

**LAND AT MODEL FARM
RHOOSE**

PARC BUSNES PORTH CYMRU

Framework Travel Plan

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1 INTRODUCTION

- 1.1 This Framework Travel Plan (FTP) has been prepared by RPS on behalf of Legal & General (Strategic Land) Ltd in order to support the sustainable operation of the proposed employment development at Model Farm, Rhooose. The location of the site in its wider geographical context is provided in **Figure 1**.
- 1.2 The scheme comprises 189,725m² of B1, B2 and B8 land use. The proposed development is subject to a Planning Application submission.
- 1.3 This FTP includes measures and initiatives and sets out a monitoring framework that will be agreed between the developer, The Vale of Glamorgan Council (TVoGC) and Transport for Wales (TfW). This FTP will form the basis of a Full Framework Travel Plan (FTP) and subsequent individual Travel Plans.
- 1.4 The FTP has been written in accordance with Scoping Report's agreed by TVoGC and TfW in November 2018 and April 2019.
- 1.5 It is anticipated at this stage that the developer will be responsible for the implementation of the site-wide Travel Plan. Therefore, a Site-Wide Travel Plan Coordinator (SWTPC) will be appointed prior to occupation of the scheme by the developer. The Plans will be implemented prior to occupation.
- 1.6 Potential mitigation measures that may come forward as part of the scheme will be determined in the detailed design / reserved matters stage of the application.
- 1.7 This FTP contains information and addresses the following matters:
 - (i) Relevant Policy Review;
 - (ii) Scope and Objectives of the FTP;
 - (iii) Existing Transport Opportunities;
 - (iv) Proposed Transport Infrastructure;
 - (v) Initiatives, Measures and Marketing;
 - (vi) Implementation and Monitoring
 - (vii) Travel Plan Compliance; and
 - (viii) Action Plans.

2 POLICY REVIEW

2.1 The Travel Plans will be considered against the following National and Local transport policies and guidance:

- Planning Policy Wales (PPW) Edition 10 (2018);
- Technical Advice Note (TAN) 18: Transport (2007);
- People, Places, Futures – The Wales Spatial Plan (2008);
- Wales Transport Strategy – One Wales – Connecting the Nation (2008);
- Sustainable Development Scheme ‘One Wales: One Planet’ (2009);
- The National Transport Plan (2010);
- Active Travel (Wales) Act (2013);
- Transport Note 2/08 Cycle Infrastructure Design (2008);
- Guideline for Providing for Journeys on Foot (2000);
- The Vale of Glamorgan Local Transport Plan (LTP3) 2015 – 2030;
- The Vale of Glamorgan Local Development Plan 2011 – 2026 (2017);
- The Vale of Glamorgan Supplementary Planning Guidance - Parking Standards (2015); and
- The Vale of Glamorgan Draft Supplementary Planning Guidance – Travel Plan (2018).

National Policy

Planning Policy Wales Edition 10 (2018)

2.2 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

2.3 Chapter 4 of the policy sets out criteria that all future development should incorporate into design. In brief, developments should:

- Enable people to access jobs and services through shorter, more efficient and sustainable journeys;
- Support sustainable development;
- Increases physical activity, therefore improving health; and
- Help to tackle the causes of climate change.

- 2.4 This should be achieved through enabling more sustainable travel choices, such as measures to increase walking, cycling and public transport, increase the use of low emission vehicles, reduce dependency on the car for daily travel and methods which aim to reduce single-occupancy private vehicle trips. Figure 8: The Sustainable Transport Hierarchy for Planning within the Policy document shows the hierarchal approach to reduce vehicle trips and can be viewed below:



TAN 18

- 2.5 This Technical Advice Note details how to integrate land use and transport planning, explaining how transport impacts should be assessed and mitigated. The Welsh Government adopts a sustainable development approach. Paragraph 2.3 states that the sustainable policy objectives through the integration of transport and land use will be achieved through:

“Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling;

- Ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians, cycling, public transport, and traffic management and parking;
- Ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.”

- 2.6 Paragraph 3.7 states in relation to employment development that:

“Development plans should seek wherever possible to identify locations which offer genuine and easy access by a range of transport modes and therefore:

- Allocate major generators of travel demand near public transport interchanges, as a means to reduce car dependency and increase social inclusion by ensuring that development is accessible by public transport.”

- 2.7 Within paragraph 6.2 it stated that developers should:

“Ensure that new development encourages walking as a prime means for local journeys by giving careful consideration to location, access arrangements and design, including the siting of buildings close to the main footway, public transport stops and pedestrian desire lines.”

The One Wales Transport Strategy (2008)

- 2.8 The Welsh Government promotes the widespread adoption of Travel Plans by new developments. These assist with the efficient management of the highway network and promote alternative modes of transport. The need for a Travel Plan has been identified as part of the scoping discussions with TVoGC and TfW.

Active Travel (Wales) Act (2013)

- 2.9 This Act makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.
- 2.10 By connecting key sites such as workplaces the Act will encourage people to rely less on their cars when making short journeys.
- 2.11 The Act required local authorities to produce and publish Existing Routes Maps. These maps show routes within the area that are suitable for active travel and which meet standards set by the Welsh Government. As such the Existing Routes Maps do not show all available walking and cycling routes within an area. The Welsh Government approved TVoGC's Existing Route Maps in August 2015, with the Existing Route Maps for Rhose and Barry shown in **Appendix A**.

Local Policy

TVoG Draft Supplementary Planning Guidance – Travel Plan (2018)

- 2.12 TVoGC wishes to ensure that development proposals that are likely to generate significant travel movements are accompanied by Travel Plans in order to reduce their impact on the surrounding community and encourage sustainable travel. Guidance is therefore included within this document.
- 2.13 The document provides information on the measures and initiatives that should be promoted within the design of a Travel Plan, as well as strategy for monitoring and reporting. Travel Plan measures for different transport modes are set out which will be included within this FTP and final FTP.
- 2.14 The sustainable travel initiatives within a Travel Plan can be economically beneficial for an organisation or individuals, foster healthier lifestyles and help support public transport within an area. This guidance details the benefits to employers, employees and the surrounding

community in which the new development will be sited. The benefits of Travel Plans are therefore widely accepted.

- 2.15 An example of a Staff Travel Survey Questionnaire, extracted from TVoGC Draft Travel Plan SPG, is also provided which will be drawn upon when developing a questionnaire for the development. This example questionnaire is attached at **Appendix B**.
- 2.16 The SWTPC and business internal TPCs will be confirmed prior to occupation of the development to help implement the Travel Plans.

TVoG Local Transport Plan 2015-2030

- 2.17 The Local Transport Plan (LTP) seeks to identify the sustainable transport measures required to ensure TVoGC adheres to current requirements and good practices to allow for a sustainable transport environment for the period 2015 to 2020 as well as looking forward to 2030.
- 2.18 The LTP seeks ways to secure better conditions for pedestrians, cyclists and public transport users and to encourage a change in travel choices away from the single occupancy car. It also aims to tackle traffic congestion by securing improvements to the strategic highway corridors for commuters who may need to travel by car.
- 2.19 The LTP seeks to do this by:
 - Providing new transport capacity to cope with future demand;
 - Improving accessibility and connectivity; and
 - Improving access to a wider range of job opportunities by increasing the coverage of public transport, particularly for cross-valley journeys.

