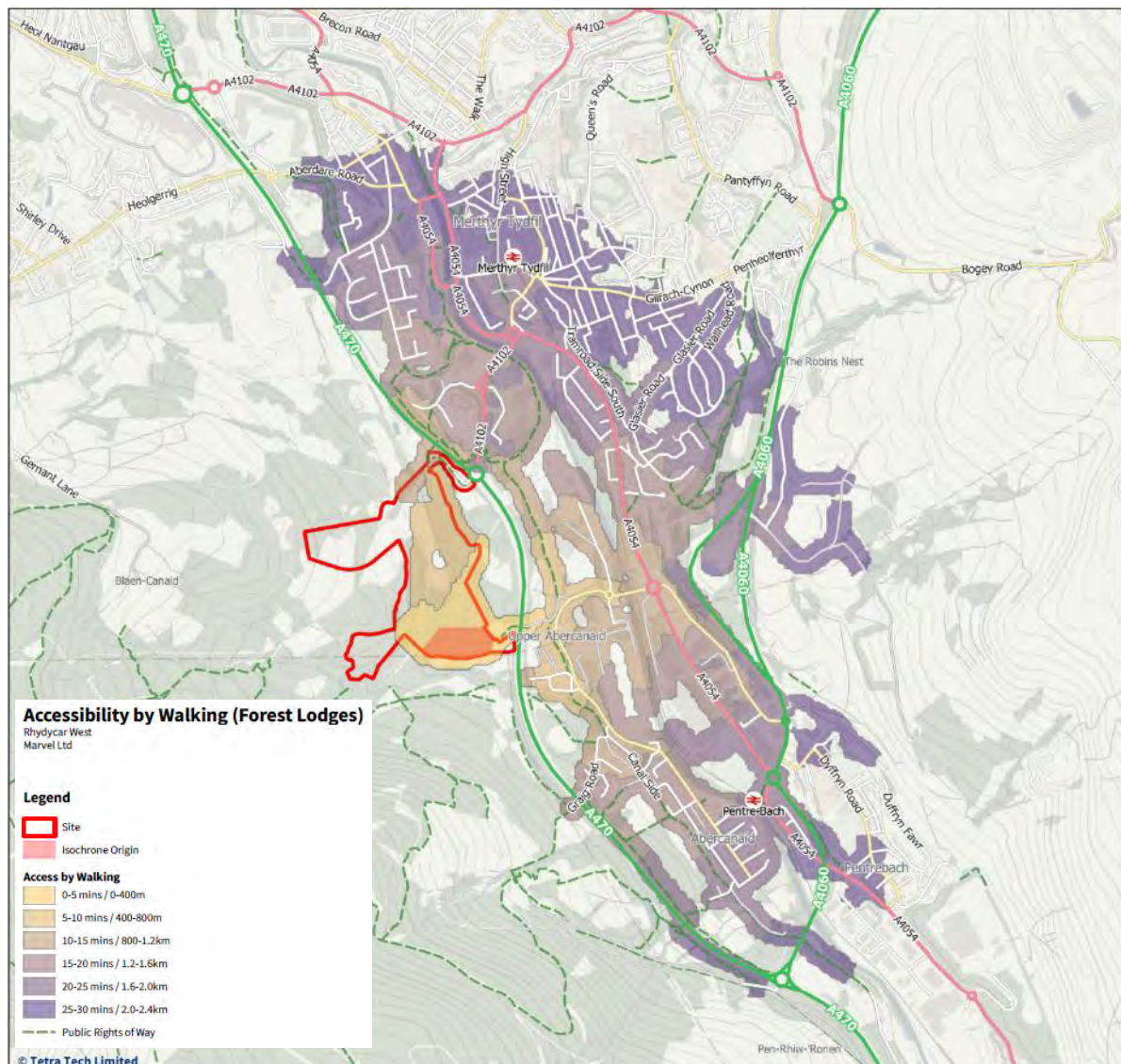
catchment from the Forest Lodges. Both assessments have been calculated based upon a walk speed of 4.8 km/hr.

Figure 3.2 Main Site - Access by Walking



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Figure 3.3 Forest Lodges - Access by Walking



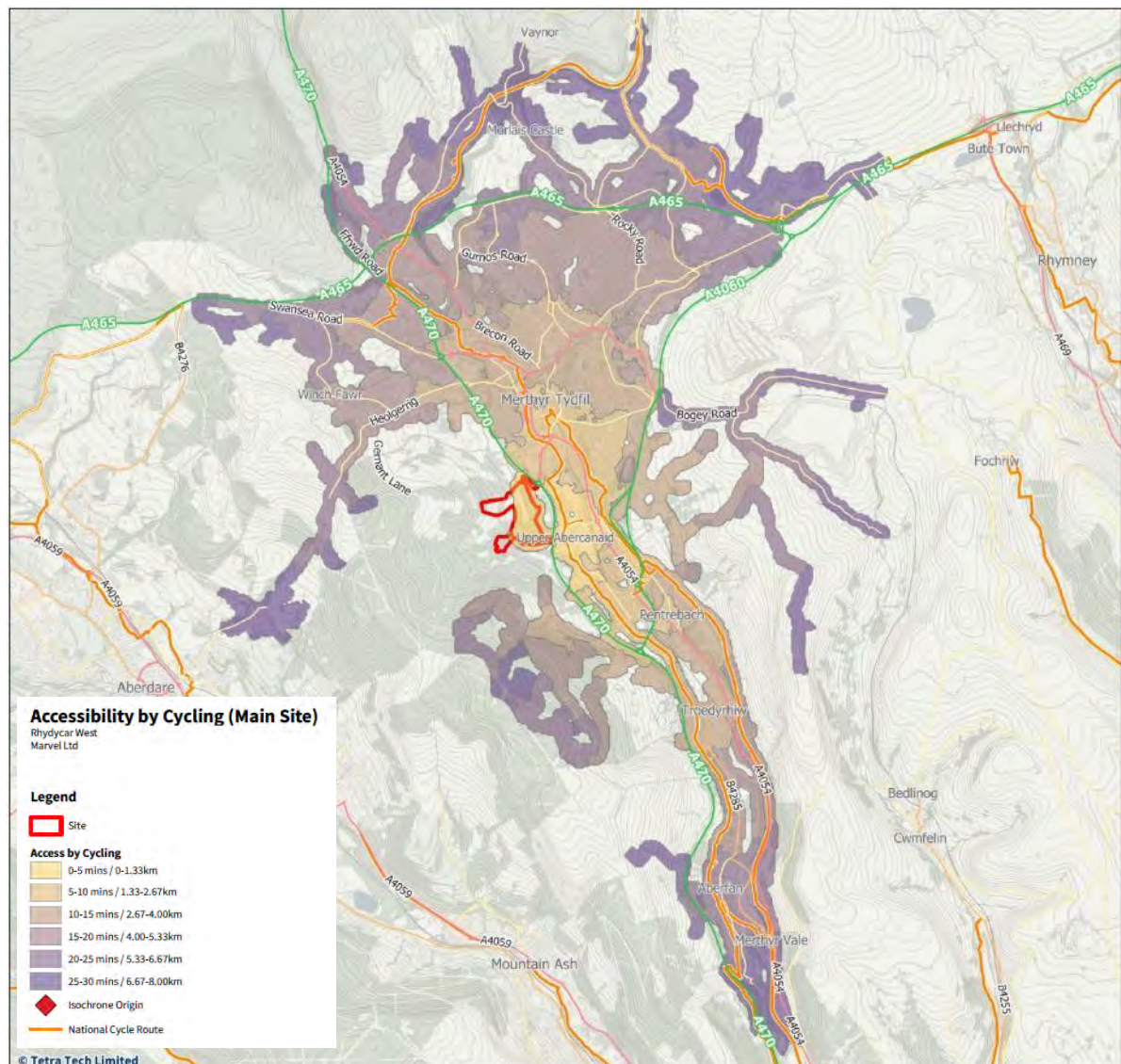
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- 3.9 **Figures 3.2 and 3.3** shows that the urban core of Merthyr Tydfil is accessible within a 30-minute walk from the site, with bus stops at Merthyr Tydfil Leisure Village accessible within a 15-minute walk, and Merthyr Tydfil Railway Station accessible within a 25-minute walk. Pentrebach is accessible within a 30-minute walk, with Pentre-Bach Railway Station accessible within a 25-minute walk.
- 3.10 **Figures 3.2 and 3.3** illustrate that the site is well located to provide opportunities for future sites users to access the site from local settlements and transport interchanges by foot, thereby reducing the reliance on travel by car. The figures demonstrate that the site can connect to the existing pedestrian network, which is appropriate to accommodate the safe and suitable movement of pedestrians throughout Merthyr Tydfil. The development will extend these connections into the site, providing attractive and coherent pedestrian facilities that will facilitate the safe movement of pedestrians within, to, and from the site.

ACCESS BY CYCLING

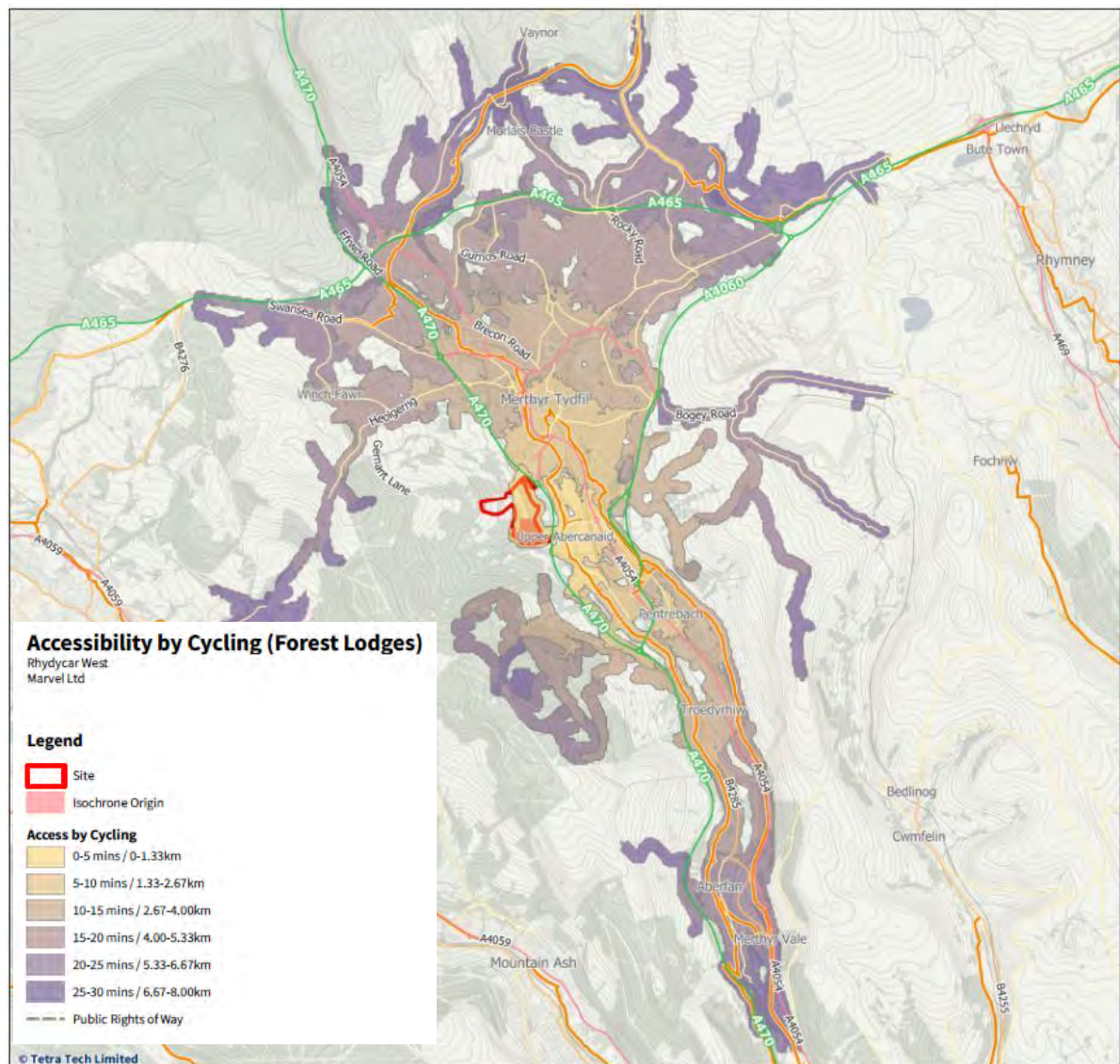
- 3.11 The development will gain cycle access from the existing bridleway bridge over the A470, which provides a connection into the wider cycle network within Merthyr Tydfil and connects to National Cycle Route 8 / The Taff Trail. Additionally, cyclists can gain access to the site via the emergency access under the A470 to the south of the site.
- 3.12 National Cycle Route 8 is known locally as Lôn Las Cymru and forms part of the Taff Trail. Route 8 runs from Cardiff through Brecon to terminate in Holyhead (Anglesey). It connects locally to the Local Route 477 providing cycle access between Merthyr Tydfil and Abercynon, including Merthyr Tydfil and Pentre-Bach Rail Stations.
- 3.13 The Taff Trail is a 55-mile cycleway / footway which runs between Cardiff Bay and Brecon. The Taff Trail follows the River Taff along most of its route and joins NCN Route 8. The Taff Trail makes use of the abandoned branch of the Taff Vale Railway and the Glamorganshire Canal which provides a mostly traffic free route.
- 3.14 A GIS network analysis has been carried out to assess cyclist accessibility from the development site. **Figure 3.4** shows a 30-minute cycling isochrone (8.0km) from the main site, with **Figure 3.5** showing a 30-minute cycling catchment from the Forest Lodges, which have both been calculated based upon a cycle speed of 16km/hr. It should be noted that A470 carriageway, other strategic roads or the potential reopening of the Abernant Tunnel do not form part of this cycle journey assessment.

