



# Framework Travel Plan

## Penrhys Regeneration – Phase 1A

### Trivallis

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## 1.0 Introduction

### Overview

- 1.1 SLR Consulting Ltd is instructed by Trivallis to provide highways and transport advice in relation to the proposed regeneration of Penrhys, Rhondda Cynon Taff (RCT).
- 1.2 A Transport Assessment (TA) has been prepared to support a planning application for a residential development of 122 dwellings. This Framework Travel Plan (FTP) supports the TA and will form the basis for the Full Travel Plan (TP).
- 1.3 The site-wide masterplan is being developed in tandem with the application for Phase 1A, to ensure a cohesive design and assessment for the entire site.

### Development Proposals

- 1.4 The proposed redevelopment of the site comprises Phase 1A and the wider site. Phase 1A pertains to the northwestern corner of the site, and is the subject of a full planning application which this TA supports. The wider site comprises the remainder of the site, wherein the details will be set out in an outline planning application which will follow the Phase 1A application.
- 1.5 The site layout is contained within **Appendix A**.

### Introduction to the Framework Travel Plan

- 1.6 Travel Plans can play a key role in shaping travel choice at proposed developments, managing future travel demand and reducing reliance on single occupancy private car use.
- 1.7 Clean air and healthy living are priorities in the UK Government's policies and reducing transport emissions of carbon dioxide and other greenhouse gases are key to tackling climate change. To do this, society must improve and encourage the use of sustainable (low carbon) transport and ensure that new development takes place in accessible locations which minimise the need for travel.
- 1.8 TPs encourage more sustainable journeys and seek to minimise the traffic effect of new developments.
- 1.9 This FTP sets out the specific aims and measures for the proposed residential development for the area of Penrhys, RCT.
- 1.10 The measures identified within this TP will assist in promoting healthy and sustainable travel to and from the proposed development.

### Framework Travel Plan Structure

- 1.11 The remainder of the FTP is structured as follows:
  - **Section 2:** Existing Conditions – A transport context description of the existing site;



- **Section 3:** Policy Review – Reviews relevant policy and guidance;
- **Section 4:** Proposed Development – Describes the site and the development proposal;
- **Section 5:** Existing Travel Demands – Outlines the Existing Travel Demand;
- **Section 6:** Objectives and Targets – Details the plan objectives and targets;
- **Section 7:** FTP Strategy – Sets out the strategy for promoting and implementing the TP to ensure its success;
- **Section 8:** Sustainable Transport Measures – Provides information on the sustainable transport measures as well as detailing appropriate measures that will be implemented to promote sustainable travel;
- **Section 9:** Monitoring and Review - Outlines the monitoring and review programme; and,
- **Section 10:** Action Plan - Sets out an Action Plan for the Travel Plan.



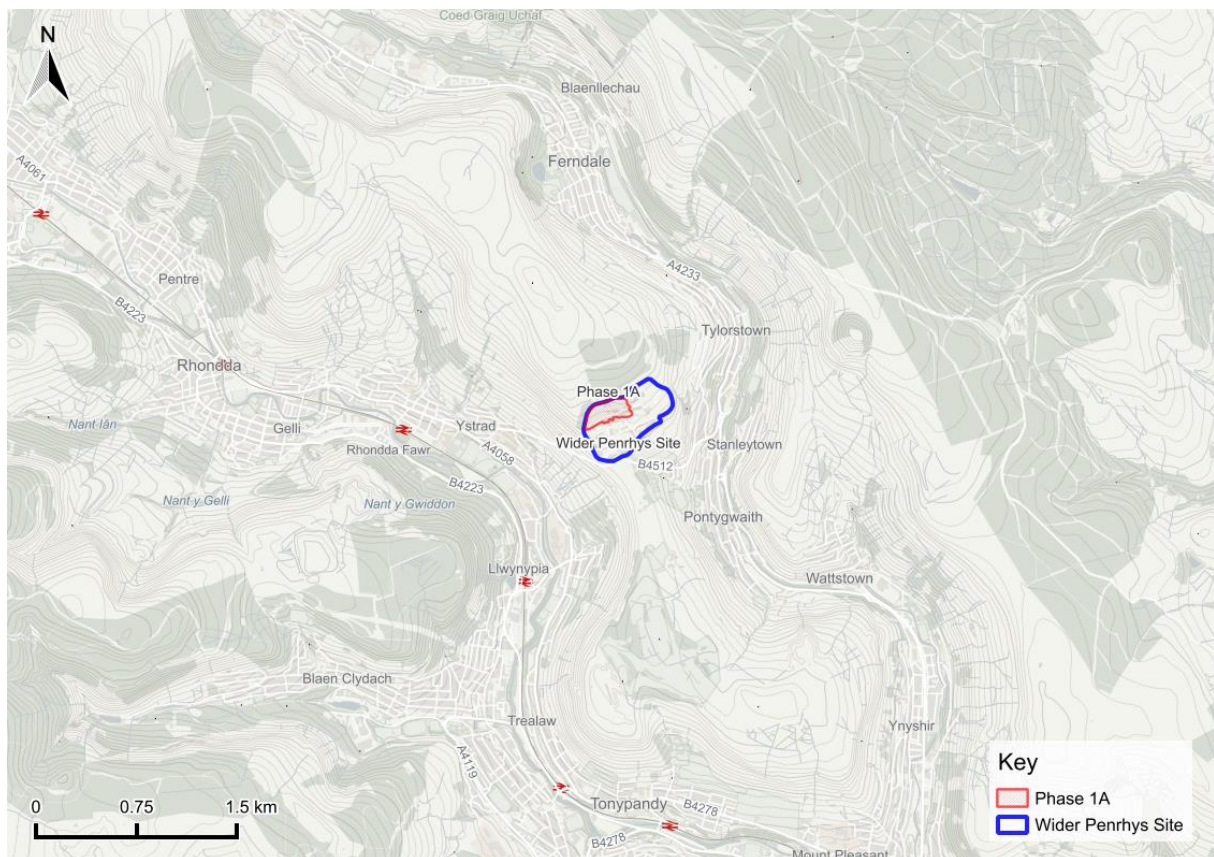
## 2.0 Existing Conditions

- 2.1 This section sets out the existing accessibility to the site, including a review of Personal Injury Collision (PIC) data for the local highway network, and outlines baseline travel habits and observed traffic flows.

