

Llanmoor Homes

Land West of Bridgend

Interim Community Travel Plan

April 2020

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1 INTRODUCTION

- 1.1 Vectos is appointed by Llanmoor Homes to provide traffic and transportation advice in relation to the proposed residential development on Land West of Bridgend.
- 1.2 The land is being promoted for residential development for approximately 850 dwellings and primary school for inclusion in Bridgend's emerging Local Plan (2018 to 2033). The site was identified in their Preferred Strategy (2019) and this Interim Travel Plan (residential and school) has been produced to support its inclusion in the Stage 2 of the Candidate Site Submissions process. This document forms part of a suite of documents that will support the site's selection. A separate Full School Travel Plan will be prepared following occupation of the on-site school.
- 1.3 The scope of this Interim Travel Plan has been prepared in accordance with both local and national planning policy guidance a summary of which is provided below:
- Planning Policy Wales (Edition 10)
 - Technical Advice Note 18 (TAN 18)
 - Active Travel (Wales) Act 2013
 - Wales Transport Strategy: One Wales – Connecting the Nation
 - Wellbeing of Future Generations (Wales) Act 2015
 - Bridgend Local Development Plan 2006-2021
- 1.4 These documents provide the requirements and best practice guidelines for the production of Travel Plans within Bridgend and Wales, and seeks to create a Travel Plan that provides a long-term management strategy for the occupier of a site that seeks to deliver sustainable transport objectives through positive action.

Report Structure

1.5 Following this introduction, the report is structured as follows:

- **Section 2: Site Context** – Description of the existing site in the context of transport connectivity;
- **Section 3: Policy** – Reviews national and local policy pertaining to the site;
- **Section 4: Development Proposals** – States the development proposals;
- **Section 5: Baseline Travel Patterns** – Sets the baseline travel patterns for users of the site;
- **Section 6: Objectives and Targets** – Outlines the objectives and targets of the Travel Plan;

- **Section 7: Travel Plan Strategy** – Details how the Travel Plan aims to meet its objectives and targets;
- **Section 8: Measure and Initiatives** - Specific measures to be implemented and help achieve the objectives;
- **Section 9: Monitoring and Review** – Sets out the period of continuous monitoring and review that will be undertaken to ensure the effectiveness of the transport measures and initiatives and
- **Section 10: Action Plan** - Assign tasks and responsibilities for travel planning activity to individuals and organisations.

2 SITE CONTEXT

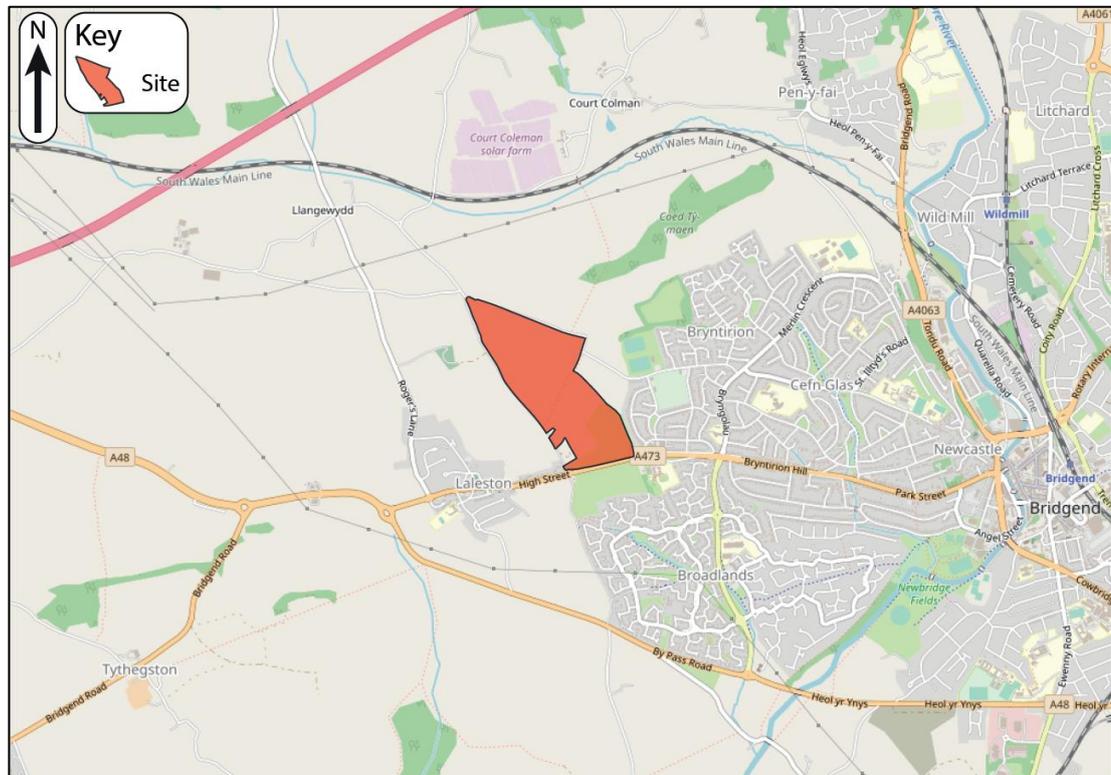
Overview

- 2.1 A review of the current accessibility of the site by all modes of travel, and in particular sustainable modes of travel has been undertaken and is presented in the following section.

Site Location

- 2.2 The site is located to the west of Bridgend, adjacent to the suburb of Bryntirion to the east and near to the village of Laleston to the west. The location of the site is shown in a local context is presented in Figure 2.1.
- 2.3 The site is bound to the north and west by farmland, with pockets of forest adjacent to the site to the north east and east of the site. Bryntirion directly adjoins the site to the south east.

Figure 2.1 – Site Location



Local Facilities

- 2.4 One of the primary factors to be considered when determining the suitability of a new development is its proximity, accessibility, and connectivity in relation to key facilities by sustainable travel modes.
- 2.5 Schools, shops, neighbouring communities, and leisure facilities are all accessible by a choice of means of transport, including the highest capacity – and most sustainable – means of walking and cycling. This is one of the major positive characteristics of the development in the context of national policy.
- 2.6 The site is well placed to take advantage of the numerous nearby facilities, many of which are located a short distance away from the site within Bryntirion and the Broadlands, with a large number also located within Bridgend Town Centre. **Figure 2.2** illustrates the nearby local facilities, while a full list of accessible local facilities can be seen in **Table 2.1**.

Figure 2.2 – Local Facilities

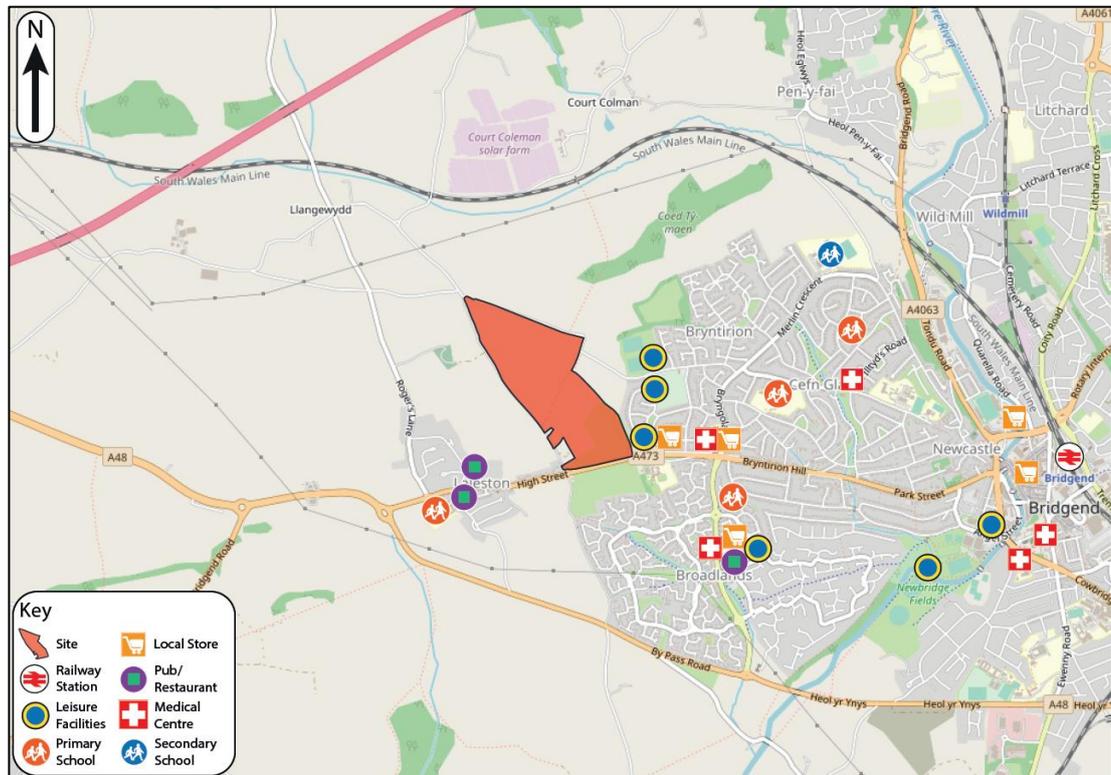


Table 2.1 – Local Facilities

Local Facility	Distance from the centre of the site (meters)	Walking Time (mins)	Cycling Time (mins)
Public Transport			
Hillcrest Bus Stops	550	6	3
Mount Pleasant Bus Stops	700	9	3
Bridgend Bus Station	3200	38	10
Bridgend Railway Station	3400	41	11
Schools / Education			
Bryntirion Infants School	1400	16	4
Trelales Primary School	1200	14	5
Llangewydd Junior School	1300	16	4
Bryntirion Comprehensive School	1900	24	7
Leisure / Sports Facilities			
Penybont Football Club	650	8	2
Bryntirion Playground	650	8	2
Bryntirion Community Centre	700	8	2
The Dance Centre	1000	11	3
Westward Community Centre	1700	20	5
Halo Bridgend Life Centre	3300	38	12
Newbridge Fields	2900	34	9
Pub / Restaurants / Food			
The Laleston Inn	1200	15	5
Leicester's Restaurant	1100	13	4
Mackworth Arms	1100	13	4
The West House	2000	23	5
Broadlands District Centre	1900	22	6
Llangewydd Bridgend	1900	22	6
Local Shops			
Filco Supermarket	1000	12	3
Premier Store	1000	12	3
Londis	1400	17	4
Tesco Express (Broadlands District Centre)	1900	22	6
Bridgend Town Centre	3100	36	9
Medical Centres			
Bryntirion Clinic	1100	13	3
Broadlands Dental Surgery	1900	22	6
Newcastle Surgery	1800	21	5
Riversdale House	3400	41	11
Ashfield Surgery	3400	40	12
Cefn Glas Pharmacy	1700	19	4
Sheppard's Pharmacy (Broadlands District Centre)	1900	22	6

Accessibility by non-car Modes

- 2.7 Development at this site is capable of being designed to encourage trips to be made by sustainable modes, including active travel (walking and cycling), by car sharing, and on public transport to maximise social inclusion and minimise the number of single occupancy private car trips. The location of the site is well suited for the promotion of sustainable travel. This is a significant benefit of the site.