Summary

- 2.20 The policies in this Chapter set out that all new developments must be accessible, with emphasis on walking and cycling to reduce the number of short trips taken by car and promote the use of sustainable travel. This can be achieved through good design and the implementation of Travel Plans.
- 2.21 The guidance provided in TVoGC's Travel Plans Draft SPG will form the basis of this FTP and in turn the full FTP that will accompany this development.
- 2.22 In brief, the development will comply with the policies set out within this section in many ways, with full details on development compliance available in **Chapter 8**.

3 SCOPE & OBJECTIVES OF THE TRAVEL PLAN

Scope of the Framework Travel Plan

- 3.1 Travel Plans present the opportunity to raise awareness of sustainable travel modes and their benefits. The FTP will be produced with the intention of achieving the following benefits to both employees, employers and neighbouring communities:
- Improved health, cost savings and reduction of stress to employees;
 - Creation of a healthier workplace environment through improved access to the development and a healthier, more motivated workforce;
 - Benefits to the local community in the form of new and upgraded existing public transport links and pedestrian links within the existing community; and
 - Decreasing the level of vehicles contributing to global warming, thus improving the local environment by decreasing air and noise pollution.
- 3.2 The FTP will provide the methodology for monitoring of the measures set out to achieve a sustainable development, with a review process to determine the effectiveness of the Travel Plan. This will allow for revisions and improvements, if needed, for future Travel Plans.

Objectives of the Framework Travel Plan

- 3.3 The following Key Objectives (KO) have been set for the FTP:
- KO 1 – To reduce the number of Single Occupancy Vehicle (SOV) trips to and from the development, helping to reduce the overall amount of car travel;
 - KO 2 – To promote and continue to increase the usage of public transport and walking and cycling as the most sustainable, healthiest methods of transport; and
 - KO 3 – To introduce and promote a healthy lifestyle for all users of the development and the neighbouring communities.
- 3.4 The FTP will be an evolving document and should be used as a baseline which should remain dynamic due to ever-changing businesses and policies. It is ultimately up to the future occupiers to determine the best methods for the KO's and targets to be met through consultation with TVoGC and TfW. Therefore, this FTP should be used as a managed approach which takes responsibility for travel modes and the impacts that arise from them.
- 3.5 Targets that are set within this FTP should be considered as a starting point for what will be proposed in the full FTP. The modal share Travel Plan targets which are proposed in **Chapter 6** should be continually developed over the life-span of the FTP. The full FTP will be implemented prior to first occupation of the development.
- 3.6 In order to achieve the KO's set out in the FTP a Travel Information Pack will be produced by TPs.
- 3.7 A SWTPC will be designated prior to the opening of the site, with business internal TPCs being elected prior to occupation of individual businesses within the development. These will be reported to the SWTPC.

SMART Targets

- 3.8 Best practice guidance places emphasis on targets being 'SMART', that is Specific, Measurable, Achievable, Realistic and Time Bound. The SMART targets for the FTP Key Objectives are set out in **Table 3.1**.

Table 3.1: Travel Plan Key Objectives

Key Objectives	
KO 1 – To reduce the number of Single Occupancy Vehicle (SOV) trips to and from the development, helping to reduce the overall amount of car travel	
Specific	Reduce proportion of SOV trips by employees to and from the development site over the five-year period of the Travel Plan.
Measurable	This will be verified through the travel surveys.
Achievable	The SWTPC and individual businesses TPC to action. All employees will be informed of the Travel Plan and its targets.
Realistic	Yes.
Time bound	Reduce SOV trips over five years.
KO 2 - To promote and continue to increase the usage of public transport, walking and cycling as the most sustainable, healthiest methods of transport	
Specific	Promote the benefits of sustainable transport, including the health and financial benefits of walking and cycling and the advantages of public transport over the five-year period of the Travel Plan
Measurable	This will be verified annually by the SWTPC and individual businesses' TPC's.
Achievable	The SWTPC to action. The travel information provided in the Travel Information Pack will be the responsibility of the TPC.
Realistic	Yes.
Time bound	Promote walking and cycling and the use of Public Transport to access the development.
KO 3 – To introduce and promote a healthy lifestyle for all users of the development and the neighbouring communities	
Specific	Provide the opportunity for sustainable travel choices internally and within the vicinity of the development.
Measurable	Public transport effectiveness and potential improvements that could be made to be reviewed annually by the SWTPC, TVoGC and TfW.
Achievable	Public transport to be provided and effectively managed by TVoGC and TfW.
Realistic	Yes. All employees should be able to use public transport.
Time bound	Ongoing.

- 3.9 The initial FTP target is to achieve a reduction in SOV trips over the five-year period of the Travel Plan. However, this is subject to review once initial baseline surveys are undertaken as much of the modal shift that is likely to occur will be achieved at the outset, given that measures and initiatives will be in place from first occupation.

Monitoring

- 3.10 Once baseline surveys (upon occupancy of each individual building) have been undertaken the targets of the FTP can be set. Baseline surveys will be completed by the businesses that occupy the development and the business internal TPCs who will then submit a monitoring report to the SWTPC within three months of the survey date. These monitoring reports will then feed into the SWTPC's monitoring report for the performance of the FTP as a whole which will be used as the baseline.
- 3.11 Monitoring will be conducted at 50% occupancy by each individual business. Surveys will take place in an annual time period to be agreed. Monitoring reports will then be submitted to the SWTPC within an agreed timescale. A site-wide monitoring report will then be compiled by the SWTPC, within an agreed timescale, and submitted to TVoGC and TfW.

Action Plan

- 3.12 **Chapter 9** of this FTP details the implementation of Action Plans.

4 EXISTING TRANSPORT OPPORTUNITIES

- 4.1 This Chapter should be read in conjunction with **Figure 1**, which provides background details for the site location and the local highway network.

Key Origin Locations

- 4.2 The key origin destinations of the site are Rhoose, Barry, Llantwit Major, Bridgend and Cardiff. It is assumed that the majority of employees will travel to and from these destinations. Existing bus and train services provide the opportunity to travel to the development from these origin locations, along with walking and cycling for residents of Rhoose and Barry. However, the frequency of services and a service between Rhoose (CIA) Rail Station and the scheme should be considered. A key element will be to ensure suitable bus service is provided to link the site with the Railway Stations.

Site Accessibility by Non-Car Modes

- 4.3 The proposed development is accessible by four bus services, a National Cycle Network (NCN) route and has two rail stations within 4.9 kilometres of the site. These allow for combined journeys and linked trips to be made by commuters.
- 4.4 Existing walking and cycling infrastructure in the vicinity of the site can be seen in **Figure 2**. Walking isochrone maps from the central, eastern and western points of the proposed development are available at **Figure 3**, **Figure 4** and **Figure 5** respectively, and a cycle isochrone map is provided at **Figure 6**. These show the walking distances of approximately 3.2 kilometres and cycling distances of approximately 12.8 kilometres from the development. Travel times from set locations within the site by foot and by cycle are also provided.

Walking and Cycling

- 4.5 Footways are provided on the southern section of Port Road, south of the Holiday Inn Express roundabout access, and provide access to the Holiday Inn Express bus stops. These footways connect, albeit with the need to cross Port Road twice, to the shared use cycleway on the northern side of Porthkerry Road which provides a continuous link into Rhoose. The footways are well lit.
- 4.6 There are no footways on the northern section of Port Road or on the A4226, to the north of the site.
- 4.7 There are public footpaths which connect the site to Barry as well as the Wales Coastal path, to the south of the site. This can be seen on **Figure 2**. Footpath P4 17/1 provides access from the A4226 to Porthkerry Country Park and routes partially within the site, close to the eastern boundary.
- 4.8 NCN route 88 can be accessed on Porthkerry Road and used to route to Barry and Llantwit Major, together with Ewenny, just to the south of Bridgend. There is also a local cycle link to the NCN from Rhoose which connects the site with Rhoose (CIA) Rail Station, as shown on **Figure 2**.