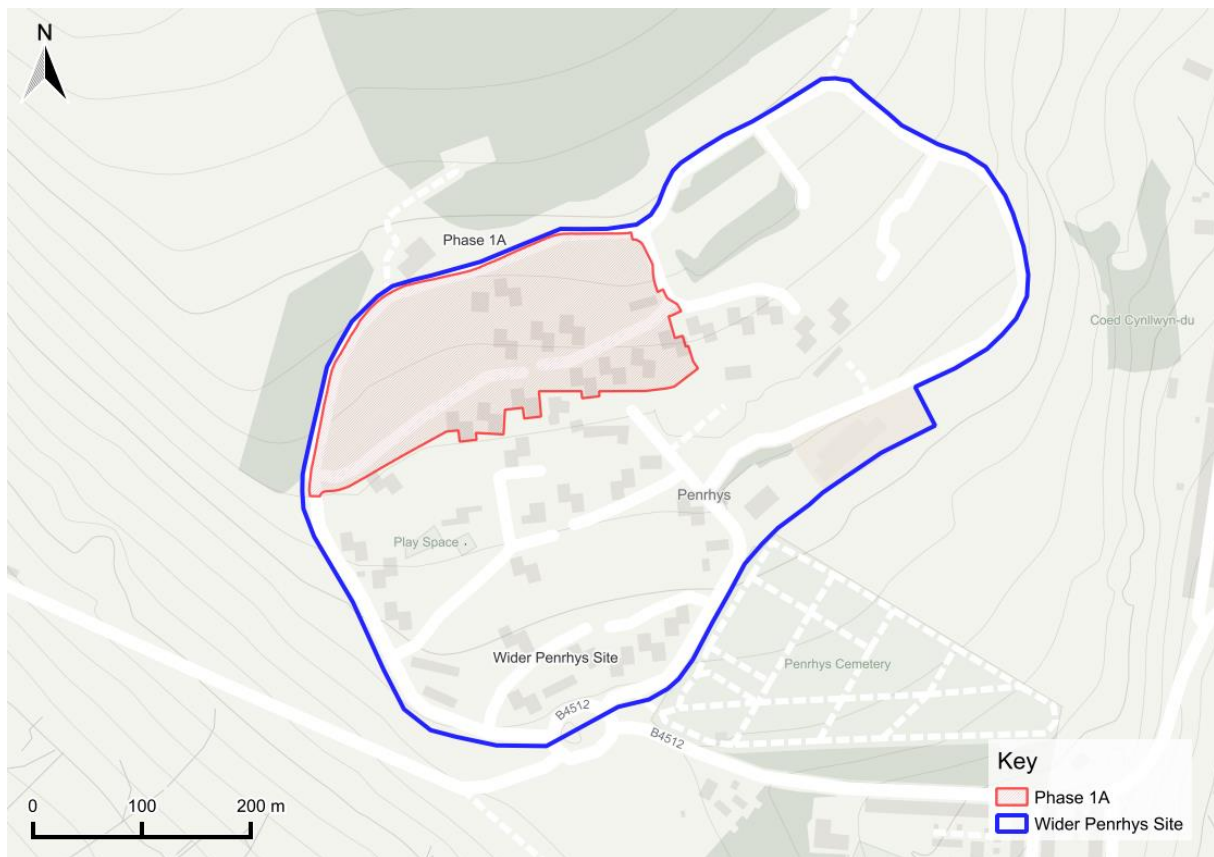
### Site Location

- 2.2 The site is located in Penrhys, approximately 1.5 km east of Ystrad and 1 km west of Tylorstown. The site sits on a ridge between the Rhondda Fach and Rhondda Fawr valleys, overlooking the local area.
- 2.3 The site currently comprises approximately 220 residential properties and is bounded by the B4512 to the south and green space to the north, east and west. National Resources Wales controls and operates land to the north of the site.
- 2.4 The site location is illustrated in **Figure 2-1** and in **Figure 2-2**. Phase 1A comprises the northwestern area of Penrhys, which is area subject to the steepest topography within the site. All figures within Chapter 2 of this TA illustrate the red line boundary indicatively in red, and the wider site indicatively in blue.

**Figure 2-1: Site Location**



**Figure 2-2: Site Location (in context of Penrhys)**



## Access to Penrhys

- 2.5 Penrhys is currently accessed via a large roundabout junction with Penrhys Road (B4512) and Heol Pendyrus (here forth referred to as ring road). A fifth arm allows for access to a small car park to the south associated with Our Lady of Penrhys and Penrhys Amphitheatre. There are no existing designated pedestrian crossing points located at this junction on any arm.
- 2.6 A stepped pedestrian footpath is located directly adjacent to the roundabout to the north, providing access to the built-up residential area. There are footways along all arms of the roundabout which are typically 2 m in width, although this varies. There is a bus stop accessed directly from the roundabout between the two Heol Pendyrus arms. Dropped kerbs and tactile paving are not present on any of the roundabout arms.





