

Hoover Site, Merthyr Tydfil

Framework Travel Plan

Client: Walters Land Limited

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QUALITY MANAGEMENT

REPORT DETAILS

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1. INTRODUCTION

1.1 Overview

1.1.1 This Framework Travel Plan (FTP) has been prepared to support an outline planning application for a proposed redevelopment on part of the Hoover Strategic Regeneration Area (HSRA), in Merthyr Tydfil (the 'site').

1.1.2 The development description is for the:

"Demolition, ground reclamation and remediation and outline planning application with all matters reserved (except for the main access points) for the comprehensive redevelopment of the former Hoover site to create a new neighbourhood, including up to 441 new homes, 1.5 hectares of employment land (including B1 (business), B2 (general industrial), B8 (storage and distribution) and sui generis uses), community hub (including A1 (shops), A2 (financial and professional services) A3 (food and drink), B1 (business), D1 (non-residential institutions) and sui generis uses), community heat hub, metro station and transport hub (including transport interchange and parking), a network of open spaces (including parkland, active travel routes, areas for informal recreation and SUDS attenuation features) together with associated works, including improvement/works to the highway network."

1.1.3 As part of the overall strategic plans within the Replacement Local Development Plan (RLDP), a new metro station is also proposed. The proposals will facilitate the delivery of this new station, although the station would not be delivered as part of this planning application.

1.1.4 This FTP relates to the residential aspect of the scheme, although some measures can be applied to the employment site uses and a separate and standalone plan can be produced as part of a reserved matters application.

1.1.5 A separate and standalone Transport Assessment has been submitted as part of the outline planning application and informs some of the content of this FTP in relation to the sustainable connectivity of the site.

1.1.6 People are more willing to change travel habits when changing lifestyle such as where they live; therefore, this plan sets out measures and targets that meet Welsh Government and Merthyr Tydfil County Borough Council (MTCBC) sustainable transport objectives, including a reduction in single occupancy car journeys and the increased use of sustainable means of travel.

1.2 Travel Plan Approach and Commitment

1.2.1 This FTP sets out measures and an action plan for positively influencing residents, visitors and staff travel patterns to encourage sustainable modes of transport and reduce the reliance on private car use for trips to and from the site.

1.2.2 Travel Plans are evolutionary documents that should be regularly updated. In this way, plans can be reviewed and tailored to take account of ongoing changes in travel patterns. It is, therefore, intended that this FTP is a starting point for the travel plan process and that the full Travel Plan should be conditioned and produced prior to occupation.

1.2.3 It is intended that this FTP is a starting point for the Travel Plan process to demonstrate the types of measures that can be delivered as part of the proposed residential development. A Full Travel Plan will be submitted for the development prior to site occupation, which will update the measures within this plan, closer to the time of occupation as services and facilities, as well as sustainable transport options, may change between application submission and occupation.

1.2.4 The implementation of measures set out within this Travel Plan will assist in constraining vehicle trips generated by the site, reduce parking demand and promote more sustainable alternatives.

1.3 Policy

1.3.1 This FTP has been prepared considering national and local policy and guidance, namely:

- Future Wales: The National Plan 2040
- Planning Policy Wales – Edition 12 (PPW12)
- Technical Advice Note 18: Transport (TAN18)
- Manual for Streets (2007)
- Active Travel Act Guidance (2021)

1.4 Site Location and Context

1.4.1 The site is split into two main development parcels which are located either side of Merthyr Road, on the eastern side of the River Taff, to the north of Abercanaid, within Pentrebach, Merthyr Tydfil. The site is bound by the River Taff and railway line to the west, residential areas to the south, and industrial and employment areas to the north and east.

1.4.2 The site is currently occupied by the Hoover factory buildings, which have a floorspace footprint of c.62,464 sqm across all buildings. The factory buildings are still in use for storage and distribution and will continue to the end of the year. As such, the site has historically generated movements for industrial purposes, including from HGV traffic.

1.4.3 The western parcel of the site is the main development area and currently has three vehicular accesses. Two accesses are located on the eastern boundary providing access to Merthyr Road, with another access located to the north which connects to a five-arm roundabout with Merthyr Road and Pentrebach Road. The western parcel of the site also has one centrally located pedestrian access, which is gated and connects to the footway on the western side of Merthyr Road.

1.4.4 The eastern land parcel has two existing dropped kerb access junctions onto Triangle Business Park Road on its eastern boundary.

1.4.5 There is a smaller third parcel to the east of Merthyr Road, broadly opposite the centre of the main western parcel. This is for a potential community heat hub and as such, will not accommodate residential, commercial or employment development.

1.4.6 The indicative location of the site and the three parcels in its local context is provided in Figure 1-1.

Figure 1-1: Indicative Site Location



Source: Google Maps

2. THE DEVELOPMENT

2.1 Overview

2.1.1 The development description is for the:

“Demolition, ground reclamation and remediation and outline planning application with all matters reserved (except for the main access points) for the comprehensive redevelopment of the former Hoover site to create a new neighbourhood, including up to 441 new homes, 1.5 hectares of employment land (including B1 (business), B2 (general industrial), B8 (storage and distribution) and sui generis uses), community hub (including A1 (shops), A2 (financial and professional services) A3 (food and drink), B1 (business), D1 (non-residential institutions) and sui generis uses), community heat hub, metro station and transport hub (including transport interchange and parking), a network of open spaces (including parkland, active travel routes, areas for informal recreation and SUDS attenuation features) together with associated works, including improvement/works to the highway network.”

2.1.2 The metro station would form part of a separate application process and delivered by others (i.e. Welsh Government / Transport for Wales).

2.1.3 The proposals would provide a range of dwelling types to satisfy local needs, in accordance with the RLDP placemaking design principles. For the purposes of an initial assessment, it has been assumed there are 44 affordable units (10%) and 397 private units (90%), albeit this could change through the application process.

2.2 Access and Layout

Vehicular Access

2.2.1 Vehicular access to the main western parcel would be obtained from two new accesses onto Merthyr Road. The employment land to the east of Merthyr Road would be accessed from the two existing access points onto the Triangle Business Park Road. The small parcel for the potential community heat hub would be accessed through the Triangle Business Park as it benefits from an existing right of way.

2.2.2 As such, the only new access points would be into the main western parcel and general arrangement designs of each access point have been considered and set out in the Transport Assessment. Based on pre-application discussions with the highway authority, the preference was for right turn lane junctions into the site. As such, both accesses have been provided on this basis.

2.2.3 A 3m wide active travel route is proposed along the frontage of the site on the western side of the Merthyr Road carriageway between the southernmost bus stop and the proposed northern access. At the southern end of the site, this route can either continue adjacent to the carriageway to connect to Pentrebach Rail Station, or can be continued through the site, if there are any land ownership issues or this is preferable to the highway authority. At the northern site access, the 3m wide active travel route crosses to the south of the access at a new toucan crossing point, where it continues north adjacent to the boundary of the employment site. This allows the employment site to be connected to the active travel route, which continues to the north and can link to the existing crossing and active travel route at the Pentrebach Road / Merthyr Road roundabout. At the crossover point on Merthyr Road appropriate signage and road markings will be provided for cyclists to inform them that the route continues on the opposite side of the carriageway. Both site accesses also incorporate dropped kerb crossings at the mouth of the junctions for active travel movements.

2.2.4 All widening for the right turn lanes or the active travel route can be undertaken within the adopted highway or within the site boundary, as confirmed during pre-application discussions with MTCBC. There would be no boundary walls abutting the active travel route and as such, the width of 3m is considered appropriate for the shared use by pedestrians and cyclists.

2.2.5 The northern access onto Merthyr Road, which is shown as A1 on the indicative masterplan is shown in a general arrangement design in the TA. This drawing shows the active travel route, the location of the new toucan crossing and the extent of widening along the site frontage on each side of the carriageway. The toucan crossing is shown to the south of the junction and users would be protected by central islands either side of the crossing. This will also minimise any potential of overtaking for through vehicle movements on this section of Merthyr Road, as well as acting as a traffic calming measure which will assist in reducing vehicle speeds. The alignment also links the employment land parcel with the western land parcel, which would provide a potential benefit if the car park for the P&R is located within the employment land parcel and/or it will also connect the employment and resident sites, and enable an improved route through to the new railway station.

2.2.6 The drawing also shows that the existing signal controlled crossing would be closed to allow for the provision of the new toucan crossing slightly to the north. The new crossing also provides access to the southbound bus stop opposite the site.