Public Transport

- 4.9 There are currently three bus stops in the vicinity of the site, providing four services. These provide links to Cardiff, CIA, Rhoose (CIA) Rail Station, Barry, Bridgend and Llantwit Major.
- 4.10 There are six rail stations within 25 minutes cycle time of the station as can be seen on **Figure 6**. The two closest, Rhoose (CIA) and Barry, provide services to and from Cardiff Central, Newport, Bridgend, Aberdare and Merthyr Tydfil.

Bus

Wellford Farm Bus Stop (North-Eastern Boundary of Site)

- 4.11 This stop is located on the A4226 Port Road, approximately 300 metres walking distance north-east from the A4226 / Port Road roundabout. The stop provides timetable information and services the 303 and X91 bus routes. There are currently no footways or footpaths to access this stop.

Sky Plaza Hotel Bus Stop (North of Site Boundary)

- 4.12 This stop is located on Port Road approximately 200 metres south-west from the A4226 / Port Road roundabout. The stop provides timetable information and serves the 303, X91 and TrawsCymru T9 bus routes. There are currently no footways or footpaths to access this stop.

Holiday Inn Express Bus Stop (South-West of the Site)

- 4.13 This stop is also located on Port Road, accessed approximately 150 metres south of the Holiday Inn roundabout. The stop provides shelter, seating and timetable information and serves the 303, 905 and X91 bus routes.
- 4.14 There are three bus stops in the vicinity of the site. A summary of the frequency of the services is provided in **Table 4.1**.

Table 4.1: Frequency of Services Available from Nearby Bus Stops

Service	Stop	Route	Weekday Frequency (per hour)			Time	
			AM Peak (0700- 0900)	Inter- Peak	PM Peak (1630- 1830)	First Arrival	Last Departure
303	Wellford Farm, Sky Plaza Hotel, Holiday Inn Express.	Bridgend - Barry	Two per hour	One per hour	Two per hour	07:25	00:55
905	Holiday Inn Express.	Cardiff Airport – Rhoose Railway Station	One per hour	One per hour	One service	06:20	17:20
X91	Wellford Farm, Sky Plaza Hotel, Holiday Inn Express.	Cardiff – Llantwit Major	One service	-	One service	06:34	18:20
TrawsCymru T9	Sky Plaza Hotel.	Cardiff Airport - Cardiff	Two per hour	Two per hour	Two per hour	04:36	23:04

Rail

- 4.15 The site is located between the two rail stations of Rhoose (CIA) and Barry. Barry station offers regular arrivals and departures from Cardiff Central, Newport, Bridgend, Aberdare and Merthyr Tydfil, whilst Rhoose (CIA) has approximately one arrival and departure per hour.

Rhoose Cardiff International Airport (CIA) Rail Station

- 4.16 Rhoose (CIA) Rail Station is located approximately 3.9 kilometres south-west of the centre of the site. As can be seen on the cycle isochrone map provided at **Figure 6**, this would be an 11-minute cycle journey using NCN route 88 from the centre of the site. **Figure 5**, which shows isochrones for walking from the western part of the site, shows that journey time would be 40 minutes on foot.
- 4.17 The 905 bus serves the Station bus stop, approximately 50 metres walking distance from the Rail Station. The 303 and X91 bus services route to and from the Station Road bus stop in Rhoose, approximately 350 metres walking distance from the Rail Station. A zebra crossing is accessible within 40 metres to the west of this stop, providing a safe pedestrian access between the Rail Station and bus stop.
- 4.18 A summary of the destinations and frequency of services available from Rhoose (CIA) Rail Station is available in **Table 4.2**.

Table 4.2: Arrival and Departure Frequency Rhoose (CIA) Rail Station

Rhoose (CIA) Rail Station - Arrivals			
Origin	Weekday Frequency		
	AM Peak (0700-0900)	Inter- Peak	PM Peak (1630-1830)
Cardiff Central	60 mins	60 mins	60 mins
Newport	60 mins	30 mins	30 mins
Bridgend	60 mins	60 mins	60 mins
Rhoose (CIA) Rail Station - Departures			
Destination	Weekday Frequency		
	AM Peak (0700-0900)	Inter- Peak	PM Peak (1630-1830)
Cardiff Central	60 mins	60 mins	60 mins
Newport	Two per hour	Two per hour	Two per hour
Bridgend	60 mins	60 mins	60 mins
Aberdare	60 mins	60 mins	60 mins

Barry Rail Station

- 4.19 Barry Rail Station is located approximately 4.9 kilometres east of the centre of the site via car. Alternatively, Barry Rail Station can be accessed using Porthkerry Country Park and the walking and cycling routes and trails provided within it. As seen on **Figure 6**, using these routes would lead to a 14-minute cycle journey. The approximate walking time from the eastern walk isochrone, **Figure 4**, would be over 40 minutes (approximately 45 minutes).
- 4.20 Access by bus is provided by the 303 service, which routes to the Barry Hotel bus stop approximately 170 metres north of Barry Rail Station. Footways and a zebra crossing are provided adjacent to the stations entrance, providing a safe pedestrian access between the bus stop and station.
- 4.21 The destinations and frequency of services provided from Barry Rail Station are summarised in **Table 4.3**.

Table 4.3: Arrival and Departure Frequency Barry Rail Station

Barry Rail Stations - Arrivals			
Origin	Weekday Frequency		
	AM Peak (0700-0900)	Inter-Peak	PM Peak (1630-1830)
Cardiff Central	15 – 20 mins	15 – 20 mins	15 – 20 mins
Newport	15 – 20 mins	15 – 20 mins	15 – 20 mins
Barry Island	15 – 30 mins	15 – 30 mins	15 – 30 mins
Bridgend	20 – 40 mins	20 – 40 mins	20 – 40 mins
Aberdare	30 mins	30 mins	30 mins
Merthyr Tydfil	30 mins	30 mins	30 mins
Barry Rail Stations – Departures			
Destination	Weekday Frequency		
	AM Peak (0700-0900)	Inter-Peak	PM Peak (1630-1830)
Cardiff Central	15 mins	15 mins	15 mins
Newport	15 mins	15 mins	15 mins
Barry Island	15 mins	15 mins	15 mins
Bridgend	15 – 30 mins	15 – 45 mins	15 – 30 mins
Aberdare	30 mins	15 – 45 mins	30 – 60 mins
Merthyr Tydfil	30 mins	30 mins	30 mins

Conclusion of Accessibility to the Development

- 4.22 The site is considered to be reasonably accessible to pedestrians and cyclists using existing pedestrian and cyclist infrastructure. Bus service frequencies are considered moderate whilst rail frequencies available at the two nearby rail stations are considered to be to a good standard.
- 4.23 The site benefits from NCN 88 routing along the south-west site boundary which can be used to access the development from Rhoose, Barry and Llantwit Major. However, footway connections to the development are not considered to be to the same standard as the other pedestrian and cycle facilities and should be improved with mitigation.