**Photo 2-1: Penrhys Roundabout Bus Stop and northbound footpath**



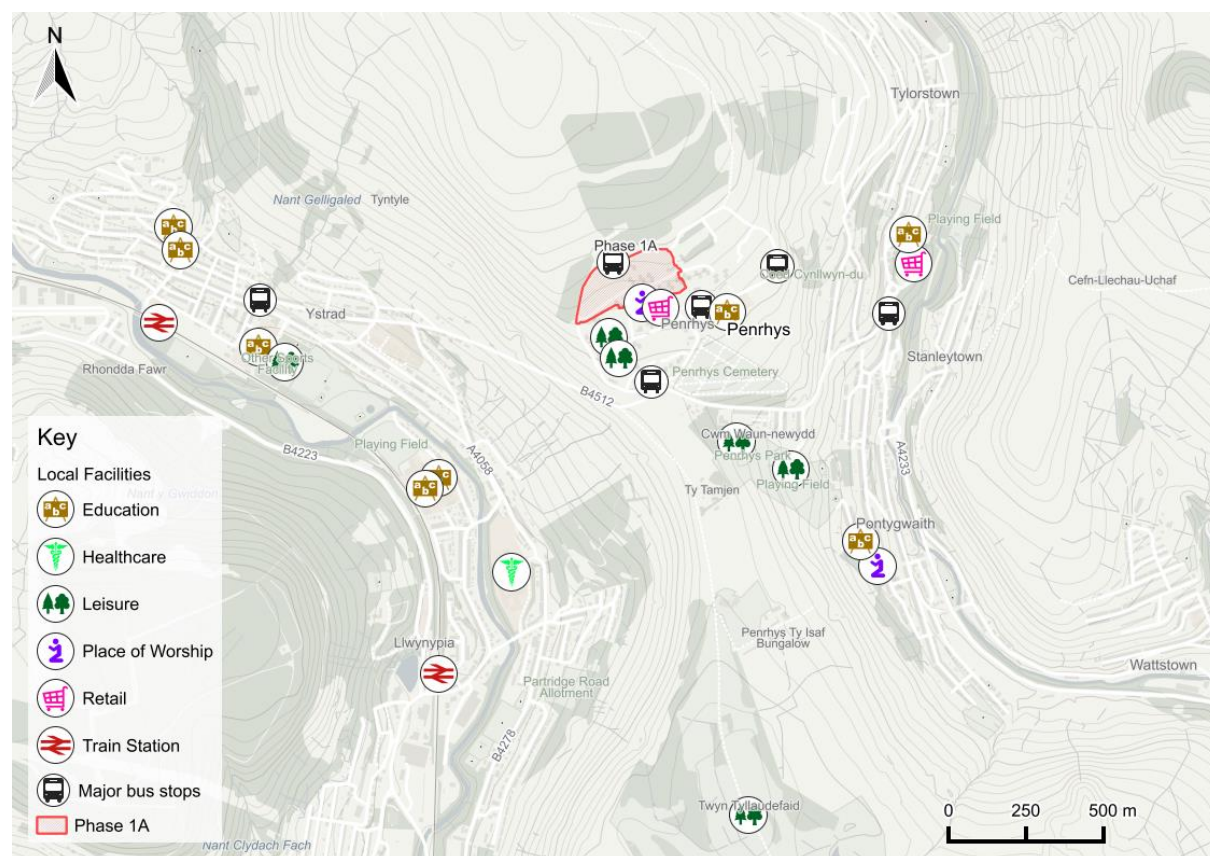
(source: Google Maps)

## Existing Local Facilities

- 2.7 The site currently contains a primary school, a childcare centre (Children and Family Centre), a play area, a local convenience store, and a fast-food unit. Llanfair Uniting Church is considered to be the heart of the community and serves as a community centre. It offers a space for worship, events, and local activities. It hosts a Children And Family Evening (CAFE) on Wednesdays and Thursdays from 18:00-19:00. There is also a clothes bank, food bank, Friday coffees and more.
- 2.8 Three bus stops are currently provided along the Heol Pendyrus ring-road, including the 'Primary School, the 'Boilerhouse' and 'Penrhys Youth Club' bus stops. There is also a bus stop on the main access roundabout to the immediate south of Penrhys.
- 2.9 Other amenities are located in Ystrad and Tylorstown in the valleys to the east and west side of Penrhys. They are within reasonable walking distance based on a horizontal alignment, but involve steep gradients which inflate walking journey times. This means that journey times from these locations to Penrhys are likely to be longer than the opposite direction.
- 2.10 The journey times below have therefore been calculated using the Google Maps journey planning tool to provide a more accurate indication of journey times. Google Maps accounts for gradients and wait times at crossings.
- 2.11 The amenities available are shown at **Table 2-1**. The are also illustrated in **Figure 2-3**.