2.2.7 The northern access drawing also shows the shared footway / cycleway continuing into the site on the southern side of the access road, with a 2m wide footway on the northern side. The footway / cycleway will run through the site and connect to the active travel route being provided on the western boundary, as shown on the concept masterplan. This in turn will route north and connect with a widened section of footway at the Pentrebach Road / Merthyr Road roundabout, which routes onto the unnamed road on the western arm. As shown on the drawing and in accordance with an active travel review, a new toucan crossing is proposed on this arm, which will enable pedestrians and cyclists to connect to the existing ATNM route on the northern side of the carriageway.

2.2.8 The southern access onto Merthyr Road, which is shown as A2 on the indicative masterplan is shown in a general arrangement design in the TA. This drawing shows the active travel route, the upgraded pedestrian crossing to a toucan crossing (as part of a potential route through to Pentrebach Retail Park), and the extent of widening along the site frontage on the western side of the carriageway. The toucan crossing is in the same location as the existing signal controlled pedestrian crossing, located to the north of the junction and users would be protected by central islands either side of the crossing. This will also minimise any potential of overtaking for through vehicle movements on this section of Merthyr Road, as well as acting as a traffic calming measure which will assist in reducing vehicle speeds. The crossing also provides access to the southbound bus stop opposite the site.

2.2.9 To the south of the junction, would be the taper and hatching and a central refuge island with dropped kerb crossing on each side. This is an improvement over the existing situation as there will be crossings to the northern footway on each side of the access. This will also offer a further traffic calming and speed reduction benefit.

2.2.10 The access shows a 3m wide footway / cycleway entering the site on the southern side, with a 2m footway on the northern side, which ties into the existing provision. The active travel route running along the site frontage (3m wide footway / cycleway) would route entirely along the site frontage on the western side of the carriageway. This is shown tieing back into the footway at the southern end, but this could be extended further to the south or through the site to connect to Pentrebach station and this is shown on the concept masterplan.

- 2.2.11 There is also a potential to utilise the existing access from the southwestern arm of the Pentrebach / Merthyr Road roundabout to provide a bus only route through the site, although this is not proposed as part of the scheme following discussions with MTCBC.
- 2.2.12 The arrangements are considered to follow the principles of Manual for Streets and PPW12, by creating a user hierarchy with pedestrians and cyclists at the top through the provision of high quality active travel routes into and adjacent to the site and dropped kerbs at the mouth of the junctions to enable safe crossing.
- 2.2.13 The access designs show that the site can be safely accessed from the highway network via right turn lane priority junctions. The access arrangements are appropriate in terms of geometry, visibility, and deliverability.

Pedestrian and Cyclist Access

- 2.2.14 The internal site arrangements have been developed in line with the design principles set out in the RLDP for the HSRA and prioritise walking and cycling.
- 2.2.15 Both vehicular access points into the main western land parcel will be provided with a footway or footway / cycleway on either side of the carriageway to enable pedestrian and cyclist access at these locations. In addition, the concept masterplan shows an active travel route running along the western boundary, as well as a potential footbridge across the River Taff, connecting to the residential area to the west at Dragon Park. The active travel links would connect to the Pentrebach Rail Station to the south and the existing ATNM route over the bridge to the north.
- 2.2.16 The proposed footway / cycleway on Merthyr Road would also link into the eastern employment land parcel, and footways are provided into this parcel from the Triangle Business Park Road on its eastern boundary. A route could be provided between these, to potentially link up with the national cycle route to the east, as shown on the concept masterplan.
- 2.2.17 Dropped kerb crossings are also provided at the vehicular access points to ensure pedestrians (and cyclists at the southern access) can cross the accesses safely. These connections will ensure a fully permeable development.
- 2.2.18 The extensive active travel routes and dropped kerb crossings proposed provide an enhancement to the existing active travel facilities in this area, as well as facilitate the delivery of part of a MTCBC proposed future active travel route for cycling along Merthyr Road.
- 2.2.19 The internal arrangements are considered safe and suitable for this site which will also have a low-speed environment, and the design of the site and multiple connection points will encourage walking and cycling movements.
- 2.2.20 The site is well connected to its surrounds and enhances the existing facilities available to residents. As such, this ensures a fully permeable development consistent with the requirements in PPW12.

Site Layout

- 2.2.21 The concept masterplan shows that the rail station land has been safeguarded towards the northwestern corner of the site, together with an area for a potential park and ride facility. This is shown as the future Metro Transport Hub area and would incorporate a bus turning facility and cycle parking.
- 2.2.22 The community hub has been shown adjacent to the southern access point into the main western parcel. This is considered the most appropriate location as it links well with the Pentrebach Retail Park,

particularly if the active travel link can be delivered by MTCBC (as this land is outside of the applicant's control).

- 2.2.23 The concept masterplan shows the proposed access road will continue into the site as the main spine road, serving dwellings along its frontage and enabling access to internal driveways and shared space areas.
- 2.2.24 Although this is an outline application, the principle of the scheme would be for the internal site layout to be designed to minimise the speeds of vehicular traffic and prioritise walking and cycling movements and will include the provision of shared surfaces, where appropriate. This is in accordance with the transport hierarchy in PPW12, as well as the development principles contained within MTCBC's RDLP for the HSRA.
- 2.2.25 The site will be designed to keep speeds to 20mph or below and suitable forward visibility around bends would be provided for 15-20mph speeds (15-25m). Two cars will be able to pass along the main access road, including at bends. The access road would be designed to adoptable standards with a maximum gradient of 1:12 along its length. The internal access road will be linked between the two access points, although the design of the route would slow vehicle movements and would not attract through movements as an alternative route to Merthyr Road.
- 2.2.26 Refuse vehicles will manoeuvre around the site safely and appropriately, with access road widths, particularly at bends appropriate to accommodate these vehicles. Where required, turning heads will be provided within the site. As such, refuse vehicles will be able to enter and exit the site in forward gear.
- 2.2.27 The site layout would therefore be designed to be safe and suitable for a residential development of this scale and accommodate all vehicles likely to use the site.
- 2.2.28 All details of the layout of the employment site would be provided as part of a reserved matters application.

2.3 Parking

- 2.3.1 As this is an outline application and the masterplan is a concept, all details of parking can be agreed as part of a reserved matters application. However, given the sustainable location of the site and in accordance with the policies in Future Wales and PPW12, there is an opportunity to provide a reduced level of parking on the site.
- 2.3.2 A reduced level of parking provision from the maximum standards is considered to be in accordance with the Welsh Government overarching planning policy Future Wales: The National Plan 2040 which states on page 86 that "*Planning authorities should promote car-free and low car developments in accessible locations.*"
- 2.3.3 Policy 12 also states that "*Planning authorities must act to reduce levels of car parking in urban areas, including supporting car free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time.*"
- 2.3.4 The standards from the CSS Wales - Wales Parking Standards 2008 would be applied to proposals, although a reduction from the maximum levels is appropriate and valid on this site and would be in line with policies to reduce car use in Future Wales and PPW12.

Cycle Parking

- 2.3.5 The CSS Wales - Wales Parking Standards 2008 set out the cycle parking standards in Appendix 3. For residential apartments, there is a requirement for 1 stand per 5 bedrooms. These would be provided in secure and covered cycle parking shelters.
- 2.3.6 All houses will be provided with secure cycle parking within the curtilage of each individual dwelling, in line with the guidance.
- 2.3.7 As such the proposals will provide an appropriate level of cycle parking in accordance with the guidance and the full details of this will be agreed as part of a reserved matters application.

3. CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

- 3.1.1 This section describes the opportunities to make everyday trips by non-car modes. It considers the likelihood of trips being made on foot, by cycle, bus, and rail. The site location is demonstrated to be consistent with sustainable transport policies in Future Wales, PPW12, TAN18 and the RLDP.
- 3.1.2 The site forms part of the wider HSRA, which has been allocated to facilitate a major mixed-use development including residential, retail and employment uses. As such, the site has been considered suitable by MTCBC for the proposed residential led development.

3.2 Walking and Cycling

- 3.2.1 Walking and cycling (collectively known as active travel) are the most important modes of travel at a local level and offer the greatest potential to replace short car journeys.