5 PROPOSED TRANSPORT INFRASTRUCTURE

5.1 This Chapter should be read in conjunction with **Figure 7** – Potential Transport Infrastructure.

Pedestrian and Cycle Facilities

Internal

- 5.2 The development will provide three pedestrian / cycle links and one pedestrian only link onto the existing local highway network. The pedestrian / cycle links will be located at predicted desire lines and provide access onto the A4226, Port Road and Porthkerry Road where external bus stops are accessible which serve routes to Rhoose, Barry, Bridgend, Llantwit Major and Cardiff.
- 5.3 The pedestrian only link will provide access to the Sky Plaza Hotel bus stop which provides services to Barry, Bridgend, Llantwit Major and Cardiff.
- 5.4 The internal spine road of the development is proposed to have a pedestrian footway on the northern side and a shared footway / cycleway on the southern side of the carriageway. This will link onto NCN 88 which can be used to access Rhoose, Barry and Llantwit Major.
- 5.5 Cycle storage and appropriate facilities will be provided within the development, providing safe and secure covered storage and showering, changing facilities and lockers to employees.

External

- 5.6 The A4226 is proposed to become a cycleway which will provide a link between Barry, Five Mile Lane and the development. This is a proposed cycle route that will connect the development to settlements north of the site and will be delivered by TVoGC. More detail on this connection is available within the Transport Assessment submitted with this application, if required.
- 5.7 Walking and cycling links will be provided to the existing public transport infrastructure, with desire lines being taken into consideration.
- 5.8 It is proposed the following pedestrian infrastructure mitigation should be considered:
 - Tactile Paving at the Porthkerry Road / Murlands Way junction south-west of the site, for pedestrian use when using Rhoose (CIA) rail station;
 - Tactile Paving at the Porthkerry Road / Murlands Way junction which serves house numbers 4, 5 and 6 south-west of the site, for pedestrian use when using Rhoose (CIA) rail station;
 - Tactile Paving at the Rhoose Road / Romilly Road junction south-west of the site, for pedestrian use when using Rhoose (CIA) rail station; and
 - A footpath access for Porthkerry Country Park at the Park Road / Coed Yr Odyn junction east of the site, for pedestrians using the Porthkerry Country Park footpath connections.

Public Transport

Bus

- 5.9 A meeting held with TVoGC's Group Manager Transport Services explored the current public transport provision. He considered that the 905 service would stop operating and be replaced with the 303 service. The 303 would penetrate the development and connect the site with Rhoose (CIA) Rail Station and Cardiff International Airport with an improved 30-minute frequency (to match the 2022/2023 improved rail service,) and Barry.
- 5.10 He also stated that the T9 bus service could form the basis of a good bus connection with Cardiff (with additional bus stops within Cardiff and possibly the requirement of an additional bus(es)). The TrawsCymru T9 service is proposed to benefit from a potential increase in frequency to every 20 mins on Port Road.
- 5.11 Improvements to accessing public transport, the frequency of services and bus infrastructure has been discussed with TVoGC within the Scoping Note Addendum. An increase to the frequency of the 303 service to every 30 minutes, route diversion to penetrate the site and additional stops at Rhoose (CIA) rail station will allow for wider accessibility.
- 5.12 External bus stops will be upgraded to provide shelter.

Rail

- 5.13 An increase to the inbound and outbound frequencies is proposed for Rhoose (CIA) Rail Station by TfW. The frequency will be increased from one service per hour to two services per hour in 2022/23. This will increase the number of employees that can access Rhoose (CIA) Rail Station from Barry, Bridgend, Aberdare, Newport and Cardiff.
- 5.14 The proposed increase to the frequency of train services arriving and departing from Rhoose (CIA) Rail Station to two trains per hour, accompanied by the 303 bus service improvements will provide sustainable travel links to employees traveling from further afield.

6 TRAVEL PLAN TARGETS

- 6.1 The Travel Plan targets are the transport specific objectives that the Travel Plan aims to achieve within its lifespan. Initial targets have been derived from the modal share for journey to work data from the 2011 Census, with a baseline for modal share for the development derived from first-round monitoring that will be undertaken.
- 6.2 The 2011 Census modal share for journey to work data for the MSOA 'Glamorgan 014' is shown in **Table 6.1**. The Census data output is attached at **Appendix C**.

Table 6.1: Census 2011 Journey to Work Modal Share

Method of Travel to Work	Percentage Share
On Foot	14.4%
Bicycle	3.9%
Rail (with bus connection)	1.4%
Bus	1.9%
Motorcycle	1.2%
Passenger in a car or van	5.0%
Driving a car or van	70.9%
Other	1.4%
Total	100.0%

- 6.3 An initial forecast modal share that reflects an 18.9% reduction in Single Occupancy Vehicle (SOV) use through the implementation of this FTP was agreed with TVoGC in the Transport Assessment scoping process and is shown in **Table 6.2**.

Table 6.2: Proposed Development Modal Share

Method of Travel to Work	Travel Plan Adjusted
On Foot	5.0%
Bicycle	10.0%
Rail (with bus connection)	2.5%
Bus	12.5%
Motorcycle	2.5%
Passenger in a car or van	10.0%
Driving a car or van	57.5%
Other	0%
Total	100.0%

- 6.4 The FTP will include measures and initiatives and marketing aimed at achieving the FTP targets. The targets will be met by improved transport infrastructure and sustainable travel information from the outset of the development. In order to make sure that all future employees are aware of the impacts of unsustainable travel modes and the opportunities that are available to make a

change in travel choice, a Travel Information Pack will be created by TPs and distributed prior to occupation / the start date of future employees.

- 6.5 The FTP will be available to all employees of the development at all times, with access provided by the business internal TPCs and via a website for the development, to be created by the SWTPC.

7 INITIATIVES, MEASURES AND MARKETING

- 7.1 The following measures and initiatives will be provided / considered at the outset. A timetable is to be secured by a suitably worded planning condition or planning obligation. A summary is provided at the end of this Section which includes **Table 7.1**, which summarises the measures and initiatives which should be considered when developing the full FTP.

Site-Wide Travel Plan Co-ordinator

- 7.2 A Site-Wide Travel Plan Co-ordinator (SWTPC) will be appointed prior to occupation of the development. The SWTPC will be responsible for the implementation and monitoring of the Travel Plan, as well as being a key contact for individual business TPCs.

Individual Businesses Travel Plan Co-ordinator

- 7.3 Businesses will be required to appoint their own Travel Plan Coordinator (TPC). The individual business TPC will be responsible for completion and reporting of monitoring results, be the key contact for the business' employees and will liaise with the SWTPC to gain insight on new measures and initiatives that can be implemented.

Steering Group

- 7.4 A Steering Group will be established by the SWTPC from the individual business TPCs in order to oversee the development of the Travel Plan and provide guidance and management support. Key stakeholders, such as TVoGC, TfW and bus and rail operators will be invited to attend each meeting. Meetings will take place once every quarter initially.
- 7.5 The group will adapt a Staff Travel Survey Questionnaire, tailoring it for maximum utilisation of the data gained. Targets of the Travel Plan, monitoring and funding will also be the priority of the group.
- 7.6 If necessary, the group will convene at an earlier date than timetabled to discuss the focus of the Travel Plan and the efforts that are in place to achieve the Travel Plan targets.

Reducing the Need to Travel

- 7.7 Businesses moving to the development should consider providing a working from home service to their employees, where possible. This will reduce the need to travel into the workplace when it is not considered necessary to be there.
- 7.8 Local staff recruitment strategies should be considered by businesses, allowing for employees to be sourced from nearby to the site.
- 7.9 The use of smart working practices, such as video conferencing and teleconferences, will be considered by the businesses that occupy the development where possible / practical. The reduction of the need to travel to meetings will be both cost effective for the company and reduce unnecessary travel.

