

Technical Note 02

Project:	Rhydycar West, Merthyr Tydfil	Office:	Cardiff
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Client:	Marvel Ltd	Approved by:	AP
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Subject:	P/23/0065 Accessibility Statement		

1 INTRODUCTION

- 1.1 Tetra Tech has been commissioned by Marvel Ltd to act as the transport and highways consultant 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 Planning Application P/23/0065 proposes the development of:
- 39,200 sqm Indoor Snowdome.
 - 7,500 sqm Water Park.
 - 27,400 sqm Hotel (418 beds).
 - Indoor / Outdoor Activity Centre; and,
 - 30 Forest Lodges (up to 2,000 sqm).
- 1.3 This Technical Note has been prepared to inform Welsh Government on the active travel connectivity of the application site, drawing from information presented in the 2023 Transport Assessment, 2023 draft addendum document ‘Response to Merthyr Tydfil County Borough Council’ and the 2023 Framework Travel Plan. These documents can be obtained from the MTCBC planning portal, under [Application P/23/0065](#).

2 POLICY COMPLIANCE

- 2.1 In developing the site masterplan and active travel strategy, the applicant considered Welsh Government’s policies and documents on active travel and personal travel. These policies and documents provide valuable insights into walking and cycling habits in Merthyr Tydfil and Wales as a whole.
- 2.2 As of 2019, approximately 2% of Merthyr Tydfil residents regularly cycle, while around 40% walk daily or several times a week. The Active Travel Act Guidance (2021) aims to promote walking and cycling as the preferred modes for short journeys. According to this guidance, people are likely to walk up to 3.2 km (with some walking up to 4.8 km) and cycle up to 8 km (with some cycling up to 12 km).
- 2.3 The Personal Travel in Wales document (2013) further highlights that typical walking trips cover distances of up to 1.6 km, while bus trips extend up to 14.5 km. Regular commuters are willing to walk up to 960 m, cycle

up to 5.6 km, and spend 33 minutes on a bus for their work commute. This review is provided in further detail within Chapter 5 of the Transport Assessment.

3 ACCESS BY WALKING

- 3.1 Pedestrian access to the site is primarily via a bridleway bridge over the A470, connecting to the Taff Trail and the local pedestrian network in Merthyr Tydfil. This route connects to the bridge over the A4102, linking to the Merthyr Leisure Village. The bridges are 3.0 meters wide and supports both pedestrian and cycle movements.
- 3.2 The development scheme proposes paving and installing new street lighting along this route, extending from the A470 bridge to the Leisure Centre. These improvements offer several benefits to future customers and staff, including improved safety, enhanced accessibility, aesthetic appeal, and increased usage.
- 3.3 A secondary access route is available to the south, connecting to Dragon Parc via an underpass beneath the A470. A GIS analysis shows that the urban core of Merthyr Tydfil, including key transport hubs, is within a 30-minute walk from the site. The analysis also indicates that the site is well-connected to local settlements and transport interchanges, promoting reduced car dependency. The development will enhance these connections by providing well-lit, paved paths, ensuring safe and convenient pedestrian access throughout the area.
- 3.4 There is an extensive network of public rights of way that permeate the site and connect it to the wider area. These connections will be maintained following the development of the site, offering further opportunities for people to travel to and from the site by walking. A detailed audit of the public rights of way is provided within the Walking, Cycling, and Horse-riding Assessment and Review (2024).
- 3.5 Details regarding access by walking are outlined in the Transport Assessment (Chapter 5) and the Framework Travel Plan (Chapter 3). These chapters include GIS technical drawings that visually depict pedestrian connectivity. For reference, these drawings are also reproduced in **Appendix A**.

4 ACCESS BY CYCLING

- 4.1 The development site will have cycle access via a 3.0m wide bridleway bridge over the A470, connecting to Merthyr Tydfil's cycle network and National Cycle Route 8 (the Taff Trail). The development scheme proposes paving and installing new street lighting along this route, extending from the A470 bridge to the Leisure Centre. Paving and installing new street lighting along the route from the A470 bridge to the Leisure Centre offers several benefits to future customers and staff, including improved safety, enhanced accessibility, aesthetic appeal, and increased usage.
- 4.2 A second cycle access is obtained from the access under the A470 to the south. National Cycle Route 8, part of Lôn Las Cymru, extends from Cardiff to Holyhead, linking locally with Route 477 for access between Merthyr Tydfil and Abercynon, including the Merthyr Tydfil and Pentre-Bach Rail Stations. The Taff Trail is a 55-mile mostly traffic-free route following the River Taff, utilizing old railway and canal paths.

- 4.3 A GIS analysis indicates that most of Merthyr Tydfil and nearby areas like Abercanaid, Pentrebach, and Aberfan are within a 30-minute cycling distance from the site. Merthyr Tydfil station is accessible within a 10-minute ride. The analysis shows that the site is well-positioned to support safe and convenient cycling, offering strong connections to the local transport network and making it an attractive option for cyclists.
- 4.4 Details regarding access by cycling are outlined in the Transport Assessment (Chapter 5) and the Framework Travel Plan (Chapter 3). These chapters include GIS technical drawings that visually depict cycle connectivity. For reference, these drawings are also reproduced in **Appendix B**.
- 4.5 The site's strategic location relative to the cycle network positions it well for future enhancements. Collaborative efforts between Merthyr Tydfil, Rhondda Cynon Taf County Borough Councils, and the Welsh Government aim to improve travel between Aberdare and Merthyr Tydfil. One initiative involves reopening the Abernant Tunnel (located on Marvel-owned land), creating a direct, traffic-free cycling and walking route of approximately four miles between the town centers, reducing the current journey by three miles.
- 4.6 Marvel Ltd have been working closely with Merthyr Tydfil County Borough Council to achieve this objective. A Public Path Creation Order was issued in October 2020, marking a significant milestone toward realizing this project.

5 ACCESS BY BUS

- 5.1 The nearest bus stop to the site is 1.2 km away at Merthyr Tydfil Leisure Village, equipped with a layby, shelter, and timetable information. This stop offers regular bus services connecting to the town centre and other parts of Merthyr Tydfil. Key services include:
 - Service 81 (Stagecoach South Wales): Connects Aberfan to Merthyr Tydfil every 30 minutes from Monday to Saturday, with no service on Sunday.
 - Service 89 (New Adventure Travel): Connects Merthyr Tydfil to Aberdare with limited service on Saturdays.
 - Service E79 (New Adventure Travel): Connects Bedlinog to Merthyr Tydfil twice daily on weekdays and Saturdays.
 - Service S79 (New Adventure Travel): Provides five daily trips on Sundays between Bedlinog and Merthyr Tydfil.
- 5.2 Merthyr Tydfil Bus Station, 2 km north of the site, offers extensive connections to the wider region and can be accessed via Service 81. This station enhances bus accessibility from various locations, supporting multimodal journeys to the site. It is premature to consider the rerouting of public transport services to serve the site, but as the site nears operation, discussions could be undertaken with local public transport operators regarding the economic viability of rerouting some services to serve the site.
- 5.3 Details regarding access by bus are outlined in the Transport Assessment (Chapter 5) and the Framework Travel Plan (Chapter 3).
- 5.4 A free shuttle bus is proposed to connect the site with the bus station, as detailed in Section 8. This service will enhance connectivity to key destinations, including the railway and bus stations, the town centre, and the leisure centre. By providing a free, convenient, efficient, and site-specific transport option, the free

shuttle bus will encourage staff and visitors to use public transport, thereby reducing reliance on single-occupancy car trips and contributing to a more sustainable travel environment.

6 ACCESS BY RAIL

- 6.1 The site is near two railway stations: Merthyr Tydfil Rail Station, 1.7 km northeast (a 22-minute walk or 6-minute cycle ride), and Pentre-Bach Rail Station, 2.7 km southeast (a 37-minute walk). Both stations are on the Merthyr branch line, operated by Transport for Wales, offering half-hourly services to Cardiff Central from Monday to Saturday, with Sunday services every two hours, set to increase to hourly under South Wales Metro proposals. Cardiff Central provides connections to major destinations across Great Britain.
- 6.2 Merthyr Tydfil station features 10 cycle racks, a ticket office, and step-free access from the car park. Pentre-Bach station offers adjacent bus stops, a ticket machine, and step-free access from the main road. These stations provide regular connections to various settlements and rail interchanges, facilitating multi-modal journeys to and from the site. Enhancing connectivity to these stations would further promote rail travel as a viable option for accessing the site.
- 6.3 The site is strategically positioned to capitalize on various rail improvement initiatives, including the South Wales Metro. Notably, the focus lies on the core Valley lines, connecting Cardiff with Aberdare, Coryton, Merthyr Tydfil, Rhymney, and Treherbert. Since the submission of the 2023 Transport Assessment, the first phase has been announced to be completed by early 2026. Aberdare, Merthyr Tydfil, and Treherbert will enjoy the convenience of four trains per hour to Cardiff.
- 6.4 Specifically for Merthyr Tydfil, the Merthyr Tydfil Rail Interchange project is a significant development. This modern, purpose-built gateway station serves both the town and the wider Borough. As a key component of the South East Wales Metro program, the Interchange has undergone several years of planning and development. Its completion will enhance accessibility to and from Merthyr Tydfil, fostering improved connectivity across the broader region.
- 6.5 The completion of the South Wales Metro will introduce new, quicker trains, significantly reducing journey times to Cardiff and wider destinations on the rail network. Additionally, the frequency of trains on these new and upgraded lines will increase, providing more convenient and efficient travel options. This enhancement will further enhance rail travel as a viable option for accessing the site, capitalizing on the strategic position of the Merthyr Tydfil Rail Interchange and other nearby stations.
- 6.6 Details regarding access by rail are outlined in the Transport Assessment (Chapter 5) and the Framework Travel Plan (Chapter 3) with rail improvement schemes discussed within the Transport Assessment at Chapter 4.
- 6.7 A shuttle bus is proposed to connect the site with Merthyr Tydfil railway station, as detailed in **Section 8**. This service will enhance connectivity to key destinations, including the railway and bus stations, the town centre, and the leisure centre. The shuttle bus will be free for staff and customers to use, providing a convenient and efficient transport option for commuting. By encouraging staff and visitors to use public

transport, the free shuttle bus will help reduce reliance on single-occupancy car trips and contribute to a more sustainable travel environment.