Walking Routes

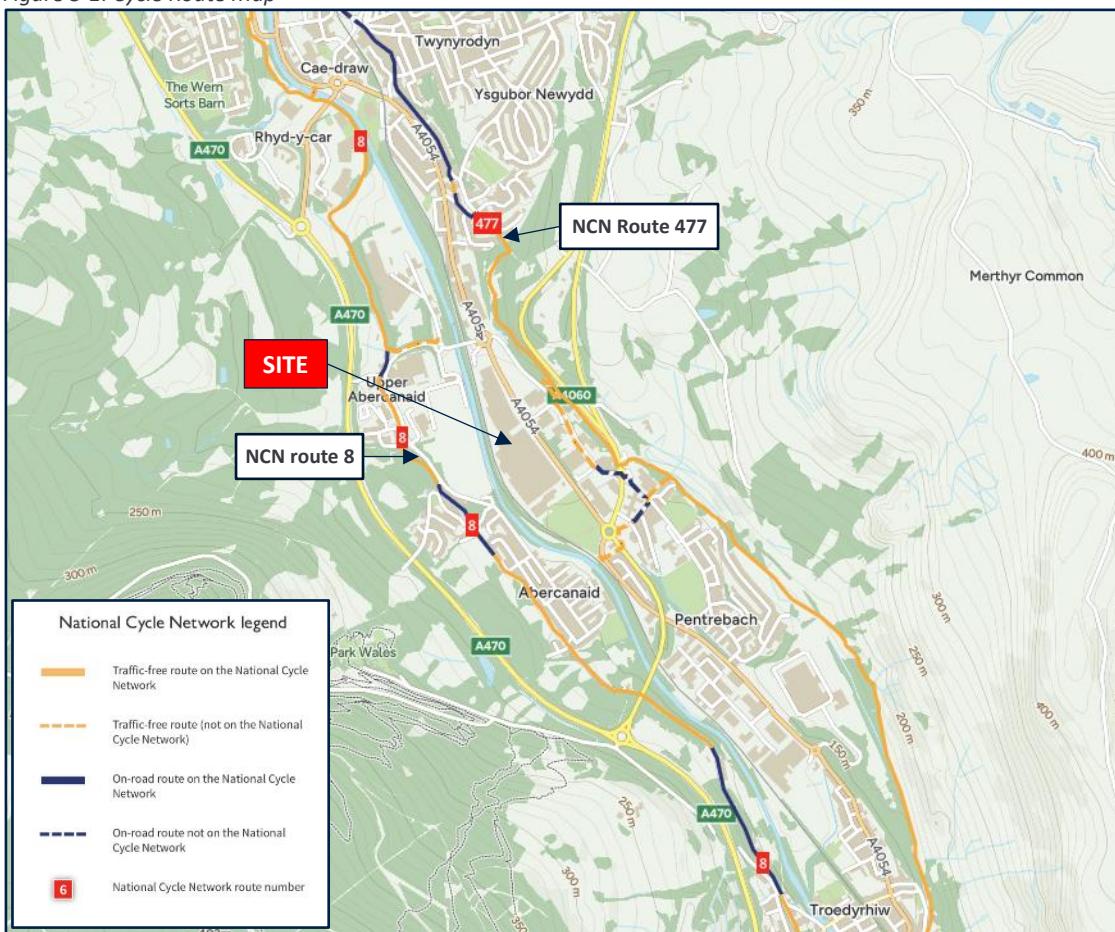
- 3.2.2 The site is well situated to benefit from existing walking and cycling routes. Suitable footways and crossings are provided throughout the local area, as would be expected within an existing and established urban area. The majority of streets have footways on one or both sides of the carriageway, providing links between the site and the surrounding facilities and residential areas.
- 3.2.3 Pedestrian access to the main western land parcel of the site will be gained predominantly from the footways on Merthyr Road. These are of good quality, measuring approximately 1.8m to 2m in width and there is street lighting along the length of the road. The footway on the western side of Merthyr Road lines the boundary of the western land parcel of the site.
- 3.2.4 The footways on Merthyr Road also link to the closest bus stops. Adjacent to the existing site access there is a signalised pedestrian crossing with tactile paving which provides a pedestrian connection between the western and eastern footways on Merthyr Road and the facilities located to the east of the site. This crossing also allows pedestrians to connect to the southbound bus stop. There is a further signal controlled pedestrian crossing towards the northern end of Merthyr Road, which also enables crossing movements between the footways, as well as providing access to the northern southbound bus stop.
- 3.2.5 Broadly at the location of the southern pedestrian crossing on Merthyr Road there is an informal cut through to the Triangle Business Park. There is evidence that this is well used, although this is not a formal route and is surfaced with gravel only. It also falls outside of the adopted highway. This links to the back of a car park for an employment building, and does not connect directly to a footway, albeit there is a footway within close proximity, accessed via the turning head. There is some potential for improvements at this location, albeit this is likely to be in MTCBC land, so not something the applicant would be able to deliver, albeit a contribution could be made to an improvement scheme to be delivered by MTCBC. This will benefit both existing and potential future users of the employment area and new residential site.
- 3.2.6 The footways on Merthyr Road continue south to the Pentrebach Roundabout and extend along the A4054 connecting to the Pentrebach Rail Station. There is a dropped kerb crossing across the northeastern arm of the roundabout, and signalised crossings on the two southbound arms of the roundabout and as such this facilitates pedestrian crossings in all directions.

- 3.2.7 Set slightly south of the Pentrebach roundabout, there is a footpath connecting the A4054 and the A4060. This route also extends across the River Taff and under the railway line via an underpass which provides pedestrian access to the residential areas within Abercanaid and the local school to the east.
- 3.2.8 To the north, the footways on Merthyr Road connect to the Pentrebach Road / Merthyr Road Roundabout. Each arm of the roundabout has footways on at least one side of the carriageway and there are dropped kerb crossings on the Triangle Business Park access road arm and on the Pentrebach Road arm.
- 3.2.9 The footway continues south on the Triangle Business Park Road (on its western side), with this footway connecting to the eastern site parcel. At the southern end of the Triangle Business Park Road, the footways connect to the A4060 at a roundabout, with an overbridge provided on the northern side of the roundabout and a dropped kerb crossing provided on the southern side. The overbridge is also suitable for and shared by cyclists. The dropped kerb crossing connects to a footpath which links to the car park of the Co-op food store site.
- 3.2.10 The footways on Pentrebach Road extend north on Plymouth Street and High Street which connect into Merthyr Tydfil Town Centre. As such there is continuous pedestrian infrastructure from the site access to Merthyr Tydfil Town Centre. The footway on the northern side of the unnamed road crossing the River Taff is a shared footway / cycleway, which crosses at Pentrebach Road and links to off-carriageway routes connecting to Milbourne Close to the north.
- 3.2.11 The routes and crossings allow a continuous connection to the surrounding facilities including to local area centres and public transport stops. These routes are also used by pedestrians associated with the previous Hoover site and residential areas close to the site within Pentrebach.

Cycle Routes and Infrastructure

- 3.2.12 The existing alignment / geometry and 40mph speed limit along Merthyr Road is considered suitable to accommodate some cyclists on the carriageway and the network of street lighting allows cycle trips to occur during hours of darkness.
- 3.2.13 There are a number of shared footway / cycleway routes within the vicinity of the site, which provide good access to the surrounding areas for cyclists. This includes a route which crosses the unnamed road bridge to the north of the site on the northern side of the carriageway. This connects to further off-carriageway routes to the east and west. There are also routes running adjacent to the A4060 and adjacent to the River Taff. Some of these routes form part of the National Cycle Network (NCN).
- 3.2.14 As such, reference has been made to the Sustrans website and the NCN map. The nearest NCN route 477 can be accessed from the site via Merthyr Road (A4054), approximately 300m from the site access. This routes south through Pentrebach and Troedyrhiw, where it meets with NCN route 8 heading south towards Aberfan, and routes north connecting to Merthyr Tydfil Rail Station. NCN 477 is a mixture of both off and on-carriageway provision.
- 3.2.15 NCN route 8 (also known locally as the Taff Trail) can be accessed adjacent to Abercanaid Industrial Estate / Dragon Parc's northern site access roundabout within Upper Abercanaid. This route runs from Cardiff to Holyhead and provides cycle connections to Abercanaid, Rhyd-y-car, and Aberfan.
- 3.2.16 As such, the site is located in close proximity to a number of key off-carriageway cycling routes, with the NCN routes shown in Figure 3-1.