Travel Information Pack

- 7.10 The FTP will include Travel Information for the site as a whole. This will then be used as a template for the business internal TPCs to follow (once they are appointed to the role) to create a specific, tailored Travel Information Pack for their own company. Ideas can be shared for updates / future packs in the Steering Group.
- 7.11 The Travel Information Packs that are produced will emphasise the benefits of walking and cycling as a mode of transport, such as improved health and cost benefits. Maps of the shortest and safest walking and cycling routes from the nearby areas will be provided. Information of the individual businesses' walking and cycling facilities (i.e. showers, changing rooms and bike storage) and TVoGC approved route maps, found at **Appendix A**, will also be provided.
- 7.12 The latest public transport information, including routes to access locations, origins and destinations of services and timetable information will be provided. Information on how to obtain season tickets / travel vouchers and standard ticket costings will be included.
- 7.13 The Pack will include a link to the development's and all public transport service providers' websites. Details of relevant social media accounts will be provided (i.e. Transport for Wales for the latest travel updates) so informed decisions on travel can be made.

Walking Measures

- 7.14 Information on walking routes to the nearest public transport links to residential areas, services and facilities will be provided. This will include walking distances, time estimates and route maps.
- 7.15 The walking routes internal to the site will include dropped kerbs, tactile paving and pedestrian refuges if required (further information will be provided in the reserved matters / detailed design stage of the application). Lighting will also be provided. These routes will be maintained by the owner of the development.
- 7.16 New connections will be built which connect to the A4226, Port Road and Porthkerry Road (which has an existing shared used footway / cycleway). This will reduce the distance to existing bus stops within the vicinity of the site. Further mitigation has been suggested which will improve the pedestrian infrastructure and routes when accessing the site from both Rhoose and Barry.
- 7.17 Walking buddy schemes will be promoted site-wide and within the individual businesses. This will provide the opportunity for employees who may not work together but instead live nearby to each other, to form friendships and provide peace of mind when walking to and from the site. Sign-up forms for those looking for a partner can be completed and submitted to the SWTPC for potential pairings.
- 7.18 Walking groups will be set up within businesses / site-wide for lunchtime walks. This will benefit the health of employees at zero cost.

Cycling Measures

- 7.19 The inclusion of the shared footway / cycleway along the southern side of the internal spine road will encourage cycling to and from the development. This shared cycleway will connect onto NCN route 88 south-west of the site which can be used to connect to Barry, Rhoose and Llantwit Major.

- 7.20 A link to the future cycleway link on the A4226 will be provided. This will be accessible from the northern access.
- 7.21 Businesses will have secure, covered cycle storage areas and will be encouraged to implement CCTV surveillance for additional security. Facilities which will encourage cycling such as showers, changing rooms and lockers will be provided.
- 7.22 Site-wide and individual business Bicycle User Group's (BUG) will be considered. This will allow for like-minded employees that enjoy cycling and employees that would like to begin cycling to work to pool together and share knowledge of routes, provide a cycling partner and more.
- 7.23 Cycle workshops will be considered. Cycle rides during lunch periods will also be encouraged. Cycle to work schemes will be considered by businesses, with links to the relevant websites provided.

Public Transport Measures

- 7.24 The implementation of bus penetration and bus stops strategically placed throughout the site will encourage employees of the development to use public transport. Linked trips between the site and Rhoose (CIA) Rail Station can also be accommodated via bus. The location of stops will be determined in the detailed design / reserved matters stage of the application. Raised kerbs at internal bus stops will be provided.
- 7.25 Proposed increases to both bus and rail services will allow for a higher quantity of sustainable trips to be made to and from the site by future employees.
- 7.26 Improvements to the existing public transport infrastructure, such as bus shelters and seating will be provided as part of the mitigation measures for the development.
- 7.27 Bus taster tickets should be considered to allow for employees to trial using the bus to access their workplaces. The same can be trialled for train services and the responsibility of negotiating with service providers will fall to the SWTPC.
- 7.28 Information on bus and rail season tickets will be provided. The potential for subsidised public transport costs for these tickets could be offered by individual businesses. Interest free loans and for the tickets should also be considered. Discounts to these costs can be discussed within the Steering Group with the stakeholders in attendance.
- 7.29 Businesses will be encouraged to provide a guaranteed lift home for staff in emergency situations, should they arise.

Reduction in SOV Trips

- 7.30 Car sharing schemes will be implemented site-wide with a link to car sharing websites provided on the development website. Information about car-sharing will also be posted on notice boards within businesses.
- 7.31 Priority parking will be provided for vehicles that car-share, with spaces provided closer to the entrance of buildings. Shift pattern changes should also be considered by businesses to enable car-sharing.

- 7.32 A Car Parking Management Plan (CPMP) will be introduced to limit the number of vehicles that are able to park within the development. Parking restrictions will be implemented through Traffic Regulation Orders (TRO) for the internal roads of the development.
- 7.33 A car parking permit scheme will be considered site-wide. Employees would need to provide details to be registered to obtain a car parking permit, with employees with residence within five kilometres of the site possibly being restricted from applying for a permit.

Further Measures

- 7.34 Electric vehicle charging points will be placed close to the entrances of buildings within the car parking areas. This will be a benefit to the businesses as this will future proof the development and may support brand values of the occupiers.
- 7.35 Businesses of the development with fleet vehicles will be encouraged to switch to electric fleet vehicles. This will allow for employees that need to travel as part of their working day to do so without having to use their personal vehicle to access the workplace.

Awareness and Marketing

- 7.36 Travel Information Packs will be provided by the businesses operating within the development to new employees to the development. These packs will provide information on the purpose, measures and initiatives of the Travel Plan. Information regarding bus travel, rail travel, car share schemes and government initiatives (such as Cycle to Work Day and Change4Life) will be included in the Travel Information Pack. The health and financial benefits of sustainable travel will also be highlighted.
- 7.37 Measures and initiatives of the Travel Plan and Travel Information Pack will also be posted on notice boards within the offices in locations that the employees will be able to read them i.e. reception lobbies and kitchens. This will maximise exposure.
- 7.38 Breakfast mornings will be promoted where employees can network and discuss involvement in the groups that will be set up as part of the Travel Plan measures. The idea that employees could be entitled to a free drink / food upon production of a public transport receipt or proof of walking or cycling should be considered. This should be discussed in the Steering Group where public service providers could have the opportunity for input into the idea.
- 7.39 A website will be produced for the development which will provide details of all the businesses, their location within the development, instructions of how to access the development, sustainable travel options and access to the Travel Plans and any public transport vouchers. This will be set up prior to the opening of the development.
- 7.40 Activity and promotional days will be run in every quarter to increase awareness and remind development users of the commitment to sustainable travel and healthier lifestyles. These could be run site-wide or by the individual businesses.

Summary

- 7.41 The site will be designed to maximise and encourage walking and cycling. Direct routes with good access to transport links will be provided, with the development also benefitting from its location next to Porthkerry Country Park, providing the opportunity for leisure walking and cycling throughout the working day.
- 7.42 A range of different options for sustainable travel are available and will be promoted by businesses occupying the development. **Table 7.1** summarises the measures and initiatives proposed within this Chapter.