Walking

- 2.8 Due to the site's location on the outer extent of existing west Bridgend, opportunities to connect the site into the existing walking infrastructure is excellent, despite the site's current rural/urban setting.
- 2.9 There are a plethora of local facilities that can be connected to the site by foot, these are shown in **Figure 2.2** above.
- 2.10 To the east, the site connects to Llangewydd Road, which within the settlement boundary of Bryntirion has footways with dropped kerbs through the quiet residential area, allowing for good connectivity through Bryntirion and onwards to Bridgend.
- 2.11 To the south, the site connects to the A473, which has a shared pedestrian/cycle way which continues west to Laleston village, and east towards Bridgend, with connections to the Broadlands to the south.
- 2.12 There are numerous Public Rights of Ways (PRoW) within the vicinity of the site, including a PRoW that goes through the site. A PRoW to the south west of the site provides a traffic free route to Laleston Village, and to the north east it connects to quiet lane near Court Colman. **Figure 2.3** shows the PRoWs within proximity to the site.

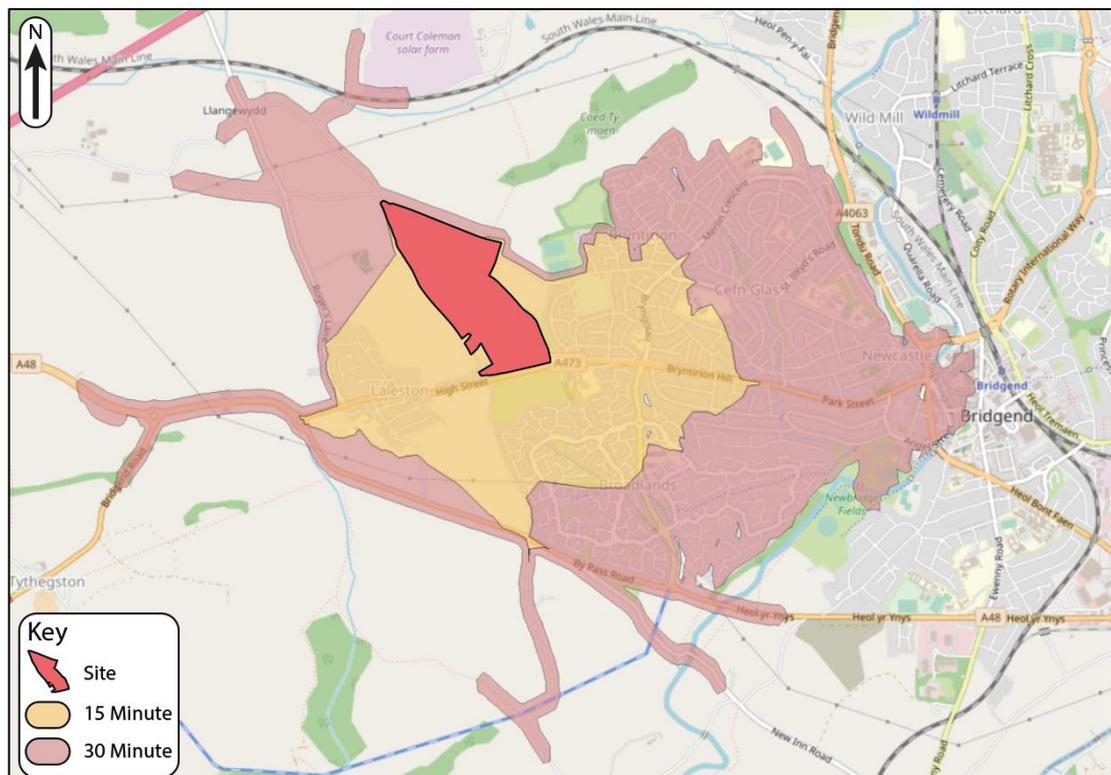
Figure 2.3 – Public Right of Ways



- 2.13 As **Figure 2.3** shows that there are large number of PRoWs within the vicinity of the site, with many providing both a practical use, in addition to the value of possible leisure uses for users of the site.
- 2.14 The propensity for people to walk or cycle depends on individual preferences and circumstances. These circumstances may for example include journey purpose, the attractiveness of – and activity along – the route, the weather, and cost of alternatives.
- 2.15 The thrust of local and National Land Use and Transport Policy is to promote and encourage the choice of walking and cycling above all else where travel needs to occur. Therefore, it is both reasonable to assume that walking is a viable and growing means of travel, and that new development, such as this one, should be designed to promote and encourage it.
- 2.16 In practice, the distance that any individual is likely to choose to walk depends on that individual and the circumstances, but it is fair to assume that over time, given current policies to encourage community, health and wellbeing, the propensity for individuals to walk, and to walk further, will increase.

2.17 **Figure 2.4** shows walking time isochrones of 15 and 30 minute, with the start of the isochrone taken from the southern access of the site on the A473, assuming a comfortable average walking speed of 5km/hr (3mph). This demonstrates that the built-up areas of Bryntirion and much of Broadlands is within a comfortable 15-minute walk, and the remaining residential areas of west Bridgend are available within a 30-minute walk. The edge of Bridgend Town Centre is also within a 30-minute walk. The isochrones demonstrate that local schools and facilities are within a comfortable 30-minute walk.

Figure 2.4 – 15 and 30 Minute Walking Isochrones

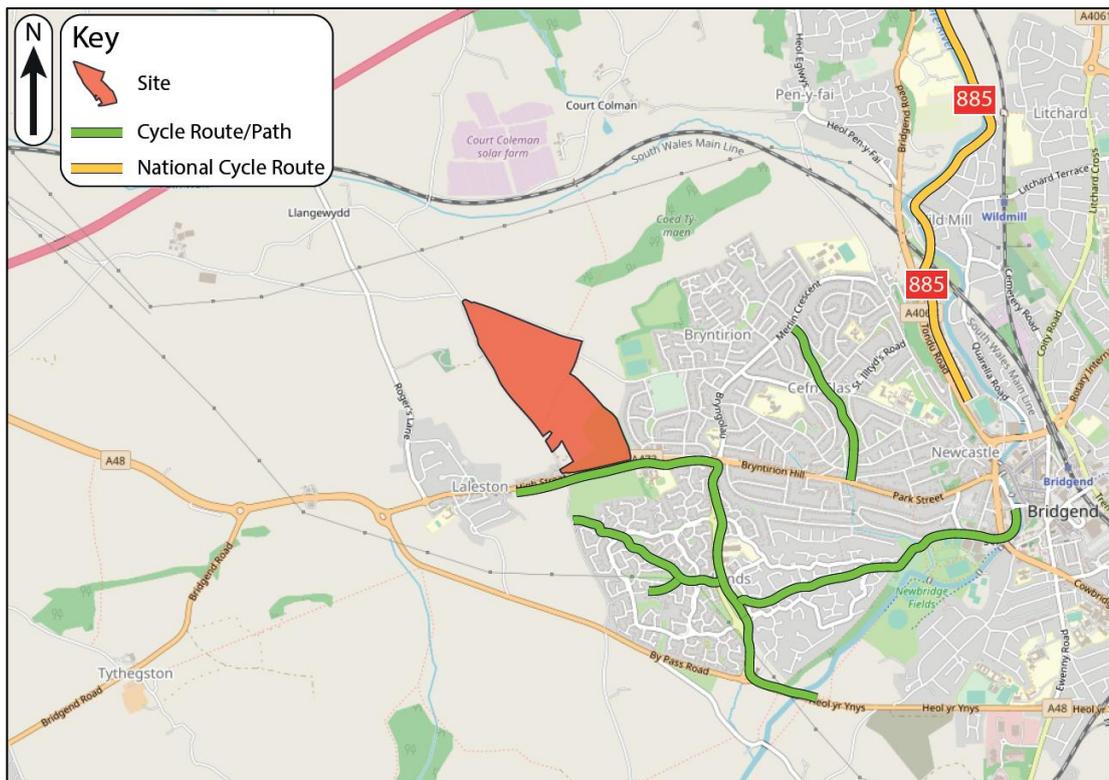


Cycling

- 2.18 Existing infrastructure within the vicinity of the site includes a shared footway/cycleway running along the A473 located on the southern edge of the site. This continues west to the boundary with the village of Laleston, where cyclists are required to re-join the carriageway.
- 2.19 Heading east, the shared footway/cycle way continues to the junction with the B4622, where users can cross the junction using the toucan crossing and continue south on the B4622. This provides access to the Broadlands District Centre.

- 2.20 Cyclists can continue along the segregated route to Newbridge Fields, Bridgend Leisure Centre and through to Bridgend Town Centre with its facilities and onward travel connections.
- 2.21 The segregated footway/cycle way connects to the National Cycle Network (NCN) route 885, which through a combination of on-road and traffic-free routes, connects to the wider cycle network.
- 2.22 There is therefore some existing dedicated cycling infrastructure in proximity to the site and the surrounding residential areas which lend themselves to cycling. Many of these roads in particular offer comfortable cycling opportunities allowing cyclists to link with dedicated routes.
- 2.23 The cycle routes available within proximity to the site can be seen in **Figure 2.5**.