Figure 3.4 Main Site: Access by Cycling



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Figure 3.5 Forest Lodges: Access by Cycling



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- 3.15 **Figures 3.4 and 3.5** shows that the majority of Merthyr Tydfil can be accessed within a 30-minute cycle, as well as the surrounding areas including Abercanaid, Pentrebach, Heolgerrig and Aberfan. Merthyr Tydfil station is accessible within a 10-minute cycle ride.
- 3.16 **Figures 3.4 and 3.5** illustrate that the site is well located to accommodate cycle movements to and from the local area. The figures demonstrate that appropriate connections can be made to accommodate the safe and suitable movement of cyclists, which will facilitate the safe movement of cyclists within, to, and from the site. Given the sites proximity to the transport network, and with Merthyr Tydfil being within a 20-minute bike ride, the site offers coherent connections that will likely be attractive for use by cyclists.

ACCESS BY BUS

- 3.17 The 'Rhydyar Leisure Centre' bus stop is located approximately 1.2km east of the site within the grounds of the Leisure Village. This bus stop is marked and benefits from a layby, shelter, and timetabling information.
- 3.18 The stop benefits from a regular level of services which operate Monday to Saturday, providing connections to the town centre and wider parts of Merthyr Tydfil. A summary of these services is presented in **Table 3.1**.

Table 3.1 Bus Service Summary

Bus Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
Merthyr Tydfil Leisure Centre				
81 (Stagecoach South Wales)	Bryngolau- Merthyr Tydfil	07:17 – 19:17 30 mins	07:17 – 19:17 30 mins	No Service
	Merthyr Tydfil - Bryngolau	06:29 – 18:29 30 mins	06:29 – 18:29 30 mins	No Service
89 (New Adventure Travel)	Merthyr Tydfil - Aberdare	No Service		15:10 – 18:10 Every 90 mins
	Aberdare - Merthyr Tydfil	No Service		14:20 – 18:20 Every 2 hours
E79 (New Adventure Travel)	Bedlinog - Merthyr Tydfil	18:53 – 19:57 2 Daily	18:53 – 19:57 2 Daily	No Service
	Merthyr Tydfil - Treharris	17:34 – 20:13 3 Daily	17:34 – 20:13 3 Daily	No Service
S79 (New Adventure Travel)	Bedlinog - Merthyr Tydfil	No Service	No Service	10:57 – 21:05 5 Daily
	Merthyr Tydfil - Bedlinog	No Service	No Service	11:05 – 21:18 5 Daily

Service pattern as of January 20th 2023

- 3.19 **Table 3.1** demonstrates above there are opportunities for staff and visitors to reach the site via bus from several local towns, including regular services from/to Merthyr Tydfil, Aberfan and Treharris, with Sunday only services from/to Bedlinog, and Aberdare.
- 3.20 Given the local provision of bus services, it is considered that there are several opportunities to accommodate public transport trips.
- 3.21 The nearest bus station to the site is Merthyr Tydfil Bus Station, approximately 2km north, located to the north of Swan Street. Merthyr Tydfil Bus Station offers many services that provide regular access to the wider parts of Merthyr Tydfil and surrounding settlements. A bus stop on the 81-bus service as detailed in **Table 3.1**, is accessible from within 1.2 km of the site and provides a connection to the bus station. There are therefore opportunities to use the 81-bus service as part of a multi modal journey to access the site, therefore increasing bus accessibility to and from Trefechan, Pant, Dowlais Top, Twynnyrodyn, Clwydfagwyr, Bargoed,

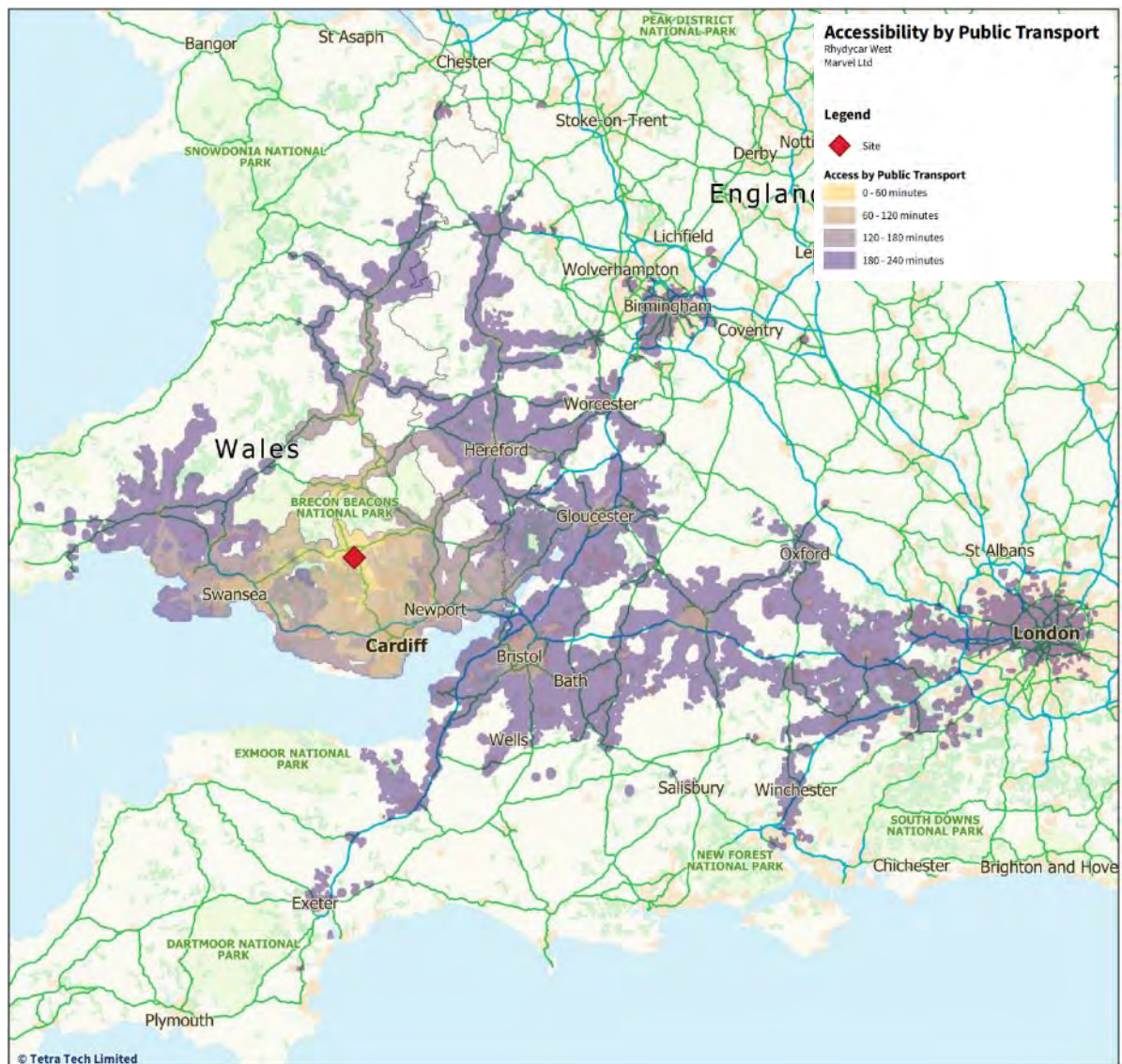
ACCESS BY RAIL

- 3.23 The nearest railway station to the site is Merthyr Tydfil Rail Station, which is located approximately 1.7km northeast of the site (22-minute walk). Pentre-Bach Rail Station is located approximately 2.7km south-east of the site (37-minute walk).
- 3.24 Both stations are operated by Transport for Wales and provide a half-hourly service Monday to Saturday to and from Cardiff Central. The train then continues onwards to Barry, Barry Island and Bridgend. On Sundays, a service every two hours is provided, though it is noted that this is due to increase to hourly as part of the South Wales Metro proposals.
- 3.25 From Cardiff Central, connecting services are available providing direct links to the wider parts of Great Britain, including Swansea, Manchester, Bristol, Reading, London, Taunton, Exeter, and Birmingham, Nottingham, Derby, Portsmouth, and Penzance.
- 3.26 Merthyr Tydfil station benefits from:
- 10 cycle racks.
 - Ticket office; and
 - Step free access from the car park.
- 3.27 Pentre-Bach station benefits from:
- Bus stops adjacent to the station entrance.
 - Ticket machine; and,
 - Step free access to the platform from the main road.
- 3.28 The site is within proximity of two railways station that benefit from regular connections to several settlements and rail interchanges. These connections provide opportunities for those originating from wider Wales and Great Britain to use the railway, as part of a multi modal journey, when travelling to and from the site. Any enhancements that could be provided to improve site connectivity to the railway station would increase the attractiveness of using rail travel to access the site.

GIS PUBLIC TRANSPORT ASSESSMENT

- 3.29 A multi-modal transport accessibility exercise has been undertaken within GIS, using the industry standard TRACC software. The assessment considers the use of multi-modal public transport trips of 240 minutes or less to access the development. The assessment has been modelled to take into consideration the walk time from the development site to public transport interchanges (e.g., bus stops, train stations), calculated at a walking speed of 4.8km/hr.
- 3.30 The results of the assessment are shown at **Figure 3.7**.