Table 7.1: Proposed Travel Plan Measures and Initiatives

Measures and Initiatives	
Steering Group	
	A Steering Group is to be set up which will include the SWTPC, business internal TPCs and stakeholders such as TVoGC, TFW and public transport service providers.
Reducing the Need to Travel	
	Businesses (where applicable) will encourage employees to work from home when operational.
	Local staff recruitment strategies.
	Smart working practices, such as video and teleconferencing, which reduce the need to travel to / hold meetings at offices.
Travel Information Pack	
	To be provided to all new employees and will include all measures and initiatives of the Full FTP.
Walking & Cycling	
	Information will be provided on walking and cycling routes, including distances, time estimates and maps.
	Walking routes internal to the site will include dropped kerbs, tactile paving and lighting which will be maintained by the owner of the development.
	New connections to public transport hubs, Rhoose and Barry will be provided, as well as potential mitigation.
	Walking groups during lunch breaks will be encouraged, providing a healthy activity for zero cost.
	Walking buddy schemes to be promoted.
	Connections onto NCN route 88 will be provided direct from site.
	Cycle links will be provided from the site onto the A4226 which is proposed to become a cycle route in the future.
	A Cycle to Work scheme will be considered by individual businesses which would enable employees to purchase bicycles at a reduced cost.
	Secure, covered cycle storage will be provided on site, with surveillance suggested to be provided by businesses.
	Showers, changing facilities and lockers to be provided for employees by businesses.
	A Bicycle User Group will be considered by individual businesses.

Measures and Initiatives	
	Cycle rides will be promoted during lunch breaks.
	Cycle workshops will be considered.
	Footways and cycleways will be reviewed and reported if any maintenance issues arise.
Public Transport Measures	
	Bus penetration into the development.
	Increases to the frequencies of rail services to Rhose (CIA) Rail Station and for the 303 and TrawsCymru T9 bus services.
	Strategically placed bus stops internal of the site, placed to maximise use by employees. To be determined in the detailed design / reserved matters stage.
	Raised kerbs to be provided for bus stops internal of the site.
	Existing public transport facilities will be upgraded as part of the mitigation measures.
	Information on season tickets for bus and rail services will be provided, with negotiation for potential discounts possible at the Steering Group meetings with stakeholders.
	Provision of bus and rail service timetables, routes and maps.
	Public transport taster tickets could be provided to new employees.
	Subsidising of season tickets will be considered by individual businesses.
	Guaranteed lifts home could be offered to employees that travel to the development using public transport, in emergency situations.
Car Based Initiatives	
	Car-share schemes to be promoted within businesses on notice boards and on the development's website.
	Priority parking for those that car-share, with spaces located closer to the entrance of buildings.
	Shift pattern changes to be considered in order for maximisation of car-sharing possibilities.
	CPMPs to be introduced to limit the number of vehicles that can park at the development.
	TROs will be in place on the internal roads of the site to prevent overspill parking.
	Parking permits may be introduced site-wide. Applications would need to be made to receive one, with employees with residency within five kilometres possibly restricted from applying.
Further Measures	
	Electric vehicle charging points will be provided close to the entrances of buildings.
	Electric fleet vehicles will also be recommended to occupying businesses.
Awareness and Marketing / Promotional Measures	
	A website will be set up for the development by the SWTPC.
	Marketing on the Travel Information Packs will be provided by businesses to all potential and new employees. This will be a continued approach, with the Travel Information Packs made available within offices of the occupiers in places such as break rooms and on noticeboards.
	Measures, initiatives and targets of Travel Plans will be provided on notice boards within businesses, on the development's website and in the Travel Information Packs.
	Breakfast mornings will be held that will provide the opportunity for networking and walking and cycling groups to be formed.

	Measures and Initiatives
	Activity / promotional days will be held quarterly to continue the promotion of the sustainability Key Objectives of the development.

8 TRAVEL PLAN COMPLIANCE

- 8.1 The FTP and development will comply with the policies, plans, notes and acts set out within **Chapter 2**. Provision of this FTP complies with the One Wales Transport Strategy, TVoGC Travel Plan SPG and TVoGC Local Transport Plan documents.
- 8.2 The site is well located in relation to public transport opportunities (two rail stations, existing bus services), the FTP promotes physical activity and improved health and includes measures and initiatives which will help to tackle climate change. These measures will help to create a strong, happy working environment.
- 8.3 The development has been planned with street design as a key element. The importance of pedestrian and cycling infrastructure will be incorporated within the detailed design, with a shared footway / cycleway routing along the internal spine road linking onto the existing infrastructure providing access to Rhoose and Barry.
- 8.4 Improvements to existing transport infrastructure and provision of future infrastructure, such as crossing locations and new walking and cycling routes are suggested to be provided as part of mitigation for the scheme. Bus penetration will be provided through diversion of an existing service, with bus stops internal to the site located at appropriate walking distances.
- 8.5 Public transport improvements are expected with more frequent services for both bus and train services. Increases to the services will be beneficial not only to the development but to local communities. This will also be beneficial to local communities.
- 8.6 Traffic management and parking restrictions will be implemented to reduce the number of single occupancy vehicle trips made to and from the site. Electric charging points will be provided with emphasis on tackling the causes of climate change. Developers will be encouraged to have electric fleet vehicles, reducing the need for private car journeys and further encouraging the reduction of carbon production.
- 8.7 The FTP will follow the guidance and measures and initiatives set out in TVoGC Travel Plan SPG. Following the guidance, a SWTPC and individual business TPCs will be implemented prior to occupation of the site and the buildings. The example Staff Travel Survey Questionnaire provided in this document has also been suggested to be used as a base for future surveys for the development.
- 8.8 The development will provide access to a wide range of job opportunities and will improve the accessibility and connectivity of the area. The benefits of the development and FTP will be highlighted to both employees and the existing nearby community.

9 IMPLEMENTATION & MONITORING

- 9.1 The FTP will be an evolving document throughout its five-year life-span. Results from the travel surveys that are to be conducted as part of the monitoring process will be included and used as a benchmark in which to show the progress of the Travel Plan. The travel surveys will also confirm travel habits of employees and highlight the employees that have the most ability and / or willingness to change.

Travel Plan Co-ordinator's

- 9.2 The SWTPC will be responsible for the implementation and monitoring of the Framework Travel Plan. The business internal TPCs will be responsible for implementing monitoring surveys and liaison with the SWTPC to report results.

Monitoring the Travel Plan

- 9.3 A baseline travel survey will be carried out by the internal business TPCs upon 50% occupation of each leasing within the development. This will obtain a baseline from which targets can be derived from, which will then be monitored through annual travel surveys, during annual agreed months, for five years.
- 9.4 These surveys may be in the form of questionnaires, traffic surveys or interviews subject to the methodology adopted by the SWTPC. This will ensure a uniform survey, so results can be correlated properly and efficiently. The Example Travel Survey Questionnaire, as mentioned in paragraph 2.15 and attached at **Appendix B**, will be drawn upon.
- 9.5 The results of the surveys will focus the efforts within the evolving Travel Plan(s). Information deemed useful which is derived from the surveys and / or interviews may include:
- Changes in levels of car use;
 - Where employees travel from;
 - Travel patterns;
 - Number of car users per business;
 - Barriers to different types of travel;
 - Employees that are most willing to change their travel habits; and
 - The popularity of the various measures and initiatives that have been implemented that employees may consider in order to change their usual method of transport.
- 9.6 The questionnaires will be agreed with TVoGC and distributed by the businesses internal TPCs. Incentives should be considered by businesses to encourage maximum participation and responses to the survey.
- 9.7 Interview surveys will be offered for those that wish to provide information but do not wish to partake in the questionnaire.