**Figure 2-3: Local Facilities plan**



**Table 2-1: Local Amenities to/from Phase 1A**

Amenity Type	Amenity	Distance (m)	Journey Time <u>from</u> Phase 1A (minutes)		Journey Time <u>to</u> Phase 1A (minutes)	
			Walk	Cycle	Walk	Cycle
Public Transport						
Bus Stop	Boilerhouse (Heol Pendyrus)	100	3	1	2	1
	Roundabout	280	4	1	6	3
	Penrhys Youth Club (Heol Pendyrus)	600	9	3	9	2
Railway Station	Ystrad Rhondda	2080	28	9	39	22
	Llwynypia	2680	35	11	46	25
Leisure						
Park	Penrhys Play Area	190	2	1	3	1
Rugby Club	Tylorstown Rugby Club	830	11	3	13	5
Bowls Club	Penrhys Bowls Club	980	12	4	14	6
Golf Club	Rhondda Golf Club	1180	15	4	17	6
Retail						
Convenience Store	Local Convenience Store	80	2	1	3	1



Takeaway	New York Pizza	80	2	1	3	1
Convenience Store	Morrisons Daily	1880	23	7	32	18
Supermarket	Lidl	1680	21	6	29	16
<b>Education</b>						
Childcare	Penrhys Children and Family Centre	350	5	2	5	2
Primary School	Penrhys Primary School	400	6	2	6	2
	Pontygwaith Primary School	1780	24	8	34	18
College	Coleg Cymoedd Rhondda Campus	1980	26	8	38	23
<b>Religion</b>						
Church	Llanfair Uniting Church	50	1	1	1	1
<b>Health</b>						
Surgery	Tylorstown Surgery	1680	21	6	28	18
Pharmacy	Sheppard Pharmacy Ystrad	1680	21	6	28	18
Hospital	Ysbyty Cwm Rhondda Hospital	2080	26	8	39	22

- 2.12 As summarised in **Table 2-1**, there are a number of facilities already available on site including Penrhys Primary School. Additionally, the site is located within walking distance of a number of leisure facilities including the Rhondda Golf Club and Tylorstown Rugby Club.
- 2.13 The walk and cycle times demonstrate that there are many key facilities within a reasonable walking distance (3.2 km) from the middle of the site, including Ystrad Rhondda Railway Station, Lidl supermarket and Pontygwaith Primary School. However, the gradient of the route should be taken into account as this may prove a barrier to movement to travel by foot and bike.
- 2.14 Additionally, facilities within Ystrad, Pontygwaith and Tylorstown are accessible within a reasonable everyday cycle distance (5 km), including Coleg Cymoedd Rhondda Campus, Llwynypia railway station and Ysbyty Cwm Rhondda Hospital. Again, the topography of the local area may discourage some journeys by foot and bike due to the steep gradients on the return journey.

## Active Travel

### Walking

- 2.15 There is an existing network of footways and footpaths through Penrhys which provide safe and secure routes away from roads.
- 2.16 The existing footpaths within Penrhys are illustrated in **Figure 2-4**.





**Figure 2-4: Footpaths within Penrhys**



- 2.17 Some of these footpaths accessible for those with mobility impairments and some are stepped. The gradients of the footpaths vary due to the topographical constraints on site. As the wider masterplan comes forwards, these routes will be improved with appropriate measures which may include re-surfacing, re-grading, widening and lighting etc.
- 2.18 To access Phase 1A by foot, pedestrians can use the existing footpaths through Penrhys. The Heol Pendyrus ring road will not provide access as there are currently intermittent footways along this road.
- 2.19 The main north-south footpath which connects Phase 1A to the main Penrhys access roundabout is approximately 300 m. This is a footpath and is not suitable for vehicles as it is stepped, and it is adopted and maintainable at public expense by RCTCBC. From the southern boundary of Phase 1A there is a decline in gradient of some 30 m. This would be an average gradient of 1:10, but this does vary and is dependent to the stepped sections.
- 2.20 To access Ystrad to the west, pedestrians will walk down the B4512 Penrhys Road. This road is 1.3 km in length. There is a consistent 2m footway running along the southwestern side of the carriageway, though no crossing points at the main roundabout to provide. There is no street lighting and trees are located in the footway and root heave is visible.
- 2.21 Walking towards Ystrad is a realistic and viable option for pedestrians for most of the year, though less attractive at night and if conditions are icy. Walking from Ystrad to Penrhys is less common as the gradient from the B4512 / A4048 mini roundabout to the Penrhys access roundabout is 1.3 km in length with an increase in gradient of 132 m. This is a gradient of