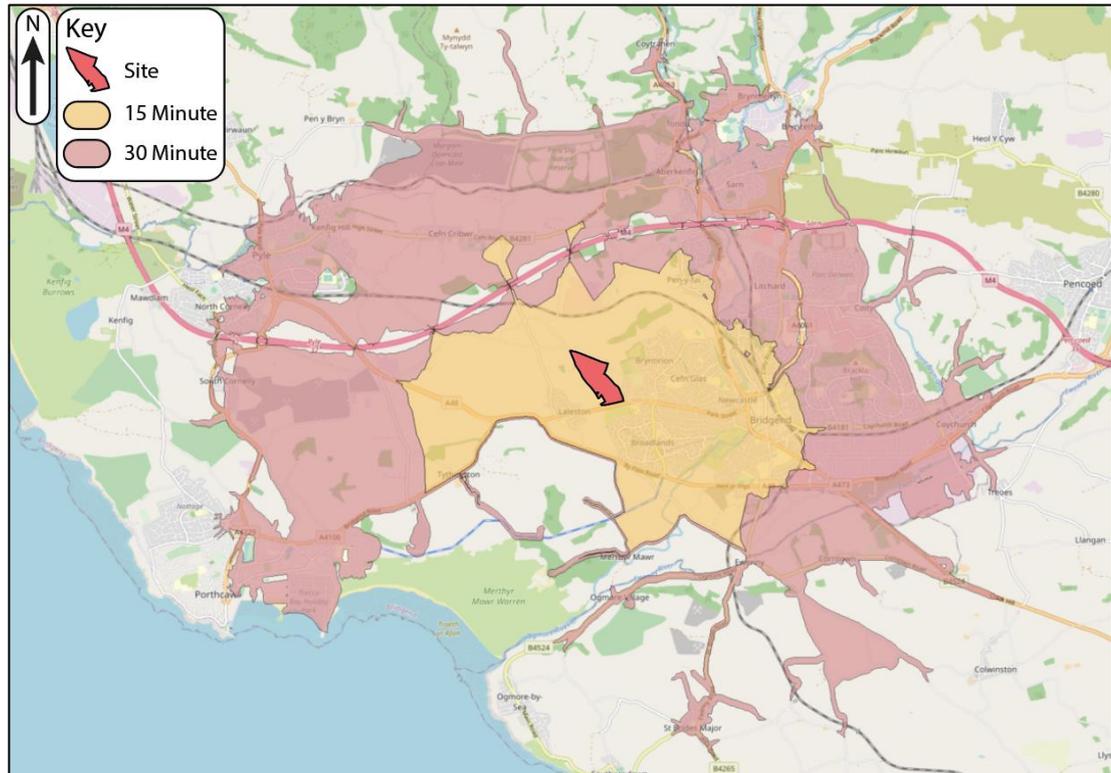
Figure 2.5 – Cycle Routes



- 2.24 **Figure 2.6** indicates the cycling isochrones of 15 and 30-minutes from the southern extent of the site, assuming a comfortable average cycle speed of 15km/hr (9 mph). Sustrans has

suggested¹ that a distance of up to 5 miles is appropriate for cycle commuting, equating to 33 minutes at this speed. These isochrones demonstrate that all central and west Bridgend are accessible within a comfortable 15-minute cycle, and that the remainder of Bridgend is reachable within a 30-minute cycle. Other areas including Sarn, parts of Porthcawl, and Pyle are also accessible within a 30-minute cycle.

Figure 2.6 – 15 & 30 Minute Cycling Isochrones



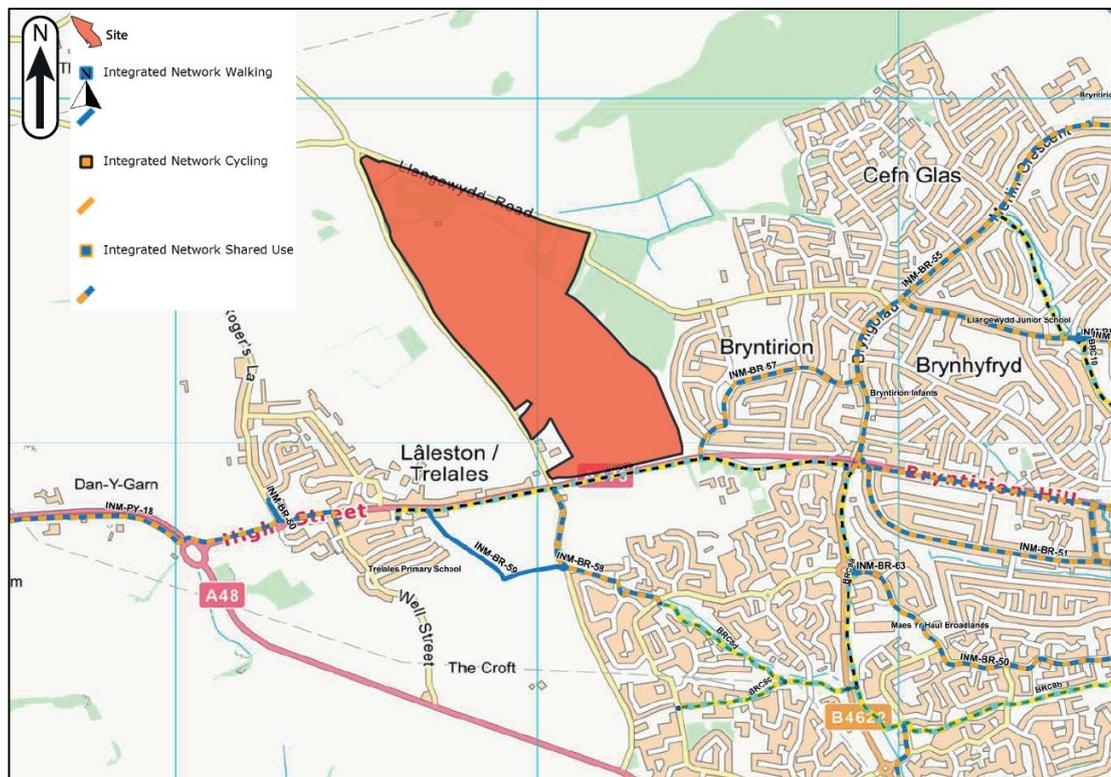
- 2.25 The use per personal and shared E-bikes is becoming more popular with personal sales on the rise, and use of them will dramatically increase the distance people can and are likely to cycle within 15 and 30-minutes. E-bikes provide an opportunity for travel to a wide range of demographics as they overcome barriers such as topographical features and distance that may otherwise put people off.

¹ http://www.sustrans.org.uk/sites/default/files/documents/sustrans_mhls_evidence_100511.pdf

Active Travel Routes

- 2.26 As part of the legal requirements of the Active Travel (Wales) Act 2013, all Welsh councils must plan and submit suitable Active Travel Routes for within their county, to earmark future expansion of the active travel network over a 15-year period.
- 2.27 Bridgend Council's Integrated Network Map show an Integrated Network Shared Use route continuing west from Laleston along the A48, heading to Porthcawl towards the west and connecting to the already present shared pedestrian/cycle route to the east in Laleston.
- 2.28 The Integrated Network Map can be seen in **Figure 2.7**.

Figure 2.7 – Bridgend Council Integrated Network Map



- 2.29 The integrated network map demonstrates an aspiration to extend the 'shared use' network for cyclists and pedestrians on Bryntirion Hill as well as other routes within Bridgend's residential areas. The development would support these BCBC ambitions to provide a continuous cycle connection to the town centre and would assist with mode shift away from the private car.
- 2.30 This would provide an excellent extension to the already good active travel connections from the site to key locations within Bridgend.

Learner Travel

- 2.31 The Learner Travel (June 2014) guidance supersedes the 'Safe Routes to School' initiative. The aim of this guidance is to ensure that major new developments can ensure at least one safe walking route to key local facilities, and in the case of providing an onsite school, safe links from the neighbouring communities to the school. This links to the Active Travel (Wales) Act 2013, which aims to change how people travel, resulting in greater social inclusion and improved community safety.
- 2.32 Routes to the nearest primary school will be fully contained on site and these routes will be designed to be convenient, and safe for all users, including for school children.
- 2.33 There are a number of different and safe routes to the closest secondary school, in accordance with the Learner Travel guidance, and the Active Travel (Wales) Act. These routes are included in **Figure 2.8**. This demonstrates that the site is fully in keeping with this guidance and offers a variety of walking routes, to school but also to other local facilities.

Figure 2.8 – Safe Routes to Schools



Learner Travel, Statutory Provision and Operational Guidance – June 2014

- 2.34 The Learner Travel guidelines were published by the Welsh Government in 2014. Section 1, chapter 5 sets out the *Risk Assessment of Walked Routes to School*.
- 2.35 Although the guidelines state that local authorities and not the developer are required to ‘assess the travel needs of learners walking to school’, in keeping with our ethos for sustainable and attractive communities, the walking route guidance is summarised in the following.
- 2.36 The guidance states that for a route to be considered ‘available’ it needs to be:
- A continuous adequate footway on roads which carry medium to heavy traffic flow; **or**
 - ‘Step-offs’ on roads which have low traffic flow but adequate sight lines to provide sufficient advance warning to drivers and pedestrians; **or**
 - On roads with very low traffic flow, no ‘step offs’, but sufficiently good sight lines to provide adequate advance warning.
- 2.37 Where there is a need to cross the following provisions should be in place:
- Pedestrian refuges; **or**
 - Visibility – good enough to allow vehicles to stop given the 85th percentile speed rule (or the speed at which no more than 15% of the traffic is exceeding); **or**
 - Sufficient gap in the traffic flow and sight lines to allow enough opportunities to cross safely; **or**
 - Sufficient crossing facilities (for example, zebra, pelican crossings); **or**
 - Sufficient pedestrian phases at traffic lights (including necessary refuges); **or**
 - Sufficient school crossing patrols.
- 2.38 Additional factors should be considered in assessing the safety of a route, the most prevalent of these is careful consideration of the accident data.
- 2.39 This document also details their thresholds for traffic flow, to robustly assess any walking route in accordance with their requirements. The guidance also identifies footpaths as suitable walking routes, where the footway is of sufficient width for usage by young children,

and is unobstructed underfoot. Further to the physical appropriateness of a footway, this guidance maintains that street lighting be considered.

Summary

- 2.40 In line with the guidelines set out above, the current routes from the site to the key local facilities, and are deemed non-hazardous because there is an existing continuous footway on both sides of the A473, Elm Crescent, Coed Helyg, Bright Hill, Merlin Crescent, the B4622, Greystone, and Heol Trelales, and there is a footway on at least one side of any remaining roads on routes shown above.
- 2.41 There are additional pedestrian connections not shown on the plan above including Llangewydd Road and the PRoW bisecting the site. These also meet the criteria in that Llangewydd Road is lightly trafficked and will become more attractive for active travel users as detailed further in this report. The PRoW is traffic-free and may be attractive to some users but is not paved and does not benefit from street lighting.
- 2.42 For pedestrians needing to cross the A473 to route down the B4622 there are push-button signal-controlled pedestrian crossing facilities at its junction. Similarly, these facilities are available on Bright Hill, to continue on the A473. There is a push-button controlled pedestrian crossing on High Street in Laleston also to provide safe crossing facilities for pedestrians routing to facilities here. In other locations, where it is necessary to cross there are dropped kerbs and tactile paving in many places. These walking routes are mostly contained within the Bryntirion residential area which is an established community and sees typical low traffic flows for this type of area, as well as existing walking trips.

