

Land at Junction 33, M4,  
Cardiff



## Travel Plan

Persimmon Homes Limited

MAY  
2018

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# Table of contents

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Background .....	1
1.2	Description of development .....	1
1.3	Travel plan benefits.....	3
1.4	Structure of the report.....	4
<b>2</b>	<b>Policy context.....</b>	<b>5</b>
2.2	Wales Spatial Plan – People, Places, Futures.....	5
2.3	Planning Policy Wales .....	6
2.4	One Wales: Connecting the Nation.....	7
2.5	Technical Advice Note (TAN18) .....	7
2.6	Cardiff Local Development Plan 2006-2026 (January 2016).....	8
<b>3</b>	<b>Existing Travel situation .....</b>	<b>11</b>
3.1	Introduction .....	11
3.2	Walking .....	11
3.3	Cycling .....	14
3.4	Accessibility by public transport .....	15
3.5	Local highway network .....	16
3.6	Baseline travel surveys.....	17
<b>4</b>	<b>Travel plan objectives, targets and indicators .....</b>	<b>19</b>
4.1	Introduction .....	19
4.2	Aims and objectives .....	19
<b>5</b>	<b>Travel Plan strategy .....</b>	<b>21</b>
5.1	Introduction .....	21
5.2	Travel Plan funding .....	21
5.3	Implementation programme .....	21
5.4	Managing the Plan; roles and responsibilities .....	22
5.5	Marketing and travel information .....	23
<b>6</b>	<b>Travel Plan measures.....</b>	<b>25</b>
<b>7</b>	<b>Monitoring and review .....</b>	<b>27</b>
7.1	Introduction .....	27
7.2	Travel Plan launch .....	27
7.3	Travel surveys .....	27

7.4	Reporting.....	28
8	Action Plan.....	29
8.1	Introduction .....	29

## Figures

<b>Figure 1.1</b>	Development proposals
<b>Figure 3.1</b>	Site location and local highway network
<b>Figure 3.2</b>	Public Rights of Way network
<b>Figure 3.3</b>	Location of facilities and amenities
<b>Figure 3.4</b>	Cycle routes
<b>Figure 3.5</b>	Local public transport infrastructure

# 1 Introduction

## 1.1 Background

- 1.1.1 This Travel Plan has been prepared by Lime Transport on behalf of Persimmon Homes Ltd, to discharge condition 20 of the planning application (app. Ref. no 14/00852/DCO):

*‘No part of the development hereby permitted shall be occupied until the submitted Interim Residential Travel Plan (May 2014) has been progressed for the whole outline permission site, submitted to and approved in writing by the Local Planning Authority. The Residential Travel Plan shall set out proposals and targets to limit or reduce the number of single occupancy car journeys to and from the site, and to promote travel by sustainable modes. The Residential Travel Plan shall set out proposals to implement and manage the Travel Plan, through a designated Travel Plan Coordinator. The Residential Travel Plan shall be implemented in accordance with the timetable which shall be set out in the plan or in accordance with a revised timetable which shall be agreed in writing by the Local Planning Authority.’*

- 1.1.2 The site is situated to the north of M4, Junction 33 in Pentyrch, north-west Cardiff. The post code of the site is CF15 9NX.
- 1.1.3 The proposed development site is adjacent to the M4 to the south and is bounded by A4119 Llantrisant Road to the north, Heol St Y Nylll to the east, and agricultural land to the west.

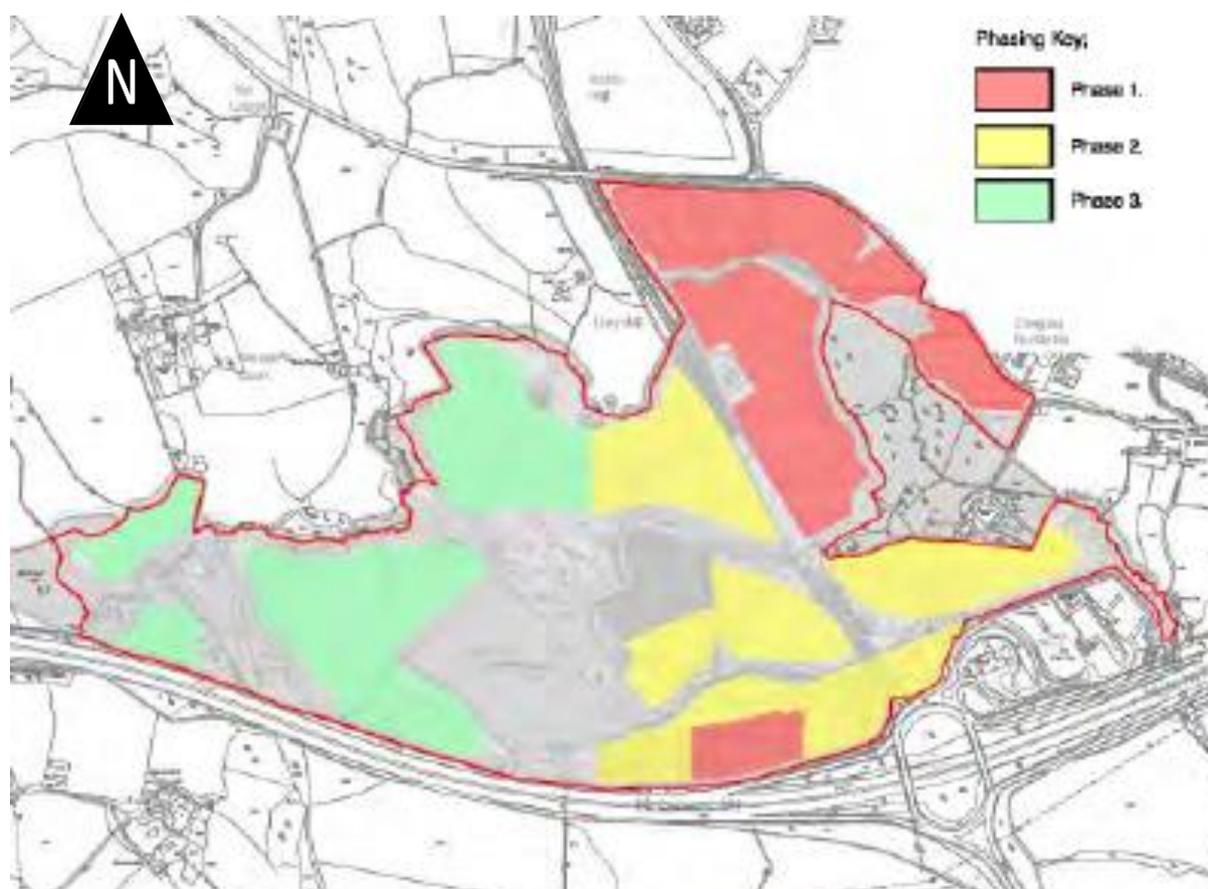
## 1.2 Description of development

- 1.2.1 The proposed development is a large scale mixed-use (predominantly residential) and the development proposals are illustrated in **Figure 1.1** (at the back of the report).

1.2.2 The proposed development of 83 hectares will comprise a mixture of land uses, including:

- Up to 1,500 residential homes (C3);
- Park and Ride facility for up to 1,000 car parking spaces;
- Up to 2.1ha for community uses, including a primary school and a community centre (D3);
- Up to 3ha of employment/mixed-use hub, including B1, B2, B8, A1, A2, A3 and D1 class uses;
- Flexible local employment space pf up to 2.5ha (B1);
- Open space and green infrastructure, including recreational open space, play areas (Local Area for Play (LAP) and Neighbourhood Equipped Area for Play (NEAP)) and formal sports provision; and,
- Transport infrastructure, including three new access points for vehicles pedestrians and cyclists.

1.2.3 It is considered that the development will consist of three phases, and phase one will include the provision of the Park and Ride and Transport Hub. This is further illustrated in **Figure 1.2.**



*Figure 1.2 Development phases*

- 1.2.4 It is anticipated that the pedestrians will be well provided for, and all vehicular accesses will be provided with pedestrian footways. Additionally, a range of pedestrian facilities will be provided throughout the site, including shared space streets, shared footways/cycleways and recreational routes.
- 1.2.5 The proposed development will be accessible by public transport, and the existing roads will be designed to accommodate two-way bus movements throughout the site.
- 1.2.6 Vehicle parking will be provided in accordance with the Cardiff Council's 'Supplementary Planning Guidance: Access, Circulation and Parking Standards 2010'.
- 1.2.7 Secure cycle storage will be provided at each residential unit. For apartments, cycle parking will be provided within a shared facility. All houses will have private gardens and/or garages for the storage of cycles. Additionally, motorcycle parking will be provided within any shared residential parking areas.