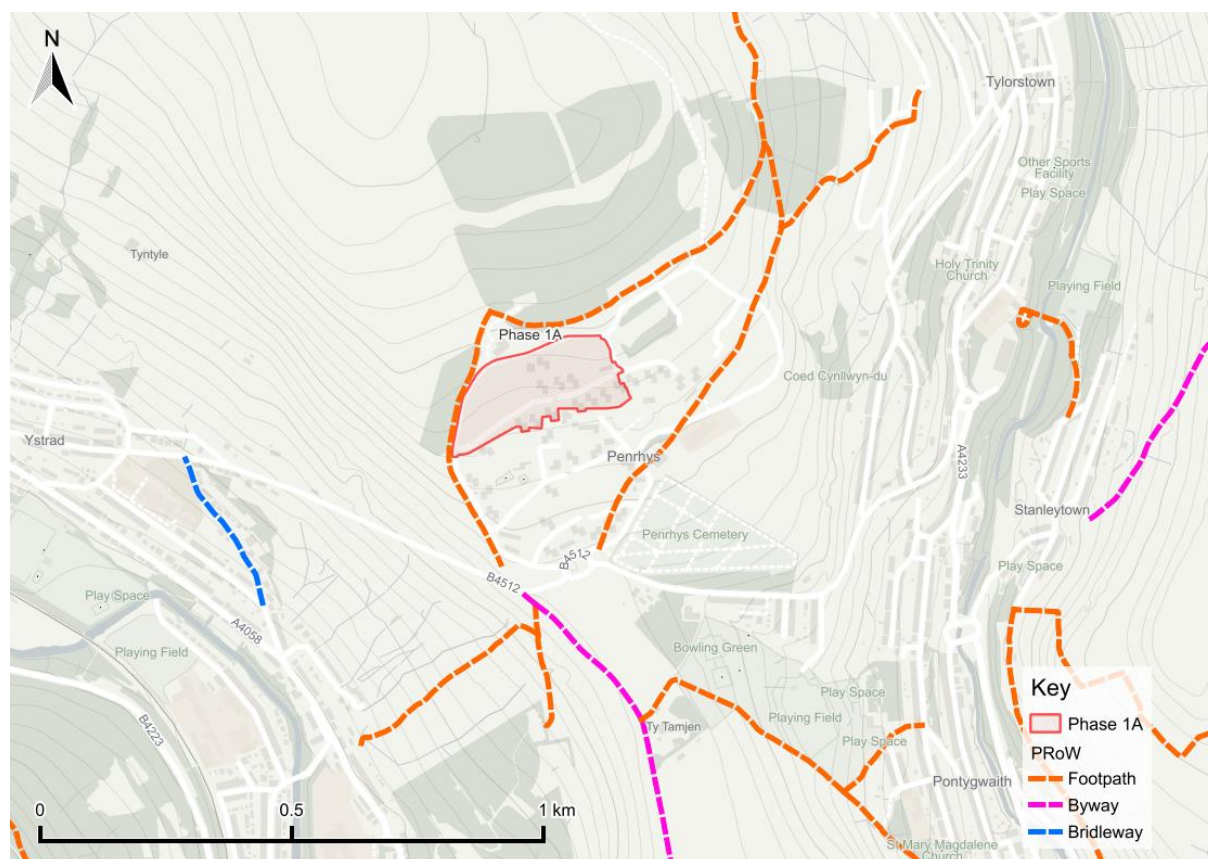




approximately 1:9 (11%). A site visit was undertaken in January 2025 and this route was walked, confirming the approximate gradient and noting that it may not be suitable for all users.

- 2.22 To access Ystrad railway station, pedestrians can walk west from the mini roundabout along the A4058 Gelligaled Road, then turn south along Brook Street. There are alternative routes if required along Cross Street and Trafalgar Terrace. Gelligaled Road benefits from a signalised crossing allowing for crossing from north to south. There are two further small priority junctions on the southern side of the carriageway before Brook Street which both benefit from dropped kerbs and tactile paving. Brook Street itself has a footway along its eastern side leading towards the railway station.
- 2.23 To the east of the Penrhys roundabout, the B4512 Penrhys Road connects to Tylorstown and the 'Lidl' roundabout. This route is 1 km in length with a decrease in gradient of 98 m, which is an approximate gradient of 1:10 or 10%. As with the route to Ystrad, this route is best walked from Penrhys to Tylorstown. The return journey may not be suitable for all users due to the steeper gradients.
- 2.24 A bus (route 170 or route 172) can be taken to the Lidl roundabout in Tylorstown. To then cross the roundabout to access Lidl (for example) residents will cross the northern arm of the roundabout (A4233 East Road) using dropped kerbs and a central refuge island. A footway then leads towards Lidl.
- 2.25 There are several Public Right of Ways (PROWs) which run through or near to the site. These are as set out in **Figure 2-5**.

**Figure 2-5: Rhondda Cynon Taff Public Rights of Way (PRoW) Map**



2.26 **Figure 2-5** identifies a footpath routing through the wider Penrhys site. This is not apparent on the ground however and is shown to dissect buildings on this plan. It's PROW reference is footpath TYL 7/1.

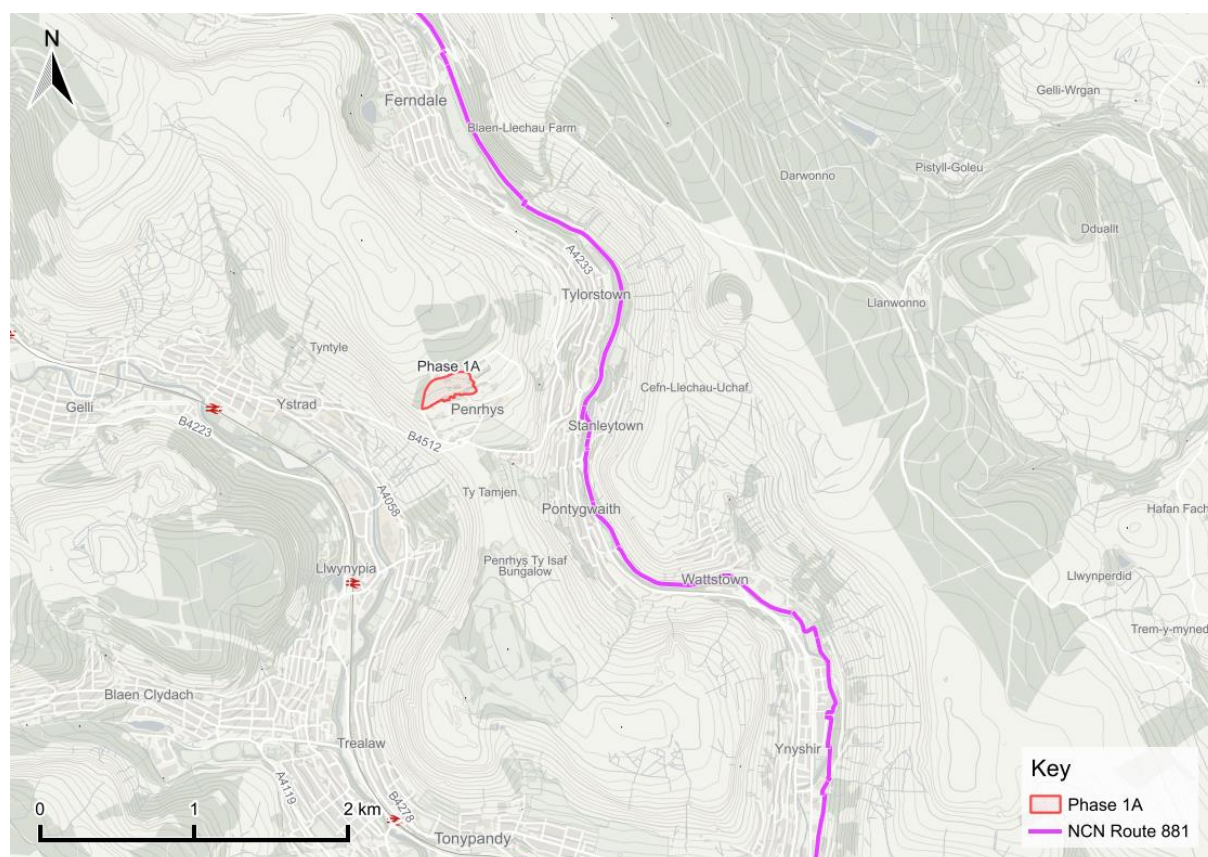
2.27 Other PROWs surround the site connecting it with the countryside to the north and east.