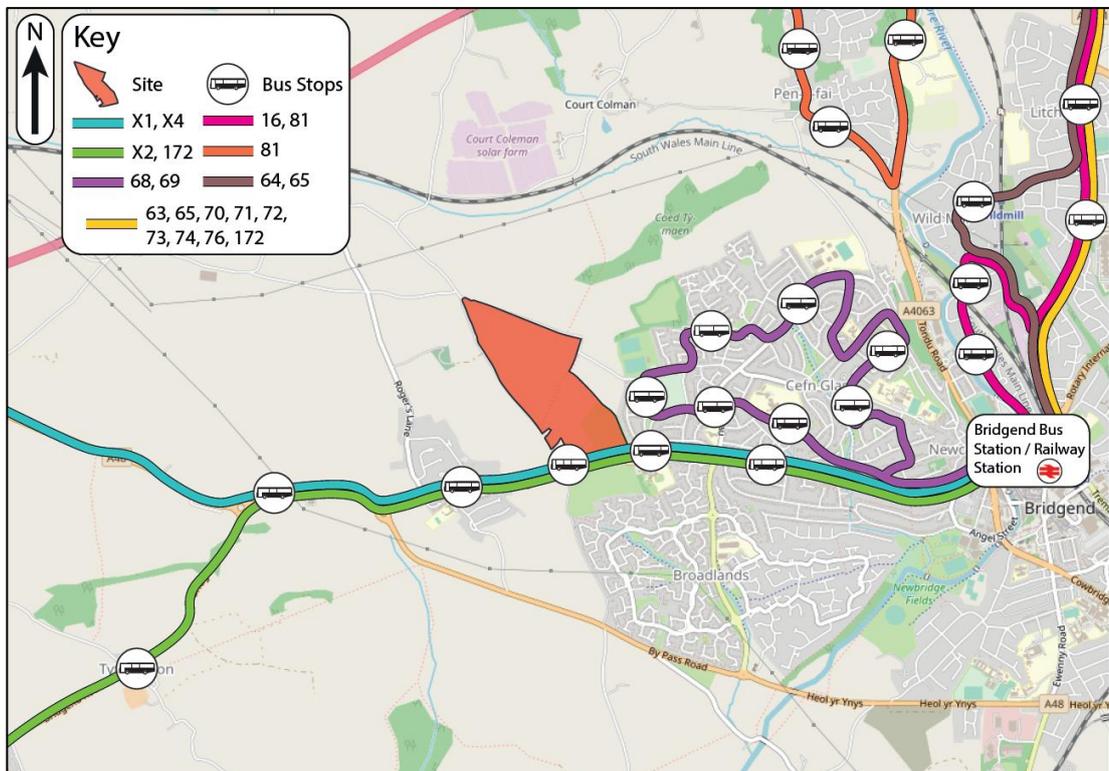
Public Transport

Bus

- 2.43 At present, the site is located near several bus routes that operate within proximity to the site. To the south of the site on the A473, there are numerous inter-urban routes operating to many of the nearby towns and cities. To the east of the site, there are two routes, each serving one direction within Bryntirion, which connects this residential area with Bridgend Town Centre.

- 2.44 The Hill Crest Bus Stops on the A473 to the south of the site are served by many bus services that operate to nearby towns and cities. Westbound, there are services going to Porthcawl, Port Talbot, Neath, and Swansea. These services provide a wide variety of travel options within close proximity to the site, in addition to a rail connections at Bridgend and Port Talbot Parkway Railway Stations.
- 2.45 Services from here all head east and continue on to Bridgend Bus Station, where additional bus services are available, in addition to Bridgend Railway Station being within walking distance for all mainline services. The X2 service then continues to Cardiff via Cowbridge, and the 172 heading north to Aberdare, via the Princess of Wales Hospital and Bridgend Designer Outlet, which are two very important regional facilities to be connected with
- 2.46 To the east of the site within Bryntirion, the 68 and 69 services operate, providing a clockwise and anticlockwise service through Bryntirion and then towards Bridgend Bus Station, with a half hourly service either direction available through the day.
- 2.47 **Figure 2.9** shows the buses operating in the local vicinity.

Figure 2.9 – Local Bus Services



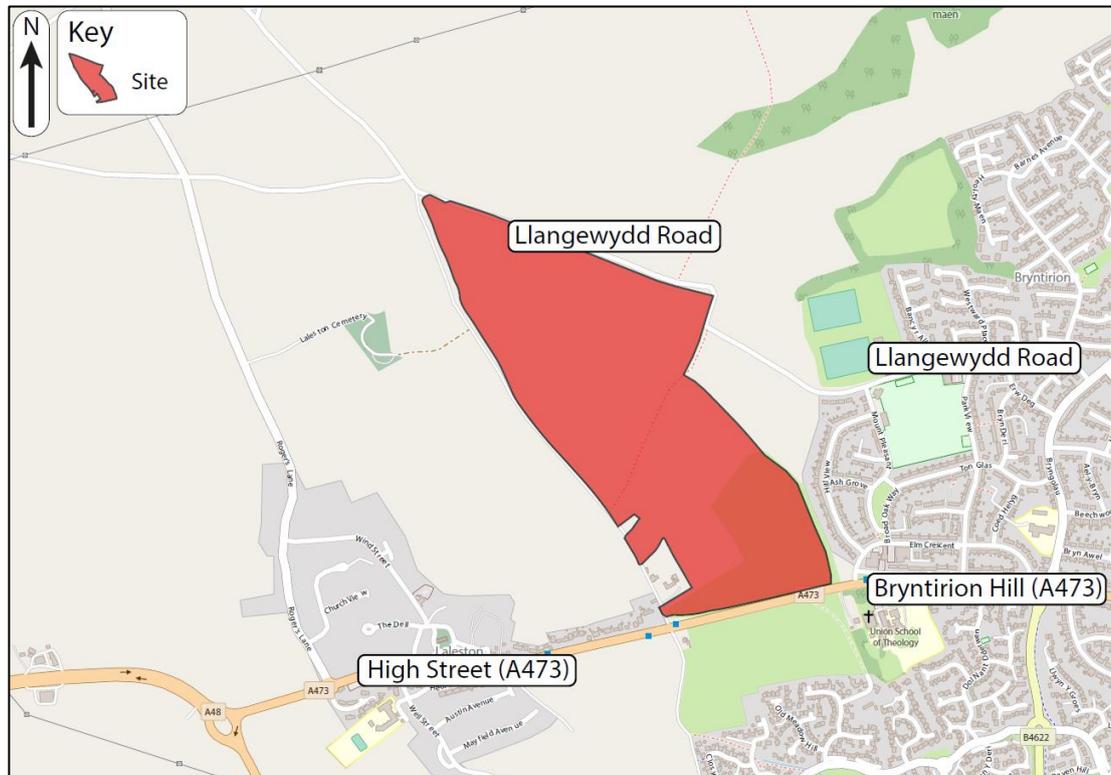
Rail

- 2.48 The site is located approximately 3km to the west of Bridgend Railway Station, with numerous bus connections available from Bridgend Bus Station. Bridgend Railway Station is located on the South Wales Mainline and is a primary calling point for all services which pass through it. As such, there are frequent services to many long-distance destinations, such as London Paddington, Bristol Parkway, Crewe and Manchester Piccadilly to the east and Swansea, Carmarthen and Haverford West to the west.
- 2.49 In addition to long-distance services, there are numerous local services that serve the nearby settlements, including Maesteg, Pencoed, Llanharan and Pyle. These combine with the long-distance services to provide very frequent connections to the larger settlements near the station, with Cardiff Central, Port Talbot and Swansea all receiving multiple services an hour.

Local Highway Network

- 2.50 The local highway network is shown in **Figure 2.10**.

Figure 2.10 - Local Highway Network



A473

- 2.51 The A473 in the context of the local highway network is located to the south of the site and connects the western portion of the A48 to Bridgend Town Centre.
- 2.52 Beginning at the roundabout with the A48 west of Laleston, it has a single lane running in each direction and is subject to 30mph for the entirety of its length. Continuing east from the roundabout, it passes through Laleston, with footways and streetlighting along the whole length. Once past the village, a shared footway/cycle way begins along the southern side of the road and continues along until it continues south on the B4622. The A473 then continues towards Bridgend Town Centre.

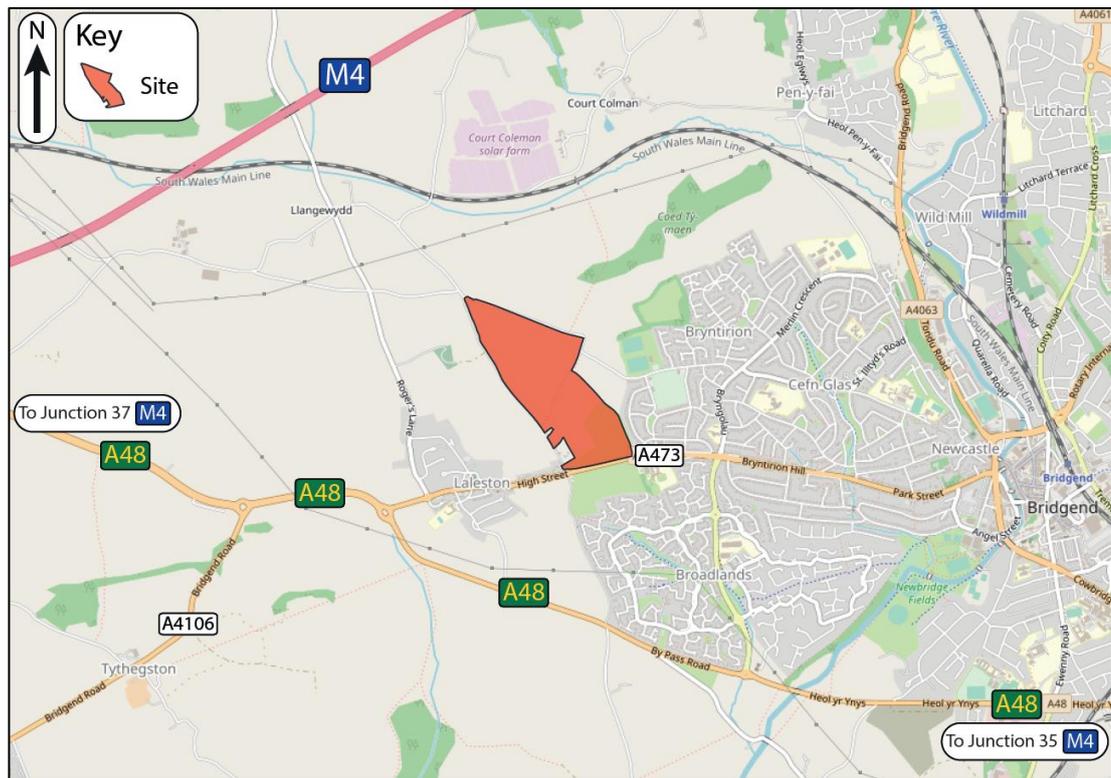
Llangewydd Road

- 2.53 Llangewydd Road is located to the north east of the site. It begins from the north east of the site in Bryntirion and runs in a westerly direction with a single lane running in each direction, with streetlighting and a footway, with a speed limit of 30mph. Once past the settlement boundary of Bryntirion, it narrows and becomes a rural lane with no footway or streetlighting and is subject to the National Speed Limit, where it continues past the north of the site.
- 2.54 This highway does not carry high volumes of traffic and lends itself to attracting sustainable travel modes as a way of connecting the site to Bryntirion. This will be enhanced as part of the development to encourage this.