Figure 3.7 Access by Public Transport



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- 3.31 **Figure 3.7** demonstrates that the site is well suited to accommodate multi-modal public transport trips. Future site users can use public transport to access the site from across the southern United Kingdom, including settlements such as Cardiff, Swansea, Newport, Bristol, Bath, Birmingham, Oxford, London, Exeter, and Southampton within a four-hour journey.
- 3.32 The site is within proximity of two railways station that benefit from regular connections to several settlements and rail interchanges. These connections provide opportunities for those originating from wider Wales and Great Britain to use the railway, as part of a multi modal journey, when travelling to and from the site.
- 3.33 The assessment evidences that the site is well located to encourage future site users to use multi-modal public transport journeys, when travelling to and from the site.

SUMMARY

- 3.34 The site is well located to offer a variety of sustainable journey choices to future site users, given its proximity to the pedestrian, cycle and public transport network.
- 3.35 It offers an opportunity for the local community to obtain employment, given its proximity to local neighbourhoods and being within cycling distance of a large proportion of Merthyr Tydfil. The site represents a sustainable extension to the employment opportunities provided by Merthyr Tydfil, increasing the attractiveness of visiting and working within the local area.
- 3.36 The site is within proximity of several public transport services, which provide connections to the town centre, railway stations, bus station and wider parts of Merthyr Tydfil. Given the trip attraction of the site, it offers opportunities for local providers to redirect services to improve service economic viability and for the site to integrate into the network through a shuttle bus connection. This is discussed further within **Chapter 6**.
- 3.37 The site will provide a bespoke tourism facility that will generate travel from outside the county. Given its proximity to local rail stations, a significant number of customers / visitors will use rail travel as part of a multi-modal journey to travel to and from the site. The site is well placed within the rail network, with local railway stations benefitting from regular connections to the wider rail network.
- 3.38 Technical assessments show that several cities within Great Britain are within a one-to-four-hour commute of the site (times inclusive of non-rail travel e.g., shuttle bus connection, walking etc.). Given the bespoke facilities provided by the site and options for overnight stays, rail travel will be an attractive option for visitors / customers travelling outside of the county, when compared with travelling along the strategic road network by car.
- 3.39 On this basis, it is considered that the proposed development is not prejudicial to the requirements of Welsh Government and local planning policy and is not solely reliant on private vehicles for travel to / from the local and wider area.

4 AIMS, OBJECTIVES AND TARGETS

INTRODUCTION

- 4.1 This chapter outlines the objectives and targets of the Travel Plan.

TRAVEL PLAN AIMS

- 4.2 The main aims of this TP are as follows:
- Reduce congestion.
 - Reduce emissions and improve air quality.
 - Promote healthier lifestyles.
 - Seek a reduction in single occupancy vehicles; and
 - To increase the number of journeys by sustainable transport.

TRAVEL PLAN OBJECTIVES

- 4.3 The main objective of this Travel Plan is to:
- Seek to minimise the number of single occupancy car journeys made to and from the site, to promote travel by the more sustainable modes of transport, and to manage the overall transport impacts of the development.
- 4.4 Beneath this headline objective, several other related objectives have been identified as follows:
- **Objective 1:** Reduce the need to travel by car.
 - **Objective 2:** Promote walking / cycling and health and wellbeing to reduce car trips.
 - **Objective 3:** Promote public transport.
 - **Objective 4:** Provide information that is conducive towards promoting sustainable travel and changing travel behaviour; and,
 - **Objective 5:** Promote car sharing.

PROPOSED TRAVEL CONTEXT: STAFF

- 4.5 To provide an initial baseline Travel Plan target, the 'Method of Travel to Work' 2011 Census Data has been obtained for the workplace zones W35002131, W35002135 and W35002146, which the site is located within. This information provides an indication of the likely travel patterns of staff related to the site and has been used to assist in preparing preliminary baseline targets and is set out at **Table 4.1**.

Table 4.1 Daytime Population Mode Share

Mode Share	Percentage
Driving a car or van	73%
Passenger in a car or van	10%
On foot	8%
Bus, minibus, or coach	6%
Train	2%
Taxi	1%
Bicycle	0%
Motorcycle, scooter or moped	0%
Total	100%

- 4.6 **Table 4.1** shows that approximately 73% of the staff trips forecast to be generated by the proposed development are likely to be undertaken by car, 10% of trips are passengers in a car or van with 16% undertaken by sustainable or active travel modes.

TRAVEL PLAN TARGETS: STAFF

- 4.7 The mode share targets for staff employment at the site are set out in **Table 4.2**.
- 4.8 A baseline travel survey will be undertaken after 6 months occupation, and thereafter annually to monitor the success of the TP.

Table 4.2 Mode Share Targets: Staff

Objective	Baseline Mode Share	Target Mode Share	Shift
Aim Targets			
Reduce the need to travel by car	73%	62%	15% reduction
Promote active travel to increase the number of active travel trips	8%	12%	50% increase
Promote public transport to reduce car trips	8%	12%	50% increase
Promote car sharing to increase the number of car share of journeys	10%	13%	30% increase
Action Targets			
Improve the awareness of alternative travel options amongst staff to the Site, through the dissemination of marketing material and by undertaking promotional activities throughout the Travel Plans' lifespan.			
Improve awareness of the facilities available to staff on site and through the Travel Plans' lifespan.			

- 4.9 This Travel Plan will endeavour to achieve a 15% reduction in single occupancy vehicle trips (approximately seven-percentage points) whilst simultaneously increasing cycling, walking, public transport, and car sharing.
- 4.10 The modal shift away from single-occupancy vehicles is balanced through increases in walking, cycling, public transport use and car sharing.
- 4.11 The scope for increasing public transport use is based on the availability of bus stops 1.2 km of the site, with connections to the Merthyr Tydfil Rail Station and Bus interchange, which provide multi modal opportunities to local and regional destinations, as well as the availability of walking and cycling provision.
- 4.12 A site shuttle bus will be provided to route from the site to Merthyr Tydfil railway station and bus interchange, as well as the town centre, Leisure Centre, and other key destinations. The shuttle bus is proposed to be synchronised to rail arrival/departure times to minimise the layover time for users. Given the minimal additional time involved, it is considered that the shuttle bus provides a very attractive offering to visitors and will encourage site users to access the site by public transport.
- 4.13 Travel Plan baselines targets will be reviewed during the Year 1 Baseline Survey, to ensure that targets remain SMART. Revised targets may be proposed and agreed with Merthyr Tydfil County Borough Council Officers, as part of the Year 1 Monitoring Report.

TRAVEL PLAN TARGETS: VISITORS

- 4.14 Visitor travel behaviour is significantly different to staff travel behaviour. Their movements are irregular in comparison, dependant on personal circumstances, dictated by their home location and proximity to transport services. A qualitative target is therefore suitable for setting a visitor target, as the Travel Plan will have less ability to influence behaviour, when compared to staff who will be more easily influenced by Travel Plan measures.
- 4.15 Given this, the Travel Plan sets the following target to assist visitors in travelling sustainably to and from the site:
- This Travel Plan will provide information for visitors, to encourage trips to/from the site to be undertaken by walking, cycling and by public transport.
- 4.16 The strategy for implementing this target is set out within Chapter 5, and the measures set out in Chapter 6 will assist the Travel Plan in meeting this target.

TRAVEL PLAN TARGETS: DELIVERIES

- 4.17 The Travel Plan will encourage the Occupier to manage the movement of deliveries to minimise trips by part filled vehicles and reduce the number of miles driven by delivery vehicles.

5 TRAVEL PLAN STRATEGY AND RESPONSIBILITY

INTRODUCTION

- 5.1 One of the most important development aspects of achieving a sustainable development is ensuring that sustainable travel opportunities are in place at the outset. Staff/Visitors will be advised of the active travel and public transport opportunities so that sustainable travel can be implemented from day one.

TRAVEL PLAN STRATEGY

- 5.2 The Travel Plan is site specific with the choice of measures partly determined by the existing opportunities and constraints offered by the site. The Travel Plan combines a range of hard measures such as site design and infrastructure with soft measures such as marketing and raising awareness.
- 5.3 The Travel Plan will be treated as a 'live' document, ever changing, and evolving to best suit the needs of the occupier.
- 5.4 The Developer will be responsible for implementing and managing the Travel Plan and has committed to implementing Travel Plan measures in perpetuity, rather than for the typical five-year Travel Plan lifespan.

TRAVEL PLAN RESPONSIBILITY

Travel Plan Coordinator

- 5.5 The Developer will appoint a Travel Plan Coordinator (TPC) to oversee the Travel Plan. The appointment of a TPC is a key measure of the travel plan and is considered essential for the management and successful implementation of measures associated with the Travel Plan.
- 5.6 The role will likely be part time. Appropriate funding and time will be made available for the TPC to manage and coordinate the running of the Travel Plan to fulfil their role:
- Ensure that the measures set out in the plan are implemented.
 - Collected appropriate information and distribute it to employees.
 - Conduct travel surveys and publish regular reports detailing progress towards targets; and,
 - Provide reports/data available to the Merthyr Tydfil County Borough Council Officers.

6 TRAVEL PLAN MEASURES

INTRODUCTION

- 6.1 This TP outlines the ‘hard’ measures which are incorporated into the design of the scheme alongside the ‘soft’ measures which can be provided to promote sustainable travel choices together with new ways of organising activities to minimise the need to travel. These measures will be primarily aimed at reducing single occupancy car journeys.
- 6.2 Travel planning measures and initiatives at the proposed development will be provided to enable the scheme to meet the specified targets; details of these measures are outlined in this section.
- 6.3 Travel planning measures and initiatives at the proposed development will be provided to enable the scheme to meet the specified targets. Details of these measures are outlined in the following sections of this chapter and summarised within the Action Plan at **Table 6.1**.

SITE-WIDE TRAVEL PLAN MEASURES

Site Shuttle Bus

- 6.4 The proposed site shuttle bus is detailed in full in the submitted Transport Assessment. Nonetheless, the site is within proximity of existing public transport services, including key transport interchanges such as Merthyr Tydfil railway station and bus station.
- 6.5 Public transport connectivity for the site will be improved through the implementation of a site-specific shuttle bus service. This will connect to Merthyr Tydfil railway station, the town centre bus station, the town centre, leisure centre and other key destinations. The railway and bus stations are key generators for public transport trips given their location within the public transport network. Merthyr Tydfil railway station operates as the primary hub for interchanging between rail and bus and the bus interchange is a primary hub for bus connections to local and more strategic destinations.
- 6.6 The shuttle bus will route from the site on a circa 4.2km route to Merthyr Tydfil bus station, calling at the Leisure Centre the College and Merthyr Tydfil Railway station and then on to the bus interchange. On the return journey, the shuttle bus would route from the bus interchange to the railway station, Leisure Centre, and the College.
- 6.7 Facilitating easy access to the Railway Station will help to encourage visitors to travel to the site by train, an option which will be particularly attractive to those travelling from further afield. Facilitating access to the Bus Station will help encourage more local visitors from Merthyr Tydfil and surrounding communities to travel to the site by public transport. The link to the bus station also provides access to bus services that connect to the wider region including mid-Wales and Abergavenny.