## Cycling

2.28 National Cycle Network (NCN) route 881 is located approximately 1.5km east of the site. This is labelled as a shared use and cycle active travel route within **Figure 2-6**. Route 881 connects Pontypridd to NCN Route 47 south of the Llest-Wen Reservoir. It routes via Porth, Wattstown and Ferndale. The route is a mixture of on and off road, though is primarily away from vehicles.

2.29 Gradient should be considered in the context of initial access to this route, as the return journey is a steep gradient, on-road, which is suitable only for more experienced cyclists.

**Figure 2-6: National Cycle Network 881**



2.30 There is currently no formal cycling infrastructure in direct vicinity of the site. The roads within Penrhys are lightly trafficked and are cyclable in an east-west direction, but steeper gradients can affect cyclists in a north-south direction. EBikes can assist future residents in overcoming the local topographical challenges.

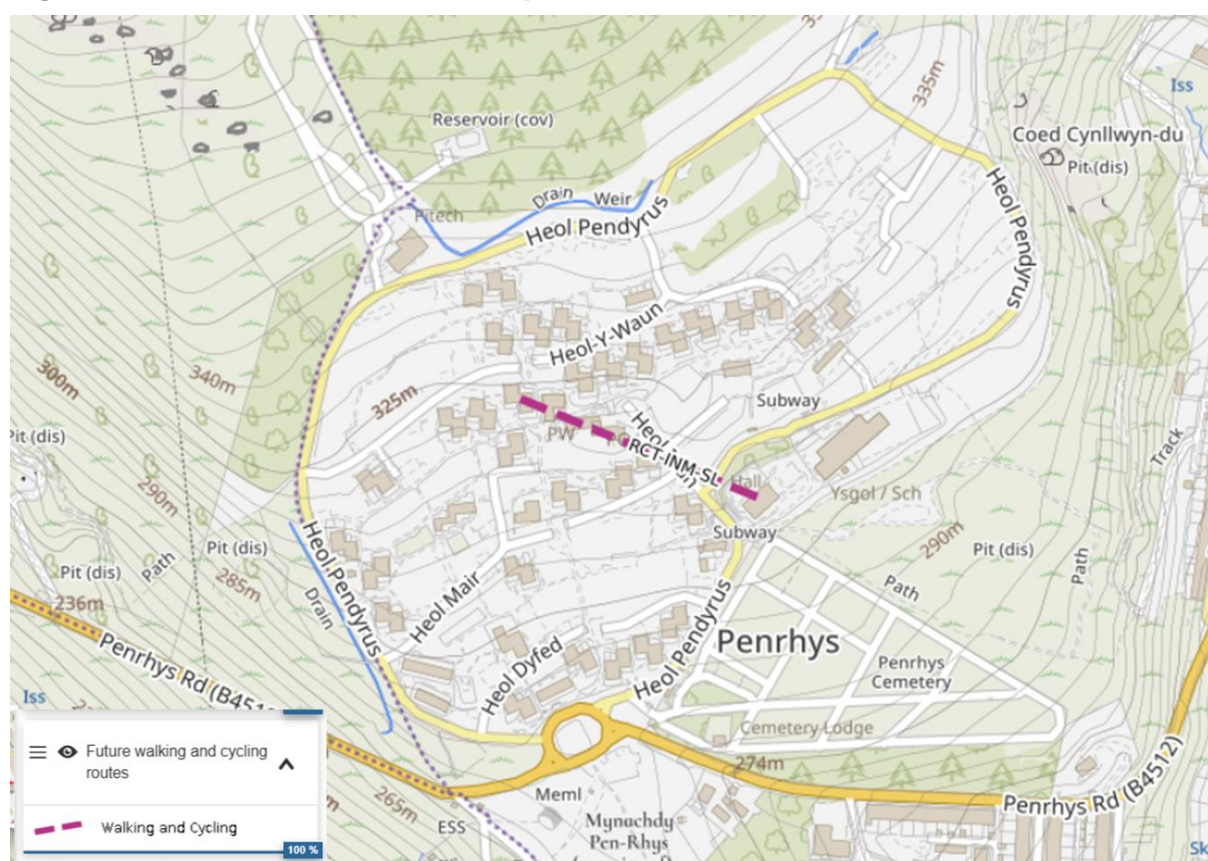




## Active Travel Network Maps

- 2.31 The Active Travel Wales Act (2013) requires all local authorities to produce Active Travel Network Maps (ATNMs) setting out existing and future (proposed) active travel routes.
- 2.32 ATNMs cover footpaths and cycleways, as well as inclusive travel by mobility scooters, wheelchairs, and pushchairs. Facilities like crossings, steps, and public amenities (e.g., toilets) are also mapped. Routes identified in the maps are eligible for Welsh Government active travel funding. Inclusion within ATNMs is a prerequisite for investment. Each map is prepared and revised through public and stakeholder consultation, submitted to Welsh Ministers for approval, and reviewed on set cycles.