-
- 9.8 All information collected will be regarded as personal data and therefore safeguarded by the Data Protection Act. Information will only be disclosed in a manner compatible with the reason for the conduction of the surveys / interviews.
- 9.9 The business internal TPCs will then produce a monitoring report which will be submitted to the SWTPC. The SWTPC will then produce a monitoring report for the progress of the Framework Travel Plan which will be submitted to TVoGC and TFW.
- 9.10 Targets will then be confirmed within six months of the baseline travel survey monitoring report at year 0. A modal share for travel to and the from the site will be derived. Travel Plans will then evolve after the targets are confirmed. TVoGC and TFW will suggest adjusted targets, if considered necessary, and propose the most appropriate measures and initiatives that are reflective of the more successful ways of achieving the targets.
- 9.11 Once the Full FTP is operational the development will include new publicity drives to attract and retain the interest of employees. To achieve this, the SWTPC will keep the businesses' TPCs informed of the results of the Framework Travel Plan Monitoring Reports (FTPMR). This information can then be passed on to the employees of the businesses within the development. Promotional and activity days will also be held quarterly, in addition to the results of the TPMR being posted on notice boards and the development's website.
- 9.12 TPMRs will be produced by the TPC annually, three months after survey results have been collected and will comprise of the following structure:
- Summary of measures and targets;
 - Monitoring methods used;
 - Summary and analysis of results; and
 - Future targets / actions to be taken.
- 9.13 The Travel Plan and TPC will conclude upon a time set five years after 50% occupation of the development.

10 ACTION PLAN

- 10.1 Within the submittal of the FTPMR will be a Chapter detailing the plan of action that will be implemented over the following year, prior to the next round of monitoring. These actions will be aimed towards achieving the targets set within the monitoring reports.
- 10.2 An initial Action Plan is set out in **Table 10.1**.

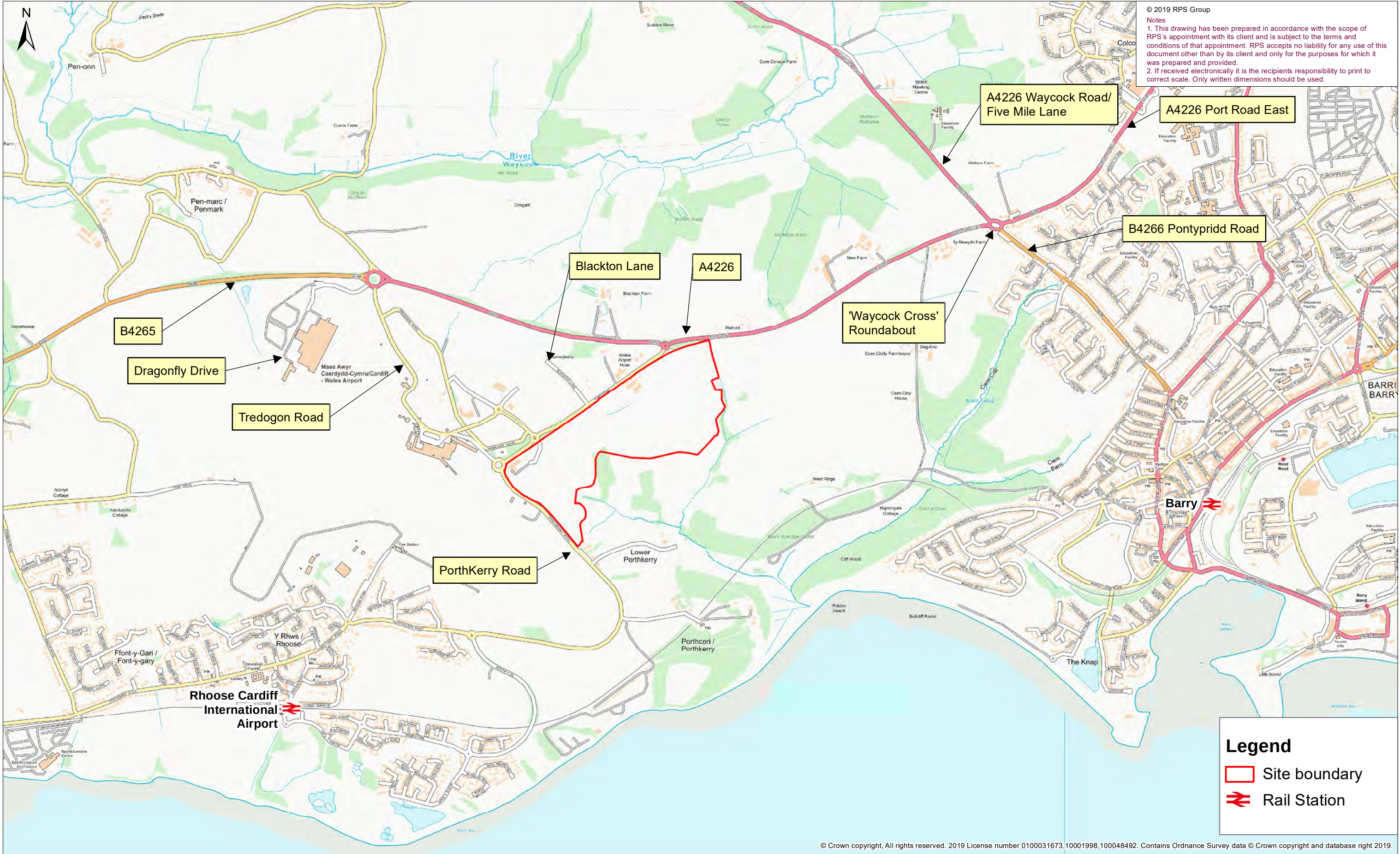
Table 10.1: Travel Plan Action Targets

Action	By whom	By when	Intended Outcome / Output
Improve Travel Information			
Ensure appropriate information is provided for the Travel Information Pack.	SWTPC	At occupation	Enhance awareness and encourage sustainable travel.
Travel Information Packs to be distributed to all new and future employees.	Business Internal TPCs	At occupation	All new employees made aware of Travel Plan and alternative modes of travel.
Website to be set up prior to occupation which will run for the development's life-span.	Developer & SWTPC	As part of the development site	Provide an accessible location for all information regarding the development, including walking and cycling routes, public transport information and Travel Plans.
Retain an awareness of local, regional and national transport initiatives to take advantage of new initiatives and assistance schemes as they emerge.	SWTPC	Ongoing – Reviewed annually	Promote benefits and reduce barriers associated with travelling via alternative modes, thereby encouraging sustainable travel.
Promote Public Transport			
Obtain feedback from employees using public transport on potential improvements.	TPC	Ongoing	Give employees the opportunity to feed back to pass on to service providers to potentially improve the service offering.
Strategic placement of bus stops internal to the development to maximise usage.	Developer	As part of the development of the site	Maximise the utilisation of public transport by employees.
Bus and rail taster tickets.	SWTPC, Business Internal TPCs & Stakeholders	Ongoing	To give employees the opportunity to trial using the Public Transport opportunities provided at zero / low cost.
Subsidise or provide interest free loans for bus and rail season tickets.	Business Internal TPCs & Stakeholders	Ongoing	Allow for employees to travel sustainably at a reduced cost / provide the opportunity for more users of Public Transport.
Provide route maps and details of local bus and rail services.	TfW & SWTPC	At occupation	Enhance awareness of journeys and encourage sustainable travel.
Offer a guaranteed lift home in emergency situations.	Business Internal TPCs	At occupation	Increase likeliness of Public Transport use.
Promote Walking & Cycling			
Walking and cycling routes will include dropped kerbs, tactile paving, lighting and will be well maintained.	Developer, then Owner	As part of the development of the site and ongoing	Improve the probability of use of walking and cycle links through the provision of appropriate and maintained infrastructure.