- 6.8 One of the key aims of the potential shuttle bus is to facilitate access to the Rhydycar West site by rail, so that visitors can benefit from the national public transport catchment the site offers. Given this, the shuttle bus aims to synchronise shuttle bus services to rail arrivals and departures, so that guests have a minimal layover time at the station on arrival and departure from Rhydycar West. The shuttle bus targets to arrive station 15-minutes before train departures and departs from the station 10-minutes after train arrivals. This will provide visitors with confidence and ‘peace-of-mind’ that they will have appropriate time to interchange from bus to train, and vice-versa and it provides adequate time for the shuttle bus to access the bus interchange in between rail departures and arrivals.
- 6.9 Assessments indicate that visitors could be on-site at Rhydycar West within 25-minutes of arriving at Merthyr Tydfil by train, and that visitors could depart Rhydycar West 30-minutes before their train departs. Given the minimal additional time involved, it is considered that the shuttle bus provides a very attractive offering to visitors and will encourage site users to access the site by public transport.
- 6.10 Tickets for the shuttle bus could be sold through the site booking system, with visitors able to add shuttle bus tickets when they book tickets for the site. It could also be possible to include a “tap-and-go” feature to allow visitors/staff who haven’t pre-booked to use the shuttle bus. This could operate with a flat fare for any one-way journey, with payment taken via contactless payment.

Physical Infrastructure

Active Travel Connections

- 6.11 Within the site, a 3.0m shared use path will be provided to connect the central plaza of the site to the existing bridleway bridge over the A470. From the A470 bridge, the existing bridleway provides a connection into the wider cycle / pedestrian network within Merthyr Tydfil and connects to National Cycle Route 8 / The Taff Trail. The bridge is 3.0m wide and has ramps. It is accordingly appropriate to use as a shared pedestrian/cycle route.
- 6.12 The bridleway route via the A470 bridge to the Merthyr Tydfil Leisure Centre will be upgraded, lit, and paved as part of the development.

Cycling Facilities

- 6.13 Cycle parking facilities will be provided in accordance with the County Surveyors’ Society Wales’s Wales Parking Standards. Furthermore, cycling facilities, including showers, lockers, changing rooms will be provided to enable cyclists to ‘freshen-up’.

EV Charging Points

- 6.14 In accordance with Future Wales, at least 10% of the total car parking spaces will provide electric vehicle charging facilities (83 EV charging points).

- 6.15 **Electronic Information Point**

- 6.16 An electronic public transport information screen will be provided in a publicly accessible area to show public transport information (e.g., arrival and departure times from Merthyr Tydfil station).

STAFF TRAVEL PLAN MEASURES

Staff Travel Information Pack

- 6.17 Staff will be provided with a Staff Travel Information Pack, to ensure that they know what sustainable travel options are available when considering how to travel to and from the workplace.
- 6.18 A key driver in behavioural change and travel planning is to provide high quality information concisely.
- 6.19 To supply information about the sustainable travel options available, detailed travel packs can be produced and supplied to each employee at the hiring stage. The Staff Travel Information Pack will likely contain:
- Details of Travel Plan measures, objectives, and targets.
 - Contact details for the TPC.
 - Generalised public transport information for the local area.
 - Information of car sharing arrangements (e.g., www.liftshare.com).
 - Information on EV charging facilities.
 - Maps on how to access areas by walking, cycling and public transport; and,
 - Promotional material on the benefits of active travel.

Publication

- 6.20 Travel Plan initiatives will be provided on the company website or staff intranet (if available). The website will outline site specific information, to encourage trips generated by the proposed development to be undertaken by sustainable travel.
- 6.21 The following information will be provided:
- Maps showing how to access the local and wider area by walking, cycling and public transport.
 - Information on active travel and the associated health benefits.
 - Information on car sharing.
 - Information on EV charging facilities.
 - Contact details for the TPC; and,
 - Provide a facility for on-going promotion of sustainable travel events.
- 6.22 This information will also be available in hard copy form on a notice board within the proposed development and Travel Plan information will also be provided via staff newsletters and marketing materials from time to time.
- 6.23 It will be the responsibility of the TPC to ensure that the information contained on the website, intranet, notice board and newsletters is relevant and up to date. It is considered that the publication of the Travel Plan information will enable staff to appropriately organise their travel to / from the site via sustainable modes.

Personal Travel Planning

- 6.24 The Developer will provide Personal Travel Planning facilities to staff.
- 6.25 Personal Travel Planning is an established approach that enables people to think about the way they currently travel and provides them with the information, advice, and motivation to walk, cycle and use public transport more often.
- 6.26 Personal Travel Planning is a key process of the Travel Plan, as it can be used as a mechanism to ensure the promotion of:
- Sustainable travel opportunities.
 - The monitoring period and explain its purpose; and,
 - Provide a forum for staff to ask questions and have their concerns addressed.
- 6.27 The facility of Personalised Travel Planning will be widely promoted via several communication mechanism such as (but not limited to) the TPC, Staff Travel Information Pack, noticeboard, staff meetings, intranet or website, newsletter etc.

Staff Meetings

- 6.28 The Developer will co-ordinate regular meetings for staff to discuss the Travel Plan initiatives, procedures, and results to ensure that staff fully engage with the Travel Plan. The meetings will most likely be chaired by the TPC.

Staff Noticeboard

- 6.29 As above, a sustainable travel information noticeboard will be located within an area which is highly trafficked by staff. The noticeboard could provide walking and cycling maps for the area as well as local public transport information. It can also be used as facility to promote sustainable travel events / initiatives.
- 6.30 It will be the responsibility of the TPC to ensure that the information contained on the board is relevant and up to date.

Promotion of Sustainable Transport

Walking

- 6.31 The TPC will promote travel by walking via several communication mechanisms such as (but not limited to) the TPC, Staff Travel Information Pack, noticeboard, staff meetings, intranet or website and newsletters including.
- Provision of maps identifying key pedestrian routes; and,
 - Information promoting active travel and the associated health benefits of walking.

Cycling

- 6.32 The site will provide cycle parking and their location will be promoted via several communication mechanisms such as (but not limited to) the Staff Travel Information Pack, noticeboard, intranet, website, and newsletters etc.
- 6.33 The TPC will promote travel by cycling via several communication mechanisms such as (but not limited to) the, Staff Travel Information Pack, noticeboard, staff meetings, website intranet and newsletters including:
- Information promoting active travel and the associated health benefits of cycling.
 - Provision of local cycle maps; and,
 - Safe cycling practice.

Public Transport

- 6.34 Travel by public transport will be promoted via several communication mechanisms such as (but not limited to) the TPC, Staff Travel Information Packs, noticeboard, staff meetings, website, intranet, and newsletter etc. The information provided will include:
- Information promoting active travel and the associated health benefits of cycling.
 - Provision of local public transport maps and timetables; and,
 - Promotion of key public transport websites (www.traveline.info).

Shuttle Bus

- 6.35 Staff will be permitted to use the visitor shuttle bus described above, connecting the site to Merthyr Tydfil railway station, the town centre bus station, the town centre, leisure centre and other key destinations at peak times.

Award/Reward

- 6.36 The Developer will promote staff use of sustainable modes, for example through a ‘sustainable employee of the month’ type award.

Shower / Changing Facilities

- 6.37 The Developer will provide showers, lockers and changing facilities for staff use within the Development.

Bicycle Parking

- 6.38 Covered and secure bicycle parking facilities will be provided. These will be in a convenient, well-lit, and overlooked location. The TPC will monitor the parking to ensure adequate parking is available to meet the demand.

Car Sharing

- 6.39 Car sharing has the potential to enable future employees to save money, reduce stress and increase the opportunities for socialising. It provides a cost saving and reduces the number of single occupancy cars on the local road network, therefore alleviating congestion and providing a benefit to airquality.
- 6.40 The Occupier will provide designated parking areas for car sharers. This will be monitored by the TPC, to confirm that supply does not exceed demand.
- 6.41 The benefits of car sharing will be widely promoted to employees through a variety of communication mechanisms (such as via the TPC, Staff Travel Information Packs, Noticeboards, Website, Intranet, Newsletters etc).

Car Park Management

- 6.42 The Occupier will monitor the use of the car park and the vehicles which use it (i.e., including visitors). It is anticipated that this role will be fulfilled by the TPC and part of the Travel Plan monitoring process.
- 6.43 The following will be monitored by the TPC as part of their role could include (but not limited to):
- Allocated spaces for regular car sharers.
 - Allocated spaces for regular car users, considering their location to residence and the travel options available to them.
 - The use of EV charging spaces to inform whether passive spaces are activated; and,
 - A facility to reserve a space within the car park when required for less frequent car users.

Electric Vehicle Charging

- 6.44 The Occupier will provide and promote on site electric vehicle charging provision to staff. The provision of EV charging facilities could be promoted via several communication mechanisms, such as via the TPC, Staff Travel Information Packs, Noticeboards, Website, Intranet, Newsletters.

CUSTOMER TRAVEL PLAN MEASURES

- 6.45 It should be noted that this category relates to visitors.

Booking System

- 6.46 A key element of the Travel Plan will be the booking system for the Site. When booking a visit to Rhydycar West, the customer will be required to provide information on how their party intend on travelling. This will offer customers the option to book onto the shuttle bus to Merthyr Tydfil Station, book a vehicle parking space, book an EV charging space, or book cycle parking.
- 6.47 The booking system will be a key part of the Travel Plan as it will enable the Occupier to offer variable pricing based upon the mode of travel selected, for example, by offering reduced rates for those who access the site

by sustainable modes of travel. The system will also act to control car parking levels, by limiting sale of parking passes if capacity is approached.

Marketing

- 6.48 Targeted marketing will be directed to communities most accessible to public transport services.

Email / Telecommunications

- 6.49 How the site can be accessed sustainably will be promoted to site visitors. This information could be provided over the phone or via email when making a booking or arranging a meeting. An electronic public transport information point will be provided on site to provide information on return journeys.

Website

- 6.50 Travel Plan initiatives will be provided on the website. The website will outline site specific information, to encourage trips generated by the proposed development to be undertaken by sustainable travel, the following information would be contained:

- Maps showing how to access the site by public transport.
- Links to ticketing and pricing of public transport services.
- Information on the site shuttle bus.
- Information regarding journey times and connections.
- Details of any associated discounts and incentives for those using sustainable modes.
- Information on how to access the site by walking and cycling.

Group Discounts

- 6.51 Family / group bookings will be available and will be promoted, which will encourage travel by multiple occupancy vehicles. The Occupier will offer ride share promotions, to consolidate car-based trips into fewer vehicles.

Equipment Hire

- 6.52 A stock of high-quality cycling equipment will be available to all visitors for hire, the use of which will be encouraged. This will reduce need for visitors to bring their own equipment, which may increase the attractiveness of travel by active travel or public transport.

Resort App

6.53 A Resort App will be created which will provide elements such as the following:

- Journey planning tool.
- One-stop-shop for journey planning and ticketing; and
- Personalised Travel Planning, providing clear guidance on viable options.

Piste Booking System

6.54 The piste would have a limited number of skiers at any one time. To avoid queuing and to manage site visitor numbers, a booking system will be implemented.

6.55 The system will have the benefit of influencing the arrival / departure times of visitors and can be used to reduce trips during sensitive network periods.

Promotion of Sustainable Transport

Walking

6.56 Travel by walking will be promoted via several communication mechanisms such as website, telephone calls and emails upon booking.

- Maps identifying key pedestrian routes; and,
- Information promoting active travel and the associated health benefits of walking.

Cycling

6.57 The site would provide cycle parking and their location will be promoted via several communication mechanisms such as the website, telephone calls and emails upon booking. Upon booking, cycling will be promoted, including:

- Availability of secure cycle parking
- Information promoting active travel and the associated health benefits of cycling.
- Provision of local cycle maps; and,
- Safe cycling practice.