### **1.3 Travel plan benefits**

- 1.3.1 A travel plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives. A travel plan identifies an appropriate package of initiatives and measures to promote sustainable travel at a specific location, and sets out an action plan to implement these measures and monitor their success.
- 1.3.2 Travel plans can assist in increasing accessibility and improve transport conditions at the local level whilst helping to reduce congestion, local air pollution, carbon emissions and noise.
- 1.3.3 A growing body of evidence suggests that physical activity contributes to mental and physical wellbeing. The promotion of active travel (walking and cycling) as part of a travel plan enables people to enjoy these health benefits as part of their daily routine.
- 1.3.4 This Travel Plan aims to encourage the use of sustainable travel modes through assessing the existing opportunities for sustainable travel and establishing measures to promote and support these modes.
- 1.3.5 This Travel Plan has been prepared in support of the development and covers travel by residents and visitors to the development, provides an overview of the existing conditions and transport arrangements at the site, and sets out the measures that can be introduced in order to meet the Travel Plan objectives.
- 1.3.6 This Travel Plan will be regularly reviewed, reflecting that a Travel Plan is a continuous process for improvement, requiring monitoring and revision to ensure that it remains relevant and effective. It is anticipated that the development will be constructed over a ten-year period. It is, therefore, considered that the Travel Plan will be implemented within 12 months of occupation of the 100<sup>th</sup> dwelling, and fully reviewed 12 months after the development reaches 90% occupation, although this may vary according to construction rate.

## 1.4 Structure of the report

1.4.1 Following this introductory section, the Travel Plan is structured as follows:

- Section 2 sets out the policy context for the development;
- Section 3 summarises the existing conditions around the site;
- Section 4 sets out the objectives, targets and performance indicators for the site;
- Section 5 describes the travel plan strategy, including management roles and responsibilities;
- Section 6 details the proposed measures to encourage sustainable travel and help meet the targets;
- Section 7 identifies the travel plan monitoring process; and,
- Section 8 sets out the Action Plan.

## 2 Policy context

2.1.1 This section of the Transport Statement sets out the current national, regional and local transport planning policy relevant to the proposed development

2.1.2 Current transport policies at the national, regional and local level are built around the central themes of long-term sustainable development, sustained investment in transport and improved accessibility at all levels. These policies promote continued economic growth through the provision of an efficient and reliable transport system, a reduction in traffic congestion, improvements in highway safety, and enhancements to the accessibility of sustainable modes of travel.

### 2.2 Wales Spatial Plan – People, Places, Futures

2.2.1 The Wales Spatial Plan – People, Places Future (WSP) was originally adopted by the National Assembly for Wales in November 2004, and updated in 2008 to bring the WSP into line with One Wales [see below] and to give status to the area work which has developed over the previous two years.

2.2.2 In Wales, spatial planning is the consideration of what can and should happen where. It is a principle of the WSP that development should be sustainable. Sustainable development is about improving wellbeing and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources.

2.2.3 The purpose of the WSP is to ensure that what is done in the public, private and third sectors in Wales is integrated and sustainable, and that actions within an area support each other and jointly move towards a shared vision for Wales and for the different parts of Wales.

#### ***Achieving sustainable development***

2.2.4 The WSP states that:

*‘Citizens must be able to access job opportunities and public services – health, social services, education, etc – if equality of opportunity is to be successfully promoted in Wales. This is a particular concern for those who face barriers to accessibility, such as people on low incomes, young and old people, disabled people and those living in rural areas.’*

2.2.5 The WSP also states that:

*‘In the context of responding to and mitigating the effects of climate change, the Wales Spatial Plan supports the development of spatially targeted responses. These include reducing the need to travel by co-locating jobs, housing and services, for instance, and changing behaviour in favour of ‘greener’ modes of travel, such as car sharing, public transport, walking and cycling.’*

## 2.3 Planning Policy Wales

2.3.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Assembly Government. It is supplemented by a series of Technical Advice Notes (TANs). Procedural advice is given in circulars and policy clarification letters.

### ***Transport***

2.3.2 The Assembly Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by; encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through the integration:

- Within and between different types of transport;
- Between transport measures and land use planning;
- Between transport measures and policies to protect and improve the environment; and,
- Between transport measures and policies for education, health, social inclusion and wealth creation.

2.3.3 PPW states that 'Land use planning can help to achieve the Assembly Government's objectives for transport through:

- *Reducing the need to travel, especially by private car, and locating development where there is good access by public transport, walking and cycling;*
- *Locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;*
- *Improving accessibility by walking, cycling and public transport;*
- *Ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;*
- *Promoting walking and cycling;*
- *Supporting the provision of high quality public transport;*
- *Supporting traffic management measures;*
- *Promoting sustainable travel options in rural areas;*
- *Supporting necessary infrastructure improvements; and,*
- *Ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.'*

### ***Promoting walking and cycling***

2.3.4 PPW states that:

*'Walking should be promoted for shorter trips. The impact of policies and development on pedestrians should be considered. Planning authorities should promote specific measures to assist pedestrians including the provision of safe, convenient and well-signed routes.'*

2.3.5 PPW also states that:

*‘Cycling should also be encouraged for short trips and as a substitute for shorter car journeys or, as part of a longer journey when combined with public transport’.*

And

*‘Where appropriate, planning authorities should also seek to assist the completion of the national cycle network and of key links to and from the network.’*

### **Parking**

2.3.6 In relation to parking, PPW states that:

*‘Car parking provision is a major influence on the choice of means of transport and the pattern of development. Local authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past. Minimum parking standards are no longer appropriate. Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan.’*

## **2.4 One Wales: Connecting the Nation**

2.4.1 National transport policy for Wales is specified within the Wales Transport Strategy, One Wales: Connecting the Nation, which is supplemented by a series of Technical Advice Notes (TANs).

2.4.2 The goal of One Wales: Connecting the Nation is to:

*‘Promote sustainable transport networks that safeguard the environment while strengthening our country’s economic and social life. The transport strategy identifies a series of high-level outcomes and sets out the steps to their delivery. The One Wales programme is working to achieve a nation with access for all, where travelling between communities and accessing services, jobs and facilities in different parts of Wales is both easy and sustainable, and which support the growth of our economy.’*

## **2.5 Technical Advice Note (TAN18)**

2.5.1 TAN 18 identifies that Planning Policy Wales and the Wales Transport Strategy both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities.

2.5.2 To achieve this and the core objectives, the following initiatives relevant to the proposed development are:

- Reducing the need to travel;

- Promoting walking and cycling;
- Managing parking provision; and,
- Encouraging the location of development near other related uses to encourage multi-purpose trips.

## 2.6 Cardiff Local Development Plan 2006-2026 (January 2016)

2.6.1 The proposed development site is recognised as a key strategic site ‘D’ identified in the Local Development Plan (LDP). The LDP is committed to delivering over 41,000 new homes by 2026.

### ***Policy KP2 (D and E): North of Junction 33 in M4 and South of Creigiau***

2.6.2 It is considered essential to enable necessary transport infrastructure as part of the development, including the provision of bus-based Rapid Transit corridors. These will link to the Western Bus corridor and improve the linkages to Rhondda Cynon Taf. Additionally, the LDP supports development that provide frequent and reliable public transport services to the site, and considers it essential to create transport nodes in close proximity to the employment facilities, including a Park and Ride facility.

### ***Policy KP5: Good quality and sustainable design***

2.6.3 All new developments will be required to deliver high quality, sustainable design. In terms of transport, it is promoted to:

- *‘Provide a legible development which is easy to get around and which ensures a sense of continuity and closure;*
- *Create interconnected streets, squares and spaces as distinctive places, which are safe, accessible, vibrant and secure;*
- *Provide a healthy and convenient environment for all users that supports the principles of community safety, encourages walking and cycling, enables employment, essential services and community facilities to be accessible by sustainable transport and maximises the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles;’* and,
- Foster inclusive design which is accessible to all users.

### ***Policy KP6: New infrastructure***

2.6.4 It is considered that ‘new development will make appropriate provision for, and contribute towards all essential, enabling and necessary infrastructure required as a consequence of the development in accordance with Planning Policy Guidance’.

2.6.5 Transport and highways infrastructure is considered essential and should be delivered in a way that meets the needs of the existing and planned communities.

### ***Policy KP8: Sustainable Transport***

2.6.6 This policy aims to achieve integrated transport infrastructure for developments in Cardiff. In addition, it aims to:

- Achieve a 50:50 modal split between the journeys by car and journeys by more sustainable modes of travel (walking, cycling and using public transport);
- Reduce the dependency and demand for a car;
- Maximise and enable the use of sustainable travel modes (walking, cycling, public transport);
- Provide for people with particular mobility requirements;
- Integrate travel modes;
- Improve safety;
- Improve the reliability of the transport network;
- Support the movement of freight by rail or water; and,
- Manage freight movement by road to minimise the impact.