7 PUBLIC TRANSPORT CONNECTIVITY ASSESSMENT

- 7.1 A GIS-based multi-modal transport accessibility assessment using TRACC software evaluated public transport access to the site within a four-hour travel time. This assessment included the site shuttle bus (which will be free to use) and walk times to transport interchanges at a walking speed of 4.8 km/hr. The findings, depicted in Figure 5.6, indicate that the site is accessible via public transport from numerous locations in the southern UK, including Cardiff, Swansea, Newport, Bristol, Bath, Birmingham, Oxford, London, Exeter, and Southampton, as well as mid Wales from Abergavenny to Newton.
- 7.2 The site is near two railway stations with regular connections to various settlements and a bus station offering local and strategic connections, facilitating multi-modal journeys from wider Wales and Great Britain. While the site is well-placed to promote public transport use, enhancements to improve connectivity could further encourage multi-modal travel to and from the site.
- 7.3 Details regarding access by rail are outlined in the Transport Assessment (Chapter 5) and the Framework Travel Plan (Chapter 3). These chapters include GIS technical drawings that visually depict cycle connectivity. For reference, these drawings are also reproduced in **Appendix C**.

8 ACCESS STRATEGY

- 8.1 The development will have pedestrian and cycle access via a 3.0m wide, ramped bridge over the A470, connecting to the Rhydycar West bridleway (MT|101|9). This access route will be paved and lit between the A470 bridge and the Leisure Centre. The development aims to create walkable streets with easy-to-navigate routes, green corridors, and open spaces to promote a healthy environment and separate different units and uses.
- 8.2 The site's internal layout will support walking and cycling, providing a permeable network for uninterrupted access to all areas and connecting to the Taff Trail / NCR8 at Upper Abercanaid through a pedestrian / cyclist link at the emergency access. This enhances access for Active Travel trips from Abercanaid, Pentrebach, and Aberfan.
- 8.3 Overall, the site is strategically positioned to offer significant employment and leisure opportunities for future residents, promoting walking and cycling and contributing to sustainable housing and employment in Merthyr Tydfil, reducing reliance on car travel.
- 8.4 The site offers future users easy access to existing services, enhanced by a proposed free shuttle bus to the bus and railway stations. The vehicular access strategy is designed for buses and coaches, making the site well-suited for public transport services. Drawings confirm that the site access roundabout can accommodate buses and 15m coaches, ensuring safe access and egress for the free shuttle buses, public

buses, and coach services. This strategy benefits the local area by supporting the public transport network and enhancing its economic viability.

- 8.5 The access strategy for the site is detailed with Chapter 6 of the Transport Assessment, with the site masterplan provided at **Appendix D**.

Free Shuttle Bus Strategy

- 8.6 The site is close to public transport services, including Merthyr Tydfil railway and bus stations. A free shuttle bus will improve connectivity, linking the site to these stations, the town center, leisure center, and other key destinations. The proposed free shuttle bus route is about 4.2 km, with a round trip taking approximately 44-minutes.
- 8.7 The shuttle bus will be available free of charge for staff, customers, and visitors. By providing a convenient, efficient, and site-specific transport option, the shuttle bus will encourage the use of public transport, reducing the attractiveness of car travel to the site for both local and wider journeys.
- 8.8 Potential service patterns suggest synchronizing the free shuttle bus with train arrivals and departures to minimize wait times. The proposed timetable shows that visitors can be on-site within 25-minutes of arriving by train, making it an attractive option.
- 8.9 The free shuttle bus will also connect to the bus station, facilitating access to a wide range of local and regional bus services. The service frequency and routing will be reviewed regularly to meet user needs.
- 8.10 Capacity assessment indicates that a single-decker bus should accommodate the expected number of passengers during peak periods. Tickets for the free shuttle bus could be sold through the site booking system or via a "tap-and-go" feature with contactless payment. Specific details will be finalized during the reserved matters process.
- 8.11 The application includes a comprehensive Framework Travel Plan to reduce single-occupancy car trips by promoting sustainable travel modes for staff and visitors. This plan will be upgraded to a Full Travel Plan after planning approval and will be implemented as per proposed conditions, with regular reviews and updates. The developer commits to perpetually implementing these measures, beyond the typical five-year lifespan, to ensure long-term sustainable travel access.
- 8.12 A key feature of the Travel Plan is a booking system, requiring visitors to provide travel information when booking. This system will allow for shuttle bus reservations, vehicle and EV charging space bookings, and cycle parking. It will also enable variable pricing based on travel mode, encouraging sustainable travel and controlling car parking levels. A limited number of unallocated parking spots, including accessible bays, will be available for unplanned visits.
- 8.13 The free shuttle bus strategy is discussed at Chapter 6 of the Transport Assessment and Framework Travel Plan.

9 FRAMEWORK TRAVEL PLAN

- 9.1 A Framework Travel Plan has been submitted in support of this application, a site-specific package of measures which can be used to promote access by sustainable modes to / from the site. The document outlines a number of policy compliant and best practice measures that will accommodate the safe movement of staff and users to and from the site.
- 9.2 These measures are detailed within Chapter 6 of the Framework Travel plan and inclusive details relating to the free shuttle bus, off site improvement schemes, cycling facilities and EV charging provision. The Travel Plan also outlines:
- **Customer specific measures:** A booking system to allow visitors to choose travel options (free shuttle bus, parking, EV charging, or cycle parking) and enable variable pricing based on travel mode. Targeted marketing will focus on communities accessible by public transport. Email and phone communication will promote sustainable access options. The website will provide maps, ticketing info, free shuttle bus details, journey times, discounts, and walking / cycling guidance. Group bookings and equipment hire to accommodate sustainable travel. A Resort App will offer journey planning and personalized guidance. A booking system for the piste will manage visitor numbers and reduce network impact. Walking, cycling, and public transport will be promoted through various channels. Cycle and EVC parking.
 - **Employee Measures:** Information Pack that details sustainable travel options for employees, covering measures, objectives, and targets related to the Travel Plan. Information on car sharing, EV charging, walking and cycling routes, and promotes the benefits of active travel.
- Travel Plan initiatives on the company website or staff intranet showing mapping for walking, cycling, and public transport, along with details on health benefits, car sharing, EV charging, and TPC contact information. Notice board, staff newsletters and Personal Travel Planning facilities, allowing staff to consider their current travel habits and receive advice on non-car travel.

10 TRAVEL CONTEXT AT OPERATION

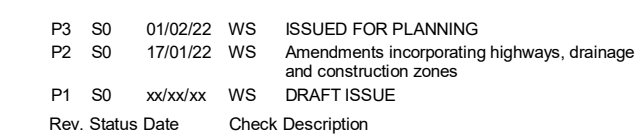
- 10.1 Several consultations have taken place with MTCBC officers regarding the suitability of locating a site within this section of the highway and its impact on travel demand. These discussions primarily focused on the appropriateness of the car park, in its capacity to accommodate parking demand while maintaining the attractiveness of non-car access. Correspondence related to these consultations has been summarized in the draft 2023 Response to Merthyr Tydfil County Borough Council report, which builds on the evidence presented within Transport Assessment (Chapter 7) which discusses multi-modal access. A further Technical Note was also submitted in 2024 to provide further advice in this matter.
- 10.2 A first-principles modelling assessment was undertaken to forecast multi-modal access, using consented planning materials, gravity models, Welsh census data, and TRACC-based accessibility modelling for pedestrians, cyclists, and public transport.
- 10.3 The resultant modelling studies evaluated staff and customer movements, emphasizing their impact on the local community, especially in Merthyr Tydfil. Considering the site's future features, a hotel and forest lodges, the catchment area for generated trips was considered locally and regionally.