Public Transport

6.58 Travel by public transport will be promoted via several communication mechanisms such as the website and emails upon booking. This will include:

- Information promoting active travel and the associated health benefits of cycling.
- Provision of local public transport maps and timetables; and,
- Promotion of key public transport websites (www.traveline.info).

6.59 Intelligence will be shared with public transport providers, providing greater potential for commercial services to be strengthened and greater collaboration between service providers.

Shower / Changing Facilities

- 6.60 Showers, lockers and changing facilities will be provided associated with the development proposals.

Shuttle Bus Service

- 6.61 Visitors will be encouraged to use the site shuttle bus described above, connecting the site to Merthyr Tydfil railway station, the town centre bus station, the town centre, leisure centre and other key destinations at peak times.

Electric Vehicle Charging

- 6.62 On-site electric vehicle charging provision will be promoted to visitors, as the site will provide at least 10% of its parking spaces as EV charging points (83 spaces). Further passive provision will be provided. The provision of EV charging facilities could be promoted via several communication mechanisms, such as the website, telephone, and emails upon booking. The ability to book re-charging spots via the website will be explored.

DELIVERY TRAVEL PLAN MEASURES

- 6.63 It should be noted that this category relates to deliveries and servicing associated with the development.

Management of Site Deliveries

- 6.64 Deliveries to the site will be minimised, where appropriate. This may include (but not be limited to):
- Setting out a fleet management strategy, to minimise trips by part filled / empty vehicles.
 - Utilising smarter routing systems to reduce the number of miles taken to make deliveries to reduce the impact to the local road network and keep emissions low; and,
 - Encouraging more sustainable fleet vehicles.

ACTION PLAN

- 6.65 The Action Plan for the proposed development site is set out in **Table 6.1**.

Table 6.1 Action Plan

Measure	Timeframe	Meet Objectives
Marketing	Pre and at occupation	1, 2, 3, 4, 5
Staff Travel Pack	At employment / Ongoing	1, 2, 3, 4, 5
Travel Plan Website	Within 12 months / Ongoing	1, 2, 3, 4, 5
Personal Travel Planning	Within 12 months / Ongoing	1, 2, 3, 4, 5
Staff Meetings	Within 12 months / Ongoing	1, 2, 3, 4, 5
Shower / Changing Facilities	At occupation	1, 2
Bicycle Parking	At occupation	1, 2
Noticeboard	Within 3 months / Ongoing	1, 2, 3, 4, 5
Promotion of Sustainable Transport	Within 6 months / Ongoing	1, 2, 3, 4, 5
Car Sharing	Within 6 months / Ongoing	5
Car Park Management	Within 3 months / Ongoing	4
Email / Telecommunications	Within 3 months / Ongoing	1, 2, 3, 4
Website	Within 3 months / Ongoing	1, 2, 3, 4, 5
Group Discounts	Ongoing	5
Equipment Hire	Ongoing	1, 2, 3, 5
Piste Time Booking System	Ongoing	4
Shower / Changing Facilities	At occupation	1, 2
Promotion of Sustainable Transport	Within 6 months / Ongoing	1, 2, 3, 4, 5
Shuttle Bus Service	Within 3 months / Ongoing	1, 3
Green Management of Site Deliveries	Within 3 months / Ongoing	1

7 BREEAM SUSTAINABILITY ASSESSMENT

INTRODUCTION

- 7.1 This section provides a summary of the review of the site and development proposals against BREEAM UK New Construction, Non-domestic Builds (Wales) requirements for Transport.
- 7.2 Through the BREEAM process, a maximum of 12 credits are available for Transport, with up to 2 credits available against Tra 01 and up to 10 credits against Tra 02.

TRA 01 TRANSPORT ASSESSMENT AND TRAVEL PLAN

Criteria 1

- 7.3 Criteria 1 of Tra 01 requires that a site-specific Travel Plan is prepared, no later than concept design stage. This document forms the Framework Travel Plan at the design stage, and is therefore prepared to accord with this, and provides a long-term management strategy which encourages more sustainable travel.

Criteria 2

- 7.4 Criteria 2 requires that the site-specific travel assessment covers:
- If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.
 - This is not relevant as this is a new build site.
 - Predicted travel patterns and transport impact of future building or site users.
 - This requirement is detailed in the submitted Transport Assessment.
 - Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.
 - This element is detailed in **Chapter 3**.
 - Reporting of the number and type of existing accessible amenities, see Table 7.1 below, within 500m of the site.
 - No applicable existing amenities are available within 500m of the site.
 - Disabled access accounting for varying levels and types of disability, including visual impairment.
 - As detailed in Chapter 6 of the submitted TA, the site masterplan ensures the safe and efficient movement of all site users.
 - Calculation of the existing public transport Accessibility Index (AI).
 - The AI considers the assessment of any bus stop within 650m and any railway station within 1000m of the assessed site's main entrance. Given that the Rhydycar West site forms a "campus-style development", the main entrance to the campus can be used to determine the distance to a compliant node as 80% or more of the buildings are within 1000m of this entrance.

- o Under BREEAM criteria, the “Leisure Centre” bus stop is accessible within 980m of the main site entrance, with the site therefore scoring an existing AI of 1.11.
- Current facilities for cyclists.
 - o This element is detailed in **Chapter 3**.

Criteria 3

- 7.5 Criteria 3 requires that a site-specific Travel Plan that provides a long-term management strategy which encourages more sustainable travel is developed. This document forms the site-specific Travel Plan.

Criteria 4

- 7.6 Criteria 4 requires that if the occupier is known that they are involved in the development of the Travel Plan. We can confirm that discussions have been held with the occupier in the preparation of this Travel Plan.

Criteria 5

- 7.7 Criteria 5 requires that it is demonstrated that the Travel Plan will be implemented and supported by the building's management in operation. Commitment is provided at Paragraph 1.5, which details that the developer has committed to implementing the Travel Plan in perpetuity, rather than for the required typical five-year lifespan of a Travel Plan

Required Travel Plan Measures

- 7.8 Tra 01 requires that the following measures are considered when developing the Travel Plan:
- Negotiation with local bus, train, or tram companies an increase in the local service provision for the development:
 - o As detailed at **Paragraph 6.41**, a shuttle bus service will be provided to encourage the movement of visitors and staff via Merthyr Tydfil Railway Station and the town centre bus station. It is therefore considered that the development will increase the local public transport service provision.
 - Provision of a public transport information system in a publicly accessible area:
 - o As set out at **Paragraph 6.15**, an electronic public transport information point will be provided.
 - Provision of electric recharging stations:
 - o As detailed in the TA, the site is obliged under Welsh Policy to provide EV charging facilities and will provide at least 10% of spaces as EV charging points (83 EV charging points).
 - Provision of parking priority spaces for car sharers:
 - o As set out at **Paragraph 6.25**, designated car parking spaces for car sharers will be provided. It is expected that this provision will be at least 5%.
 - Consultation with the local authority on the state of the local cycling network and on improvements
 - o This will be undertaken with the LHA and kept under review.
 - Provision of dedicated and convenient cycle storage:

- o As set out at **Paragraph 6.23**, covered and secure bicycle parking facilities will be provided in a convenient, well-lit, and overlooked location for staff and visitors.
- Provision of cyclists' facilities:
 - o As detailed above, convenient cycle storage will be provided. Further to this, as set out at **Paragraph 6.22 and 6.47**, showers, lockers and changing facilities would be provided for staff and visitors use. Furthermore, as detailed in the TA, a 3.0m shared use path will be provided to enable cyclists to access the site safely and directly from the A470 bridge, with secondary cyclist access provided from the south via the secondary access. It is therefore considered that extensive cyclist facilities will be provided as part of the development.
- Lighting, landscaping, and shelter to create pleasant pedestrian and public transport waiting areas:
 - o As part of the detailed design stage for the site, the necessary lighting, landscaping, and shelter would be considered to create safe and pleasant pedestrian and public transport waiting areas.
- Pedestrian and cyclist friendly (for all types of users regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes:
 - o As detailed in **Chapter 6** of the TA, the development will seek to ensure that alternatives to private car use are available from the outset and that the integration of active travel modes have been considered. Cycle paths, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, and connections to adjoining off-site pedestrian and cycle routes will be provided.
- Provision of suitable taxi drop-off or waiting areas:
 - o As illustrated in the site masterplan, an appropriate taxi drop-off/waiting area will be provided in proximity to the main pedestrian entrance to the facilities.
- Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g., community centre).
 - o As detailed above, a shuttle bus service will be provided to encourage the movement of visitors and staff via Merthyr Tydfil Railway Station and the bus and the town centre bus station. It is therefore considered that the development will have appropriate access to adequately serve the local community.

7.9 It is therefore considered that this Travel Plan meets the requirements of Tra 01 to satisfy criteria 1, 2, 3, 4 and 5.

TRA 02 SUSTAINABLE TRANSPORT MEASURES

7.10 Ten credits are available under Tra 02, with the assessment options and outcomes detailed in **Table 7.1**.

Table 7.1 Tra 02 BREEAM Credits

Option		Applicable Building Types	Points	Assessment Against Criteria
Public Transport Measures				
1	The existing AI calculated in Tra 01 achieves the following: ≥ 4 for prison or MOD sites, rural location sensitive buildings, and other building group 3 ≥ 8 for all other building types	All	1	<i>Not being pursued due to location</i>
2	Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train, or tram companies to increase the frequency of the local service provision for the development; OR	All	2	3 points. As set out at Paragraph 6.41 , the Occupier will provide a dedicated shuttle bus service to manage the movement of guests to/from Merthyr Tydfil Railway Station.
	Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR	All	3	
	Provide a dedicated service, such as a bus route or service.	All	3	
3	Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities.	All	1	1 point. As set out at Paragraph 6.34 , we will encourage the Occupier to provide this.
Private Transport Measures				
4	Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development.	All	1	1 point. As detailed in the TA, the development will provide at least 10% EVCP (83 EVCP).
5	Set up a car sharing group or facility to facilitate and encourage building users to car share. Raise awareness of the sharing scheme with marketing and communication materials. Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development. Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	All	1	1 point TPC will set up a car share facility. The TPC will raise awareness of the scheme through Travel Plan marketing measures. At least 5% of total car parking expected to be reserved for vehicles with 2 or more occupants located near entrance.

Option		Applicable Building Types	Points	Assessment Against Criteria
Active Travel Measures				
6	During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it. Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	All	2	-
7	Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5	All	1	1 point. Type C: 1 space per 20 staff and 1 per 20 visitors/beds will be provided for.
8	Option 7 has been achieved. Provide at least two compliant cyclists' facilities for the building users, (including pupils where appropriate to the building type): Showers Changing facilities Lockers Drying spaces.	All	1	1 point. As set out at Paragraph 6.22 , we will encourage the Occupier to provide showers, lockers and changing facilities for staff use.
9	Existing amenities: At least three existing accessible amenities are present, see Table 7.6 on page 191, where relevant for a Building Group.	All	1	<i>Not being pursued due to location</i>
10	Enhanced amenities: Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided. OR	-	2	3 points. The development will provide several new accessible amenities, including food outlets, access to cash, an outdoor open space and recreation/leisure facilities.
	Ensure more than one new accessible amenity, in accordance with Table 7.6 on page 191 for the relevant Building Group, is provided.		3	
Alternative Transport Measures				
11	Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	All	1-3	<i>Not being pursued</i>

7.11 As detailed in **Table 7.1**, the development is expecting to meet the criteria for at least 11 points regarding sustainable public, private and active transport measures.

7.12 In accordance with Table 7.3 of the Tra 02 guidance, with an AI of 1.11 and 11 points secured regarding sustainable public, private and active transport measures, the site thereby achieves 10 credits under Tra 02.