Figure 3-1: Cycle Route Map

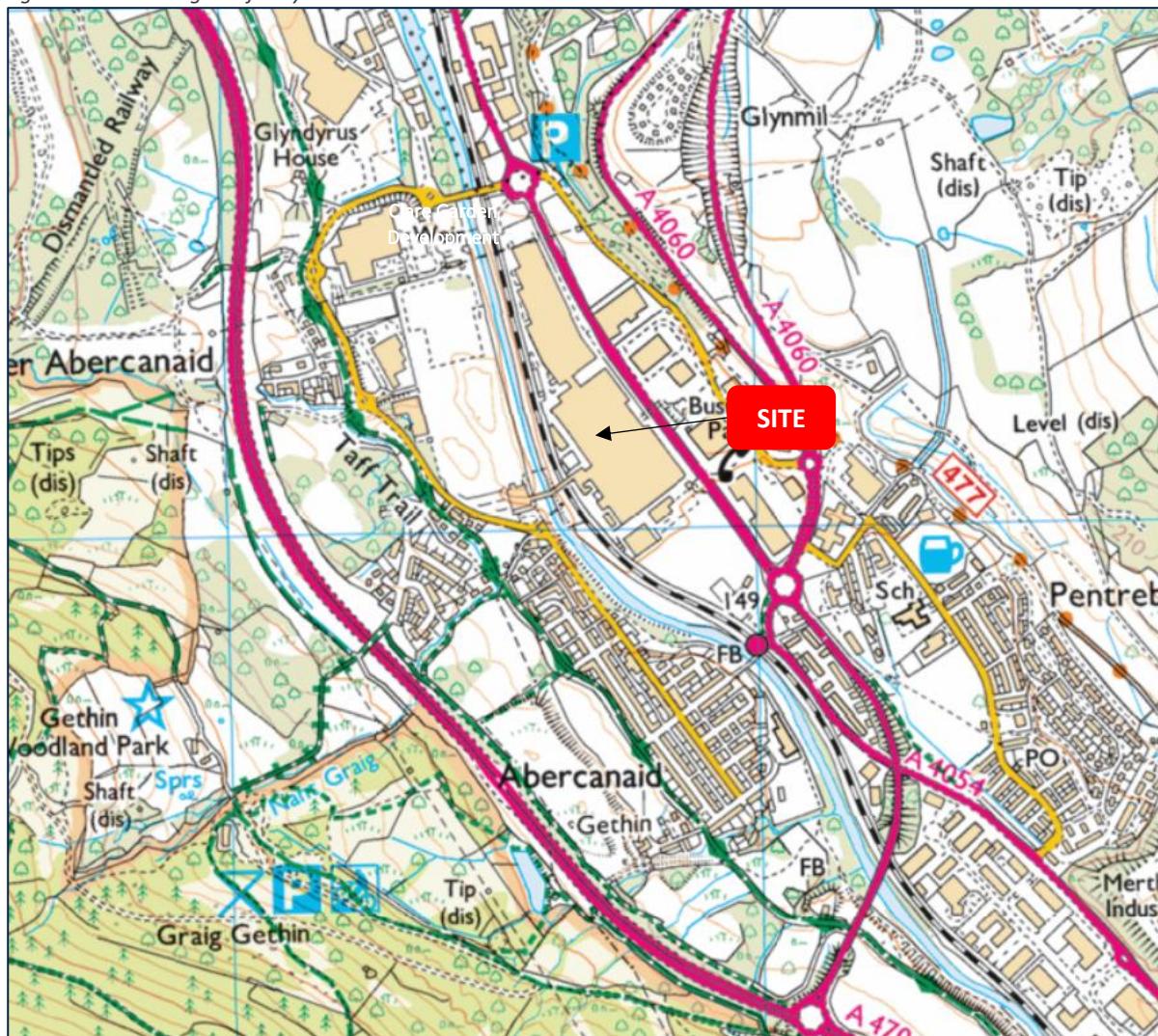


Source: Sustrans

Public Rights of Way

- 3.2.17 The site is within the vicinity of some public rights of way (PRoW) which provide connections and alternate routes in and around the locality including routes within Merthyr Tydfil, Pentrebach and Aberganoid.
- 3.2.18 The closest PRoW is a footpath located adjacent to the Merthyr Road (A4054) / A4060 roundabout which links to the Pentrebach Rail Station and to the footbridge linking to Aberganoid. There is also a bridleway / national trail (the Taff Trail) that run along the western edge of Aberganoid and connects Upper Aberganoid to Merthyr Tydfil Town Centre.
- 3.2.19 Although they do not connect directly to the site, the PRoW do offer some potential alternative routes, particularly for leisure trips.
- 3.2.20 The public rights of way within the vicinity of the site are shown in Figure 3-2.

Figure 3-2: Public Rights of Way



Source: Bing Maps

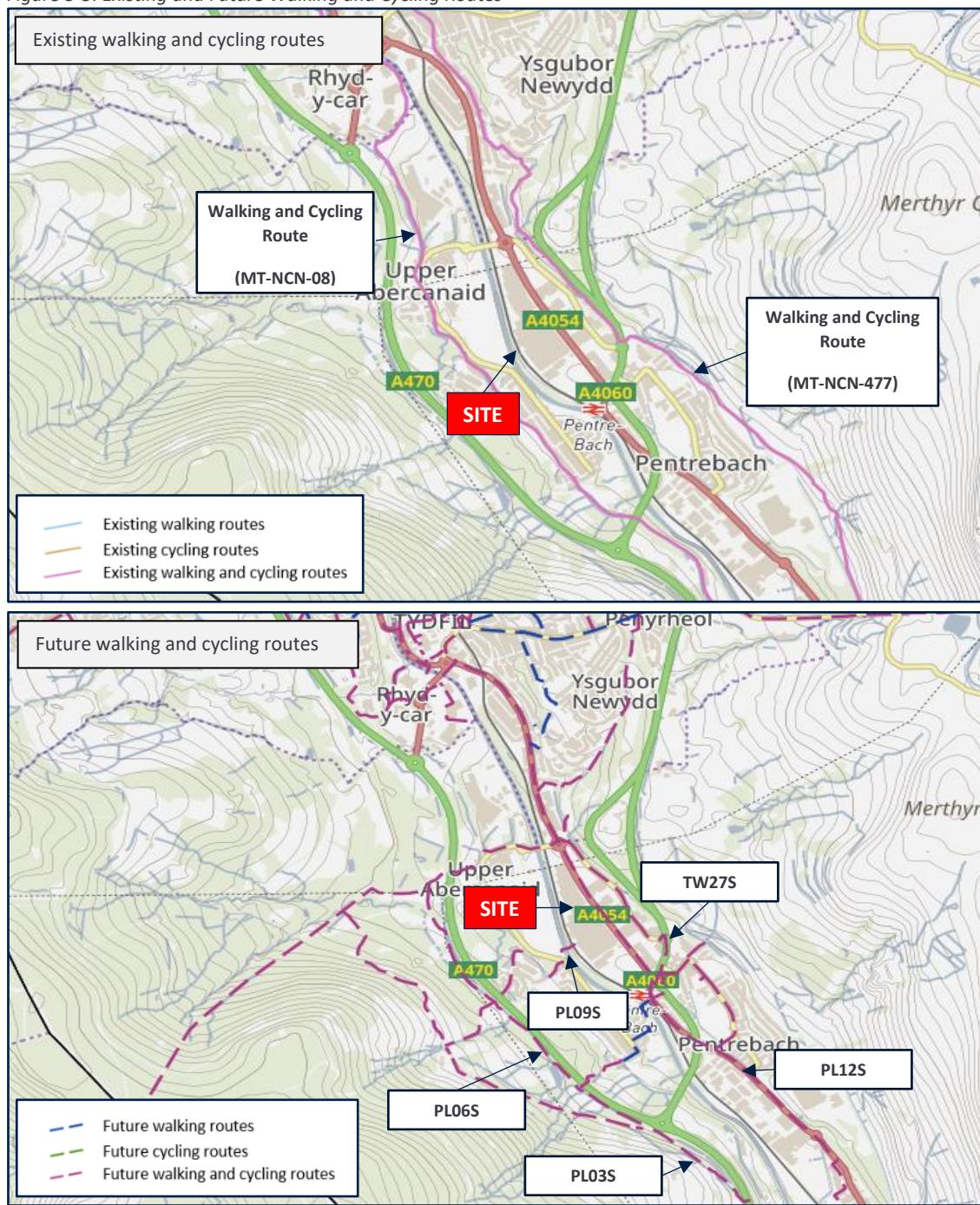
Active Travel Network Maps

3.2.21 The Welsh Government DataMap Wales shows the Active Travel Network Maps (ATNM) across all authorities, including MTCBC. This shows existing walking and cycling routes and where improvements or new routes are anticipated to be provided for the next 15 years. The existing and proposed maps are shown within Figure 3-3.