- 10.4 Validation exercises revealed that the trip rates used by the development scheme exceed those in similar projects. Instances of double counting (including cross-link trips and transfers between facilities) were not discounted and this approach introduced contingency, ensuring suitable access and minimizing potential impacts on the surrounding area.
- 10.5 The resultant outputs provided evidence to MTCBC, evidencing that the proposed trip generation is reasonable, will not adversely affect existing transport users and will enhance active travel connectivity in the local area.
- 10.6 The draft 2023 Response to Merthyr Tydfil County Borough Council and subsequent 2024 Technical Note is provided for information at **Appendix D**.

11 SUMMARY AND NEXT STEPS

- 11.1 The proposed development site is strategically located for integration into the local pedestrian, cycle, and public transport network. It aims to maximize access by sustainable transport modes, including a regular free shuttle bus service. The development will benefit the area by creating local jobs accessible via walking and cycling from Merthyr Tydfil rail and bus stations. Additionally, it will enhance tourism and contribute to the economic viability of the region.
- 11.2 The level of information submitted is appropriate of an Outline Application, and these details will be refined through the detail site process and preparing technical information to discharge Planning Conditions and Section 106 Obligations. Marvel Ltd are still in dialogue with the MTBCB on these matters, but have proposed the following would bring assurances that a sustainable site can be delivered:
- Shuttle Bus Transport Strategy that will define bus routes, frequency, and operational details. The free shuttle bus service will be accessible to both staff, and for customers, it will be integrated into their activity purchase, making it a convenient and attractive option. This strategy could be established as a Planning Obligation.
 - Full Travel Plan, to refine the initiatives of the Framework, potentially established as a Planning Obligation.
 - Car Park management Strategy, to advise on the detailed aspects of car park operations and outline the long-term management strategy for parking across the site, potentially established as a Planning Obligation.
 - Construction Traffic Management Plan, to outline steps to safely manage traffic flow, confirm strategies to minimize disruptions and prioritise safety for site users.

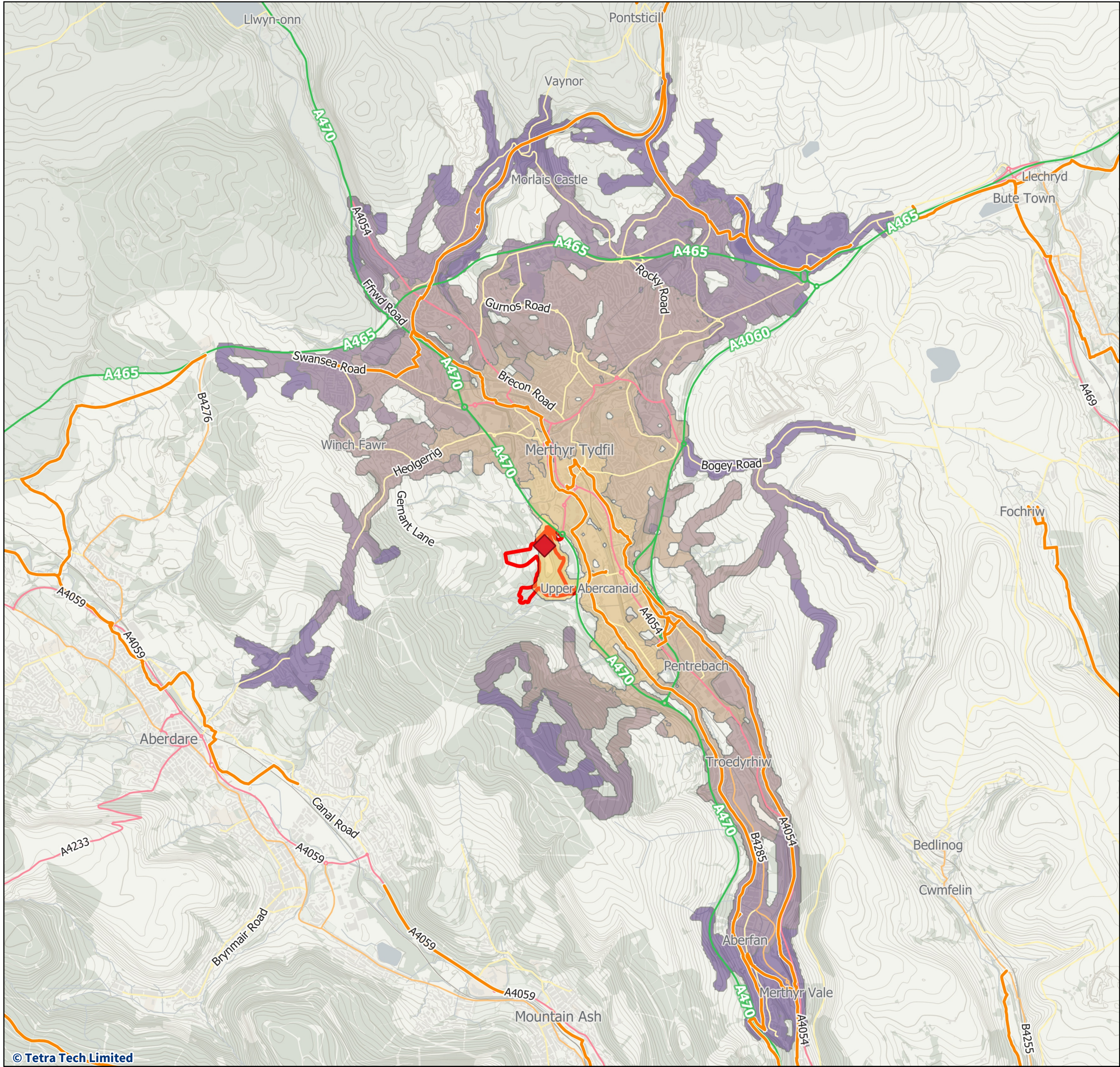
APPENDIX A



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Project	Originator	Zone	Level	Type	Role	Sheet
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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

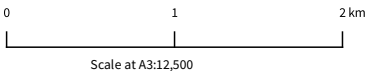
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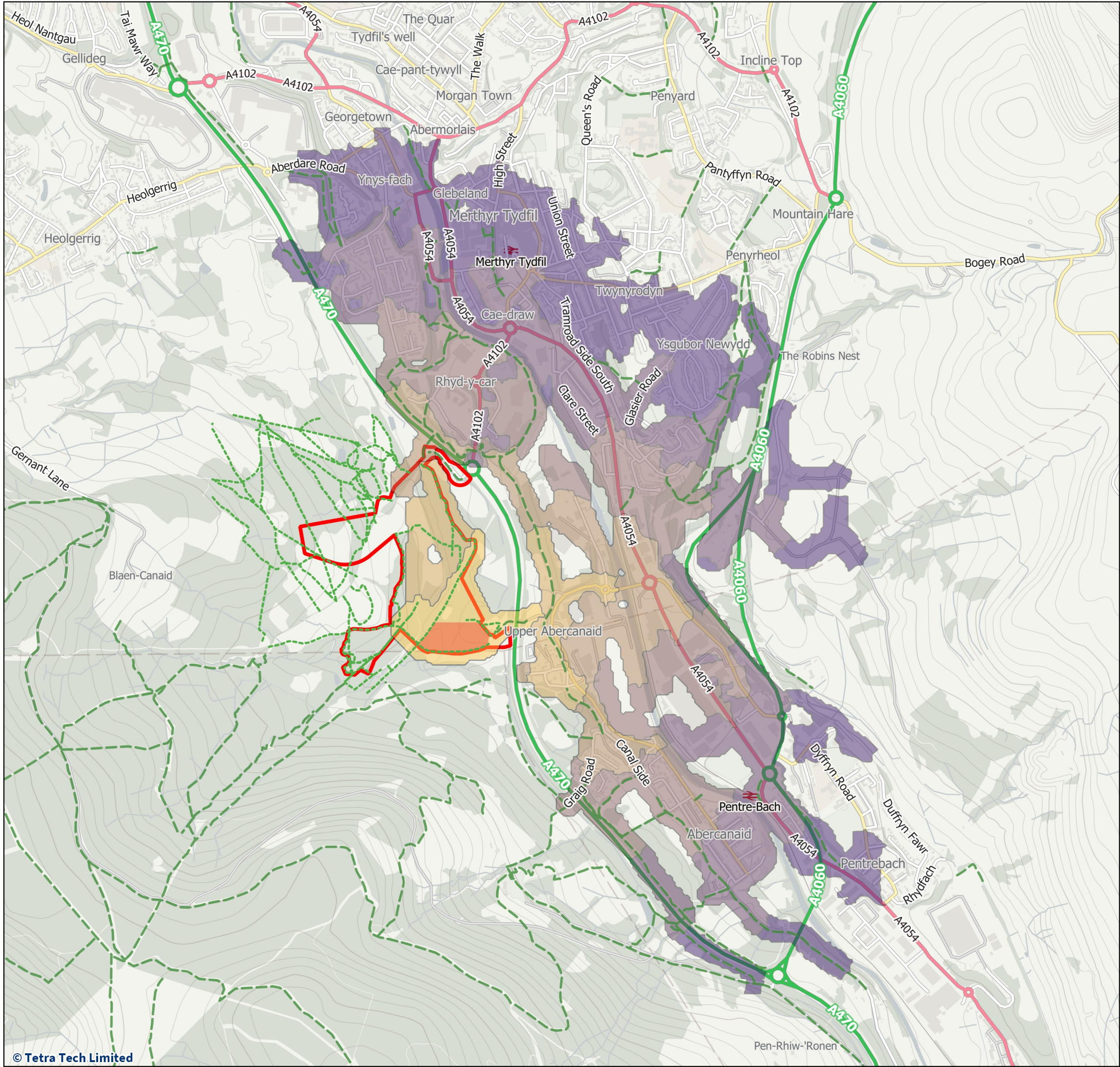
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Accessibility by Walking (Forest Lodges)