Action	By whom	By when	Intended Outcome / Output
Walking buddy scheme.	SWTPC & Business Internal TPCs	At occupation and ongoing	Increase the likeliness of employees walking to and from the development.
Provide safe and secure covered cycle parking.	Businesses	At occupation	Improve facilities for cyclists to encourage travel via this mode.
'BUGs' to be set up to encourage cycling in groups for increased safety and companions.	SWTPC & Business Internal TPCs	At occupation and ongoing	Provide the opportunity for cycle groups to be formed when travelling to and from site.
Provide plans of local cycle routes in the area and potential free cycle workshops and lunch time rides.	SWTPC & Business Internal TPCs	At occupation and ongoing	Enhance knowledge and increase awareness, encouraging cycling.
Liaise with TVoGC to ensure pedestrian and cycling facilities to and from the site are appropriately maintained.	SWTPC and TVoGC	Ongoing	Ensure routes are of an appropriate standard to encourage walking and cycling.
Provide plans of safe pedestrian routes.	TPC	At occupation and ongoing	Enhance employee knowledge and awareness.
Showers, changing rooms and lockers to be provided for those walking and cycling to work.	Developer	As part of the development of the site.	Increase the likeliness of employees to walk and cycle to the site.
CPMP			
CPMP.	Developer & Business Internal TPs	At occupation and ongoing	Decrease the number of available parking spaces in order to increase the number of employees travelling by sustainable modes.
Monitoring			
Baseline surveys to be submitted to SWTPC.	SWTPC & Business Internal TPCs	50% occupation of each development	To identify targets for the Travel Plan to progress towards.
Communication and meetings with TVoGC.	TPC	Annually	Discuss survey results / targets with TVoGC.
Monitoring Report to be submitted to TVoGC and TfW.	SWTPC	Annually	Inform TVoGC and TfW of survey results across the development in relation to the set targets.
Targets			
Provision of current travel information to all employees.	Business Internal TPCs	At occupation and ongoing	To ensure employees have travel information to inform their travel decisions.
Full Travel Plan availability to all employees.	SWTPC & Business Internal TPCs	At occupation and ongoing	To keep employees informed of the measures and targets set out within the Travel Plan.
Reduce proportion of SOV trips made by employees to and from the development.	SWTPC, Business Internal TPCs and TVoGC	At occupation and ongoing	To ensure employees increase the proportion of sustainable trips.

Figures

Figure 1 – Site Location Plan



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Notes

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Rev	Description	By	CB	Date
Figure Number				Rev
1				-
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Client Legal and General Capital

Project Model Farm

Title Site Location Plan

Status
DRAFT

Drawn By
BG

PM/Checked By
CM

Project Number
JNY9624

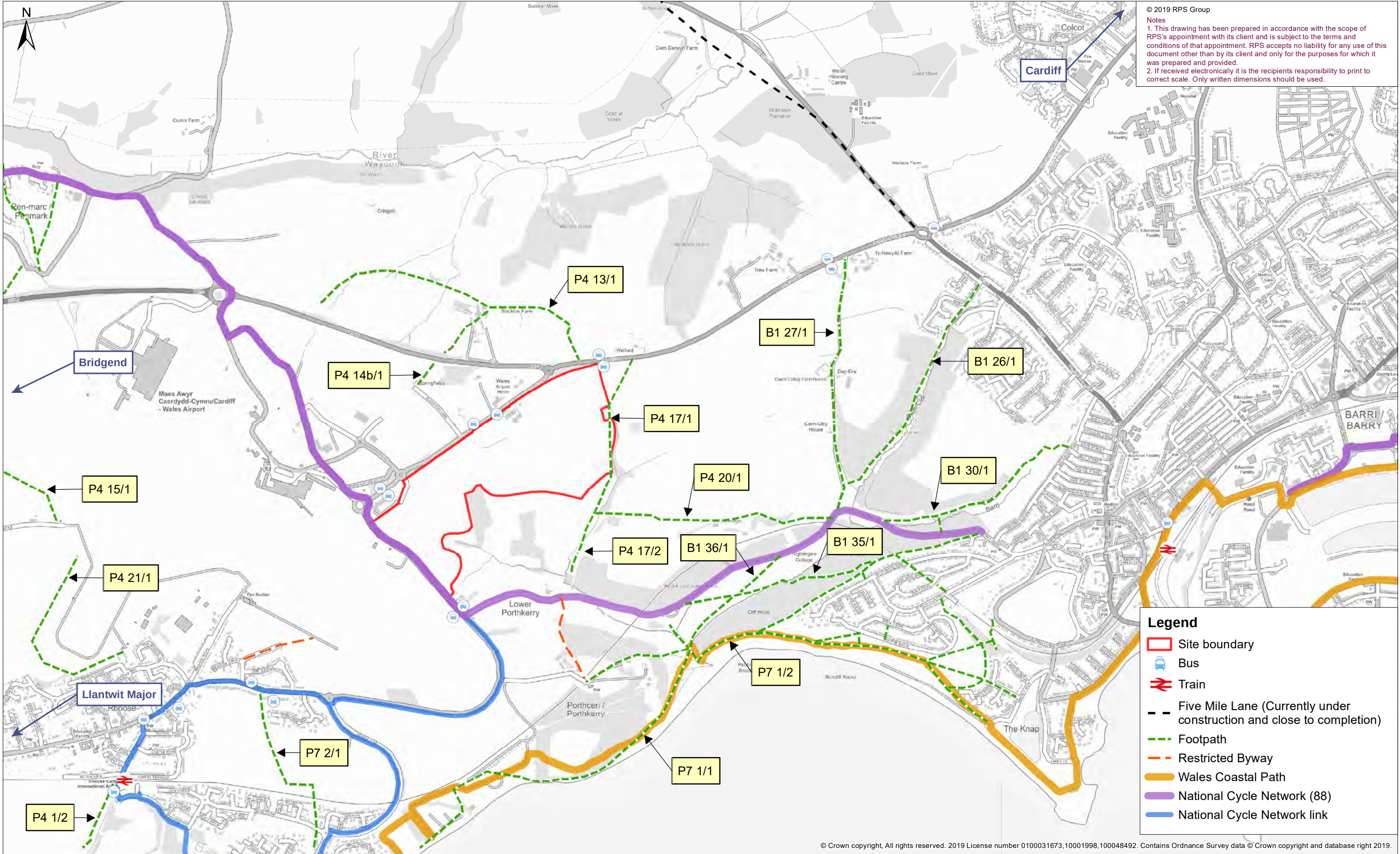
Scale @ A3
NTS

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MAY 2019

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Figure 2 – Existing Walking and Cycling Infrastructure



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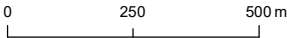
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.

- Legend**
- Site boundary
 - Bus
 - Train
 - Five Mile Lane (Currently under construction and close to completion)
 - Footpath
 - Restricted Byway
 - Wales Coastal Path
 - National Cycle Network (88)
 - National Cycle Network link

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Rev	Description	By	CB	Date
Figure Number				Rev
2				-
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Client	Legal and General Capital
Project	Model Farm
Title	Existing Walking and Cycling Infrastructure



Status	Drawn By	PM/Checked By
DRAFT	BG	AS
Project Number	Scale @ A3	Date Created
JNY9624	1:15,000	MAY 2019

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MAKING
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Figure 3 – Central Walking Isochrone Map