2.6.7 It is considered that this policy is also linked to *Policy KP15: Climate change*, which aims to reduce carbon emissions.

### ***Policy KP16: Green infrastructure***

2.6.8 This policy requires all proposed developments to demonstrate how green infrastructure has been considered and integrated into the proposals. Therefore, strategic recreational routes, cycleways and public rights of way will need to be taken into the consideration.

2.6.9 This policy also links with policy *T6: Impact on Transport Networks and Services*, in which it is required that developments will not be permitted if they have the potential to cause harm to the safe operation of the highway, and other movement networks, including pedestrian and cycle routes, public rights of way and bridle routes.

### ***Policy T1: Walking and cycling***

2.6.10 This policy aims to enable people to access various facilities, therefore the Council will support developments which incorporate:

- *High quality, sustainable design which makes a positive contribution to the distinctiveness of communities and places;*
- *Permeable and legible networks of safe, convenient and attractive walking and cycling routes;*
- *Connections and extensions to the Cardiff Strategic Cycle Network and routes forming part of the Cardiff Walkable Neighbourhoods Plan;*
- *Measures to minimise vehicle speed and give priority to pedestrians and cyclists;*
- *Safe, convenient and attractive walking and cycling connections to existing developments, neighbourhoods, jobs and services;*
- *Infrastructure designed in accordance with standards of good practice including the Council's Cycling Design Guide;*

- *Supporting facilities including, signing, secure cycle parking and, where necessary, shower and changing facilities; and*
- *The provision of Car-Free Zones.'*

***Policy T3: transport interchanges***

2.6.11 New developments will be supported if there are:

- Measures to support interchange between local bus services, including facilities to accommodate bus layover and driver facilities; and,
- Strategically located park and ride facilities, supported by attractive, frequent and reliable bus or rapid transit services.

***Policy T5: Managing transport Impacts***

2.6.12 New developments should incorporate safe and convenient provision of parking, servicing and vehicular accesses, that safely meet the needs of pedestrians, including people with prams and/or young children, people with mobility impairments, cyclists, public transport users, powered two-wheelers and horse riders.

***Policy T9: Cardiff City Region Metro Network***

2.6.13 The Council aims to enhance public transport routes, by creating a network of integrated public transport routes and enhancing on-highway and off-highway infrastructure components, including heavy and light rail, trams, conventional buses using dedicated bus lanes and conventional buses using the public highway.

2.6.14 This is also linked to *Policy T2: Strategic Rapid Transit and Bus Corridors*, which aims to improve the city's wider bus network, including the Western Bus Corridor.

### 3 Existing Travel situation

#### 3.1 Introduction

3.1.1 This section summarises the conditions and form of existing local transport networks and infrastructure, detailing the accessibility by walking, cycling, public transport and local highway networks.

3.1.2 The location of the development site within the local highway network is shown in **Figure 3.1** below:

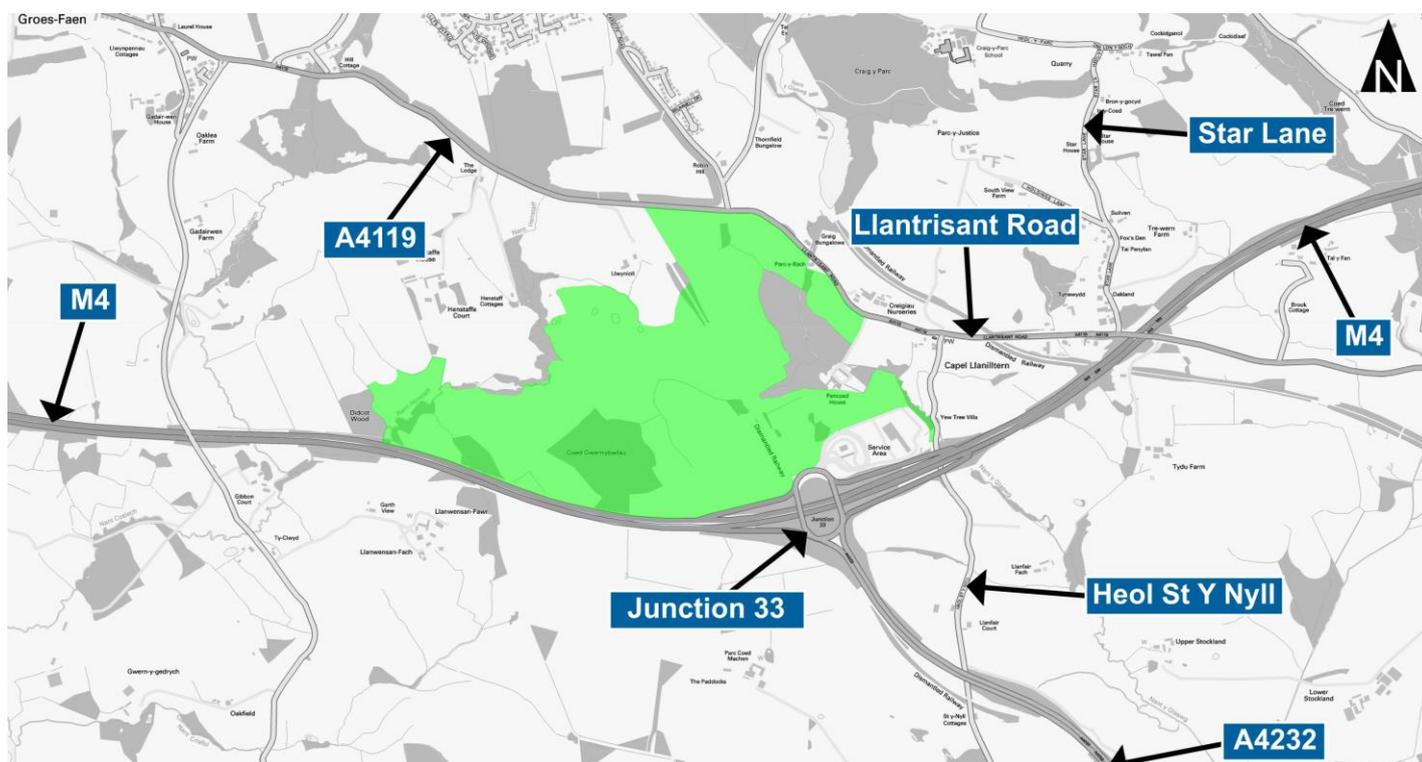


Figure 3.1 Local highway network

#### 3.2 Walking

3.2.1 The roads within the vicinity of the site are provided with footways on one or both sides of the carriageway, providing a continuous link between the development and local amenities.

3.2.2 Additionally, a range of pedestrian facilities will be provided throughout the site, including shared space streets, shared footways/cycleways and recreational routes throughout the green open spaces. The development is mixed-use with potential employment facilities and it is considered that residents working on site will be able to walk to their workplaces.