Rhydycar 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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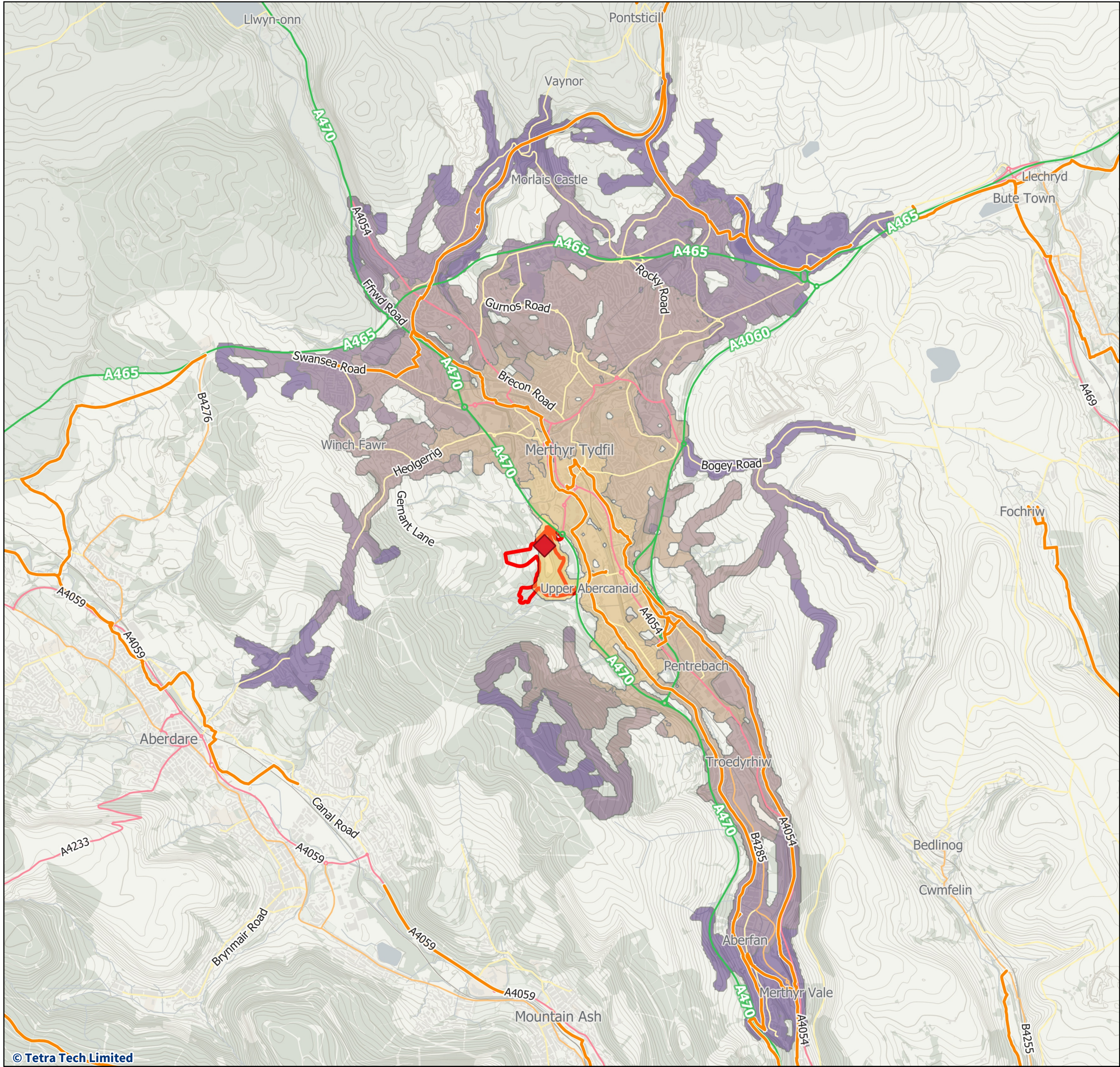
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APPENDIX B



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

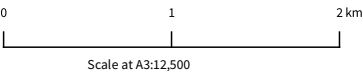
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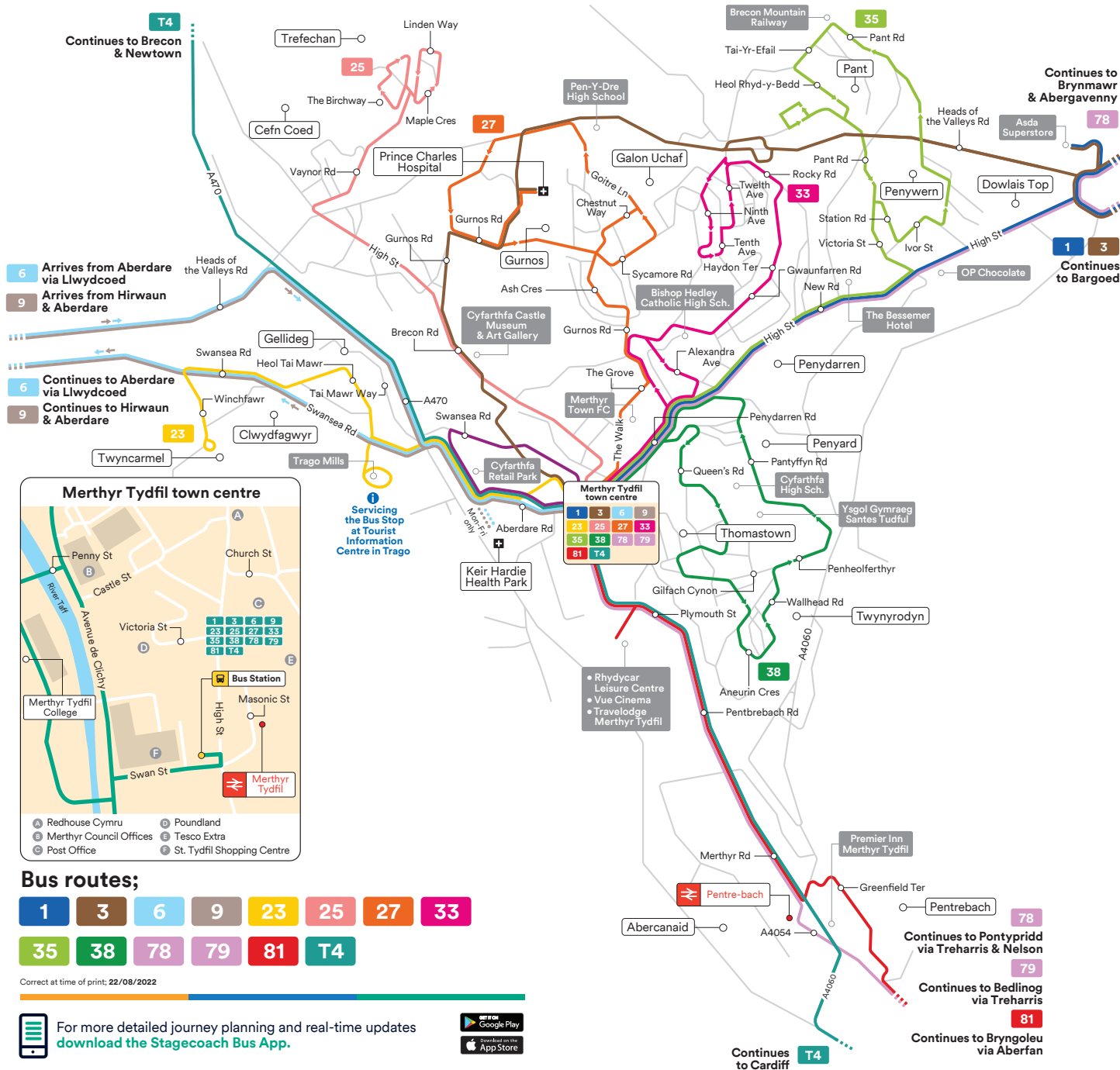