- 2.33 There is currently one route noted within Penrhys. This is 'RCT INM SL', a long-term walking and cycling route. It is shown within the online ATNM as a straight-line from Llanfair Uniting Church to Penrhys Primary School. This is an aspirational path and the exact route is not defined. The redevelopment of Penrhys can facilitate the creation of this route, as well as other, as the wider masterplan proposals come forward.

**Figure 2-7: Active Travel Network Map extract** (Source: DataMapWales)



## Public Transport

## Bus

- 2.34 The closest bus stop to the site is the 'Roundabout' bus stop, located at the site entrance roundabout, off Heol Pendyrus. The bus stop provides access to the 155, 170 and 172 bus



services, routing to locations including Aberdare, Clydach Vale and Blaenllechau. The bus stop has a sheltered seating area and a flag. **Table 2-2** sets out the current bus services.

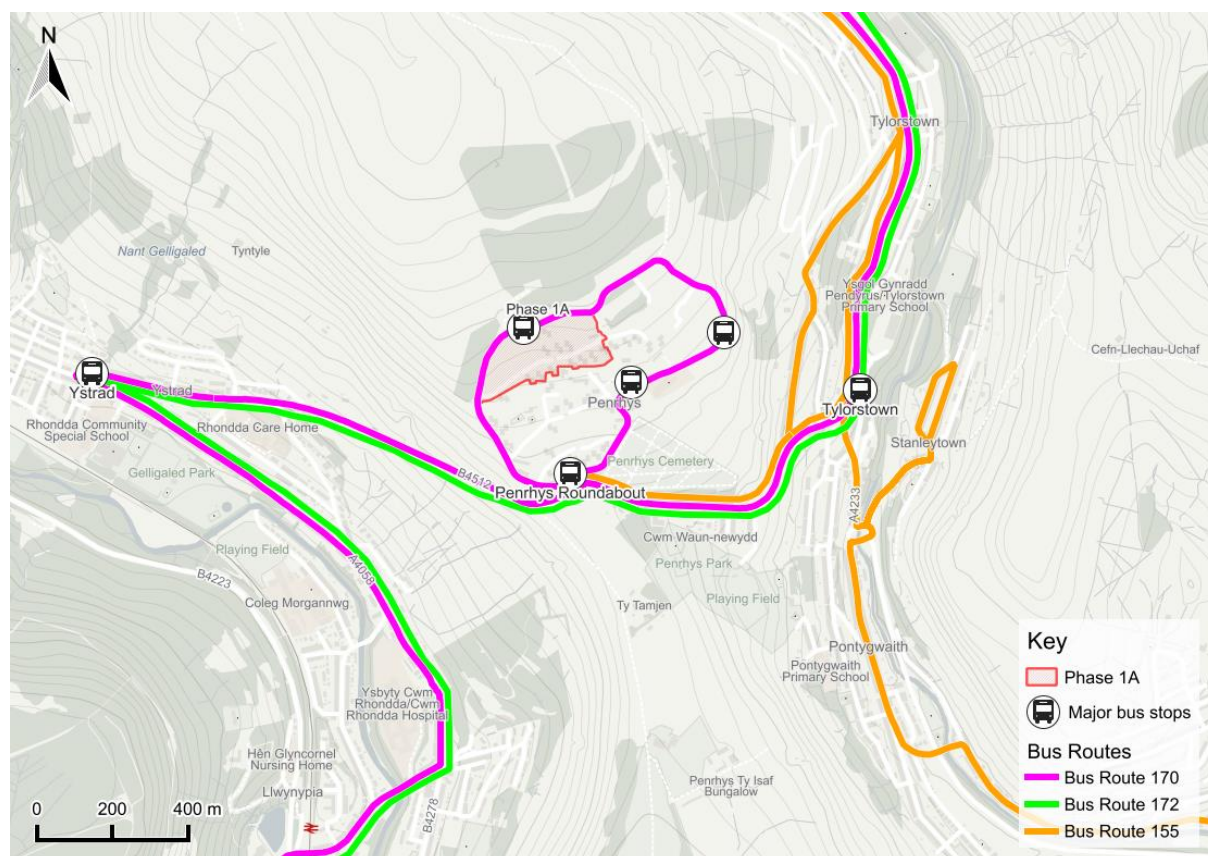
**Table 2-2: Bus Services**

No.	Route	First Bus	Last Bus	Ave. Frequency (mins)			Operator
				M-F	S	S	
Roundabout Bus Stop							
155	Porth - Pontygwaith - <b>Penrhys, Roundabout</b> - Ferndale - Blaenllechau	10:55	15:57	3x daily services	N/A	Stagecoach South Wales	
	Blaenllechau - Ferndale - <b>Penrhys, Roundabout</b> - Pontygwaith - Porth	11:15	16:23	3x daily services	N/A		
170	Blaenllechau - Tylorstown - <b>Penrhys, Roundabout</b> - Tonypandy - Clydach Vale	08:13	18:12	60	N/A	Stagecoach South Wales	
	Clydach Vale - Tonypandy - <b>Penrhys, Roundabout</b> - Tylorstown - Blaenllechau	08:38	17:37	60	N/A		
172	Aberdare - Tylorstown - <b>Penrhys, Roundabout</b> - Ystrad - Bridgend	05:28	18:48	60	5x daily services	Stagecoach South Wales	
	Bridgend - Ystrad - <b>Penrhys Roundabout</b> - Tylorstown - Aberdare	08:08	21:23	60	5x daily services		