3.2.22 Figure 3-3 shows that Merthyr Road is designated as a future walking and cycling route. This is an improvement that can be delivered by the proposed development. This would also connect to improved routes at its northern and southern ends, improving cycle access to and from the site.

3.2.23 There is also a proposed improvement to route PL09S, which connects the west of the site to Stanfield Close, to the west of the River Taff via a new bridge that will accommodate and promote pedestrian and cycling access to the site. This route is part of the SW6 Policy associated with the HSRA. This route would also connect to an existing route within the local area such as PL06S and PL03S. The proposed development will ensure that this route is delivered through the site, as shown on the indicative masterplan.

Figure 3-3: Existing and Future Walking and Cycling Routes



Source: DataMap Wales

3.3 Distances to Facilities

3.3.1 There are a number of publications which suggest guidance for appropriate and acceptable walking and cycling distances to facilities. For reference, these have been summarised as follows.

- Welsh Government - Active Travel (Wales) Act Guidance 2021: It is stated within paragraph 9.1.5 that “Walking is most suitable for journeys of less than two miles whilst cycling is also convenient for longer journeys, typically up to five miles for regular utility journeys”. This equates to distances for walking of up to 3.2km and cycling of up to 8km.
- This also states in paragraph 9.5.3 that “Walkable neighbourhoods also referred to as ‘low-traffic neighbourhoods’, or ‘active neighbourhoods’, (see figure 9.6) are characterised by having a

range of facilities within 20 minutes' walking distance which people may access comfortably on foot." This would equate to c. 1.6km.

- Department for Transport (DfT) – Manual for Streets (2007): MfS states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes walking distance (c. 800 metres). MfS also acknowledges that this is not an upper limit and references previous planning policy guidance in that it is generally acknowledged that walking offers the greatest potential to replace short car trips, particularly under 2km.
- CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about *"80% of journeys shorter than 1 mile (1.6km) are made wholly on foot"*.
- CIHT - Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting journeys are up to 2km.
- DfT – LTN1/20 Cycle Infrastructure Design (paragraph 2.2.2) – states that *"Two out of every three personal trips are less than five miles in length, an achievable distance to cycle for most people"* (c.8km).

3.3.2 As such, based on guidance, it is considered that suitable walking distances are up to 3.2km but journeys within 2km have a greater potential to be made on foot. A 2km distance equates to around a 25-minute walk travelling at 3mph (4.8kph). A 3.2km distance equates to around a 40-minute walk. Sites with a range of facilities within 1.6km are considered to be within a 'walkable neighbourhood' and would be highly sustainable locations.

3.3.3 It is considered that journeys of up to 8km are within a suitable cycling distance. A cycling journey of 8km would equate to approximately a 25-minute travel time.

3.3.4 To demonstrate the site's connectivity, facilities within appropriate distances which are accessed via suitable and established routes have been summarised in Table 3-1. The location of the facilities in the context of the site are shown in Figure 3-4. These facilities have been summarised based on approximate travel distances from the nearest site access via appropriate routes, not straight-line distances. This also assumes that the route from Merthyr Road to the Pentrebach Retail Park is available.

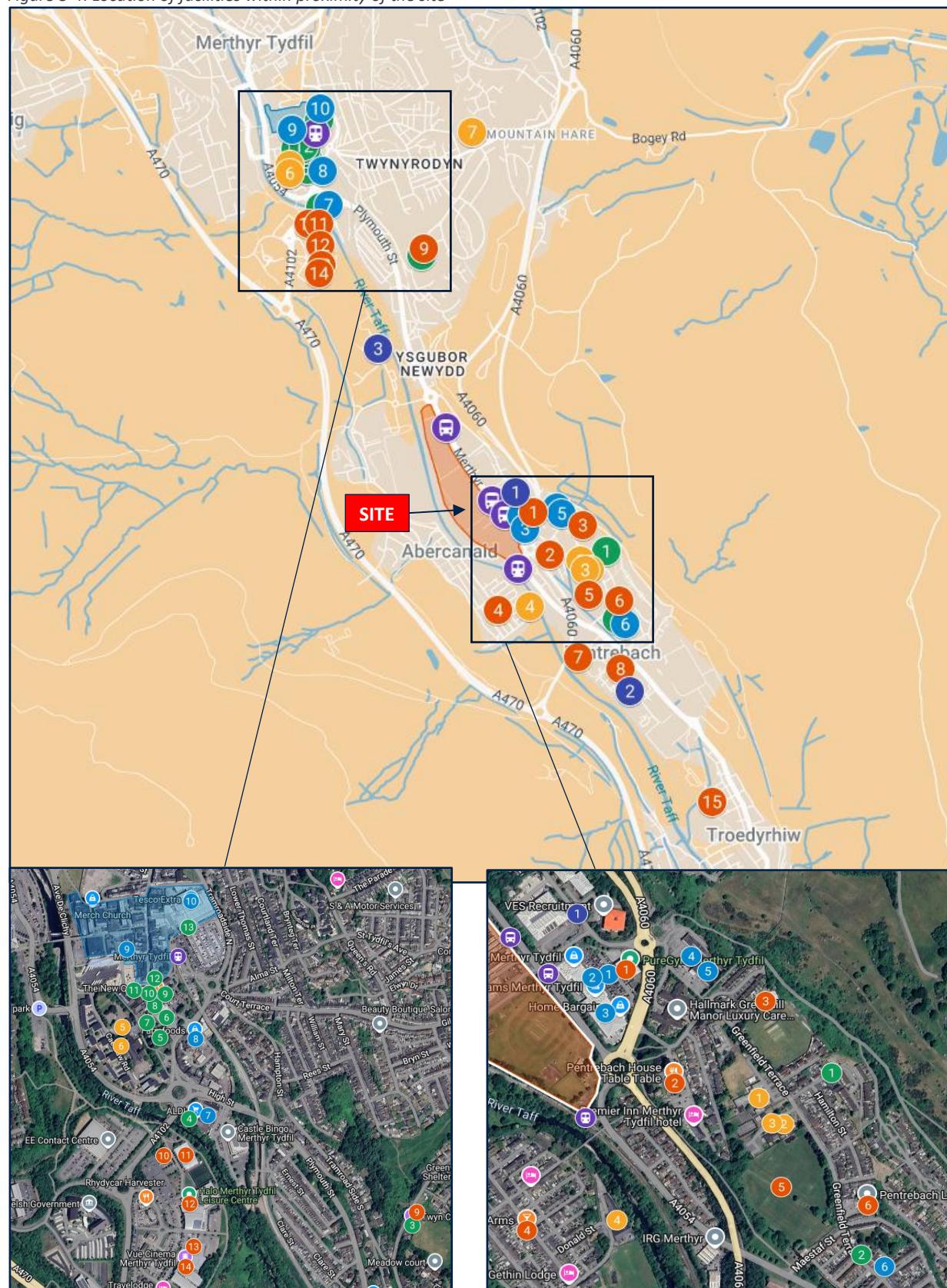
Table 3-1: Proximity of the site to local facilities and services

Facility / Amenity	Distance from site access (metres)	Walking Travel Time (minutes) *	Cycling Travel Time (minutes) *
Community Facilities			
1 Jerusalem Baptist	770	10	2
2 Pentrebach Post Office	920	12	3
3 Twyn Community Hub	1130	14	4
4 Cash Point	1520	19	5
5 St Tydfil's Old Parish Church	1650	21	5
6 Market Square Church	1700	21	5
7 The Cutting Room hairdresser	1710	21	5
8 Fountain Dental Centre	1740	22	5
9 Mydentist, Smiles Dental, Glamorgan	1750	22	5
10 Laura Elizabeth Studios	1750	22	5
11 Ladybirds Hair Centre	1780	22	6
12 Post Office Travel Money	1810	23	6
13 Beacons Pharmacy	1950	24	6
Public Transport			
Hoovers Main Gate	60	1	<1
Hoovers Top Gate	100	1	<1
Pentre-Bach Railway Station	370	5	1
Merthyr Tydfil Railway Station	1870	23	6
Retail			