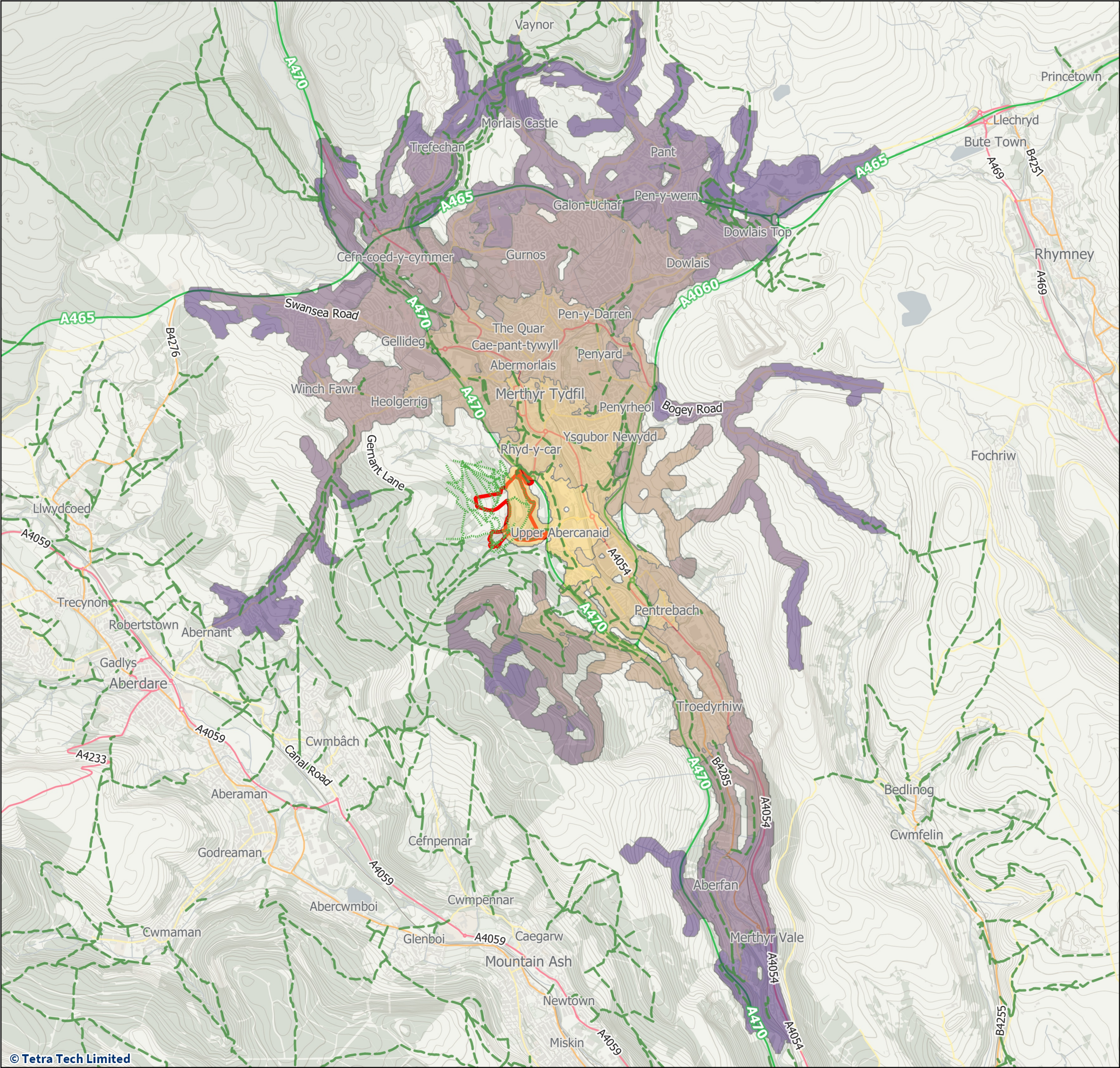
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Merthyr Tydfil





Accessibility by Cycling (Forest Lodges)

Rhydycar 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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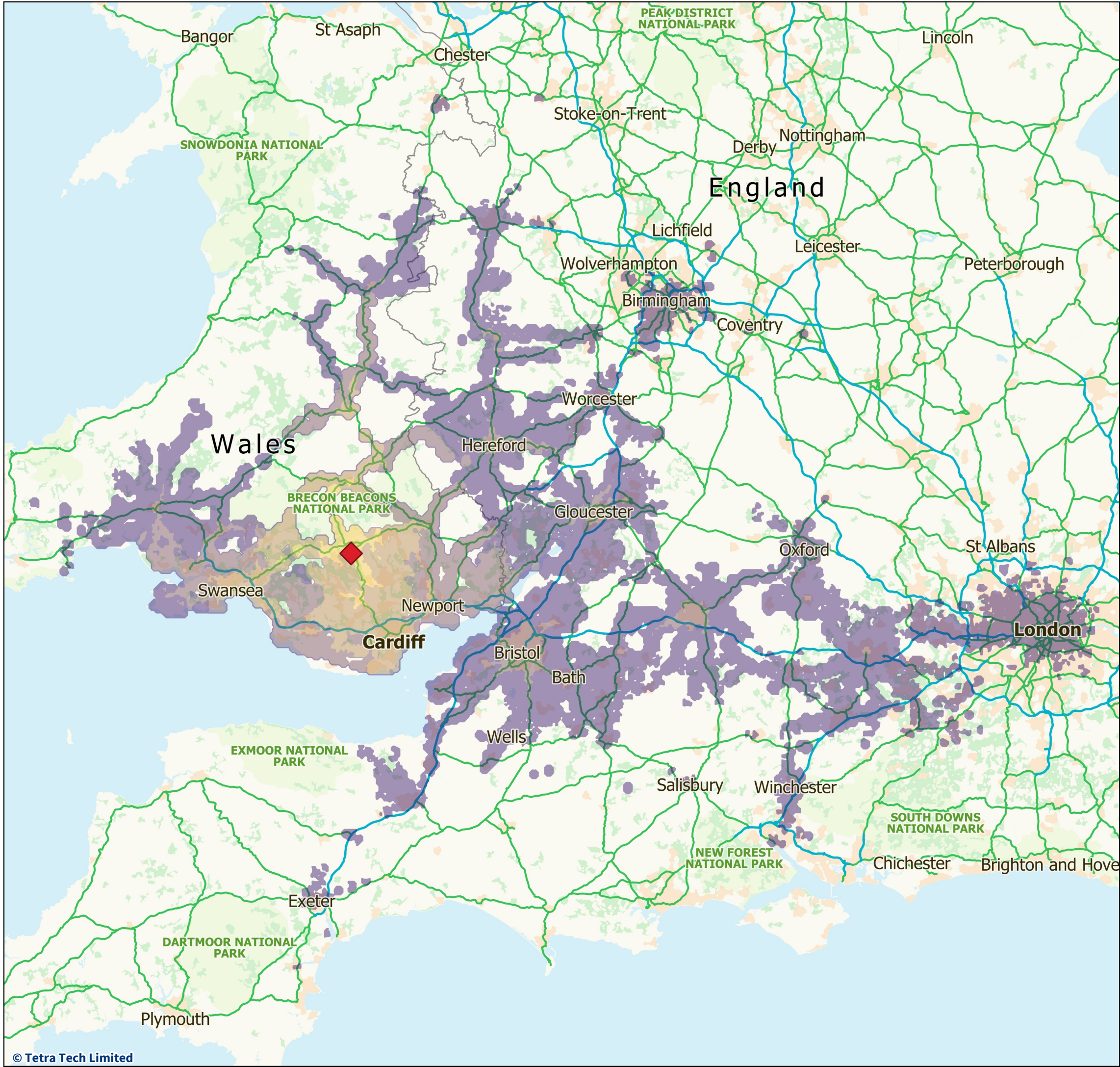
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APPENDIX C



Accessibility by Public Transport

Rhydyar West
Marvel Ltd

Legend

Site

Access by Public Transport

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

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02040 km

Scale at A3:1,200,000

24 January 2022

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APPENDIX D

Rhydycar West, Merthyr Tydfil

Response to Merthyr Tydfil County Borough Council

784-B023905

For Information

Rhydycar West

November 2023

Document prepared on behalf of Tetra Tech Limited. Registered in England number: 01959704



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1.0 INTRODUCTION

BRIEF

- 1.1 Tetra Tech has been commissioned to act as the transport and highways consultant 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).
- 1.2 Planning Application P/23/0065 proposes the development of:
 - 39,200 sqm Indoor Snowdome.
 - 7,500 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 Merthyr Tydfil County Borough Council (MTCBC) appointed Mott MacDonald to prepare a comprehensive, independent review of the Transport Assessment and Travel Plan prepared in support of Application P/23/0065.
- 1.4 Following their review, MTCBC have raised a highway objection for the following reasons:
 - **Point 1:** The proposed secondary emergency access is sub-standard, and its use would result in traffic hazards to the detriment of highway safety and the free flow of traffic.
 - **Point 2:** Insufficient information has been submitted to demonstrate that the proposed off-street parking provision of 830 spaces for vehicles is sufficient to meet the development's demands at peak times, resulting in the potential for on-street parking demand in the vicinity to the detriment of highway safety and the free flow of traffic.
- 1.5 This report has been prepared to provide technical information to address the matters raised by MTCBC.