Strategic Highway Network

- 2.55 The strategic highway network can be seen on **Figure 2.11**.

Figure 2.11 – Strategic Highway Network



Bypass Road (A48, A473)

2.56 Bypass Road forms one of the primary links between Bridgend and the M4 motorway, connecting with Junction 35. It would also form the primary link between the site and the motorway for many destinations to the east, such as Cardiff. It has single lane running in both directions for the majority of its length in the west, with an additional lane present for overtaking where appropriate. It is subject to the national speed limit for the majority of its length, reducing when in the urban area in the south of Bridgend to 40mph.

A48

2.57 The A48 west of the site begins at the roundabout with Bypass Road and the A473. It forms the primary route to the M4 westbound for the west of Bridgend and would for the site. It is a dual carriageway towards the north west for 3.5 km, before reverting to a single carriageway until the roundabout with the A4229 link to the M4 Junction 37. It is subject to the national speed limit for the entirety of its length.

M4

- 2.58 The M4 is the primary arterial road serving South Wales, running from Pont Abraham near Swansea in the west towards Central London, serving key destinations along its length, including Cardiff, Newport, Bristol, and London.
- 2.59 The site is served by two junctions of the M4. For journeys to and from the west, such as Port Talbot, Swansea and West Wales, Junction 37 can be accessed via the A48. Eastbound, the site is served by Junction 35, served by the A48/A473 Bypass Road. This is for destinations to the east such as Cardiff and Newport.

Existing Travel Behaviour

- 2.60 Using the 2011 Census Data, a review of current travel behaviour has been undertaken through aggregated journey to work information. The site is located within the 'Bridgend 013' Middle Super Output Area but it is judged that the residential area of Bryntirion within MSOA 'Bridgend 017' is more appropriate as a proxy for the proposed development. Therefore the average of these two MSOAs has been used. This data provides a general understanding of the present methods of travel used within the local area. The aggregated mode share can be seen in **Table 2.2**.

Table 2.2 – Method of Travel to Work – Bridgend 013 & 017

Mode of Travel	Bridgend 013 & 017 MSOA	Bridgend (County)	Wales (Country)
Train	3%	2%	2%
Bus, minibus or coach	2%	3%	5%
Taxi	0%	1%	0%
Motorcycle, scooter or moped	0%	1%	1%
Driving a car or van	80%	72%	67%
Passenger in a car or van	6%	7%	7%
Bicycle	1%	1%	1%
On foot	7%	9%	11%
Other method of travel to work	0%	1%	1%
Total	100%	100%	100%

- 2.61 **Table 2.2** shows that at present, car use is the dominant form of travel for journeys to work with 80% travelling to work in this manner. Despite this, it also shows that there is still a significant proportion journeys that are made through more sustainable means of travel,

such as the 5% that travel by bus and rail, and the 7% that travel to work on foot. In addition, 6% travel to work as a passenger in a vehicle.

Highway Collision Analysis

- 2.62 An analysis of collision data has been undertaken of the nearby highway network using the Crashmap database for the previous 5 years where data is available, which in this case includes 2014-2018.
- 2.63 Along the A473 in proximity of the site access, there has been one slight collision where a vehicle collided with the pedestrian refuge island in 2015. There were no injuries reported, and there has been no repeat incident in this location recorded since.
- 2.64 Two serious collisions have been reported on the A473 between Laleston and Bridgend in this period. The first involved motorcycle driver that was involved in a serious collision but with no other vehicles involved. No further details are provided. The other collision occurred when an LGV turning right collided with a cyclist who was continuing straight. While difficult to ascertain the fault of these collisions, neither seemingly were the cause of a highway design fault.

Summary

- 2.65 The development site is located on the periphery of Bridgend's western fringe, and as such there are ample and good opportunities for the site to connect well with all of the mobility networks, including walking, cycling, public transport, and road, providing access by a choice of means of transport for day-to-day facilities and beyond.
- 2.66 Considering the above, the site is well placed in terms of existing, and certainly future connectivity opportunities. It forms a natural extension to the existing urban conurbation of Bridgend and the good sustainable travel provision available is an excellent starting point for creating a fully integrated and socially inclusive community west of Bryntirion.

3 POLICY

Overview

- 3.1 The policy context for the Proposed Development is set out in both national and local planning guidance and policy.

National Policy

Planning Policy Wales (Edition 10, December 2018)

- 3.2 Planning Policy Wales Edition 10 (PPW) sets out the land use planning policies of the Welsh Government.
- 3.3 In regard to Strategic and Spatial Choices, and specifically Accessibility, PPW states that:
“Spatial strategies should support the objectives of increasing walking, cycling and public transport use in place of private vehicles”.
- 3.4 Section 4 of PPW concerns Active and Social places. It asserts that Active and Social Places are those which provide well-connected cohesive communities. It further states that a ‘Resilient Wales’ is supported by promoting well-connected infrastructure.
- 3.5 Within Section 4 it stresses that:
- A Healthier Wales can be achieved through the reduction in emissions and air pollution by minimising the need to travel and maximising provision of sustainable forms of transport.
 - To foster Cohesive Communities development will need to be well connected.
 - Globally Responsible Wales is promoted by locating and designing developments which reduce trip lengths for everyday journeys and supports sustainable modes of travel.
- 3.6 Section 4 acknowledges the importance of:
- improving sustainable access to services.
 - reducing reliance on travel by private car.

- ensuring our transportation infrastructure is adaptable.

3.7 Policies within the Active and Social Places theme will:

- enable sustainable access to housing, employment, shopping, education, health, community, leisure and sports facilities and green infrastructure.
- develop sustainable transportation infrastructure.
- require developments to encourage modal shift and be easily accessible by walking, cycling and public transport.

3.8 Moving within and between places is a key theme within PPW. With regards to sustainable transport, it advises facilitating developments which:

- are sited where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed to integrate with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.

3.9 Regarding Active Travel, PPW10 states that:

- Planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling.
- Planning authorities must ensure new housing, jobs, shopping, leisure and services are highly accessible by walking and cycling.

3.10 Regarding Public Transport, PPW10 states that:

- Planning authorities should consider whether public transport services are of a scale which makes public transport an attractive and practical travel option for occupiers and users travelling to and from development sites.

3.11 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport.

3.12 Transport Assessments provide the basis for negotiation on scheme details, including the level of parking, and measures to improve walking, cycling, and public transport access, as well as measures to limit or reduce levels of air and noise pollution.

Technical Advice Note 18 (Transport)

3.13 The Advice Note (TAN 18) elaborates on the relationship between land use planning and transport infrastructure by outlining a range of key accessibility principles that should inform future patterns of development.

3.14 In the case of new residential development, sites that are accessible to jobs, shops and services by modes other than the car and are afforded sufficient capacity on public transport services are favoured.

3.15 TAN 18 advises that development plans should afford priority to the following:

- promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme or is a firm proposal in the Regional Travel Plan;
- ensure that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;
- include policies and standards on densities, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;
- encourage residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph zones and where appropriate, layouts that allow public transport to pass through easily; and
- Require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.

Wales Spatial Plan

3.16 The 2008 update to the Wales Spatial Plan (WSP) sets out the planning agenda at a spatial level. There are five guiding themes which underpin the national vision:

- Building sustainable communities;
- Promoting a sustainable economy;
- Valuing our environment;
- Achieving sustainable accessibility; and
- Respective distinctiveness.

3.17 New housing growth is expected to be linked to public transport nodes, including walking and cycling networks.

3.18 Among the main priorities is to make better use of existing transport infrastructure to achieve sustainable access to jobs and services. This encompasses the need to ensure that communities are well connected to main public transport corridors, are provided with safe walking and cycling routes, and use existing road capacity with maximum efficiency. The proposed development does exactly this.

Wales Transport Strategy: One Wales – Connecting the Nation (April 2008)

3.19 In informing the strategic priorities of the NTP, the Wales Transport Strategy (WTS) identifies a range of outcomes that should be achieved over the long term. These include the need for improved connectivity and reliability across networks. The following key principles are identified as critical to the future transport policy agenda:

- Achieving a more effective and efficient transport system;
- Achieving greater use of the most sustainable and healthy forms of travel;
- Minimising demand on the transport system; and
- Reducing the impact of transport on greenhouse gas emissions.

3.20 Among the range of intended strategy outcomes is improved access to healthcare, education, shopping and leisure facilities and the encouragement of healthy lifestyles.

3.21 The goal of the strategy is “to promote sustainable transport networks that safeguard the environment while strengthening our economic and social life. Our transport strategy identifies a series of high-level outcomes and sets out the steps for their delivery.”

3.22 The Transport Strategy links to the Planning Strategy and seeks to “maximise the consideration of access during the planning of new services and facilities. Influence and alter travel patterns, promote sustainable travel and contribute to environmental improvements.”

3.23 The sustainable transport themes which underpin the strategy are:

- “Achieving a more effective and efficient transport system;
- Achieving greater use of the more sustainable and healthy forms of travel; and
- Minimising demands on the transport system.”

Active Travel (Wales) Act 2013

3.24 The Welsh Government seeks to enable more people to walk, cycle and generally travel by more active methods, so that:

- More people can experience the health benefits of active travel;
- We reduce our greenhouse gas emissions;
- We help address poverty and disadvantage; and
- We help our economy to grow by unlocking sustainable economic growth.

3.25 The location of the site fully complies with this act and by its very location, should encourage people to walk and cycle for a range of day-to-day amenities.

Wellbeing of Future Generations (Wales) Act 2015

3.26 This act seeks to improve the social, economic, environmental and cultural well-being of Wales. It contains seven well-being goals which local authorities as well as other public bodies must seek to achieve in order to improve well-being both now and in the future, several of which support this development’s aim for the promotion of sustainable travel.

3.27 Of the seven well-being goals, the most relevant ones to this development are:

- A prosperous Wales – encouraging an innovative, prosperous and low carbon society;
- A healthier Wales – a society in which choices and behaviours that benefit future health are understood;

- A Wales of cohesive communities – promoting attractive, viable, safe and well-connected communities;
- A globally responsible Wales – considering improvement which make positive contributions towards global well-being.

3.28 In terms of this site, adherence to these goals will help promote an inclusive environment for pedestrian and cyclists and a development which promotes active travel as a priority. Connectivity to the local area is important and is aided by the focus on sustainable linkages for non-motorised forms of travel.

Local Policy

Bridgend Local Development Plan 2006-2021

3.29 Bridgend is currently undertaking a review of its Local Development Plan, with intentions of producing a Replacement Local Development Plan for 2018 – 2033. However, at present this is currently under review, and so consideration has been made in regard to the currently adopted LDP – 2006-2021.