Facility / Amenity	Distance from site access (metres)	Walking Travel Time (minutes) *	Cycling Travel Time (minutes) *
1 Pentrebach Retail Park	200	3	1
2 Iceland Supermarket Merthyr Tydfil	200	3	1
3 Home Bargains	260	3	1
4 Peacocks	380	5	1
5 Co-op Food – Pentrebach	400	5	1
6 Pentrebach Convenience Store	960	12	3
7 ALDI	1500	19	5
8 Farmfoods Ltd	1700	21	5
9 St Tydfil Shopping Centre	1950	24	6
10 Tesco Extra	1960	25	6
Education			
1 Greenfield Special School	670	8	2
2 Cwm Golau Integrated Children's Centre	720	9	2
3 Little Rascals Preschool	740	9	2
4 Abercanaid Community School	750	9	2
5 Blessed Carlo Acutis Catholic School (St Mary's Campus)	820	10	3
6 Caedraw Primary School	1780	22	6
7 Twynnyrodyn Community School	1860	23	6
Leisure			
1 PureGym Merthyr Tydfil	300	4	1
2 Pentrebach House Public House	500	6	2
3 Hills Plymouth Cricket Club	510	6	2
4 Richards Arms public house	640	8	2
5 Playing fields	850	11	3
6 Pentrebach Labour Club	850	11	3
7 Glasier Road Playgroud	1130	14	4
8 Area 51 Play Centre & Takeaway Merthyr	1240	16	4
9 CrossFit 470	1300	16	4
10 Merthyr Tydfil Skate Park	1680	21	5
11 Merthyr Indoor Bowls Centre	1700	21	5
12 Merthyr Tydfil Leisure Centre	1840	23	6
13 Superbowl UK	1950	24	6
14 Vue Cinema Merthyr Tydfil	1980	25	6
15 Troedyrhiw park / playground / bowling club	2000	25	6
Employment			
1 Triangle Business Park	150	2	5
2 Abercanaid Industrial Estate	720	9	5
3 Merthyr Tydfil Industrial Park	1200	15	5

* Based on walking speeds of 80 metres per minute and Cycling Speeds of 320 metres per minute

Figure 3-4: Location of facilities within proximity of the site



Source: Google Maps

Note: Numbers and colours correlate to Table 3-1

3.3.5 Table 3-1 and Figure 3-4 show there are a significant number and range of facilities and services located within comfortable walking and cycling distances which can be accessed via suitable active

travel routes. All facilities are within Welsh Government guidance walking and cycling distances, with numerous facilities within a 'walkable neighbourhood' distance.

- 3.3.6 Within 800m of the main western parcel site accesses, residents would be able to access the closest bus stops to the site, Pentrebach Rail Station, four schools, Iceland supermarket, Co-op Food, Pentrebach Retail Park, a fitness centre, public houses, a cricket club, Triangle Business Park and Abercanaid Industrial Estate.
- 3.3.7 This is a significant number and range of facilities within a short walking distance of the site. The development itself also proposes to provide community facilities as part of a community hub located reasonably centrally within the western parcel of the site.
- 3.3.8 The site is therefore situated in a highly sustainable location, as would be expected for a site in an existing and established urban area which has historically accommodated a major employment use. This will encourage walking and cycling and reduce the reliance on the private car, consistent with relevant policies and guidance, including sustainable transport policies in Future Wales, PPW12 and TAN18.

3.4 Public Transport

Bus

- 3.4.1 The closest bus stops to the site are located on Merthyr Road (A4054), with three northbound stops and two southbound stops provided along the site frontage. These stops benefit from shelters, bus cage markings, bus lay-by and raised kerb for accessible boarding. New shelters could be provided at two of the stops to encourage travel via bus.
- 3.4.2 Southbound services are accessible via the two signalised crossings along Merthyr Road.
- 3.4.3 The bus stops are accessed by the 78, 79, 81, T4 and T14 operated by Stagecoach. These provide a connection to a number of locations including Merthyr Town Centre, Pontypridd, Cardiff, Bryngolau, and Bedlinog.
- 3.4.4 The journey time to Merthyr Town Centre is approximately 6 minutes, the journey time to Cardiff is approximately 56 minutes, and the journey time to Pontypridd is 52 minutes.
- 3.4.5 A summary of the services is set out in Table 3-2.

Table 3-2: Local Bus Services

Route No.	Route	Frequency				
		Mon-Fri Peak Hours	Mon-Fri Daytime	Mon-Fri Evening	Sat	Sun
78	Pontypridd - Merthyr Tydfil via Nelson, Pentwyn, Treharris	Hourly	Hourly (06:30 – 19:37)	Hourly until 19:37	Hourly (06:30 – 19:22)	No service
79	Merthyr Tydfil - Bedlinog	Hourly	Hourly (06:59 – 18:03)	Hourly until 18:03	Hourly (06:59 – 18:03)	No service
81	Merthyr Tydfil – Bryngolau via Pentrebach	Hourly	Hourly (07:08 – 19:11)	Hourly Until 19:11	07:09 – 19:09)	No service
T4	Merthyr Tydfil - Cardiff	2 per hour	2 per hour (06:20 – 20:52)	2 per hour Until 20:52	2 per hour (06:20 – 20:52)	Hourly (08:02 – 18:07)
T14	Cardiff - Merthyr Tydfil	PM peak service (18:02)	Every 2 hours (10:00 -18:02)	Every 2 hours until 18:02	Every 2 hours (10:00 -18:02)	No service

- 3.4.6 During the peak hours there are a combined five to six services per hour, or one service every 10 to 12 minutes. Services commence at 06:20 and run until 20:52 so are suitable for those commuting, particularly into Merthyr Town Centre.

- 3.4.7 Services also extend to Saturday, enabling access to buses six days a week ensuring these are a viable and realistic alternative to the car for residents. Saturday bus services run from 06:20 to 20:52.
- 3.4.8 Potential future residents of the site can access a good frequency of bus services, linking to a variety of destinations including local destinations. The bus services within walking distance, via suitable routes, from the site provide a feasible and attractive option for work related journeys. They can also be used to access destinations for leisure, retail and education purposes. As such, the bus provides a realistic alternative to car.

Rail

- 3.4.9 The closest rail station is Pentrebach Rail Station, which is located adjacent to the site's southern boundary and approximately a 350m (4 minute walk) from the southern site access onto Merthyr Road.
- 3.4.10 The station is located on the Merthyr branch line and trains are operated by Transport for Wales (TfW), providing a half-hourly service Monday to Saturday to and from Cardiff Central (via Merthyr). Sunday services run every hour to and from Cardiff. Connecting services are available from Cardiff Central, providing regional links including Swansea, Manchester, Bristol, Reading, London, Exeter, and Birmingham.
- 3.4.11 There are also four sheltered and secure cycle spaces, offering an opportunity for a combined cycle and then rail journey.
- 3.4.12 As such, it is feasible and attractive to use the rail services for commuting purposes, particularly to Cardiff, although rail is also likely to be attractive for other journey purposes such as leisure, retail, or business journeys. A combined walk and rail journey would therefore be attractive for replacing car journeys and further reducing the requirement for owning or travelling by car.

4. OBJECTIVES AND BENEFITS

4.1 Aims

- 4.1.1 The aim of this FTP is to support the essential travel needs of all site users, including visitors, staff and residents, and to encourage all site users to adopt healthy, sustainable travel choices in order to increase levels of walking, cycling and public transport, and subsequently reduce single occupancy vehicle trips to and from the site.
- 4.1.2 The benefits of a well-managed FTP will extend beyond site users and contribute to improvements to local air quality, noise and vibration reduction, congestion and journey times. A reduction in car usage, especially single occupancy vehicles, has a role in the wider health agenda to reduce public obesity levels and associated illnesses caused by sedentary lifestyles.