## Public rights of way

3.2.3 There are a number of Public Rights of Way (PRoW) in the vicinity of the site, as set out in Figure 3.2 below.

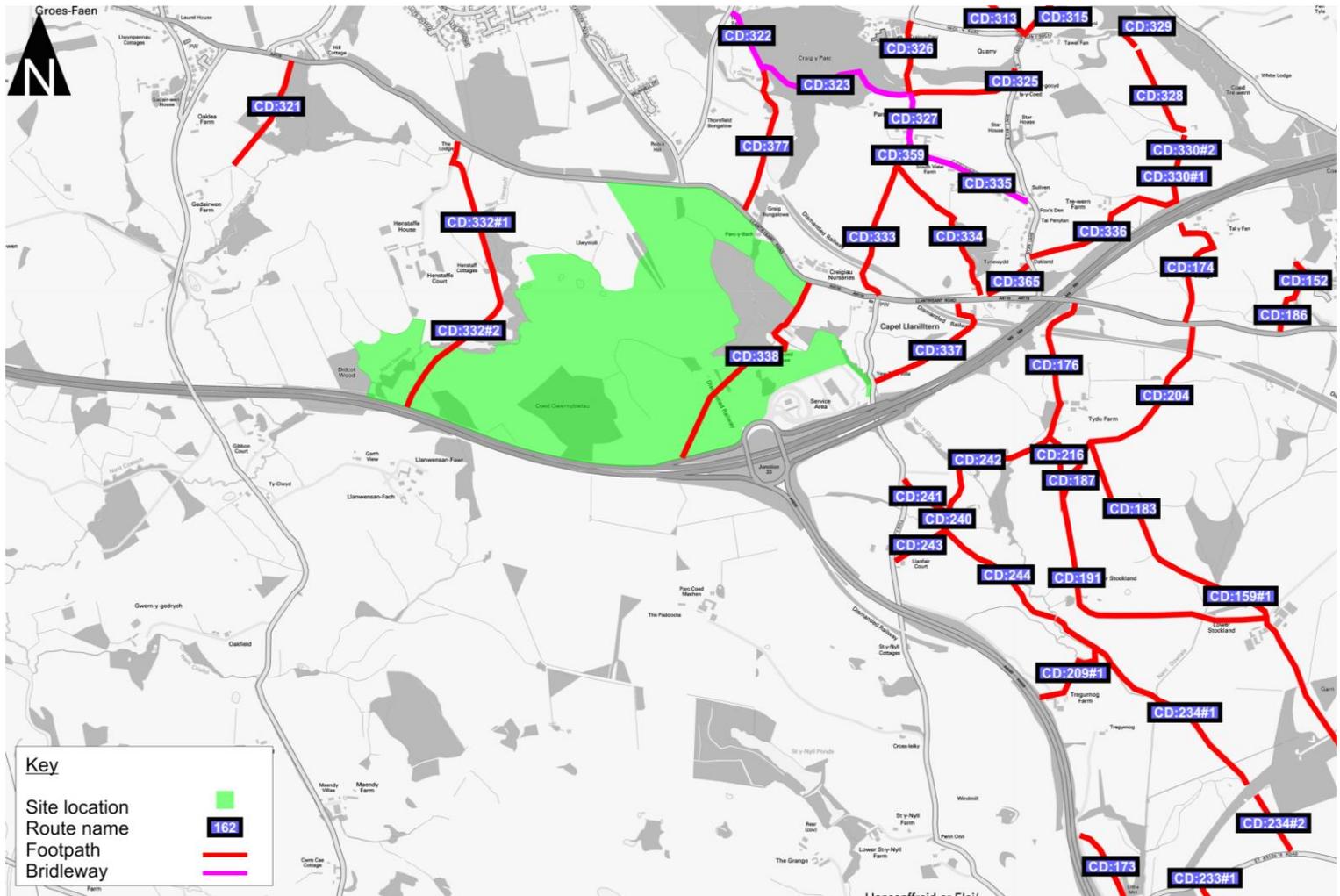


Figure 3.2 Public Rights of Way network

3.2.4 Based on the figure above, it is clear that the site is located in close proximity to various PRoWs. These are summarised below:

- PRoW 338 runs to the east of the site, and provides access from Llantrisant Road to the north of the M4, south of the site;
- PRoW 332 no.1 and 2 run to the west of the site, and provide access from Llantrisant Road to the north and towards the M4 to the south;
- PRoW 377, to the north of Llantrisant Road, connects to Bridleway 322 and 323;
- Additional PRoWs run to the south-east of the site and can be used for recreational and leisure purposes.

### Local amenities and facilities

3.2.5 The Chartered Institution of Highways and Transportation (CIHT) guidelines ‘Providing for Journeys on Foot’ indicates that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km, and 2km is the preferred maximum.

3.2.6 The CIHT guidelines indicate that the desirable walking distance for ‘Elsewhere’, including local amenities, is 400m, the acceptable walking distance is 800m and 1.2km is the preferred maximum.

3.2.7 **Figure 3.3** shows the 1.2km isochrones (divided into 200m bands) from the centre of the site, together with local amenities within walking distance, which include:

- Places of work;
- Recreational ground;
- Place of worship;
- A café; and,
- Lodging.

3.2.8 Additional facilities, including Tesco Express, a pharmacy, a primary school and recreational ground, are located in Creigiau, approximately 2km to the north of the site.

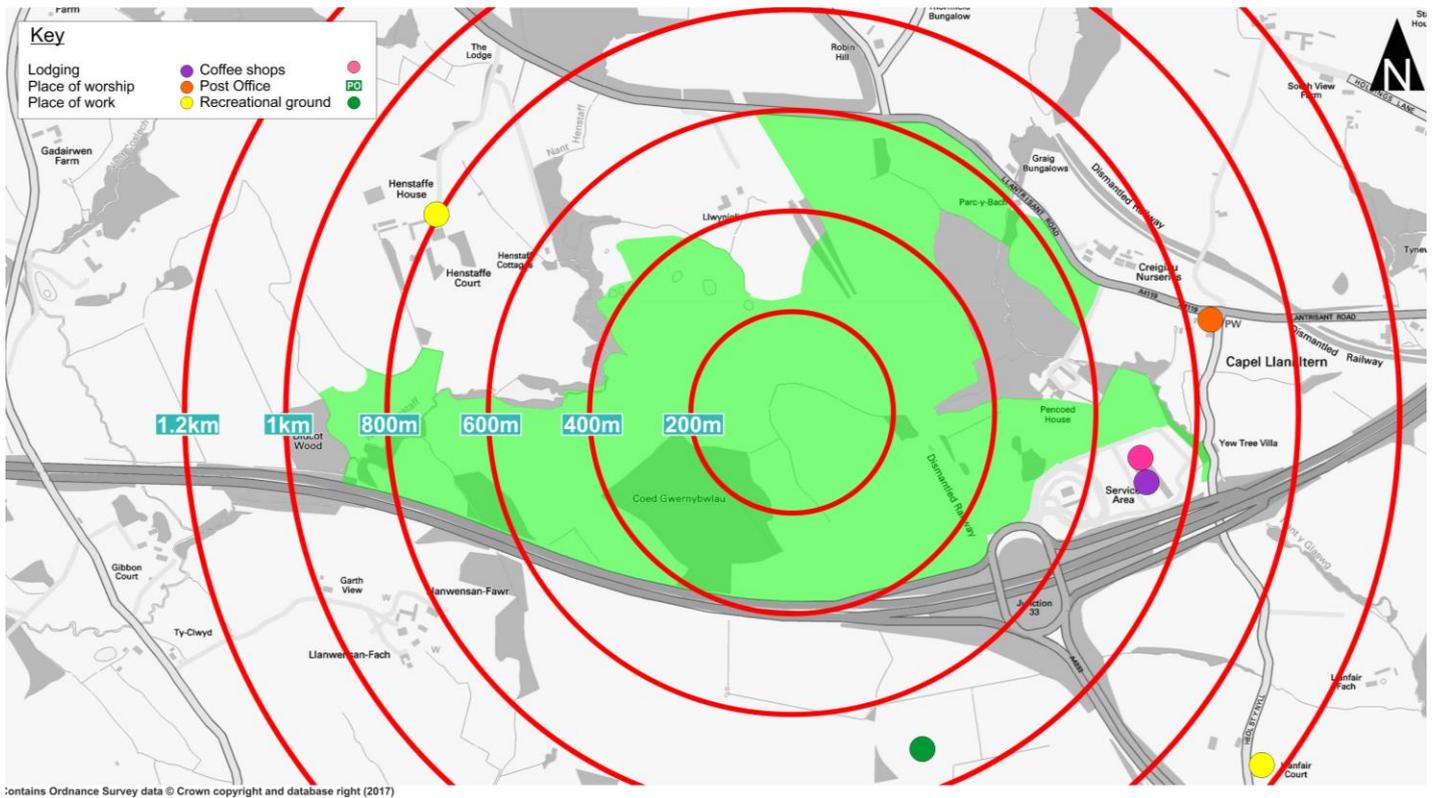


Figure 3.3 Local amenities and facilities

3.2.9 As part of the development, it is proposed to provide a variety of retail facilities including local shops, cafes and restaurants; employment facilities and community facilities, including a primary school.

### 3.3 Cycling

3.3.1 The closest cycle route that is part of the National Cycle Network (NCN) is route 8 (known as Lôn Las Cymru). The route runs approximately 6.5km to the east of the site, along the A470, and can be accessed via Heol Plant-Y-Gored, Bronllwn, Heol Goch and Main Road/B462. This cycle route is a long-distance cycle route, and is provided on a mixture of dedicated off-road and on-road routes.

3.3.2 In the vicinity of the site, the route provides access to Pontypridd to the north and Cardiff Bay and Penarth to the south. Further to the north this cycle route also connects with NCN route 4, which is also a long-distance route.