3.30 Strategic Policy SP3 – Strategic Transport Planning Principle features the following relevant policies:

- Developments should promote safe, sustainable and healthy forms of transport
- Be located close to public transport facilities
- Reduces congestion, the need to travel, and reliance on the private car
- Makes better use of the core, strategic and local highway network
- Maximises the potential for sustainable transport infrastructure and services

Summary

3.31 The site adheres to all national and local policies, with the site being located near to public transport, and a range of nearby local facilities. This will reduce the need for residents to make long journeys by car and will encourage more sustainable means of travel where possible.

- 3.32 The site meets all national policy, with its sustainable site near good quality pedestrian and cycle routes ensuring compliance with the Active Travel Act and the Wellbeing of Future Generations Act.
- 3.33 The site also complies with Bridgend's adopted Local Plan, complying with Strategic Policy SP3 in promoting a sustainable site that encourages active travel within the borough through its good location which will be able to link with the existing footpaths and cycle network.

4 DEVELOPMENT PROPOSALS

Summary of Development

- 4.1 The proposed development is for a fully integrated community of circa 850 dwellings (including affordable housing), a 1.5 form-entry primary school plus nursery, and associated open green space.

Internal Design

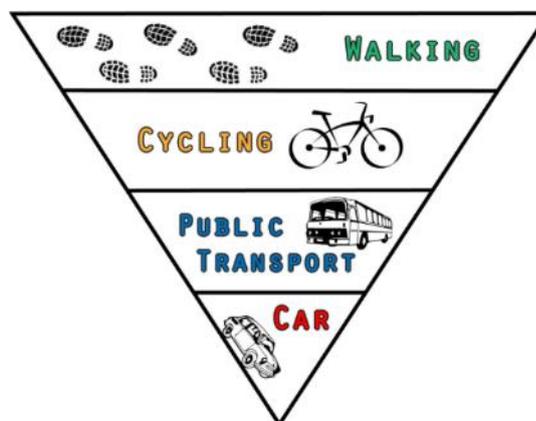
- 4.2 Manual for Streets (MfS) and Manual for Streets 2 (MfS2) are used as a framework for the design philosophy, encompassing a comprehensive movement strategy which will inform and shape the layout of the streets serving the development. In particular, the movement strategy will focus on the movement hierarchy within MfS2 with priority given to pedestrians, cyclists, and other non-motorised road users.
- 4.3 The main internal spine road will be designed to accommodate two-way bus movements, will allow for cyclist priority over side roads, and will offer an exemplary environment for pedestrian movement. The spine road will have an active frontage, providing an attractive thorough-fare for active modes of travel and by bus.

Masterplan

- 4.4 The site for Land West of Bryntirion is designed in such a way that it connects to the already present transport links within proximity of the site, features a shared pedestrian/cycleway connecting directly to the route south of the site. It also will retain and enhance the PRow going through the site and retains much of the greenery in the area for the benefit of residents, with permeability as the highest priority.
- 4.5 There are four key stages to creating a socially inclusive community that encourages community interaction (within and neighbouring the scheme) in such a way to promote non-motorised travel modes, prioritising walking and cycling, followed by use of the bus. These stages are:
- Design;
 - Choice;
 - Behaviour; and

- Network Management.

- 4.6 **Design** is in terms of creating communities, where public interaction, outdoor and indoor, is the norm. Where friends and day-to-day activities are nearby and easy to get to, and where it is not an automatic reaction when leaving home to get into a car. The site is well placed to take advantage of the proximity of a range of day-to-day facilities.
- 4.7 The site design is of a pedestrian scale. Walking, cycling, and using a bus, will be easy, and vehicle intimidation will be at a minimum.
- 4.8 **Choice** is in terms of providing the infrastructure and facilities to minimise reliance on any single option. This widens social inclusion, and for instance, makes contributing to commuter car congestion on average more of a choice and less of a necessity.
- 4.9 Through increased choices a change in behaviour can be affected. The proposals will introduce and maintain any sustainable transport options and seek to encourage a net travel behavioural change.
- 4.10 **Behaviour** is in terms of educating people in the options and consequences. It brings together awareness, health, environment, and personal convenience.
- 4.11 Finally, one of the 'by design' aims is to create an environment where fewer people automatically choose to use their cars when leaving their homes, therefore decreasing the impact on the road network. These proposals strive to not only influence the traffic impact of the proposed development, but also the surrounding communities.



4.12 **Network Management** is in terms of managing the road network in accord with the user hierarchy preferred by the Council. Car travel is the lowest capacity network in terms of space occupied per person. It also occupies the lowest priority in the user hierarchy. This means, for instance, prioritising the reliability and speed of bus and cycle movement over that of cars in the commuter peaks.

Figure 4.1 – Indicative Site Masterplan



Pedestrians and Cyclists

- 4.13 The aim is to provide an environment in which pedestrians and cyclists will feel as though they are generally of highest priority. Pedestrian routes will be direct, convenient and attractive, and contribute to the sense of place created by the design and layout of the site. The development will seek to maximise and enhance the permeability of the site to cyclists and aim to encourage cycling as a mode of transport for short trips, taking advantage of shared pedestrian/cycleway already present to the south of the site.
- 4.14 Designing the site to a pedestrian scale allows for the maximum opportunity to provide social inclusion. Pedestrian and cycle routes are designed to ensure full permeability through the site including connections through cul-de-sacs, and all internal routes will benefit from ample natural surveillance ensuring they are not only convenient links, but attractive also.
- 4.15 The development will incorporate the existing public rights of way within its internal design, optimising their attractiveness and allowing pedestrians to permeate into the rest of the site, and the local communities such as Laleston and Bryntirion. The remainder of the site will provide the necessary pedestrian and cycle infrastructure to encourage walking and cycling and the appropriate street cross sections and speed limits to support this.
- 4.16 The Active Travel Routes through the site can be seen in **Figure 4.2**.

Figure 4.2 – Active Travel Routes



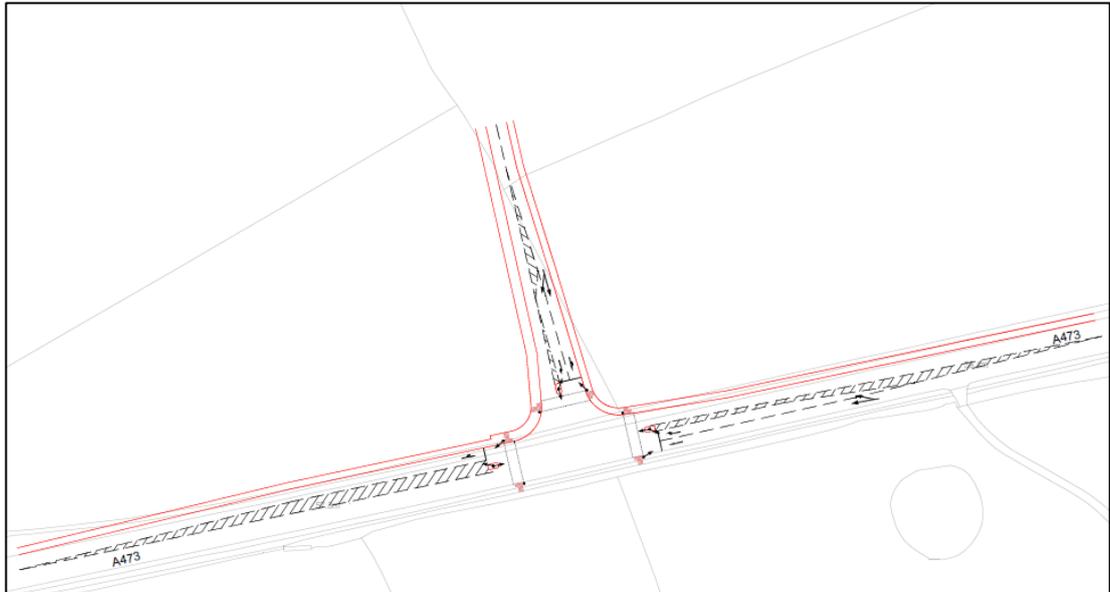
4.17 The developer has committed to providing a voucher to each household, which can be used to contribute to a new bicycle or an e-bike.

4.18 In addition, it is proposed to prohibit motor vehicles on Llangewydd Road between Bryntirion and where it joins the lane running north-south through the site (to the west). This will form a green travel link into Bryntirion, only open to emergency vehicular traffic.

Access Strategy

- 4.19 Pedestrian and cyclist access is provided in a number of locations along the site's boundary, as shown above.
- 4.20 The vehicular access strategy comprises providing one point of access to the existing highway network with the A473 to the south of the site.
- 4.21 The preliminary junction design for access to the site comprises of a traffic signal-controlled junction with the A473. This is illustrated in **Figure 4.3**. This junction can accommodate a fourth arm (to the south), should the land to the south of the A473 come forward for future development.

Figure 4.3 – Indicative Site Access Arrangement (3-arm junction)



- 4.22 The proposed junction accommodates the needs of all users, providing attractive pedestrian and cyclist links to their respective existing transport networks. **Section 2** demonstrates that the site is well located on the edge of a good existing pedestrian network.

Parking

- 4.23 On site vehicular and cycle parking provision will be provided in accordance with Bridgend's Parking Standards (SPG17).

Bus Provision Enhancement

- 4.24 Investigations into extension of existing bus services, or a new bus service will be undertaken at the planning stage for the development proposals. DRT will also be investigated as part of the planning application.
- 4.25 It is difficult to engage with bus operators at this current time given most are running reduced services and are operating with minimal staff.
- 4.26 The site will be designed to ensure excellent pedestrian links to the bus stops within proximity the site, as well as a potential new bus stops within the site. The existing bus provision in the vicinity of the site is good, with bus connections already offering links to many nearby towns and villages.

5 BASELINE TRAVEL PATTERNS

- 5.1 This section sets out the baseline modal split for the area in which the site resides, using 2011 Census Method of Travel to Work data. The site is located within the 'Bridgend 013' Middle Super Output Area but it is judged that the residential area of Bryntirion within MSOA 'Bridgend 017' is more appropriate as a proxy for the proposed development. Therefore, the average of these two MSOAs has been used. This data provides a general understanding of the present methods of travel used within the local area.

Mode Split

- 5.2 An initial resident survey of travel patterns will be carried out within three months of meaningful occupation.
- 5.3 The exact nature and content of the surveys will need to be discussed and agreed in advance with Bridgend. The undertaking of the baseline survey represents the start of the Travel Plan for monitoring purposes and is described as Year 0.
- 5.4 An example questionnaire is included at **Appendix B**.
- 5.5 These surveys will give baseline information on modal split for the site. It is anticipated that the travel behaviour will be established at the outset at this site and will be a useful guide in the setting of realistic targets for modal shift over the life of the development.
- 5.6 In the interim, origin and destination data from the Census 2011 journeys to work database has been used to give an indication of expected modal split for residents. **Table 5.1** sets out the interim baseline mode splits.