4.2 Objectives

- 4.2.1 The overall objectives and aims of the FTP are:

- To increase awareness of the advantages and potential for travel by more environmentally friendly methods or modes
- Minimise the need to travel by the private car, particularly as a single occupant, and encourage safe and viable alternatives to the use of single occupant vehicles for access to the site
- Comply with MTCBC and Welsh Government policies and guidance in terms of reducing vehicle use, vehicle emissions and congestion and promoting sustainable travel
- Introduce physical and management measures that will assist travel by other modes
- Identify pragmatic travel initiatives to encourage the use of non-car modes of travel and car-sharing
- Ensure that the sustainable travel objectives of the FTP are reflected in the daily travel patterns of all residents over the long term
- Reduce congestion in and around the site
- Generate fewer vehicle trips than would otherwise have been the case

4.3 Benefits

- 4.3.1 The benefits of implementing a Travel Plan and increasing active travel are as follows:

- A reduction in car travel will benefit health through the promotion of healthier activities such as walking and cycling
- Reducing vehicle use also benefits health by providing local air quality improvements through a reduction in harmful emissions such as Nitrogen Dioxide and Particulate Matter
- It will provide potential road safety benefits through a reduction in vehicular traffic, which in turn can lead to an increase in dedicated infrastructure for vehicles and a reallocation of space for active travel, public transport and green spaces
- Numerous households have no regular access to private vehicles and therefore the use of public transport, cycling and walking can play a significant role in improving accessibility, reducing social exclusion and ensuring the viability of public transport services for those that need it
- The burning of fossil fuels is widely considered to be altering the climate, with carbon dioxide emissions being a key contributor. The implementation of Travel Plans can assist in reducing the adverse impact of transport on climate change

5. MANAGEMENT

5.1 Travel Plan Coordinator

Overview

- 5.1.1 The success of the Travel Plan will be dependent upon buy-in from occupants of the development which will be achieved through ongoing promotion of measures and initiatives.
- 5.1.2 A Travel Plan Coordinator (TPC) will be appointed to manage and promote the Travel Plan. The nominated TPC plays a vital role in the success of the Travel Plan and is responsible for the day-to-day management, co-ordination, promotion and implementation of the Travel Plan. The TPC will also be a point of contact for MTCBC, and for any occupants who have queries about their travel.
- 5.1.3 The TPC will be appointed towards the end of the initial construction phase and before first occupation, to ensure that the travel planning measures are in place from the outset. They would potentially be a representative of the developer and contact details will be provided to MTCBC once they have been appointed.
- 5.1.4 A separate employer TPC would also be appointed at the relevant time.

Roles and Responsibilities

- 5.1.5 The TPC will visit the site twice per annum to distribute newsletters and update noticeboards. The responsibilities of the TPC have been outlined in more detail as follows.
- 5.1.6 During the construction phase the TPC's main tasks will be:
 - Liaise with sales staff in relation to sustainable travel
 - Ensure sustainable travel options are set out as part of site promotion and marketing material
 - Provide travel information on a site noticeboard
 - Seek to obtain voucher or discount schemes with public transport operators or local cycle / outdoor clothing shops (where feasible)
 - Produce a residents' travel information pack including (but not limited to); public transport information, location of key services and facilities within walking and cycling distance, walking and cycling routes, home delivery services, vouchers for encouraging walking and cycling (if applicable)
 - Ensure that travel planning measures are in place from the outset of occupation
- 5.1.7 Once residents have started to occupy the site, the TPC's tasks at this stage will be:
 - Distribute the travel information pack (in conjunction with the sales team for the private dwellings)
 - Update the noticeboard, as needed
- 5.1.8 On an ongoing basis thereafter, the TPC would:
 - Promote annual sustainable travel events
 - Distribute newsletters (by email or post)
 - Remain in regular contact with the Travel Plan Officer at MTCBC (or equivalent) for travel information updates and feedback any comments provided by residents
- 5.1.9 The developer will fully participate, where appropriate, with the Travel Plan initiatives and will fully support the TPC, as necessary and required in order that they perform their role effectively.

5.2 Ongoing Management

5.2.1 With regards to the management of the Travel Plan over the longer term it is envisaged that, after the initial five-year period, the responsibility for the Travel Plan will pass to resident's, with support from the MTCBC Travel Plan officer (or equivalent), as required.

6. MARKETING AND PROMOTION

6.1 Overview

- 6.1.1 The Travel Plan and sustainable location of the site would be shown as an asset of the development and included in marketing materials, where applicable.
- 6.1.2 Information and promotion of the Travel Plan from the outset ensures greater buy-in from future residents who may see it as an opportunity to plan changes in their choice of travel. Moving to a new house is a critical 'change moment' in a person's life and it is important that prospective residents are made aware of the transport characteristics of the development from the outset.
- 6.1.3 The site is highly accessible by public transport services with Pentrebach Rail Station is adjacent to the sites southern boundary and the nearest bus stop is located to the sites eastern boundary as well as being well connected by walking and cycling links. These are positive features of the development which may attract residents who wish to travel by alternative modes to the car. These sustainable links will be emphasised to prospective residents by both the sales staff and sales literature created for the site.

6.2 Sales Staff and Office

- 6.2.1 Sales staff will inform future residents about local buses and rail services and the walking and cycling links to a range and number of local facilities.
- 6.2.2 Sustainable travel will be promoted in the sales suite of the development. Maps will be displayed showing the sustainable travel routes and opportunities available from the development along with the benefits of sustainable travel to residents and an example of the Resident's Travel Information Pack.
- 6.2.3 The TPC will discuss with sales staff how to promote sustainable travel and the Travel Plan as an asset and selling point of the development and key concepts will be included in marketing materials for the development.

6.3 Travel Information Packs (TIP)

- 6.3.1 A keyway of promoting the Travel Plan and sustainable travel to residents will be through the provision of Travel Information Packs (TIP's). These will be provided to all new residents over the first five years of the Travel Plan to ensure that they are fully informed of the travel choices available from the outset. The TIP's can be provided in electronic format, if requested, and will also be available for download from a website / social media page.
- 6.3.2 The TIP will contain:
 - A summary of the Travel Plan measures and its objectives and targets
 - Details of where the Travel Plan can be viewed (this will be available online, with the website location to be confirmed and included in the TIP)
 - Walking and cycling maps showing safe routes to local facilities, services and amenities
 - Details of the cycle routes in nearby areas, available from MTCBC and Sustrans
 - Details of local cycle parking locations within Merthyr Tydfil (where applicable)
 - Information on cycle training, cycle maintenance and bike marking providers
 - Promote and provide information on journey planning with links to websites such as www.traveline.cymru

www.cyclestreets.net/journey

www.google.co.uk/maps

- Public transport information showing bus routes, bus stop locations and timetables, and rail services, as required, such as <https://www.merthyr.gov.uk/resident/parking-roads-and-travel/buses/> and www.firstbus.co.uk/south-west-wales/plan-journey/timetables
- Car sharing information, including Car Share leaflets and information about national schemes such as lift share (www.liftshare.com/uk)
- Discounts available to residents (if applicable)
- Information on sustainable travel initiatives available at the time
- Details of the site-specific Travel Plan website / social media platform
- Contact details of the TPC

6.3.3 The TIP's will be provided to residents upon or soon after occupation. Residents will have the opportunity to discuss any elements of the TIP provided to each household with the TPC, if required.

6.4 Travel Plan Website/ Newsletter

6.4.1 A travel plan website or Social Media page or account will be created. All literature within the TIP will appear on this platform and this will also enable an online Travel Plan Forum to be created (if needed and subject to GDPR). The website will be promoted through travel information packs and newsletters.

6.5 Noticeboard

6.5.1 A notice board will be provided, on permanent display within the residential development, information such as walking and cycling routes, bus timetables and public transport maps will be displayed. It will be the responsibility of the TPC to maintain the board and keep all information up to date.

6.6 Travel Plan Newsletter

6.6.1 A travel plan newsletter will be produced twice annually and distributed to all residents. The newsletters will provide an opportunity to:

- Further encourage residents to travel sustainably
- Make residents aware of upcoming travel events (such as Bike Week)
- Provide details of any new promotional offers and discounts
- Make residents aware of any scheduled changes to public transport services, scheduled road works etc.
- Make residents aware of any new or improved sustainable travel facilities in the area

6.7 Annual Events

6.7.1 The TPC would promote local and national travel awareness campaigns and events relating to sustainable travel to residents through the website / social media platform and newsletters.

7. MEASURES AND INITIATIVES

7.1 Introduction

7.1.1 This section sets out the proposed measures and initiatives which will be implemented by the developer to advise residents of the benefits of using sustainable transport modes and active travel, promote their use and discourage the use of the car.

7.2 Measures to encourage Walking

7.2.1 Residents will be provided with information and advice concerning safe walking routes to local services and facilities as part of the TIP (and this will also be on the website / social media site and the noticeboard). This will include a local walking map with routes and times to key facilities and services. Within the TIP, the MTCBC website pages on walking / active travel will be promoted.

7.2.2 Residents will be provided with information promoting the health benefits of walking.

7.2.3 The TPC would investigate the potential for parents of children attending the local primary schools to organise a walking bus for children travelling to and from schools. The developer will provide a number of high visibility jackets to local primary schools for children participating in walking buses to help increase visibility and safety.

7.2.4 Local and national travel awareness campaigns and events relating to walking will be promoted to residents, including walk to work week and national walking month (Livingstreets #walkthismay).