3.3.3 Local cycle routes in the vicinity of the site are illustrated in **Figure 3.4** below.

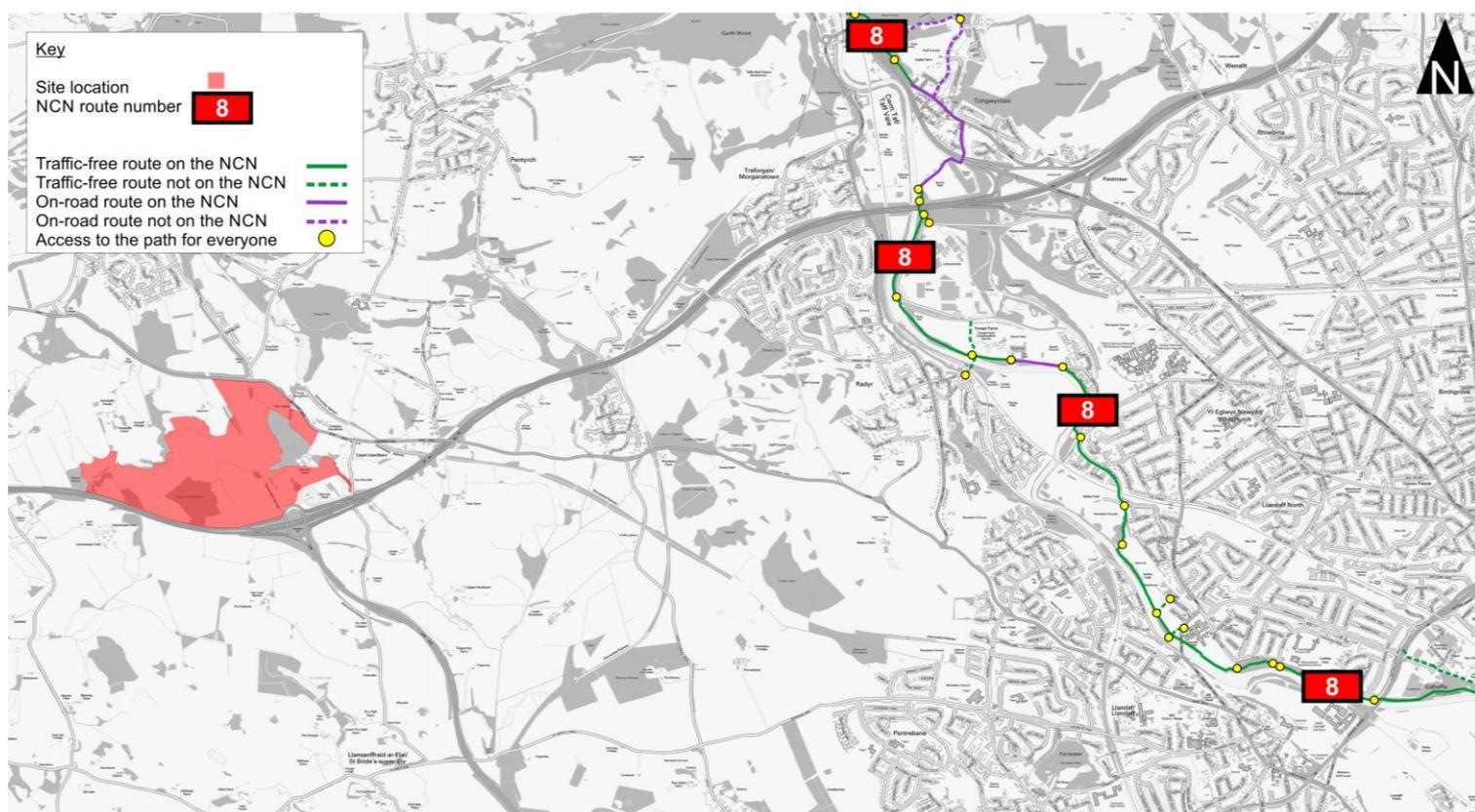


Figure 3.4 Local cycle network

3.3.4 It is anticipated that as part of the development, cyclists will be provided with a range of cycle routes running through the proposed development. It is proposed to provide shared space streets, recreational routes, and shared footways/cycleway, running adjacent to, and away from, the spine road. There will be a direct and continuous cycle route provided between residential, employment and school facilities to the Hub and Park and Ride.

### 3.4 Accessibility by public transport

#### Bus services

3.4.1 The nearest bus stop is located on Llantrisant Road, approximately 500m to the north of the centre of the site. **Table 3.1** outlines the routes that serve these bus stops.

Table 3.1 Summary of bus information nearest to the site

Route no.	Nearest bus stop to site (m)	Route	Frequency
<b>Llantrisant Road</b>			
122	500	Cardiff - Tonypanyd	5 per hour*, 1 per hour (Sun)
124	500	Cardiff - Maerdy	1 per hour*, 1 per day (Sun)
32B	500	Cardiff – Talbot Green- St Fagans	1 per day*
136	650	Cardiff – Cregiau	1 per hour*

Note 1 \* - Service frequency on Monday to Saturday

Note 2 (Sun) – service frequency on Sunday

3.4.2 In addition, the location of the bus stops, together with bus routes that call at these stops is shown in **Figure 3.5**.

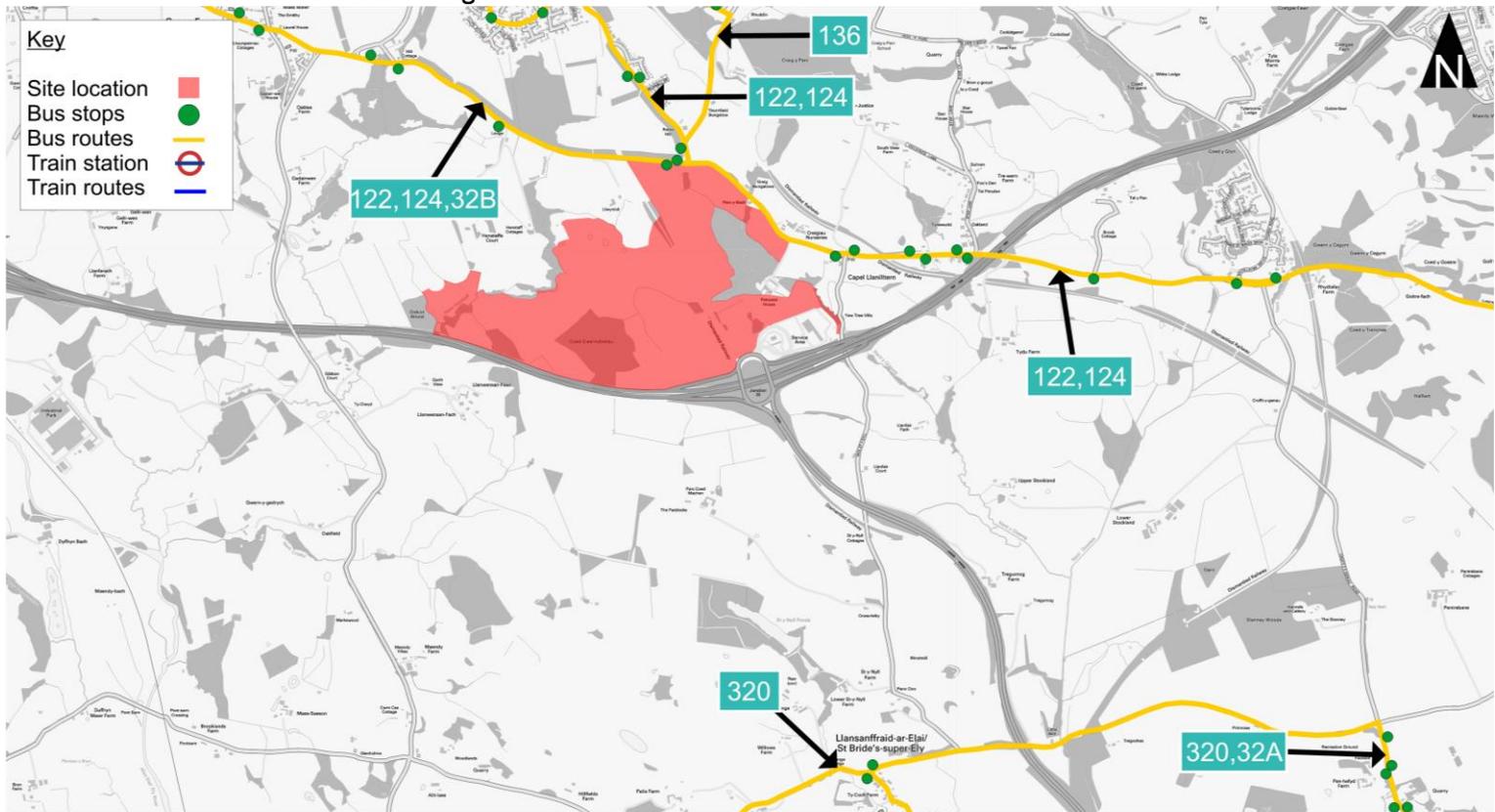


Figure 3.5 Local public transport infrastructure

- 3.4.3 The design of the spine road will accommodate two-way bus movements through the site, and the bus stops will be located in accessible locations.
- 3.4.4 The Transport Hub will comprise a Park and Ride facility for approximately 1,000 spaces and high-quality cycle parking facilities. It will be designed to accommodate a tram link, which is identified in the Cardiff Local Development Plan.