2.0 SITE ACCESS

INTRODUCTION

2.1 This chapter provides information to address **Point 1**.

SINGLE ACCESS STRATEGY

- 2.2 The car park will be served through an extension of the western arm of the A470 / A4102 roundabout. The A470 forms part of the strategic road network and is under the management of Welsh Government. The connection to the A470 / A4102 roundabout has been designed in accordance with DMRB CD116.
- 2.3 The site access road will connect the internal network of the site to the A470 / A4102 will not be adopted and as such has been designed assuming a 30-mph design speed in accordance with MfS and MfS2. The proposed access arrangement is provided at **Appendix A**.

EMERGENCY SITE ACCESS

- 2.4 Due to the site operating under a single access strategy, a designated emergency access is proposed as part of the scheme. This access leads from an unnamed road under the A470 and connects to Dragon Parc Road serving the Abercanaid Industrial Estate, linked to the Merthyr Road / Pentrebach Road roundabout.
- 2.5 Swept Path Assessments were conducted to validate the carriageway's suitability for emergency vehicles. The assessment affirms the safe passage of fire engines on the emergency access, including turning movements to and from the public highway. The A470 bridge has a 4.2m clearance, which can accommodate 3.3m high fire engines. The Swept Path Assessments are provided at **Appendix B**.
- 2.6 This access is exclusively reserved for emergency use and is not intended for use by employee or customer vehicles. It is premature to confirm how the access will be managed, but it will likely be through a gate or bollard that will be able to open by the emergency services. The details of this can be secured by planning condition.

SUMMARY

- 2.7 The request for additional information outlined in Point 1 has been fulfilled. The information submitted confirms that the proposed secondary emergency access has an appropriate layout, and its usage will not pose traffic hazards that could compromise highway safety or impede the flow of traffic.

3.0 REVIEW OF TRIP GENERATION

INTRODUCTION

- 3.1 This chapter provides information to address **Point 2** and delves into the methodology presented in the Transport Assessment. It also presents the results of a validation exercise, which informed the fundamental approach to trip generation and advice on predicted car park operation. For the purpose of assessment, the Assessment 1 dataset has been discussed, which advises on the forecast operation of the development scheme.

TRIP GENERATION METHODOLOGY

- 3.2 The Transport Assessment provides a comprehensive methodology for estimating the volume of trips anticipated from the site. The TRICS database was used to calculate the expected trip volume for the development proposal, where appropriate. Due to the unique features of some of the on-site facilities within the development scheme, a first-principles approach was necessary to determine trip levels for some elements of the development.
- 3.3 The TRICS database was used to calculate forecast trips for the following elements of the development:
- Hotels; and,
 - Forest Lodges.
- 3.4 A first-principles approach was used for the following onsite facilities, due to the bespoke nature of these elements with their type not being included within the TRICS database.
- Snow Centre.
 - Water Park; and,
 - Indoor / Outdoor Activity Centre.
- 3.5 The first-principles approach for considering how many trips these facilities could attract was derived from two sources of information:
- 1) Customer and staff forecasts provided by Rhydyar West for the Snow Centre, Water Park, and Indoor / Outdoor Activity Centre. This information is derived from the Business Case for the scheme, which is informed from similar facilities across the world.
 - 2) A review of information against material submitted in support of Application S/OUT/15/0943. Application S/OUT/15/0943 used customer data obtained from Snozone Milton Keynes and Snozone Castleford and is a consented scheme. This dataset was used to audit the first-principles process from a highway planning perspective, to conclude whether the Business Case information provided by Rhydyar West would be representative of tourism related travel behaviour in Great Britain.
- 3.6 It is important to acknowledge that the facilities outlined in **paragraph 3.4** are expected to attract visitors from both local and national catchments. In our modelling study of this specific area, we have consolidated these movements to evaluate their impact on the local community, with a specific

emphasis on Merthyr Tydfil, site access points, and the car park. This is especially pertinent as the site will also feature a hotel and forest lodges, which will further expand the catchment area for trips generated, both locally and more broadly, in the long term.

FIRST-PRINCIPLES TRIP RATE VALIDATION EXERCISE

Snow Centre Customer Trip Movements

- 3.7 A review has been undertaken to advise on the suitability of the forecast volume of traffic generated by the site against consented material. This review was assessed using data consented under Application S/OUT/15/0943.
- 3.8 Application S/OUT/15/0943 used trip data obtained from Snozone Milton Keynes and Snozone Castleford and was calculate against a customer attraction of 210,000 customers per annum. The customer trip profile for the scheme is outlined at **Table 3.1**.

Table 3.1 – Application S/OUT/15/0943: Snow Centre Swindon Customer Trip Rate

Snow Centre Swindon Annual Customer Forecast	Based upon Submitted 210,000 Customers per Annum	
Average Month Customers	8.33% of annual customers	17,493 customers
Weekly Customers	25.0% of monthly customers	4,373 customers
Busiest Weekday (Friday)	13.3% of weekly customers	582 customers
Busiest Day (Saturday)	25.4% of weekly customers	1,111 customers
Size of Development (sqm)	15,800sqm	
Weekday Daily Trip Rate	Per 100 sqm	3.68 trips per 100 sqm
Weekend Daily Trip Rate	Per 100 sqm	7.03 trips per 100 sqm

- 3.9 **Table 3.1** outlines that the snow centre is expected to generate 3.68 customer trips per 100 sqm during the average weekday and 7.03 customer trips per 100 sqm on an average weekend.
- 3.10 The methodology consented under c was used to determine the volume of daily trips generated by the developments Snow Centre, which is forecast by Rhydycar West to attract 750,000 customers per annum. The customer trip profile for the scheme is outlined at **Table 3.2**.

Table 3.2 – Rhydyar West: Snow Centre Forecast Customer Trip Rate using Application S/OUT/15/0943 Methodology

Rhydyar West Annual Visitor Forecast	750,000 visitors	
Average Month Visitors	8.33% of annual visitors	62,475 visitors
Weekly Visitors	25.0% of monthly visitors	15,619 visitors
Busiest Weekday (Friday)	13.3% of weekly visitors	2,077 visitors
Busiest Day (Saturday)	25.4% of weekly visitors	3,967 visitors
Size of Development (sqm)	39,200 sqm	
Weekday Daily Trip Rate	Per 100 sqm	5.30 trips per 100 sqm
Weekend Daily Trip Rate	Per 100 sqm	10.12 trips per 100 sqm

- 3.11 **Table 3.2** outlines that the snow centre for the development scheme is expected to generate 5.30 customer trips per 100 sqm during the average weekday and 10.12 customer trips per 100 sqm on an average weekend.
- 3.12 Upon reviewing the materials submitted under Application S/OUT/15/0943, it was identified that the profiles considered only a 4-week month when calculating weekly visitor movements, despite there being 52 weeks in a year, with February being the exception with its 4-week (28-day) month. To rectify this, the datasets were adjusted using a factor of 4.3 to better represent the number of weeks in a year. The resulting data is presented in **Table 3.3**.

Table 3.3 – Rhydyar West: Snow Centre Forecast Customer Trip Rate using Factored Application S/OUT/15/0943 Methodology

Rhydyar West Annual Visitor Forecast	750,000 visitors	
Average Month Visitors	8.33% of annual visitors	62,475 visitors
Weekly Visitors	23.25% of monthly visitors	14,423 visitors
Busiest Weekday (Friday)	13.3% of weekly visitors	1,920 visitors
Busiest Day (Saturday)	25.4% of weekly visitors	3,689 visitors
Size of Development (sqm)	39,200 sqm	
Weekday Daily Trip Rate	Per 100 sqm	4.93 trips per 100 sqm
Weekend Daily Trip Rate	Per 100 sqm	9.41 trips per 100 sqm

- 3.13 **Table 3.2** outlines that the snow centre for the development scheme is expected to generate 4.93 customer trips per 100 sqm during the average weekday and 9.41 customer trips per 100 sqm on an average weekend.
- 3.14 The first-principles approach employed for calculating the operations of the Snow Centre results in higher trip generation figures per 100 sqm when compared to the trip rate approved under Application S/OUT/15/0943.

Vehicle Trip Movements

- 3.15 Application S/OUT/15/0943 assumed that all visitors would arrive by car, with a car occupancy rate of 2.0 people per vehicle. The vehicle trip rate consented under Application S/OUT/15/0943 is outlined at **Table 3.4**.