Table 5.1 – Method of Travel to Work – Bridgend 013 & 017

Mode of Travel	Percentage
Train	3%
Bus, minibus or coach	2%
Taxi	0%
Motorcycle, scooter or moped	0%
Driving a car or van	80%
Passenger in a car or van	6%
Bicycle	1%
On foot	7%
Other method of travel to work	0%
Total	100%

5.7 **Table 5.1** shows that at present, car use is the dominant form of travel for journeys to work with 80% travelling to work in this manner. Despite this, it also shows that there is still a significant proportion journeys that are made through more sustainable means of travel, such as the 5% that travel by bus and rail, and the 7% that travel to work on foot. In addition, 6% travel to work as a passenger in a vehicle.

6 OBJECTIVES AND TARGETS

Objectives

6.1 This Travel Plan is primarily aimed at reducing the dependence of residents travelling via single occupancy car. Therefore, the primary objectives of this Travel Plan are to achieve and promote the following:

- Encouragement to use alternative modes of transport to the private car through the Mobility Strategy;
- Increased awareness of the environmental and social benefits of using alternative modes of transport;
- Actively promote sustainable transport options for travel to and from the proposed development, to enable informed decisions about how to travel is to be made;
- Reduced level of car use, particularly single occupancy car use;
- Increase awareness of the advantages and availability of sustainable modes, but particularly active modes;
- Increase the use of active and sustainable travel modes (particularly for shorter trips), and to encourage people to build active travel into their everyday routines to support and contribute to wider health benefits; and
- Raise awareness of the impacts of travel choices on health, safety and the local environment etc.

The Targets

6.2 In order to assess whether this Travel Plan is successful in achieving its objectives, a set of targets have been set.

6.3 All targets need to be SMART; that is Specific, Measurable, Achievable, Realistic and Time related.

6.4 Targets, or outcomes can be reviewed and once achieved will be maintained at not less than that level, subject to review as part of the annual monitoring programme. In addition, targets may be modified once travel surveys have been undertaken following discussion with Bridgend Council Highways Department.

6.5 There are two types of targets, namely: 'Action' and 'Aim' targets. Action targets set out specific commitments to implement measures to ensure delivery. Aim targets provide numerical goals for mode shift.

Action Targets

- The first travel survey will be undertaken within three months of meaningful occupation of the site;
- Further surveys will be undertaken at years 3 and 5;
- Increase the mode split of active travel (walking and cycling) and public transport; and
- Reduce the mode share of car use for residents (car driver and car passenger).

Aim Targets

6.6 The following targets have been derived using the assumed modal split for the development as set out in **Section 5**.

6.7 **Table 6.1** below shows the target modal split for the development once the Travel Plan has been implemented.

Table 6.1 – Assumed Development Modal Split and Post Travel Plan Implementation Target Split

Mode of Travel	Residential Assumed Split	Residential Target Split			
		Year 1 - AM	Year 1 - PM	Year 5 - AM	Year 5 - PM
Work mainly at or from Home	0%	1%	1%	2%	2%
Train	3%	3%	3%	3%	3%
Bus	2%	5%	3%	9%	4%
Taxi	0%	0%	0%	0%	0%
Car Driver	80%	60%	75%	41%	70%
Car Passenger	6%	7%	7%	7%	7%
Motorcycle	0%	0%	0%	0%	0%
Bicycle	1%	8%	3%	15%	4%
Pedestrian	7%	19%	9%	30%	10%

6.8 The primary purpose of the Travel Plan is to limit unnecessary or unsustainable car journeys (particularly those with single occupants) to and from the development.

- 6.9 If the subsequent baseline travel survey shows that the assumed modal split is not accurate the targets will be amended to take into account the actual modal split. Targets will be finalised and written into the full Travel Plan once the travel surveys have been completed.

Summary

- 6.10 The Travel Plan should aim to take advantage of the site's proximity to Bridgend Town Centre and the active and sustainable travel network present at the south and north of the site.
- 6.11 The Travel Plan aims to take advantage of the site's location and boost rail, bus and cycling mode shares the most, while maintaining or gradually increasing other sustainable modes. It is hoped that these actions will result in fewer journeys to work being undertaken by car or van over the travel plan period.

7 TRAVEL PLAN STRATEGY

Travel Plan Coordinator

- 7.1 The landowner / developer will be responsible for ensuring that the transport infrastructure at the site (e.g. pedestrian access points, cycle storage, etc) is in good condition for regular use. The landowner / developer will also be responsible for nominating an individual who will lead the delivery of the travel plan. The landowner / developer will be responsible for funding the travel plan measures and monitoring activity.
- 7.2 A Travel Plan Coordinator (TPC) will be nominated by the landowner / developer to oversee the development of the travel plan and to ensure its effective implementation.
- 7.3 The TPC's role will commence prior to first occupation of the site to ensure the promotion of the travel plan at the earliest opportunity and to develop travel information packs for when the development is occupied.
- 7.4 The main roles and responsibilities of the TPC are to:
- Manage, review and lead the delivery of the travel plan;
 - Liaise with Bridgend Council as necessary;
 - Promote the travel plan and its measures;
 - Promote the site's sustainable characteristics through the marketing process;
 - Maintain updated information on noticeboards; and
 - Monitor the effectiveness of travel plan initiatives.
- 7.5 The time spent by the TPC on the Travel Plan will vary according to the stage of the travel planning process. It is expected that travel planning responsibilities will intensify on first occupation and during monitoring periods. Outside of these times, travel planning activities will lessen. The TPC will undertake their travel planning responsibilities alongside their day-to-day work role.
- 7.6 The contact details of the nominated TPC will be forwarded to Bridgend Council at the earliest opportunity.

Marketing and Awareness Raising

7.7 Residents will be made aware of the Travel Plan and the site's sustainable measures through communication and promotional tools.

- A welcome travel pack will be distributed to each resident upon adoption of the travel plan and when new residents move to the site. The Welcome Pack will contain information on travel options, links to websites, information about cycle training and other travel planning measures
- The TPC will encourage residents to get involved with national and local sustainable travel campaigns.
- Information on travel options will be located physically where possible, for example within notice boards in communal areas.

Travel Packs

7.8 The TPC will prepare and issue Travel Packs to future residents which will describe the Travel Plan whilst including details concerning walking and cycling routes, bus routes, bus and rail services, car sharing schemes, car clubs and eco-driving.

Reporting

7.9 The TPC will prepare a full monitoring report on the progress of the Travel Plan. The reports will include the following:

- Progress on the implementation of measures and initiatives to promote sustainable transport use;
- Latest survey results (if a survey year); and
- Any revisions to targets and measures.

8 MEASURES AND INITIATIVES

8.1 This section of the Travel Plan outlines the specific measures to be implemented and help achieve the objectives. The listed measures, which include awareness and promotion initiatives, will be validated following undertaking the baseline resident travel surveys and then modified accordingly.

8.2 The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.

Measures

Community Hub

8.3 The Community Hub will be integral to the development proposals. This will be located at the heart of the development, and could possibly be located within the primary school, however this will be developed further and finalised as part of the planning submission. It will provide a focal point for people to meet, interact, work, and spend time. A Community Bike Share Hub will work within and in cohesion with the Community Hub.

8.4 The Community Hub will provide a range of facilities, potentially including things such as a coffee shop, a restaurant, a gym, retail facilities, and a breakout area. A Workplace Hub will also be included to encourage 'working from home'. The Community Hub will be equipped with fibre-optic Wi-Fi which will be free to use for all residents.

8.5 Encouraging working from home is likely to be a major aspect of the Mobility Strategy following the step-change in businesses and individuals alike who are now able to work from home, as a result of the Covid-19 crisis.

Survey of Resident Travel

8.6 The TPC will be responsible for preparing and distributing a survey of residential travel surveys to be undertaken within 3 months of meaningful occupation and thereafter on an annual basis. The TPC shall then compile a full monitoring report following the first 3 months following meaningful occupation of the development and thereafter on an annual basis. A sample Residential Travel Survey form is included in **Appendix B**.

- 8.7 The findings of the results of the survey will be made available to the local authority and posted on the Travel Plan notice board within the site.

Travel Information Packs

- 8.8 A travel pack will be distributed to all new residents upon occupation of the development, and the school, and will include the following information:
- The name and contact details of the TPC and the availability of the TPC to speak with staff;
 - An introduction to the Travel Plan, its purpose etc, and a summary document;
 - Maps of walking and cycling routes to key destinations;
 - Timetables, route maps and ticketing information for public transport;
 - Car sharing and car club information;
 - Contact details for local taxi companies;
 - Location and contact details of nearby services.

Travel Notice Board

- 8.9 In a suitable location accessible by all residents, there will be a Travel Plan Notice Board within the community hub. This will contain the name and contact details of the TPC, plans showing the nearest bus routes and bus stops, location of pedestrian routes, travel initiatives, offers of lifts and car-sharing, details of local cycle shops, a copy of the local cycle network leaflet, and results of the travel survey. This information will be updated by the TPC when revised.
- 8.10 A copy of the full Travel Plan would also be available for residents if they wish to look at it.

Walking

- 8.11 The TPC will report the results of the travel survey to the relevant Bridgend Council officers and establish a way forward. The TPC will also seek to ensure that pedestrian routes are appropriately maintained.
- 8.12 The TPC will promote the Health benefits of walking and explore the possibility of using such schemes as '10,000 steps a day campaign.'

- 8.13 The Travel Plan noticeboard will contain a map showing location of all pedestrian routes to the site and the recommended crossing points over the adjoining roads.

Cycling

- 8.14 The TPC will also seek to ensure that cycle routes are appropriately maintained. This will be achieved through regular dialogue with the Council.
- 8.15 Residents will be provided with information and advice concerning safe cycle routes to the site and the TPC will promote the health and economic benefits of cycling through the use of campaigns, such as National Bike Week.
- 8.16 The TPC will explore with local bicycle retailers the possibility of providing discounts on cycling equipment to residents of the development. The take up of this discount, if agreed, will be monitored.
- 8.17 To further encourage cycle and e-bike use the developer has committed to provide a voucher to each household, that can be used to contribute to a new bicycle or e-bike.

Public Transport

- 8.18 Up-to-date details of bus, train and taxi services, including route information and service frequencies, will be permanently on display on the Travel Plan notice board. Details of National Rail, Traveline and car sharing websites and enquiry phone numbers will also be displayed.
- 8.19 Taxis can have an important role in providing for trips, in particular when other modes of transport may not be available. The TPC will ensure that the contact details for a local taxi operator are available on site.

9 MONITORING AND REVIEW

9.1 In accordance national policy, a period of continuous monitoring and review will be undertaken to ensure the effectiveness of the transport measures and initiatives. This section of the report therefore outlines a suggested strategy for annual monitoring and reviewing of the Travel Plan with respect to the objectives, targets and measures.