### ***Rail services***

- 3.4.5 The closest railway station is Radyr, located approximately 6km to the east of the site. There are half hourly services running to Treherbert, Bridgend, Aberdare, Cardiff Central Coryton, Barry Island and Merthyr Tydfil. Services to Cardiff Central run every 20 minutes. There are 16 bike storage spaces provided, and a 114-space car park (with 15 accessible spaces).
- 3.4.6 Pontyclun Railway station is located 6.5 km to the north-west of the site on the Maesteg Line and is served by Arriva Trains Wales. The station provides connections to Maesteg, Cheltenham Spa and Cardiff Central.
- 3.4.7 The frequency of services varies throughout the day on weekdays, Saturday and Sunday, although generally, there is approximately one train every 30 minutes.
- 3.4.8 The station has a car park, which is free to use for train passengers, with 23 marked spaces (including one accessible space), and a number of unmarked bays.

## **3.5 Local highway network**

- 3.5.1 The highway network in the vicinity of the site is shown in Figure 3.1.

*Table 3.2 Description of local highway network*

<b>Road Name</b>	<b>Description</b>
<b>M4</b>	
Description	Motorway providing access between London and South Wales. In the vicinity of the site, the motorway can be accessed via junction 34 with A4119 to the south west of the site, junction 32 to the east of the site and junction 33 to the south
Width	25-27m
Speed limit	50-70mph
Street lighting	Lighting provided at junctions
Crossing facilities	None
Bus route	No
Character	Motorway providing access to Pencoed, Bridgend, Port Talbot and Swansea to the west, and Cardiff, Newport and Bristol to the east.
On-street parking	None
<b>Llantrisant Road/A4119</b>	
Description	In the vicinity of the site, the road is a single carriageway urban distributor road, providing access to various residential roads, north of Cardiff and Groes-Faen. There are footways provided along the western edge of the carriageway.
Width	6.5 – 7.5m

Speed limit	Varies between 30mph, 40 mph and 60 mph throughout the length of the road
Street lighting	Yes, provided on both sides of the carriageway throughout the length of the road
Crossing facilities	No crossing facilities
Bus route	Yes
Character	Single carriageway local distributor road, mainly fronted by hedgerows and residential dwellings in the vicinity of the site. The eastern end provides access to the north of Cardiff. The western end splits providing access to the M4 to the south, whilst the northern end becomes a dual carriageway (Ely Valley Road), providing access to Cross Inn, Llantrisant, Tonypany and other settlements to the north.
On-street parking	None
<b>Heol St Y Nyll</b>	
Description	Single carriageway lane, which can be accessed via the crossroad junction with A4119/Llantrisant Road and Unnamed Road at the northern end, and via priority junction with St Brides Road to the south. There are no footways provided along either side of the carriageway
Width	3 – 4.5m
Speed limit	60mph
Street lighting	None
Crossing facilities	None
Bus route	No
Character	Narrow local access country lane, which provides access to some residential properties and agricultural land. The lane is mainly fronted by hedgerows, a few residential properties and open agricultural land.
On-street parking	None

### 3.6 Baseline travel surveys

3.6.1 Prior to undertaking an initial travel survey, once the site is occupied, it is necessary to establish a baseline upon which the Travel Plan targets will be set (refer to Section 4 for details of these targets). **Table 3.3** below summarises the predicted number of trips generated by the proposed development by mode based on the previously prepared Travel Plan and Transport Assessment produced by Vectos in May 2014.

Table 3.3 Trip generation by mode

Mode	8am-9am		5pm-6pm		Daily		Two-way	Mode split (%)
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures		
Car (driver)	269	696	629	375	4085	4215	8230	59
Walk	72	251	92	87	1131	1151	2282	16
Public transport	6	33	30	11	143	143	286	2
Cycle	11	29	21	23	156	146	302	2
Other	71	362	191	127	1273	1503	2846	20
<b>All modes</b>	<b>429</b>	<b>1371</b>	<b>963</b>	<b>623</b>	<b>6788</b>	<b>7158</b>	<b>13946</b>	<b>100</b>

3.6.2 The modal splits for residents, (for the Lower Super Output Area (LSOA 014A), Middle Super Output Area (MSOA 014) and Cardiff as a whole), have been based on the 2011 Census Travel to Work datasets. These modal splits are detailed in **Table 3.4** below and will be applied to the total adult population. The mode share excludes those not currently working but includes those working from home.

*Table 3.4 Mode share*

Mode	Mode share (%)		
	LSOA	MSOA	Cardiff
Train	3	3	3
Bus, minibus or coach	2	3	10
Taxi	0	0	0
Motorcycle, scooter or moped	1	1	0
Car or van (as driver)	76	77	57
Passenger in car or van	4	4	5
Cycle	1	1	4
Walk	4	4	15
People working from home	9	5	2
<b>Total</b>		<b>100%</b>	

3.6.3 The actual mode split for residents will only be known once the initial travel surveys have been carried out, however, the data above suggests that car use for journey to work is typically 76% for this location. Targets will focus on reducing single occupancy use of the car and encouraging more sustainable modes of travel.

3.6.4 Initial travel surveys will be carried out within three months of the launch of the Travel Plan (which will occur within 12 months of occupation of the 100<sup>th</sup> dwelling) when the site is sufficiently occupied to obtain reliable base data. All travel surveys at the site will be TRICS compliant and will record data regarding residents' travel patterns, deliveries and servicing movements and barriers to sustainable travel.

## 4 Travel plan objectives, targets and indicators

### 4.1 Introduction

4.1.1 An outcomes approach is used for this Travel Plan, with specific outcomes linked to targets. The section below sets out the overarching aims and specific objectives for the Travel Plan, as well as targets for the short and medium term, through which progress towards meeting the overall targets will be measured.

4.1.2 Objectives are the specific statements that define the measurable outcomes of the Travel Plan, and give it direction and focus. Targets are the measurable goals by which progress can be assessed. Targets have been set which will be reached within the 10-year period covered by the current Travel Plan (likely to be 12 months after the development reaches 90% occupation). In addition, interim targets have also been set.

### 4.2 Aims and objectives

4.2.1 The primary focus of this Travel Plan is to increase the proportion of journeys by public transport and active travel modes and reduce the number of single occupancy vehicle trips. Ensuring that facilities and support are in place is vital to the success of the Travel Plan. This Travel Plan assists in achieving national and local policy aims and has the potential to benefit the site and its local community.

4.2.2 The specific objectives for this Travel Plan are to:

1. Increase the share of journeys made on foot, by bicycle and public transport;
2. Reduce single occupancy vehicle trips associated with the development;
3. Address the access needs of all site users, by supporting walking, cycling and public transport to promote healthy lifestyles and sustainable communities;
4. Improve awareness amongst residents about the different travel options and facilities available.

4.2.3 Targets are the measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring the progress and success of the Travel Plan. The targets are set out in **Table 4.1** below and are to be achieved within 12 months of 90% occupation of the site. Indicators are the elements which will be measured in order to assess progress towards the targets. The baseline values are based on the mode splits set out in Section 3 above. These targets will be updated with the results of the initial travel surveys that will be undertaken within three months of the launch of the Travel Plan (which will occur within 12 months of occupation of the 100<sup>th</sup> dwelling on site).

Table 4.1 Travel plan targets

Target (and specific objectives met)	Indicators	Residents' mode split		
		Baseline value (3 months of Travel Plan launch, 12 months of occupation of 100 <sup>th</sup> dwelling)	Interim target (12 months of 50% occupation)	Final target (12 months after 90% occupation)
<b>Aim targets</b>				
Increase the use of active travel modes and encourage working from home (1,2)	All trips made by public transport	5	8	10
	All trips made by walking and cycling	5	7	10
	All trips made by car (as driver)	76	71	66
	All trips made by car (as passenger)	4	5	6
	Number of people working from home	9	9	9
<b>Action targets</b>				
Appoint a TPC (1,2,3,4)	Appointment confirmed		n/a	
Produce a Travel Welcome Pack (4)	Complete and issue pack		n/a	
Address the access needs of site users by implementing measures and policies to support walking, cycling and use of public transport (3)	Take up of initiatives		n/a	
Improve awareness amongst site users of alternative travel options, policies and availability of facilities (1,4)	n/a		n/a	
Encourage working from home (2)	Provide broadband in all dwellings		n/a	
Provide appropriate cycle and car parking, including wheelchair accessible spaces (3)	Installation of cycle and car parking spaces in accordance Cardiff County Council's standards.		n/a	
Promote alternatives to single vehicle occupancy trips for essential car travel (2)	Take up of initiatives		n/a	

4.2.4 The scope for reducing single occupancy vehicle trips is based on:

- The provision of the Park and Ride facility and the Transport Hub;
- The range of local amenities within easy walking and cycling distance of the site; and,
- The availability of walking and cycling infrastructure provided as part of the development.