Table 3.4 - Application S/OUT/15/0943: Snow Centre Swindon Customer Vehicle Trip Rate

Customer Movements	
Weekday Daily	3.68 trips per 100 sqm
Weekend Daily	7.03 trips per 100 sqm
Customer Vehicle Movements (50% Car Drivers)	
Weekday Daily	1.84 vehicle trips per 100 sqm
Weekend Daily	3.52 vehicle trips per 100 sqm

- 3.16 **Table 3.4** illustrates that Application S/OUT/15/0943 has been consented using a vehicle trip rate of 1.84 vehicle trips per 100 sqm during a weekday in an average period, and 3.52 vehicle trips per 100 sqm during a weekend in an average period.
- 3.17 As Application S/OUT/15/0943 is in England and utilises datasets from English planning applications, it was deemed inappropriate to estimate travel behaviour for the site without incorporating Welsh travel data.
- 3.18 Since data from the 2021 Census was unavailable for assessment, we identified the 2012 National Travel Survey dataset titled 'Average distance travelled by purpose and main mode: Great Britain, 2012' as the most suitable option. This dataset was chosen because it includes travel behaviour information for leisure journeys categorised by travel mode. Given that the Rhydydar West site is a unique leisure and tourism complex, this dataset was deemed the most appropriate for understanding how people in Wales access various leisure activities. This dataset advised that 84% of customers would access the site by car, which would comprise 41% car drivers and 43% as car sharers.
- 3.19 The dataset underwent a review in comparison to the local area's transportation options. The site benefits from accessible walking and cycling connections, making it feasible for approximately 3% of customers to access the site by walking, cycling, and utilising a bus as part of their journey. An additional 1% was projected to travel by motorcycle.
- 3.20 However, due to the railway station's distance from the site and the segregation created by the A470, it was considered unlikely that 10% of customers would choose rail as their mode of transportation. This would involve continuing their journey through a combination of taxi, bus, and walking to reach the site. Therefore, the 10% rail mode share was halved to 5%, and the reallocated 5% was assigned to car drivers. As a result, 89% of customers were expected to access the site by car, comprising 44% as car drivers and 45% as car sharers.
- 3.21 This approach was undertaken to make sure a robust approach was taken to quantify car demand to the site, thus making sure that the car park can operate should demand spike for any reason. This amendment will not change the wider strategy for the site, which will be to support customers in their travel choices and encourage travel by non-car modes, including by rail.

- 3.22 It should be noted that one of the development objectives for the scheme is to implement a dedicated shuttle bus service. This service will be used to transport staff and visitors from Merthyr Tydfil to the site, ensuring their safe arrival. The shuttle service will include a stop at the railway station, and it plays a pivotal role in the Travel Plan by promoting the use of the railway for traveling to and from the site. While the specific details of the shuttle bus strategy for the site are not finalised, the principles of the service (including that it will be free to use for staff and customers) are set out in the Transport Assessment and Framework Travel Plan and the applicant has committed to its provision, to be secured via a Planning Condition/Obligation.
- 3.23 The resultant vehicle mode share for the scheme is outlined at **Table 3.5**.

Table 3.5 – Rhydyar West: Snow Centre Forecast Customer Vehicle Trip Rate

Average Period	
Customer Movements	
Weekday Daily	4.93 trips per 100 sqm
Weekend Daily	9.41 trips per 100 sqm
Customer Car Movements (44% Car Drivers)	
Weekday Daily	2.17 vehicle trips per 100 sqm
Weekend Daily	4.14 vehicle trips per 100 sqm

- 3.24 **Table 3.5** illustrates that Rhydyar West has used a vehicle trip rate of 2.17 vehicle trips per 100 sqm during a weekday in an average period, and 4.14 vehicle trips per 100 sqm during a weekend in an average period.
- 3.25 The first-principles approach employed for calculating the operations of the Snow Centre results in higher figures per 100 sqm when compared to the trip rate approved under Application S/OUT/15/0943.

Validation Assessment Outcome

- 3.26 The validation exercise indicates that the trip rates used by the development scheme exceed those approved in Application S/OUT/15/0943. Consequently, the first-principles trip rates for calculating Snow Dome customer movements are deemed suitable.
- 3.27 The Water Park and Indoor/Outdoor Activity Centre, much like the Snow Dome, are expected to draw visitors from across the country. Since survey data for such unique leisure facilities is lacking, it is appropriate to utilise the Snow Dome's first-principles approach to deriving trip rates, given their similarity as leisure destinations.
- 3.28 Trip generation data for the hotel and forest lodges was sourced from the TRICS database, encompassing information on customers, visitors, and staff lengths as indicated in the survey outputs.
- 3.29 A decision was made to not discount instances of double counting, including cross-link trips, and transferred trips between all the facilities outlined at paragraph 3.4. This approach was adopted to

introduce a level of contingency in the assessment, ensuring the suitability of access points and reducing potential impacts on the surrounding area.

- 3.30 The decision not to discount double counting and the validation exercise confirming higher first-principles trip rates than those in Application S/OUT/15/0943 justify the assumption that staff movements are accounted for within the first-principles methodology, along with a contingency factor.
- 3.31 Staff and customer movements can be effectively managed through the development of a Full Travel Plan, aligned with the principles of the Framework Travel Plan and MTCBC Travel Plan policy in effect at the time of submission. This Full Travel Plan may potentially be established as a Planning Obligation.

TRIP PROFILE CALCULATION SUMMARY

- 3.32 This section provides a summary of the methodology used within the Transport Assessment, to forecast the operation of the development site. The data within this section is detailed within **Appendix C**, which is a reproduction of materials submitted within the Transport Assessment.
- 3.33 The datasets that were used within the assessments presented in the Transport Assessment are as follows:
- First-principles datasets:
 - Snow Centre.
 - Water Park; and
 - Indoor / Outdoor Activity Centre.
 - The TRICS:
 - Hotels; and,
 - Forest Lodges.
- 3.34 The trip profile for the first-principles datasets were calculated using methodologies sourced by Application S/OUT/15/0943, and factor against forecast customer profiles. This calculation is shown at **Appendix C**, at **Table C1**.
- 3.35 **Table C2** presents forecasts for the daily volume of visitor movements at the Snow Dome, Water Park, and Indoor/Outdoor Activity Centre. To create these forecasts, we utilised a daily trip profile dataset, which is available in **Table C2** within **Appendix C** and was sourced from Application S/OUT/15/0943.
- 3.36 The dataset in **Table C2** indicates that users of the Snow Dome, Water Park, and Indoor/Outdoor Activity Centre are expected to spend approximately two hours on site, on average.
- 3.37 The information within **Table C2** was applied to the data outputted by **Table C1**, to forecast the arrivals and departures of users of the Snow Dome, Water Park, and Indoor/Outdoor Activity Centre. The result output is shown at **Table C3, C4** and **C5**.
- 3.38 The hotels and forest lodges trip profiles were derived from the TRICS database, with the resultant outputs outlined at **Table C6** and **C7**. The TRICS outputs are provided within the Transport Assessment, at Appendices D and E.

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- 3.39 **Table C8** provides guidance on the overall travel profile for the site. However, it is important to note that the trip profile presented in Table D8 does not account for any discounts related to cross-visitation.
- 3.40 The site serves as a multi-purpose leisure facility, and it is probable that the projected number of trips will decrease when we consider how people enter and exit the site. This decrease is because the data in **Table C8** reflects the movement of individuals within the site itself, entering and exiting onsite facilities. As a result, it overestimates the arrivals and departures taking place within the larger transportation network and at the site's entrances. This leads to an overestimation of customer traffic on both the network and at the site entrance.
- 3.41 This approach provides a level of contingency in the assessment, providing capacity to consider potential spikes in parking, associated with staff or other factors. Thereby ensuring the suitability of access points and reducing the potential for impacts on the surrounding area.

FORECAST CAR PARK OPERATION

- 3.42 The operation of the car park relies on data extracted from the TRICS database and materials approved under Application S/OUT/15/0943.
- 3.43 The hotel and lodges have incorporated trip profiles from the TRICS database, which consider the movement of both staff and visitors generated by these facilities.
- 3.44 The trip profile for the Snow Dome, Water Park, and Indoor/Outdoor Activity Centre is based on materials approved under Application S/OUT/15/0943. According to this application, it is estimated that, on average, customers will spend approximately two hours on site attending a facility. This information outputted by Application S/OUT/15/0943 has been used within the assessment presented within the Transport Assessment and is reproduced within **Appendix C**, at **Tables C2 to C5**.
- 3.45 To support employees in accessing the site using alternative transportation methods, a Framework Travel Plan has been developed. This plan proposes the provision of a shuttle bus for employees commuting through Merthyr Tydfil and offers incentives to encourage walking and cycling.
- 3.46 In addition to the above, a range of parking management measures may be employed, as deemed appropriate, to effectively regulate car park demand and inform on parking operations. this is discussed further in **Chapter 4**.
- 3.47 Nevertheless, a thoughtful approach has been taken, utilising representative datasets and knowledge. The site functions as a multi-purpose leisure facility, and it is likely that the projected number of trips will decrease when considering how people access and exit the site. This discrepancy arises because the data in **Table C8** primarily reflects the movement of individuals within the site itself as they enter and exit on-site facilities. Consequently, it overestimates the arrivals and departures within the broader transportation network and at the site's entrances, resulting in an overestimation of customer traffic on both the network and at the site entrance. Despite this, this data has been used to inform car park operations and presented at **Table 3.6**, and is informed by an amalgamation of the resultant outputs of **Tables C3 to C7**, within **Appendix C**.