8 IMPLEMENTATION, MONITORING AND REVIEW

INTRODUCTION

- 8.1 This chapter sets out the implementation, monitoring, and review process of the Travel Plan.

IMPLEMENTATION

- 8.2 A key aspect of the Travel Plan is the provision of travel information for site users. It will be the responsibility of the TPC to ensure that the strategy and proposed measures are implemented.
- 8.3 The TPC will prepare an Implementation Strategy Table to set out responsibilities and timescales for implementation and monitoring the progress of the initiatives proposed by the Travel Plan.
- 8.4 It will also be the role of the TPC to monitor and evaluate the impacts of the Travel Plan and report findings to the Merthyr Tydfil County Borough Council.

STAFF TRAVEL PLAN MONITORING AND REVIEW

- 8.5 It is important to recognise that Travel Plans are live documents and as such develop over time with changing conditions. It will be necessary to review the TP and associated initiatives following full occupation of the site. Regular monitoring will ensure that progress towards meeting the objectives and targets is measured and will help identify those areas of the TP that may not be working particularly well, and conversely, those aspects which are performing better than expected.
- 8.6 The first staff travel survey will be undertaken within six months of occupation and will be repeated annually.
- 8.7 These surveys will enable the TPC to monitor how successful the Travel Plan has been in introducing modal shift and enable a review of the measures deployed so that they can be adjusted and where necessary new measures introduced.

STAFF TRAVEL PLAN REPORTING

- 8.8 The results of this survey will be collated and reported on in annual monitoring reports, a copy of which will be submitted to the Merthyr Tydfil County Borough Council within three months of a survey being completed.
- 8.9 Through the monitoring programme the recorded modal splits and the progress towards long-term targets will be identified and discussed in detail with Merthyr Tydfil County Borough Council.
- 8.10 This may result in the requirement for additional travel planning measures to be introduced should the modal splits be falling behind targets, or alternatively the setting of new targets should progress be ahead of schedule.

CUSTOMER TRAVEL PLAN MONITORING AND REVIEW

- 8.11 The Booking System will allow customer travel behaviour to be monitored, as the system will record the travel mode(s) for all visitors. The system will also record the utilisation of parking spaces as it will require spaces to be booked in advance.
- 8.12 This system will enable the TPC to monitor how successful the Travel Plan has been in introducing modal shift and enable a review of the measures deployed so that they can be adjusted and where necessary new measures introduced.

SECURING THE TRAVEL PLAN

- 8.13 The developer is committed to the delivery of a sustainable development at Rhydycar West. They have therefore chosen to commit to implementing Travel Plan measures in perpetuity, rather than for the required typical five-year lifespan of a Travel Plan. This will help ensure that the site maximises opportunities to access the development by sustainable and active travel modes throughout its lifespan.

9 SUMMARY AND CONCLUSION

SUMMARY

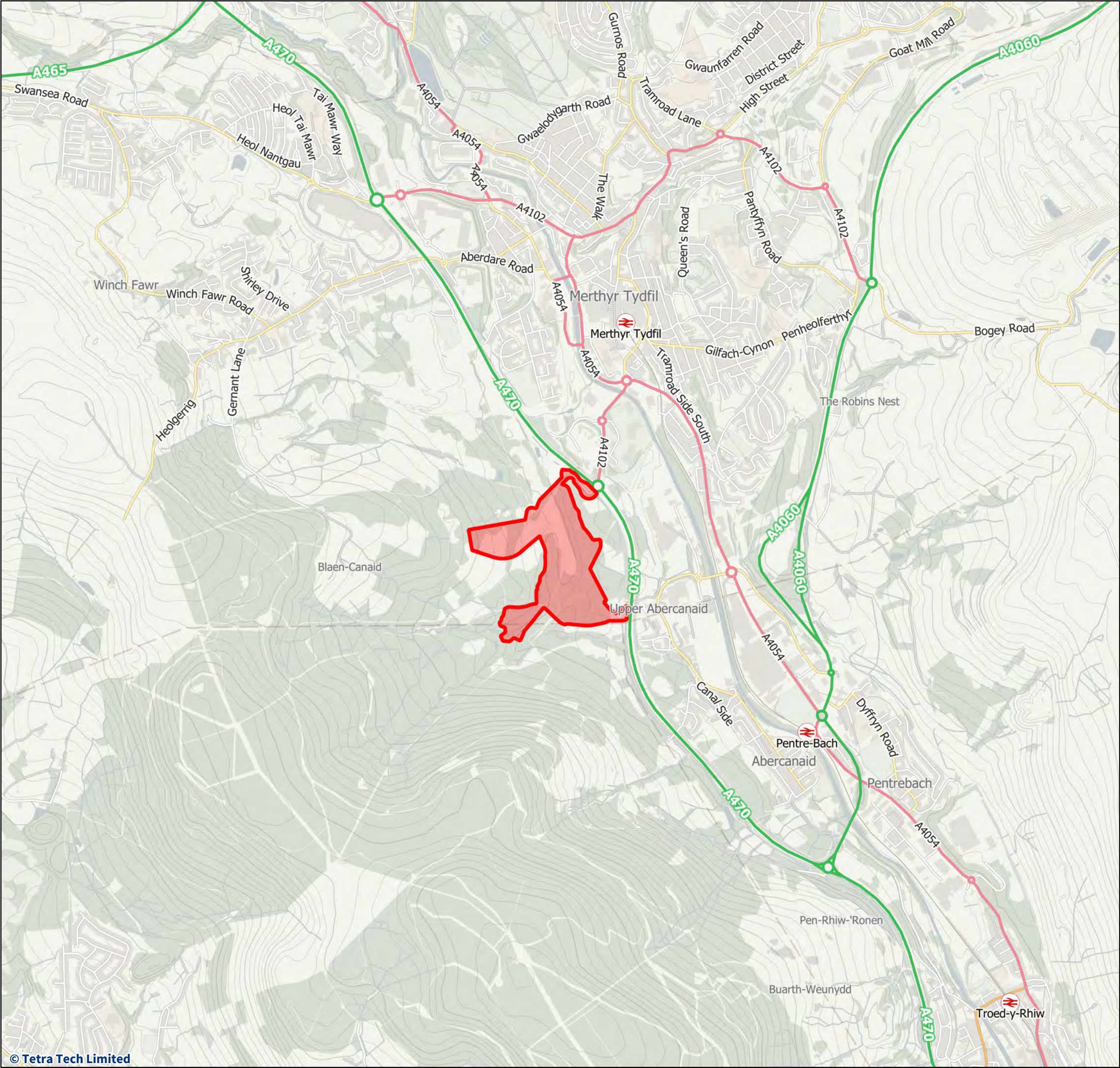
- 9.1 Tetra Tech have been commissioned by Marvel Ltd to prepare a Travel Plan (TP) in support of a planning application for land west of the A470 and to the south of the village of Heolgerrig in Glamorgan. The land represents an urban extension to the town of Merthyr Tydfil.
- 9.2 This Travel Plan sets out an overarching Travel Plan strategy with aims and objectives for the occupier. This Travel Plan aims to reduce congestion, improve air quality, and promote healthier lifestyles by reducing the number of single occupancy trips generated by the occupier.
- 9.3 The Travel Plan provides a site-specific package of measures which can be used to promote access by sustainable modes to / from the site.
- 9.4 Management and monitoring of this Travel Plan will be overseen by a TPC who will raise awareness of sustainable travel and promote the principles of the Travel Plan to future occupiers.

CONCLUSION

- 9.5 This Travel Plan outlines a package of measures with the ultimate aim of creating a holistic transport environment which is pursuant towards encouraging sustainable travel over travel by car.
- 9.6 The site is well located to integrate and enhance the local pedestrian, cycle, and public transport networks. Given the location of the development it is well located to accommodate access by sustainable transport modes.
- 9.7 The development scheme will provide a net benefit to the local area with regards to transport and accessibility. It will provide new employment which will offer local jobs within an appropriate walking and cycling catchment of Merthyr Tydfil, thereby providing opportunities for staff commute trips to be made by non-car modes.
- 9.8 The development provides a Framework Travel Plan, which has been designed to encourage sustainable travel behaviour amongst new staff and visitors via a variety of measures.
- 9.9 The site is within proximity of existing public transport services, including key transport interchanges such as Merthyr Tydfil railway station and the town centre bus station. There is potential for improving public transport connectivity for the site, through the implementation of a site-specific shuttle bus service. This would connect to Merthyr Tydfil railway station and the bus station, which are key generators for public transport trips given their location within the wider rail and bus network and that operates as the primary hub for interchanging between rail and bus.

- 9.10 Traffic assessments outline that the development of the site will have a negligible impact on highway operation and will not be detrimental to road user safety. All junctions are forecast to operate within capacity in a forecast year of 2026 with Committed Development and Development traffic on the network.

FIGURES



Site Location Plan

Rhyddcar West
Marvel Ltd

Legend

 Site

Drawn by: BM

Checked by: AP

Office: Cardiff

Drawing No.: 784-B023905-003

Revision No.: 0001

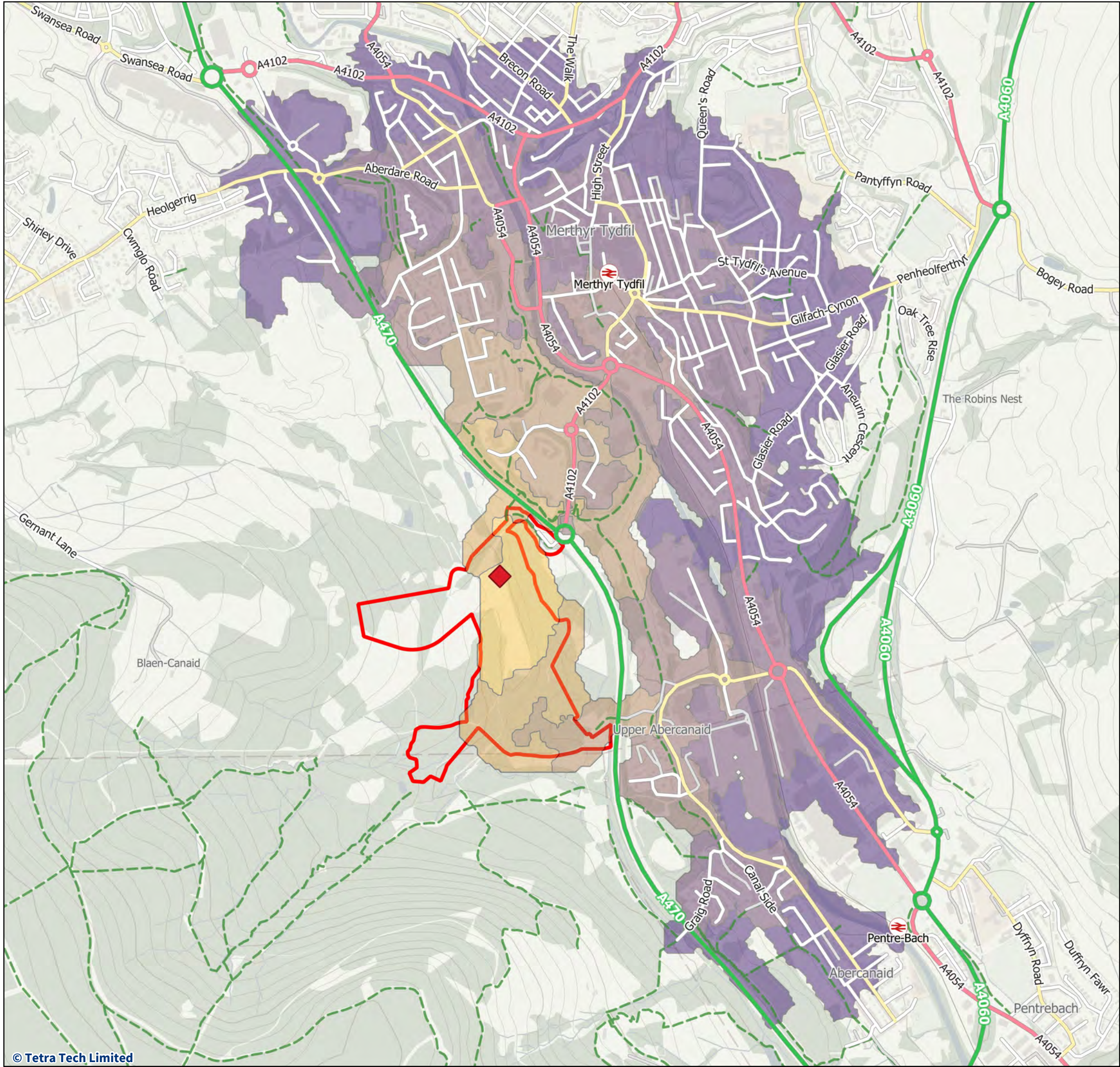
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19 January 2022