## 5 Travel Plan strategy

### 5.1 Introduction

5.1.1 This Travel Plan strategy sets out the stages by which the Travel Plan will be developed and implemented and contains the following key elements;

- Securing the resources (including time) that are necessary to develop and implement the Travel Plan;
- The programme of implementation of the Plan;
- Managing the Plan including the roles and responsibilities of the Travel Plan Co-ordinator;
- Identifying and engaging with partners; and,
- Marketing the Plan.

### 5.2 Travel Plan funding

5.2.1 The funding of the Travel Plan will be the responsibility of the developer, Persimmon Homes, with the Travel Plan secured as a condition of the planning consent. The developer is fully committed to the implementation of this Travel Plan and its maintenance over a ten-year period.

### 5.3 Implementation programme

5.3.1 The implementation programme provides a clear timescale for how and when different aspects of the Travel Plan will be implemented, and by whom. **Table 5.1** below sets out the implementation programme.

Table 5.1 Travel Plan implementation

Action	Target
Implementation of physical measures including on- and off-plot cycle and car parking	During construction, prior to first occupation
Appointment of TPC	Prior to first occupation of 100 <sup>th</sup> dwelling
Production of travel pack and other information	Completed prior to occupation
Issue travel pack	To be provided with Home Owner Information Pack on each unit's occupation
Launch	Within 12 months of occupation of 100 <sup>th</sup> dwelling
Initial (TRICS compliant) travel survey (ITS)	Within 3 months of launch
Travel Plan amended with survey results and target setting, to be submitted to Cardiff County Council (CCC)	Within 3 months of ITS
Snapshot survey	Residents' questionnaire in Year 2 of the Travel Plan
Submit snapshot survey results and amended travel plan to Cardiff County Council	Within 1 month of snapshot survey

Interim (TRICS compliant) travel survey	Year 3 of Travel Plan (approx. 400 <sup>th</sup> dwelling occupation)
Submit interim survey results and amended travel plan to CCC	Within 1 month of interim travel survey
Snapshot survey	Residents' questionnaire in Year 4 of the travel plan
Submit snapshot survey results and amended travel plan to CCC	Within 1 month of snapshot travel survey
Interim TRICS compliant travel survey (ITS)	Year 5 of Travel Plan (approx. 700 <sup>th</sup> dwelling occupation)
Submit interim survey results and amended travel plan to CCC	Within 1 month of interim travel survey
Snapshot survey	Residents' questionnaire in Year 6 of the travel plan
Submit snapshot survey results and amended travel plan to CCC	Within 1 month of snapshot survey
Interim TRICS compliant travel survey (ITS)	Year 7 of Travel Plan (approx. 1,000 <sup>th</sup> dwelling occupation)
Submit interim survey results and amended travel plan to CCC	Within 1 month of interim travel survey
Snapshot survey	Residents' questionnaire in Years 8 and 9 of the travel plan
Submit snapshot survey results after each survey and amended travel plan to CCC	Within 1 month of snapshot travel survey
Final TRICS compliant survey	Within 12 months of occupation of the 90 <sup>th</sup> dwelling
Full review and submit final report to CCC	Within 3 months of final survey

## 5.4 Managing the Plan; roles and responsibilities

### *Travel Plan co-ordinator*

- 5.4.1 The success of travel plans is dependent on nominated individuals being given appropriate time and resources. A Travel Plan Co-ordinator (TPC) will need to be appointed to manage the Travel Plan, introduce new initiatives, ensure delivery of the Travel Plan and monitor its effectiveness.
- 5.4.2 It is likely that the TPC role will be fulfilled by a member of the developer's organisation (who would undertake the role as part of their wider responsibilities within the organisation), or via an appointed consultant. It is likely that this TPC will also fulfil the Travel Plan role for the workplace element of the development. It is expected that the TPC will need the support of the residents' committee to fulfil these duties.
- 5.4.3 The TPC will offer bespoke travel advice, on request, to residents. This advice will focus on understanding the individual's barriers to changing the way they travel and providing customised support and information to help address these issues.
- 5.4.4 This TPC will be required to allocate sufficient time to manage the Travel Plan. Whilst this will vary throughout the year, on average it is expected that the Co-ordinator will spend approximately two days per month managing the Plan. If this service is provided via an appointed consultant, it will cost approximately £10,000 per annum.

5.4.5 This Travel Plan is prepared by Rusne Bagdanaviciute of Lime Transport (rusne@limetransport.com) who will be responsible for this plan until a Co-ordinator is appointed. Contact details: Lime Transport, 5A Andrews Buildings, Stanwell Road, Penarth, CF64 2AA (02920 700 924).

#### ***Partners and stakeholders***

5.4.6 Travel plans need partnerships for success. Organisations need to work with a number of partners and internal stakeholders during the implementation process. It is expected that all partners will make an active contribution to the process. The TPC will be a central figure in establishing partnerships and maintaining links and lines of communication and partners may include Cardiff County Council and the residents' group.

## **5.5 Marketing and travel information**

5.5.1 Marketing and awareness raising strategies form an important part of all travel plans. They raise awareness of travel options and the benefits of more sustainable and active travel. To be successful the Travel Plan will need promotion and marketing to highlight the benefits and opportunities it provides.

5.5.2 The first step towards behavioural change is for an individual to understand and consider the options which are realistically available to them and the benefits and disadvantages of each. One barrier to behavioural change is a lack of knowledge about these options. Therefore, complete and easy to understand information about travel data is an essential ingredient of any travel plan. Once the travel options and facilities are known, then targeted marketing will help encourage residents and visitors to use them.

5.5.3 Marketing can be used through various stages of the Plan development, including:

- Production of a Sales Brochure which highlights the sustainable nature of the development's location and facilities;
- Production and distribution of the residents' travel pack be issued with Home Owner Information Pack;
- Introducing the Travel Plan concept and the formal launch of the Plan at an event;
- Introduction of measures and initiatives; and,
- General promotional campaigns to highlight the financial, social and environmental benefits associated with sustainable travel options.

5.5.4 The measures set out in Section 6 will be introduced to ensure efficient and extensive dissemination of travel options information using a variety of techniques including printed materials, electronic media and through activities and events. Specific communication tools and techniques used to promote the Travel Plan could include:

- Printed materials - posters, flyers, newsletters and notice boards;
- Electronic media - Travel Plan published on website and/or emails to site users;
- Events – initiative launch events, support national campaigns, personalised travel planning, feedback at residents' meetings.

- Travel information at key entrance points, with links to key travel resources, including:
- Public transport timetables, routes, fares (e.g. [www.traveline.co.uk](http://www.traveline.co.uk), [www.nationalrail.co.uk](http://www.nationalrail.co.uk) and <https://www.arrivatrainswales.co.uk/>).
- Bicycle information (e.g. [www.sustrans.gov.uk](http://www.sustrans.gov.uk) <https://www.outdoorcardiff.com/> <http://www.mapmyride.com/gb/cardiff-wls/>
- Car-sharing databases ([www.zipcar.co.uk](http://www.zipcar.co.uk), [www.liftshare.com](http://www.liftshare.com))
- Social media sites providing up-to-date travel information
- Providing information about all travel options and the benefits of choosing sustainable travel modes in a new residents' pack; and,
- Articles and information on the Cardiff County Council's website.

## 6 Travel Plan measures

- 6.1.1 This section of the Travel Plan is key to successfully delivering effective travel change. A package of measures and initiatives has been designed to meet the targets of the Travel Plan. **Table 6.1** below lists the measures that will be considered to encourage more sustainable travel to the site.
- 6.1.2 The measures listed below are designed to make sustainable travel choices easier and more affordable. This will reward sustainable travel users and ensure this mode share is increased.
- 6.1.3 Branded Travel Packs, as part of the Home Owner Information Pack, will be produced and made available to residents. The Travel Pack will be provided on the development website or distributed by email, with hard copies made available to residents on request. A key role of the Travel Pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan and the travel options available to them.
- 6.1.4 Travel Packs may include the following: TPC contact details; aims, objectives and targets of the Travel Plan; walking and cycling routes; cycle parking; local cycle shops; cycle training; public transport information; information on car clubs; car sharing; and local services and facilities.