Monitoring

9.2 There are several stages to monitoring the Travel Plan:

- Baseline travel data will be obtained via a resident's survey within three months of meaningful occupation.
- Further monitoring data will be collected at identified future intervals to compare with baseline data.
- The TPC reviews and evaluates the Travel Plan after the monitoring periods and forward the results to Bridgend Council.

9.3 Full baseline monitoring will be undertaken within three months post-meaningful occupation. This will allow for an accurate baseline mode split to be ascertained. Following this, the interim and final targets can be tailored. Monitoring activity will be the responsibility of the TPC with resources, time and funding provided by the developer.

9.4 During each monitoring period, an occupant travel survey will be undertaken as well as a survey of cycle parking occupancy.

Reporting

9.5 Any appropriate monitoring findings will be disseminated to Bridgend Council. If necessary, changes will be made, with agreement by Bridgend Council and the agent to the measures of the Travel Plan in order to tailor its effectiveness.

9.6 The TPC will have responsibility for keeping:

- A correspondence file;
- A record of travel planning engagement or implementation of measures or activities (contact details, activities list, cycle training participation, etc); and
- Historic Travel Plan documents.

- 9.7 The TPC will compile an annual Review Report outlining the progress of the Travel Plan and its initiatives, as well as an assessment of the survey results (if a survey year) and any updates to the targets and initiatives that may subsequently be required. If targets are not being delivered, then the Travel Plan measures will be adjusted or added to, instead of simply revising down the target.
- 9.8 It should be noted that any proposed changes to the Travel Plan, including targets and action plans will be discussed and agreed with the Travel Plan officers.
- 9.9 The report will also incorporate the results of on-going monitoring by the TPC such as cycle parking observations, the uptake of TPC travel planning sessions and any comments received from residents, throughout the preceding period.

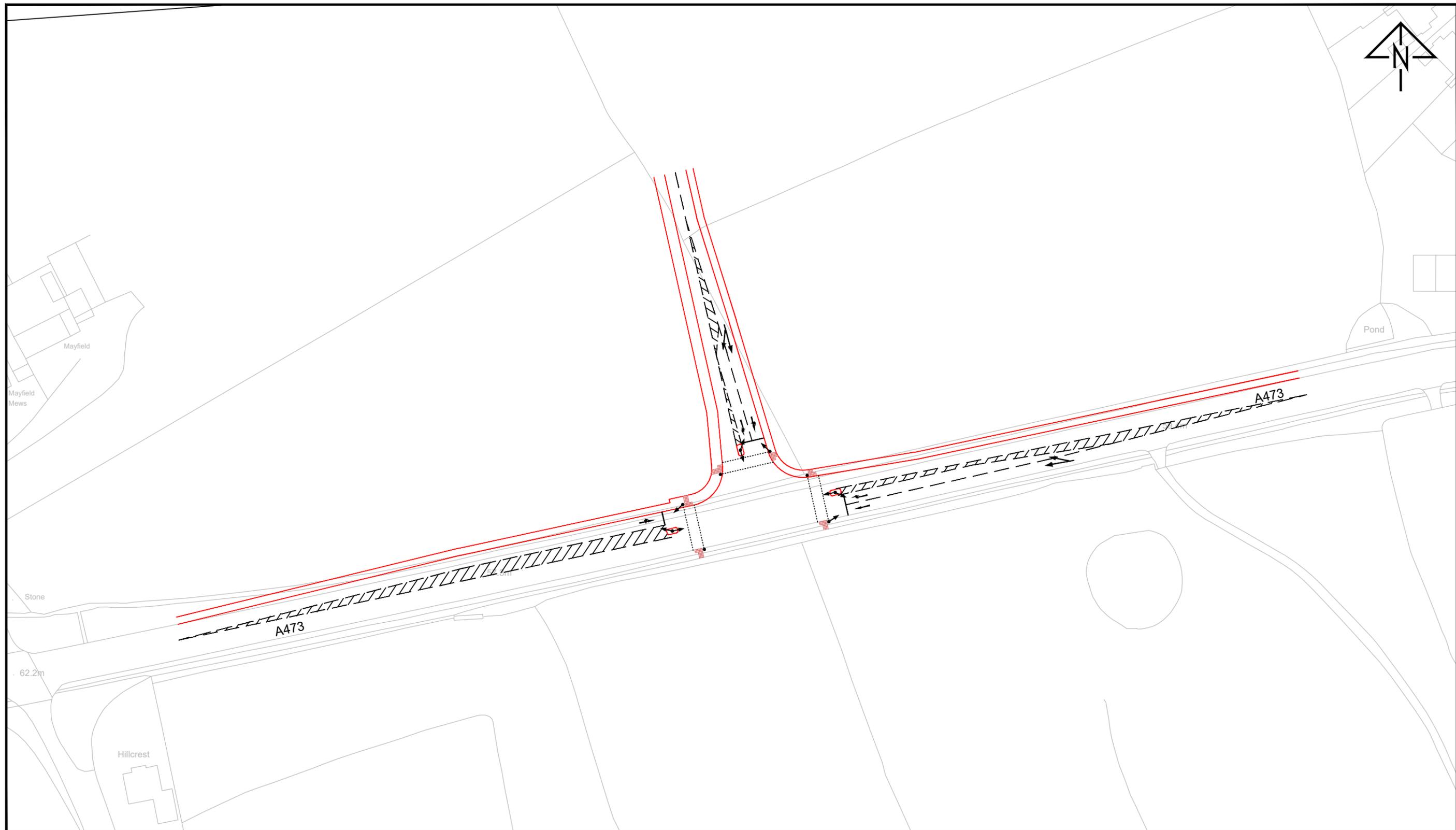
10 ACTION PLAN

- 10.1 The action plan assigns tasks and responsibilities for travel planning activity to individuals and organisations. The action plan is presented in **Table 10.1**.
- 10.2 The developer will be responsible for allocating the time and funding to carry out the travel plan measures.

Table 10.1 – Action Plan

Mode	Measure	Task	When	By
All	TPC	Appoint a TPC	Prior to first occupation	Developer
All	Resources	Ensure that the TPC has the funding and time allocated to undertake duties	Ongoing	Developer
All	Community Hub	Set up Community Hub central to the site	Prior to first occupation	Developer
All	Noticeboard	Post travel related information on to noticeboards in communal areas	On first occupation	TPC
All	Welcome Pack	Prepare and disseminate Welcome Pack to each occupant containing information on walking and cycling routes, public transport services, etc.	On first occupation	TPC
All	National and local Campaigns	Promote and encourage participation in local and national events and campaigns	Ongoing	TPC
Cycle	Cycle Parking	Ensure that cycle parking is provided at the site	Prior to first occupation	Developer
Cycle	Voucher	Provide voucher for contribution to bicycle or e-bike per household	On first occupation	Developer
Car	Taxi/ Minicab	Publicise and promote local taxi firms as enabling necessary car access without the burden of car ownership	On first occupation	TPC
All	Baseline & subsequent surveys	Undertake baseline and subsequent surveys as set out in the monitoring schedule	Baseline survey within three months of meaningful occupation, annually thereafter	TPC

APPENDIX A



REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

LAND WEST OF BRYNTIRION

PROPOSED SITE ACCESS
TRAFFIC SIGNAL CONTROLLED
JUNCTION OPTION 2

DRAWN: LT	CHECKED: CE	DATE: 02.04.20	SCALES: 1:1000 at A3
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LLANMOOR HOMES



Ground Floor Helmont House, Churchill Way, Cardiff, CF10 2HE
t: 029 2072 0861 e: enquiries@vectos.co.uk

DRAWING NUMBER: 184253_A02	REVISION: .
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APPENDIX B

Residential Travel Survey

All information provided is anonymous. Thank you for your cooperation.

Q1 Full home postcode:

Q2 Gender:

Male

Female

Q3 Are you:

Full Time

Part Time

Q4 Age:

Under 25

25 -34

35 – 44

45 – 54

55 or over

Q5 Do you have any disability which affects your travel arrangements?

Yes

No

Q6 How do you usually travel to work?

Bus

Bicycle

Car driver (on your own)

Car driver (with a passenger)

Car passenger

Walk

Motorcycle / Moped / Scooter

Train

Other

Q7 If you drive to work where do you normally park?

On Site

Street

Other Car Park

Q8 Which of the following do you occasionally use instead of your usual form of transport?

- Bus
- Bicycle
- Car driver (on your own)
- Car driver (with a passenger)
- Car passenger
- Walk
- Motorcycle / Moped / Scooter
- Train
- Other
- No alternative used

Q9 How long does it usually take for you to travel to and from work?

- | | To work | From work |
|-------------|--------------------------|--------------------------|
| 0 – 15 min | <input type="checkbox"/> | <input type="checkbox"/> |
| 16 – 30 min | <input type="checkbox"/> | <input type="checkbox"/> |
| 31 – 60 min | <input type="checkbox"/> | <input type="checkbox"/> |
| 61 – 90 min | <input type="checkbox"/> | <input type="checkbox"/> |
| Over 90 min | <input type="checkbox"/> | <input type="checkbox"/> |

Q10 If you regularly travel to work by car what is your main reason?

- Get a lift
- Health reasons
- Lack of an alternative
- Convenience
- Car essential to perform job
- Dropping off / collecting children

Q11 Are you prepared to car share?

- Yes, using Liftshare or similar (or already do)
- Yes, independently (or already do)
- No

Q12 Which of the following changes would encourage you to cycle to work? (If you already do cycle which would you most like to see?)

- Safer, better lit cycle routes
- Improved cycle parking on site
- Showers on site
- Discount or loan to buy a bike
- Cycle training to improve skills
- Other
- Nothing

Q14 Which of the following would encourage you to use the bus to travel to work? (If you already use the bus which would you most like to see?)

- More frequent services
- More reliable services
- Improved public transport information
- Improved pedestrian conditions around bus station
- Bus stops within closer proximity of home / work
- Cleaner and more comfortable buses
- Improved facilities at bus stops
- Cheaper / subsidised fares
- Other
- None

Q15 Which of the following would encourage you to use the train to travel to work? (If you already use the train which would you most like to see?)

- More frequent services
- More reliable services
- Improved public transport information
- Improved pedestrian conditions around train station
- Train stations within closer proximity of home
- Cleaner and more comfortable trains
- Improved facilities at train stations
- Cheaper / subsidised fares
- Other
- None

Q16 How many school aged children live in your house (including 6th form)?
.....

Q17 What mode of transport do the children normally use for their journey to school?

- Bus
- Bicycle
- Car Driver (drive themselves)
- Car (own children)
- Car sharing (giving lifts)
- Walk
- Motorcycle / Moped / Scooter
- Train
- Other
- No alternative used

Q18 Do you have any comments about your travel patterns?

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