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Accessibility by Walking (Main Site)

Rhydycar West
Marvel Ltd

Legend

- Site
- Access by Walking**
 - 0-5 mins / 0-400m
 - 5-10 mins / 400-800m
 - 10-15 mins / 800-1.2km
 - 15-20 mins / 1.2-1.6km
 - 20-25 mins / 1.6-2.0km
 - 25-30 mins / 2.0-2.4km
- ◆ Isochrone Origin
- Public Rights of Way

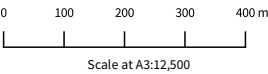
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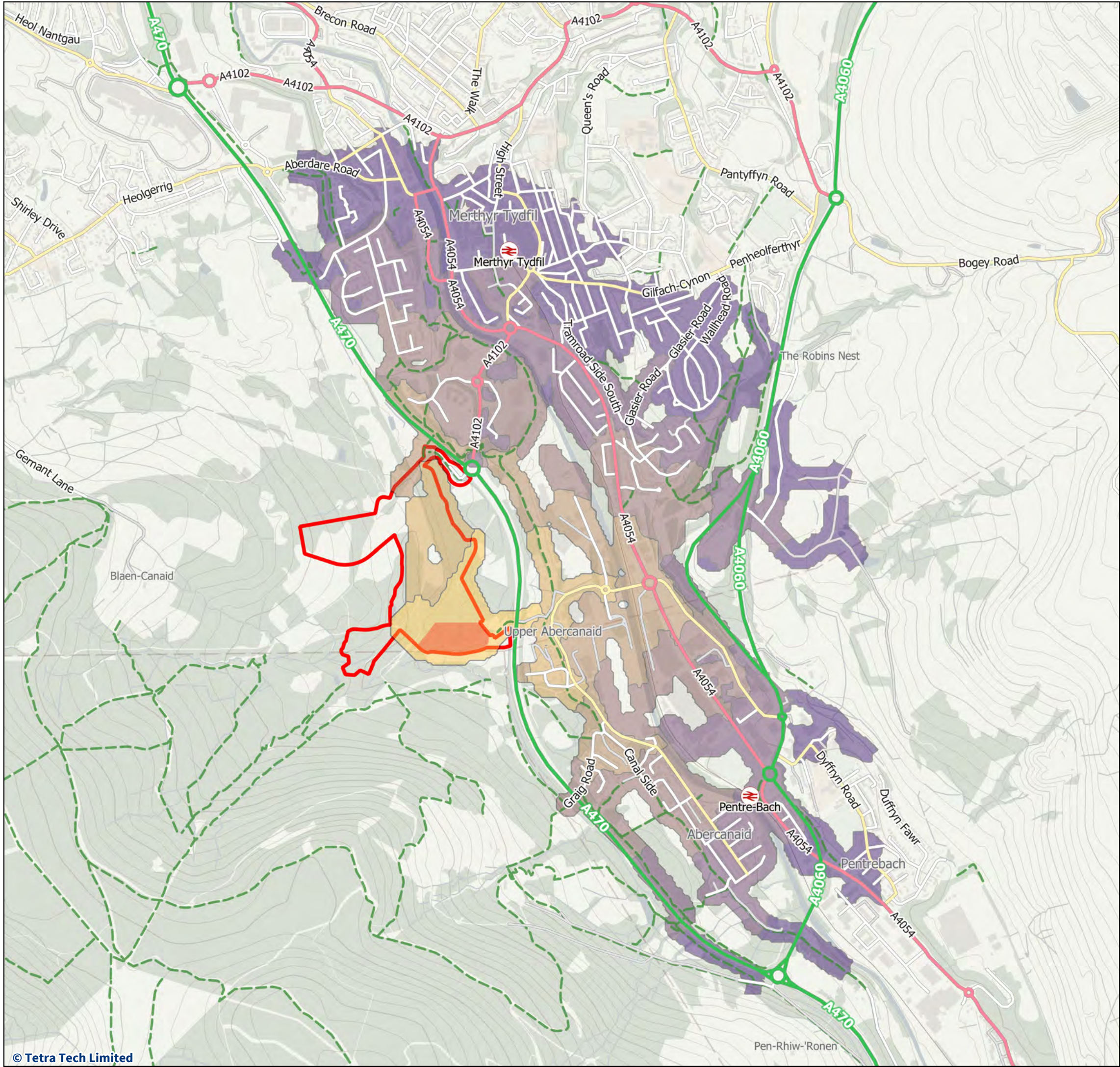
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Accessibility by Walking (Forest Lodges)

Rhydyar West
Marvel Ltd

Legend

- Site
- Isochrone Origin
- Access by Walking**
 - 0-5 mins / 0-400m
 - 5-10 mins / 400-800m
 - 10-15 mins / 800-1.2km
 - 15-20 mins / 1.2-1.6km
 - 20-25 mins / 1.6-2.0km
 - 25-30 mins / 2.0-2.4km
- Public Rights of Way

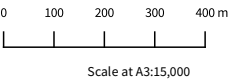
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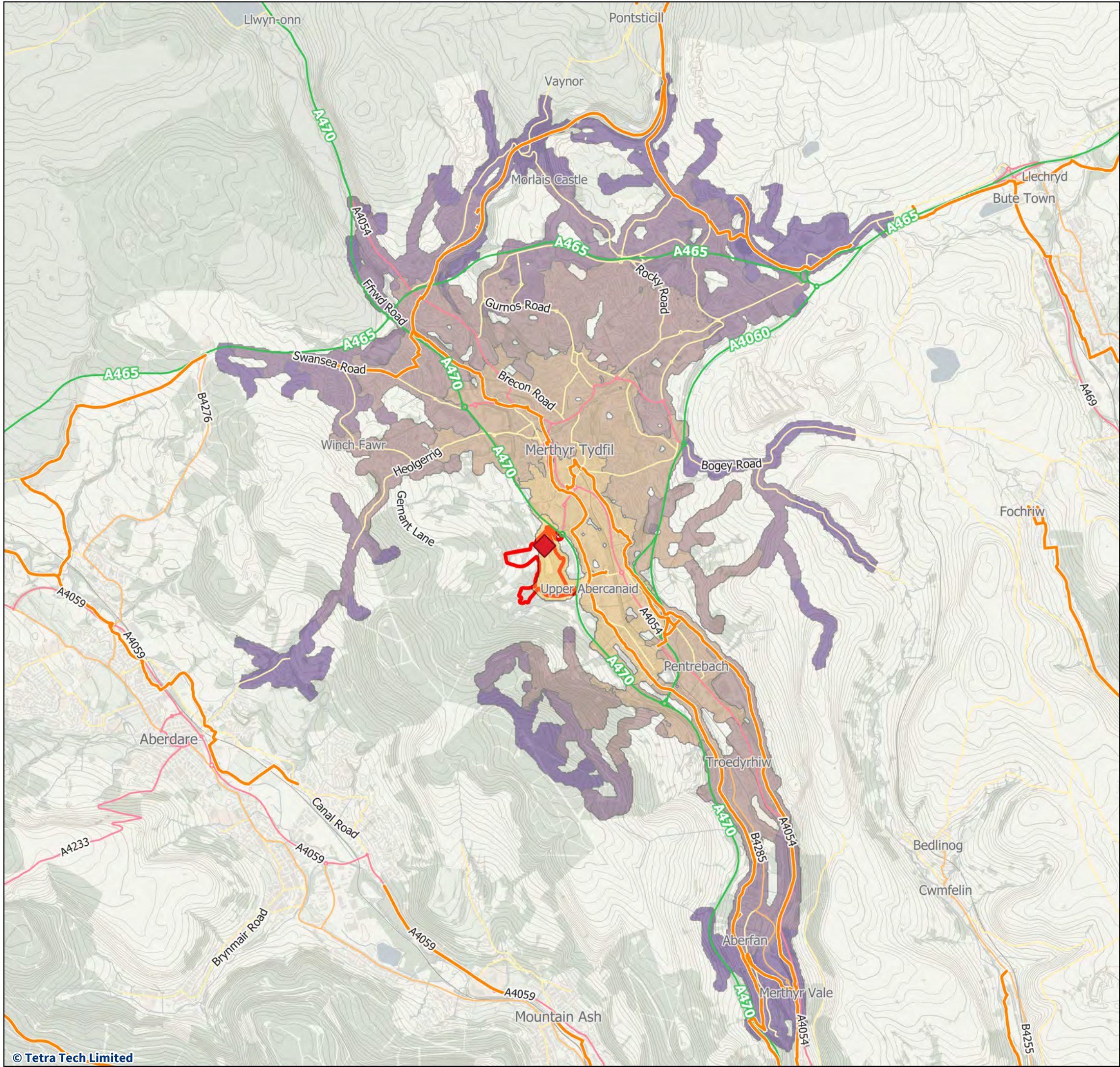
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Accessibility by Cycling (Main Site)

Rhydycar West
Marvel Ltd

Legend

-  Site
- Access by Cycling**
 -  0-5 mins / 0-1.33km
 -  5-10 mins / 1.33-2.67km
 -  10-15 mins / 2.67-4.00km
 -  15-20 mins / 4.00-5.33km
 -  20-25 mins / 5.33-6.67km
 -  25-30 mins / 6.67-8.00km
-  Isochrone Origin
-  National Cycle Route