Table 3.6 – Car Park Accumulation

Time of Day	Weekday			Saturday		
	Arrivals	Departures	Car Park Capacity	Arrivals	Departures	Car Park Capacity
08:00	84	124	0	151	122	29
09:00	188	85	103	172	106	95
10:00	123	90	136	338	186	247
11:00	258	169	225	325	202	370
12:00	111	110	226	389	307	452
13:00	159	275	110	479	289	642
14:00	185	132	163	460	387	715
15:00	114	166	111	527	436	806
16:00	278	180	209	501	488	819
17:00	260	125	344	427	523	723
18:00	102	248	198	134	468	389
19:00	520	191	527	605	385	609
20:00	277	34	770	224	92	741
21:00	100	499	371	100	536	305
22:00	0	211	160	0	130	175
23:00	0	45	115	0	54	121

- 3.48 **Table 3.6** illustrates that the weekday car park demand is forecast to peak between 20:00-21:00, peaking at 770 vehicles. On a Saturday, the car park demand is forecast to peak between 16:00-17:00, peaking at 819 vehicles.
- 3.49 The application proposes an 830-space car park, with the results of the car park accumulation assessment highlighting that the car parking demand is forecast to peak at 820 vehicles. The car park is therefore considered appropriate for the Rhydyar West development.
- 3.50 It is proposed that the car park strategy is refined through the design process, where concise details on servicing, maintenance, staff, and customer operations can be confirm with MTCBC. This can be achieved through a Car Park Management Plan that may potentially be established as a Planning Obligation.

SUMMARY

- 3.51 Information within this Chapter demonstrates that the trip profile for the development scheme is derived from the TRICS database and first-principles calculations that were informed by materials consented under Application S/OUT/15/0943 and Welsh datasets.
- 3.52 Datasets have been submitted which have advised on the methodology use to quantify the person and vehicle trip generation for the site. This analysis has informed the design process, advising that the proposed 830 spaced car park is evidenced to be sufficient to meet the developments demands at peak times, reducing the potential for on-street parking demand in the vicinity of the site.
- 3.53 It is acknowledged that the car park will need to be under long-term management to ensure its continued provision as a safe facility for on-site users, and this management strategy is discussed in **Chapter 4**.
- 3.54 It is considered that the matters discussed within this Chapter and proposed strategy to collaborate with MTCBC on a long-term parking management strategy provides reasonable information to address **Point 2**.

4.0 PREDICTED CAR PARK MANAGEMENT

INTRODUCTION

- 4.1 This chapter has been prepared to address matters discussed within **Point 2**, and to advise on the anticipated car park management strategy, addressing issues like potential nuisance parking, the expected user demographics for onsite facilities, and the sustainability of car park operations. The formal Car Park Management Strategy will be developed once site operations are finalised.

SITE USERS

- 4.2 Given the nature of the site and activities offered, the anticipated customer base for the car park is expected to primarily consist of families and individuals with luggage. It is believed that given the type of customer that will use the onsite facilities, there is a low probability of overspill parking.
- 4.3 The reasoning for this is due to the availability of alternative parking locations and their distance from the site.
- 4.4 Car parks local to the site are generally managed by private companies who restrict access and public operators who impose penalties for extended stays. For example, the Merthyr Tydfil Leisure Village allows a maximum 4 hour stay between 08:00 and 17:00, managed by CCTV.
- 4.5 Adjacent residential streets, as depicted in the Walking Isochrone in **Appendix D**, are also subject to various parking restrictions, including double yellow lines and on-street residential permit schemes, reducing the availability of parking provision. On-street parking is also predominantly utilised by residents, making the provision of available on street parking sporadic. Furthermore, given the distance of these streets from the site, customers may perceive concerns about vehicle security.
- 4.6 These factors collectively make street parking generally impractical for our customers. Given that customers may have luggage, equipment, or children in tow, undertaking an extended walk from such areas may not be a viable option for many.
- 4.7 It is essential to recognise that certain customers may have specific requirements that necessitate on-site parking, which may not always be available. In such cases, customers will be provided information about alternative methods for accessing the site, such as arriving by rail and utilising the site's shuttle bus service. Notably, designated disabled parking spaces will be reserved for disabled users. This will be advertised to customers by the website and activity booking process.
- 4.8 Regarding employees, it is acknowledged that some may face mobility challenges, have medical conditions, or rely on their vehicles for work-related purposes. To address this, the car park is designed to accommodate fluctuating parking demand, which may include staff car parking. This is discussed further at **Chapter 5**.
- 4.9 To effectively manage the considerations outlined above and provide safe parking solutions that meet the needs of both customers and employees, Rhydyar West proposes to implement a comprehensive Car Park Management Strategy.
- 4.10 The primary goal of this strategy is to ensure the efficient, well-organised, and secure use of parking spaces while meeting the facility users' requirements and aligning with our broader business

objectives. To maintain its effectiveness, this strategy will remain dynamic, undergoing regular reviews and updates to adapt to evolving circumstances and changing customer expectations.

Customer Parking Operations

- 4.11 Given the customised services offered by the site, customers will be required to pre-book their on-site activities. Customers will need confirm their mode of transportation to the site, with the option to reserve a parking space within the car park.
- 4.12 The site will offer a diverse array of experiences, each with varying durations of stay, such as weekend breaks. The parking duration is anticipated to be two hours per activity, and overnight for hotels and lodges.
- 4.13 In the scenario where individuals book two activities, the methodology used predicts distinct entries and exits for each activity. However, for the purpose of this review, we are specifically examining site-generated trips in isolation, by facility type, and the corresponding time vehicles spend parked in the car park. By taking this approach, a vehicle remaining for two hours, followed by another vehicle for an additional two hours using a different facility, is equivalent to a single vehicle staying for four hours.
- 4.14 The car park operation is solely focused on capacity, not individual movements, as the parking space remains occupied, regardless of if it is used by one user, or two users through a changeover of vehicles within the space. It is important to note that by using a two-hour movement, it will intensify traffic movements at the site entrance, emphasising the need to ensure that the internal network of the car park does not face congestion or blockage. Capacity assessments presented within the Transport Assessment confirms that no congestion or blockage will occur at the site access, and subsequently, within the car park.
- 4.15 In booking an activity, customers will be informed of the expected length of their activity, enabling them to plan their stay at Rhydycar West accordingly.
- 4.16 The preceding analysis overlooks the potential impact of cross-visitation within the car park, a factor that could alleviate parking demand throughout the entire facility. This is due to the absence of vehicle turnover when customers attend multiple activities, thereby diminishing the need for parking and for vehicles to find parking spaces.
- 4.17 Nonetheless, it is unlikely that the car park will exceed capacity, as customer parking will be allocated accordingly and many of the onsite facilities will experience cross visitation trips.

Employee Parking Operations

- 4.18 It is recognised that fair parking arrangements will need to be provided to employees. The strategy will therefore prioritise parking allocation based on employees' needs, with an emphasis on fairness and accessibility. Parking spaces will be allocated based on specific needs, such as employees with mobility challenges, medical conditions, or those relying on their vehicles for work-related purposes.
- 4.19 Employees will be supported in exploring alternative transportation options, such as carpooling, public transportation, walking or cycling, to reduce the demand for parking spaces and minimise the site's environmental impact. The proposed shuttle bus, which will travel a loop of the town centre

and will provide free travel to the site for staff as well as customers, will further encourage sustainable modes of travel.

- 4.20 These initiatives include the implementation of a Full Travel Plan, Shuttle Bus Transport Strategy and Car Park management Strategy.
- 4.21 The site will also operate a shift working pattern, further reducing the demand of employee parking in the car park.

Summary

- 4.22 The operational procedures for customer parking at the site necessitate pre-booking of on-site activities and securing parking spaces within the designated car park. Parking durations are tailored to the specific activities booked, and customers will receive information regarding the expected length of their stay.
- 4.23 Different facilities have varying anticipated stay durations, and measures have been implemented to ensure parking allocation aligns seamlessly with demand. On average, visitors are expected to spend two hours on site per facility, with overnight stays applicable for lodges or hotel accommodations. The current assessments do not account for the potential impact of cross-visitation, which will contribute to a reduction in parking demand.

MANAGING CAR PARK DEMAND

Shuttle Bus Transport Strategy

- 4.24 It should be noted that one of the development objectives for the scheme is to implement a dedicated shuttle bus service. This service will be used to transport staff and visitors from Merthyr Tydfil to the site, ensuring their safe arrival. It is proposed that the service will be free to customers and staff but will require pre-booking. This is achieved through the staff administration team and online booking system.
- 4.25 It is proposed that the shuttlebus service will include a stop at the railway station, and it plays a pivotal role in the Travel Plan by promoting the use of the railway for traveling to and from the site. Furthermore, it will be routed to collection points with residential parts of Merthyr Tydfil, to support the movement of staff to and from Merthyr Tydfil.
- 4.26 While the specific details of the shuttle bus strategy for the site are not finalised, it is proposed that the Shuttle Bus Strategy be established as a Planning Obligation and can be prepared in collaboration with MTCBC. Once adopted, the strategy will undergo annual reviews to ensure that it effectively addresses user needs, remains an appealing transportation option, and remains viable.

Full Travel Plan

- 4.27 A comprehensive Travel Plan Framework has been designed for the site, aiming to reduce the reliance on private cars for all individuals accessing the location. It will actively encourage both our staff and customers to opt for alternative transportation methods, such as public transport.