7.2.5 The TPC will approach outdoor clothing shops seeking a discount for residents on the purchase of waterproof clothing to encourage walking in inclement weather conditions.

7.2.6 The TPC will liaise with MTCBC to ensure pedestrian routes to and from the site are appropriately maintained and feedback any comments received from residents.

7.3 Measures to encourage Cycling

7.3.1 Cycle parking will be provided in accordance with guidance throughout the site to encourage cycling.

7.3.2 Residents will be also provided with information and advice concerning safe cycling routes to local services and facilities as part of the TIP. In addition, residents will be provided with information promoting the health benefits of cycling. Details of key amenities which are located within cycling distances will be provided on a map which will be included in the TIP, noticeboard and on the website, if required.

7.3.3 The feasibility of setting up of a Bicycle User Group (BUG) will be considered. Such a group would be encouraged to affiliate with Cycling UK to access support, advice and liability insurance.

7.3.4 Often people feel safer if they travel together. It is easier to achieve this in the car or on public transport, but it is possible to set up groups where people offer to become a cycle buddy to others who need to increase their confidence for cycling or just need to get used to the route. Cycle buddying can be promoted through the BUG and in the Travel Forum, in compliance with GDPR restrictions.

7.3.5 The TPC will provide information regarding Cycle to Work initiatives and salary sacrifice schemes. These are applicable to some residents who work within a reasonable cycling distance from the site, in employment, and their employer has signed up for a scheme. Information leaflets will be provided within the TIP to advise whether residents may be eligible for a scheme and this may increase uptake.

7.3.6 Cycle training and cycle maintenance training are provided by a number of companies within the local area including BikeAbility Wales. Leaflets for these services would be included within the TIP and the noticeboard to provide residents with more information on how to access this training if they should wish to do so.

7.3.7 Local cycle clubs such as Merthyr Cycling Club (<https://www.merthyrcycling.club/>) will be promoted to residents. They provide links to a network of local cyclists and access to races and various affiliations. This will assist in encouraging people to cycle through increased confidence and access to ride share partners.

7.3.8 The TPC would seek to secure discounts with local cycle shops for residents of the site to encourage residents travelling via cycling through obtaining appropriate equipment.

7.3.9 Local and national travel awareness campaigns and events relating to cycling will be promoted to residents, including Bike Week and Cycle to Workday.

7.4 Measures to encourage Public Transport use

7.4.1 Information on public transport routes and timetables will be included in TIPs including details of key public transport websites and route maps, including local stops. This will include the Transport for Wales (TfW), Traveline Cymru and Google Maps travel planning websites. Bus and train timetables are typically available from main stations as well as online on the TfW website. Details will also be provided on the website.

7.4.2 Information regarding public transport will also be displayed on the noticeboard which will be provided, on permanent display within a public area of the development. It will be the responsibility of the TPC to maintain the board and keep all information up to date.

7.4.3 Real time information public transport mobile apps and websites will be promoted to residents, where these are available at the time of site occupation. This will assist with improving the user experience and reduce waiting times at stops, thereby encouraging bus use.

7.4.4 The TPC will also seek to maximise the use of public transport as follows:

- Obtain feedback from residents using public transport on potential issues and improvements and discuss this with MTCBC and public transport operators
- Encourage MTCBC to display and maintain current timetable information at the closest bus stops
- Encourage MTCBC to ensure that pedestrian routes between the existing bus stops and the site continue to be well maintained in terms of surfacing and lighting

7.5 Car Sharing

7.5.1 Car sharing is an effective method of reducing vehicle generation and parking demand and will therefore be encouraged. Residents will be provided with details of internet-based car-sharing sites such as www.liftshare.com/uk.

7.5.2 The TPC will actively promote car sharing websites and assist residents who wish to join a car share scheme, if needed. Car sharing information and benefits will also be displayed on the noticeboard.

7.5.3 Residents will also be encouraged to car share with neighbours on an informal basis through the travel information pack, in particular this will point out the cost savings which can be made from car sharing (albeit considering GDPR restrictions).

7.5.4 The site will provide parking in accordance with the guidance provided by MTCBC, although this could be below the maximum applicable levels. The level of car parking is therefore appropriate to accommodate demand, without an overprovision which would encourage car use.

7.6 Reducing the need to travel

7.6.1 The new homes will be built to encourage working from home in accordance with the aspirations of Welsh Government and provided with broadband connections so that future residents are able to work from home appropriately.

7.6.2 The site is designed in accordance with Manual for Streets and PPW12 to encourage and give priority to walking and cycling trips. However, it can also accommodate service and delivery vehicles to encourage home shopping opportunities. Tesco provide home delivery services and may also have an option to deliver in an 'eco time slot' whereby deliveries are already being made in the area which reduces the mileage of the delivery vehicle. Home shopping will be encouraged and promoted through the TIP.

8. ACTION PLAN

8.1.1 The Action Plan of measures and initiatives which will be promoted within this FTP is summarised within Table 8-1. This also sets out the responsibilities and timescales of delivery for the measures.

Table 8-1: Action Plan

Item	Responsibility	Timescale
Pre-Occupation and Construction		
Appoint a Travel Plan Coordinator (to be confirmed)	Developer	3 months before residents occupy the residential dwellings.
Site Promotion - Ensuring sustainable travel is set out in the marketing materials for the development.	TPC	3 months before residents occupy the residential dwellings
Promotional materials provided in the sales suite and sales staff to inform potential residents about the choice of travel modes, as a positive feature of the development	TPC	3 months before residents occupy the residential dwellings and ongoing
Website / Social Media - Information regarding the TP and information contained within the TIP will be made available on the website. This will also include a forum for discussion on travel, where needed.	TPC	Produced prior to occupation of the site and maintained ongoing
Travel Information Packs - To include such information as walking / cycling maps and routes, information on the health benefits of walking / cycling, information on relevant car sharing websites and literature promoting travel awareness, public transport and discounts (if applicable), contact details of TPC	TPC	Produced prior to occupation of the site and distributed upon occupation
Car Parking and Cycle Parking provision in accordance with guidance	Developer	During construction
Local Schools - Seek to coordinate travel planning measures with any measures implemented by local schools.	TPC	Prior to occupation and ongoing
Walking Measures		
Produce and distribute a walking plan with local services and facilities (included within the TIP)	TPC	Prior to occupation and ongoing
Provide information on the health benefits of walking	TPC	Prior to occupation and ongoing
Seek to organise a walking bus for children travelling to and from schools	TPC / residents	Once site is occupied and ongoing
Provide a number of high visibility jackets to local schools	Developer / local schools	Prior to / at occupation
Seek to secure discounts with local outdoor clothing shops for residents of the site	TPC	Prior to occupation and ongoing
Liaise with MTCBC to ensure pedestrian routes are maintained	TPC / MTCBC	Following occupation and on-going
Cycling Measures		
Provide cycle route maps to residents	TPC	Prior to occupation and ongoing
Provide information on health benefits of cycling	TPC	Prior to occupation and ongoing
Seek to set up a Bicycle User Group and promote cycle buddyng	TPC / Residents groups	Following occupation and on-going
Seek to secure discounts with local cycle shops for residents of the site	TPC	Prior to occupation and ongoing
Promote cycle training and maintenance	TPC	Following occupation and on-going
Promote Cycling Clubs	TPC	Prior to occupation and ongoing
Provide information on Cycle to Work initiatives	TPC	Following occupation and on-going
Public Transport Measures		
Provide route maps and timetables to residents	TPC	Prior to occupation and ongoing
Promote journey planner websites to residents	TPC	Prior to occupation and ongoing
Promote real-time apps and websites .	TPC	Prior to occupation and ongoing
Obtain feedback from residents using public transport on potential issues and improvements and discuss this with MTCBC and public transport operators.	TPC	Upon commencement of residency and ongoing

Item	Responsibility	Timescale
Ongoing discussions with MTCBC / TfW in relation to timetables at stops and ensuring routes are maintained to and from the stops.	TPC	Upon commencement of residency and ongoing
Car Sharing		
The TPC will promote the use of car sharing websites and encourage neighbours to informally car share. This will include cost sharing benefits.	TPC	Prior to occupation and ongoing
Reduce the Need to Travel		
Dwellings will be provided with broadband connections enabling working from home.	TPC	During construction and ongoing.
Online home delivery services will be promoted.	TPC	Upon commencement of residency and ongoing
Awareness Campaigns		
Promote walking and cycling, local and national events to residents	TPC	Upon commencement of residency and ongoing