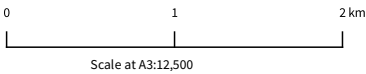
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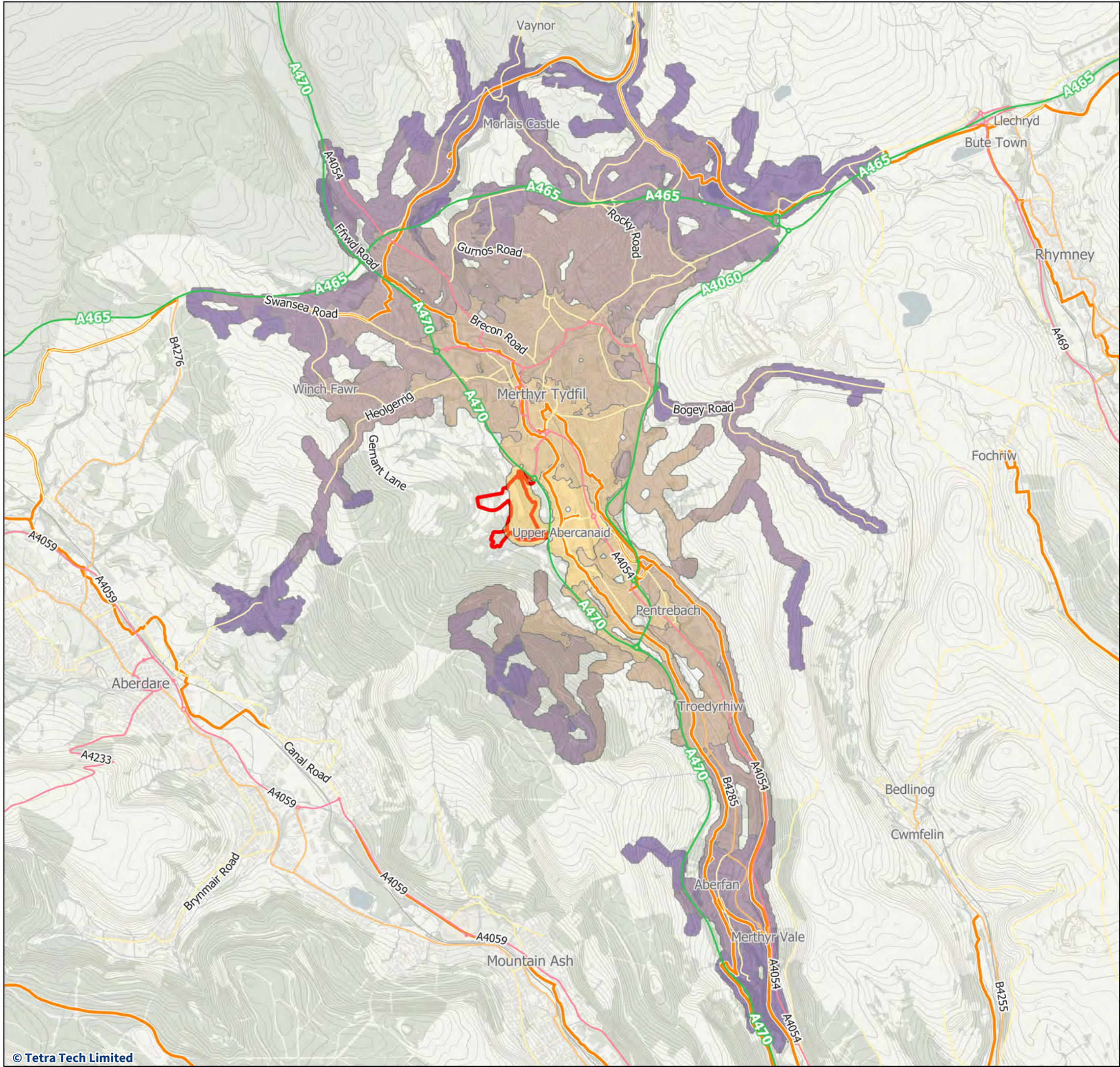
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Accessibility by Cycling (Forest Lodges)

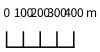
Rhydyar West
Marvel Ltd

Legend

- Site
- Isochrone Origin
- Access by Cycling**
 - 0-5 mins / 0-1.33km
 - 5-10 mins / 1.33-2.67km
 - 10-15 mins / 2.67-4.00km
 - 15-20 mins / 4.00-5.33km
 - 20-25 mins / 5.33-6.67km
 - 25-30 mins / 6.67-8.00km
- Public Rights of Way

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Revision No.: 0001



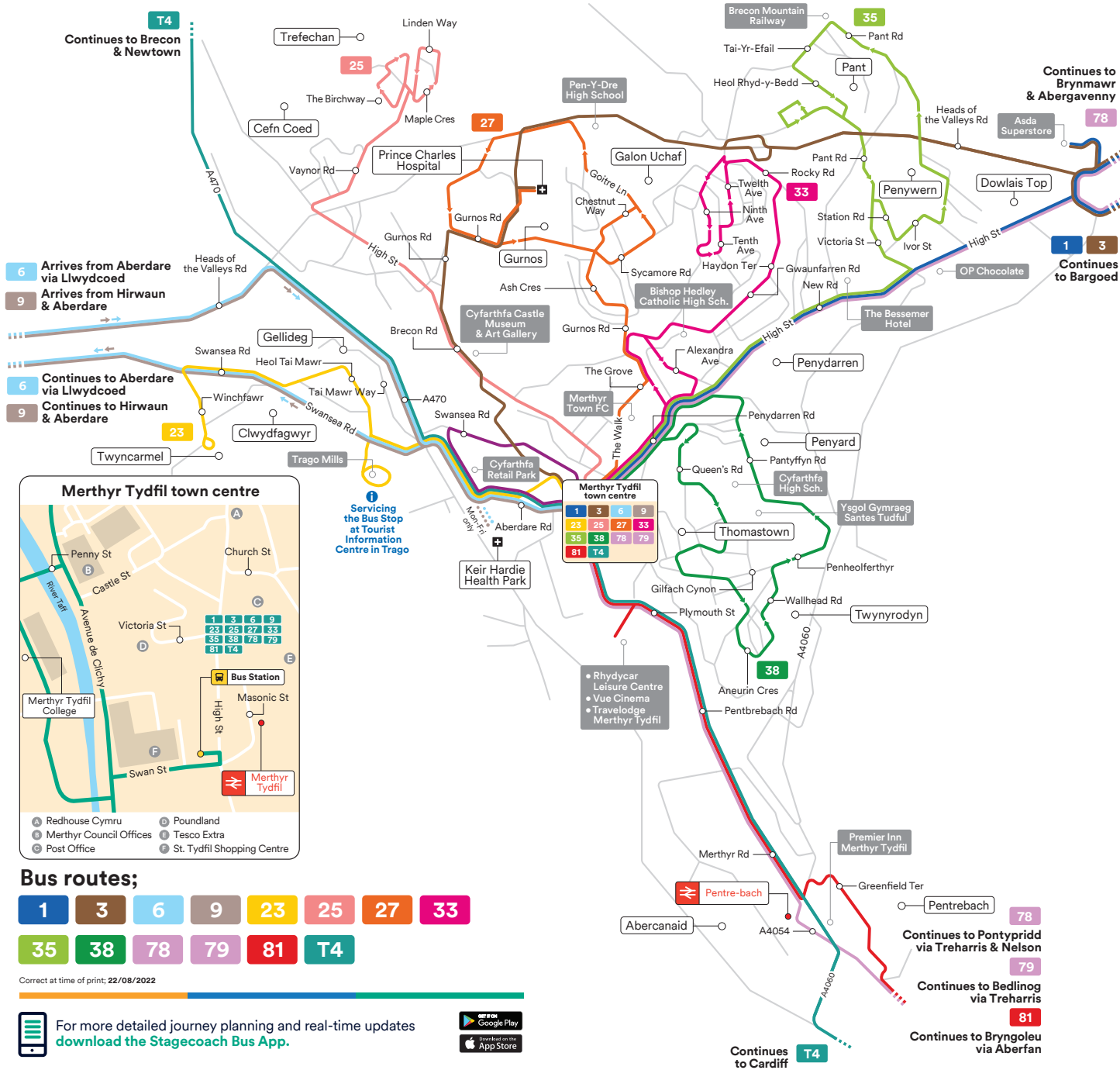
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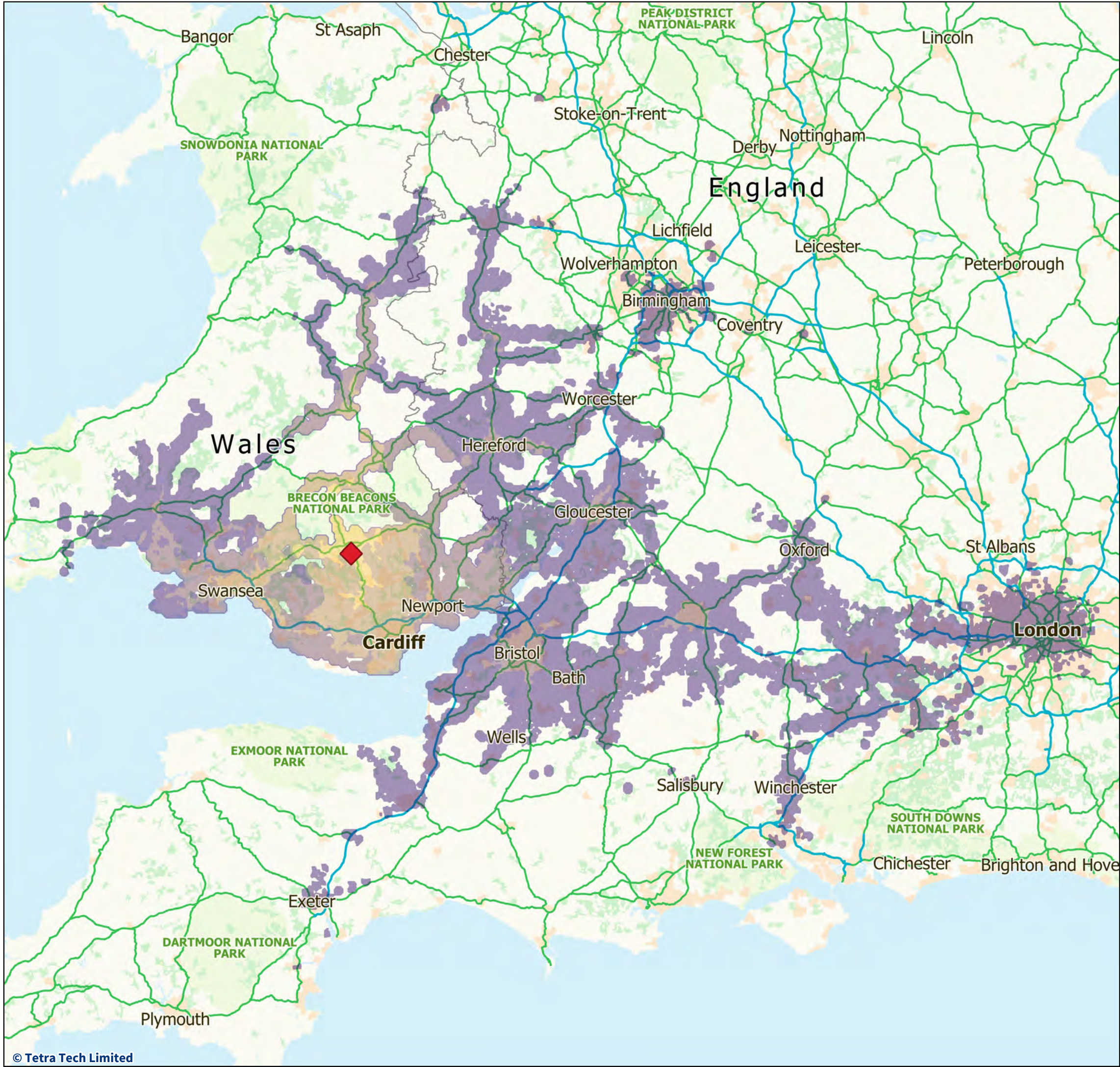
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Merthyr Tydfil





Accessibility by Public Transport

Rhydycar West
Marvel Ltd

Legend

Site

Access by Public Transport

- 0 - 60 minutes
- 60 - 120 minutes
- 120 - 180 minutes
- 180 - 240 minutes

Drawn by: BM
Checked by: AP
Office: Cardiff

Drawing No.: 784-B023905-003
Revision No.: 0001

02040

km

Scale at A3:1,200,000

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