*Table 6.1 Measures and initiatives to promote sustainable travel*

Strategy	Measures
Initiatives to support walking	Easy access, movement and permeability is incorporated in the design of the site.
	Promote safe, local walking routes through distribution of local route maps in the travel pack and include on public notice board. Contact the local authority for information on local walking routes.
	Provide information on route planners
	Promote awareness raising events like Walk to Work Week.
	Raise awareness of health and financial benefits of walking through distribution of literature to encourage walking. Provide information on walking times, rather than distances, and convert to “calorie map”.
Initiatives to support cycling	Provide convenient, secure and well-lit cycle parking.
	Provide details of Keeping Cardiff Moving free adult cycle training sessions.
	Provide £20 cycle vouchers to every household.
	Raise awareness of health and financial benefits of cycling through promotional literature.
	Distribute route maps as part of travel pack showing local cycle routes and display on public notice board. Sustrans is a source of information on cycle routes and general cycling advice.
	Promote events like National Cycle to Work Week.

	Provide clear public transport information regarding services and location of facilities in travel pack. Post information on location of facilities on public notice board.
Initiatives to support use of public transport	Provide links to information services e.g National Rail enquiries and the details of service providers (Arriva Trains Wales, Stagecoach, Easyway of Pencoed)
	Continuously review and update bus/train timetables and service information
	Promote use of route planners
	Contact public transport providers for a range of free promotional resources, e.g. leaflets, pens, keyrings.
	Issue initial residents with a trial public transport pass (one adult weekly pass)
Reducing the need to travel and car ownership	Provide information about carrying cycles on trains.
	Provide information on nearby parcel collection points.
	Promote home deliveries and the use of online food superstores (e.g. Waitrose, Tesco, Asda, Sainsbury's, Iceland, Ocado) in the residents' travel pack)
	Promote working from home
General promotion	Provide information on car sharing databases.
	Place a public notice board on site.
	Appointments available on request with TPC for personalised travel planning advice
	Inclusion of sustainable travel information and incentives in Home Owner Information Pack.

## 7 Monitoring and review

### 7.1 Introduction

7.1.1 The Travel Plan is a continuous process for improvement, requiring monitoring, review and revision to ensure that it remains relevant to the organisation and those using this site. This document sets out the plans for monitoring and review of the Travel Plan over the next 10 years (starting 12 months after the occupation of the 100<sup>th</sup> dwelling and likely to continue to 12 months after 90% occupation, depending on construction rate). The monitoring and review of the Travel Plan will be the responsibility of the TPC who will arrange travel surveys, collate the resulting information, review progress towards meeting targets, recommend new initiatives and submit the monitoring reports to Cardiff County Council.

### 7.2 Travel Plan launch

7.2.1 It is anticipated that this Travel Plan will be launched within 12 months of the occupation of 100<sup>th</sup> dwelling.

### 7.3 Travel surveys

7.3.1 As required by the local authority:

*'Reports demonstrating progress in promoting the sustainable transport measures detailed in the Residential Travel Plan shall be submitted annually for a period of 10 years to the Local Planning Authority for approval in writing, commencing from the first anniversary of beneficial occupation of the first phase of development.'*

7.3.2 Full travel surveys (TRICS compliant) will be undertaken in the first year (initial baseline) and years three, five, seven (interim) and 10 (final) of the Travel Plan, and snapshot residents' questionnaire surveys will be submitted on years two, four, six, eight and nine (as shown in **Table 7.1**).

7.3.3 This will enable the Travel Plan to be monitored to see how successful it has been in inducing modal shift and enable a review of the current measures so they can be adjusted and new measures introduced where necessary. The data collected during these surveys may include multimodal counts, parking surveys, household survey, attitude towards travel options and barriers to sustainable travel and visitor survey (including deliveries and servicing).

7.3.4 It is likely that an independent travel survey company will be appointed to carry out these surveys.

Table 7.1 Monitoring plan

Data collection and reporting	Key information	When/how frequently	By whom
Initial baseline travel survey, interim and final full surveys	Response rate Mode share Awareness level Barriers to use of sustainable mode	Initial – within 3 months of launch of Travel Plan (launch - 12 months of occupation of 100 <sup>th</sup> dwelling); Interim – years 3,5,7 Final – year 10	TPC (using TRICS compliant survey methods)
Snapshot residents' surveys	Mode share Barriers to use of sustainable mode	Snapshot surveys to be submitted in years 2,4,6,8 and 9	TPC
Baseline, interim and final survey reports and Travel Plan amendments (if required)	Travel survey results Setting targets Any revisions to measures	Within 1 month of surveys (years 1, 3, 5, 7) and 3 months of surveys (year 10)	TPC
Usage of travel plan internet web pages	Number of webpage hits	Annually	TPC/IT
Site audit (if site situation/facilities change)	Use of car and cycle parking, lighting on footways, etc.	On first occupation and annually	TPC
Records of new travel plan initiatives	New initiatives	Annually	TPC
Monitoring report	Travel survey results How targets are being met Any revisions to measures	Within 1 month of surveys (years 2, 4, 6, 8, 9)	TPC

## 7.4 Reporting

- 7.4.1 The Travel Plan will be amended, with targets set, following the initial travel surveys. This report will be submitted to Cardiff County Council for approval. Subsequent monitoring reports, in years 3, 5, 7 and 10 will be submitted following the completion of the interim and final surveys. In the event that a consultant is commissioned to review the travel survey data and update the Travel Plan with the findings of the survey, both survey and review are likely to cost approximately £6,000.
- 7.4.2 The results of the travel surveys and of any review of the Travel Plan will be reported to Cardiff County Council's officers.
- 7.4.3 Key survey and/or monitoring findings and updates to the Travel Plan will be disseminated and publicised to all residents, where appropriate.
- 7.4.4 In the event, that it is considered that the travel plan requires further incentives, the developer will provide a reserve fund of £10,000 for appropriate intervention measures.

## 8 Action Plan

### 8.1 Introduction

8.1.1 The Action Plan brings together all the measures outlined in this Travel Plan and sets a timescale for implementation that runs over five years.

#### *Action plan*

8.1.2 Implementation of the majority of the actions will be the responsibility of the TPC. However, gaining support from other agencies (including Cardiff County Council) will be vital if the Travel Plan is to succeed and achieve results.

8.1.3 The Action Plan is outlined in **Table 8.1** below.

*Table 8.1 Action Plan*

Action	Target date	Funding	Responsibility
Provision of physical measures (to include cycle and car parking provision, walking and cycling routes through development etc.)	Prior to first occupation	Persimmon Homes	Persimmon Homes
Secure funding of the TP	Prior to first occupation	Persimmon Homes	Persimmon Homes
Appointment of TPC	Prior to first occupation	Persimmon Homes	Persimmon Homes
Production of travel pack and other information	Completed prior to occupation	Persimmon Homes	TPC
Carry out site audit	Upon first occupation	Persimmon Homes	TPC
Launch of Travel Plan	Within 12 months occupation of 100 <sup>th</sup> dwelling	Persimmon Homes	TPC
Distribution of travel pack	To be provided with Home Owner Information Pack on each unit's occupation	Persimmon Homes	TPC
Promotion of 'soft' TP measures	Upon occupation and then ongoing	Persimmon Homes	TPC
Initial baseline (TRICS compliant) travel survey to be undertaken	Within 3 months of launch	Persimmon Homes	TPC
Amended Travel Plan with survey results and targets setting, to be submitted to Cardiff County Council	Within 6 months of the initial travel survey	Persimmon Homes	TPC
Interim (TRICS compliant) full travel survey to be undertaken	Years 3,5 and 7 of the Travel Plan	Persimmon Homes	TPC
Submit interim monitoring report to the CCC	Within 1 month of the interim travel surveys	Persimmon Homes	TPC
Snapshot surveys	Years 2,4,6,8 and 9 of the Travel Plan	Persimmon Homes	TPC

Submit interim monitoring report to the CCC	Within 1 month of the snapshot survey	Persimmon Homes	TPC
Final (TRICS compliant) travel survey	Year 10 of the Travel Plan	Persimmon Homes	TPC
Full review and submission of final monitoring report to CCC	Within 3 months of the results of the Year 10 survey	Persimmon Homes	TPC
Recommend any need for further measures or continued monitoring to meet Travel Plan targets	As part of the final monitoring report	Persimmon Homes	TPC