- 2.35 As shown at **Table 2-2**, the site has access to hourly bus services during the day, routing to key locations including Porth and Ystrad. These bus services provide a good level of connectivity to key locations where onward transport connections and local facilities including shops, railway stations and health care facilities are available.
- 2.36 **Figure 2-8** illustrates the local bus routes in the context of the site, which are a vital link for residents to travel to nearby retail, community facilities and railway stations.



**Figure 2-8: Bus Routes**



## Rail

- 2.37 There are two railway stations within an accessible distance of the site, including Ystrad Rhondda and Llwynypia. Ystrad Rhondda is located approximately 1.8 km west of the site access, equating to a 24-minute walk or 8-minute cycle, with the return journey approximately 33 minutes by foot or 19 minutes by bike due to the gradients. Llwynypia is located approximately 2.4 km southwest of the site access, equating to a 31-minute walk or 10-minute cycle, or a 40-minute return journey by foot or 22 minutes by bike due to gradients.
- 2.38 Ystrad Rhondda has step-free access to all platforms. It has 6 cycle spaces available near the entrance. The station is managed by Transport for Wales. The station provides bi-hourly services to Cardiff Central and Treherbert.
- 2.39 Llwynypia railway station is classified as a Category B2 accessible station. It has 6 cycle storage spaces and 12 car parking spaces. The station is managed by Transport for Wales. The station provides bi-hourly services to Cardiff Central and Treherbert.

## South Wales Metro

- 2.40 The South Wales Metro will improve transport options throughout the South Wales Valleys, though the changes will be gradual. There will be improved electrified Metro trains, offering a direct link to Cardiff and other key areas. Travel time to Cardiff and other locations will be reduced which will make travel more efficient. The frequency of trains remain half hourly, but the supporting infrastructure and improvement will increase the consistency, reliability and therefore attractiveness of travel by rail.



## Local Highway Network

### Heol Pendyrus

- 2.41 Heol Pendyrus is a two-way carriageway routing around the entirety of Penrhys village (the site). A footway is available along the carriageway at its southern end, near the B4512 roundabout junction and street lighting is available along its length. The road is subject to a 20mph speed limit and provides access to residential cul-de-sacs along its route as well as to a forest track used by National Resources Wales.

### B4512 Penrhys Road West

- 2.42 The B4512 Penrhys Road West is a two-way carriageway routing towards Ystrad, joining with the A4058. It is accessed from the site via a roundabout. A continuous footway is available along its northern boundary for the entirety of its route from the site, and along its southern boundary starting approximately 850 m west of the site. Streetlighting is largely absent for the majority of its route and numerous trees are located on the footways.
- 2.43 The carriageway is subject to a 20 mph speed limit, with a short 30 mph section on approach to Penrhys. Speed regulating mechanisms are in place including speed cameras and associated signage.

### B4512 Penrhys Road East

- 2.44 B4512 Penrhys Road East is a two-way carriageway routing towards Pontygwaith, Tylorstown and Porth. It is accessed from the site via a roundabout. A footway extends from the site, along its northern boundary, for approximately 50 m. A continuous footway with dropped kerbs and streetlighting is available along its northern boundary, providing access into Tylorstown. The carriageway is subject to a 30 mph speed limit for the most part. Speed regulating mechanisms are in place including speed cameras and associated signage.

## Site Visit

- 2.45 A site visit was undertaken on 1<sup>st</sup> October on a typical weekday. This involved a comprehensive walk around the site and surrounding areas. The general condition of walking facilities on the site ring road were noted, as well as the current underpass provision and bus frequencies (in the middle of the day).
- 2.46 A second visit undertaken in January 2025 included walking the route between Llwynypia railway station and Penrhys.

## Accessibility Summary

- 2.47 In summary, the site is located in Penrhys, accessed via a roundabout junction off the B4512. The site is located within a walkable and cyclable distance from a number of key facilities located in Ystrad, Pontygwaith and Tylorstown, however topography remains a barrier to active travel.





- 2.48 Footways provide walking routes throughout Penrhys. Moreover, footways are available along the B4512, routing into Ystrad and Pontygwaith, though there is a lack of pedestrian infrastructure at the existing access roundabout to provide good continuity of connectivity.
- 2.49 NCN Route 881 is located approximately 1.5km east of the site, providing designated cycle routes towards Pontypridd and Route 47. Again, there are topographical constraints in connecting to these routes.
- 2.50 There are multiple bus stops located within the site, including the 'Roundabout' bus stop, located at the site entrance. Users of the site have hourly access to services 170 and 172 routing to locations including Bridgend, Aberdare and Ystrad within the day. Moreover, the site is located within a reasonable walk and cycle distance from Ystrad Rhondda and Llwynypia Railway Stations which provide bi-hourly rail services to Cardiff Central and Treherbert.

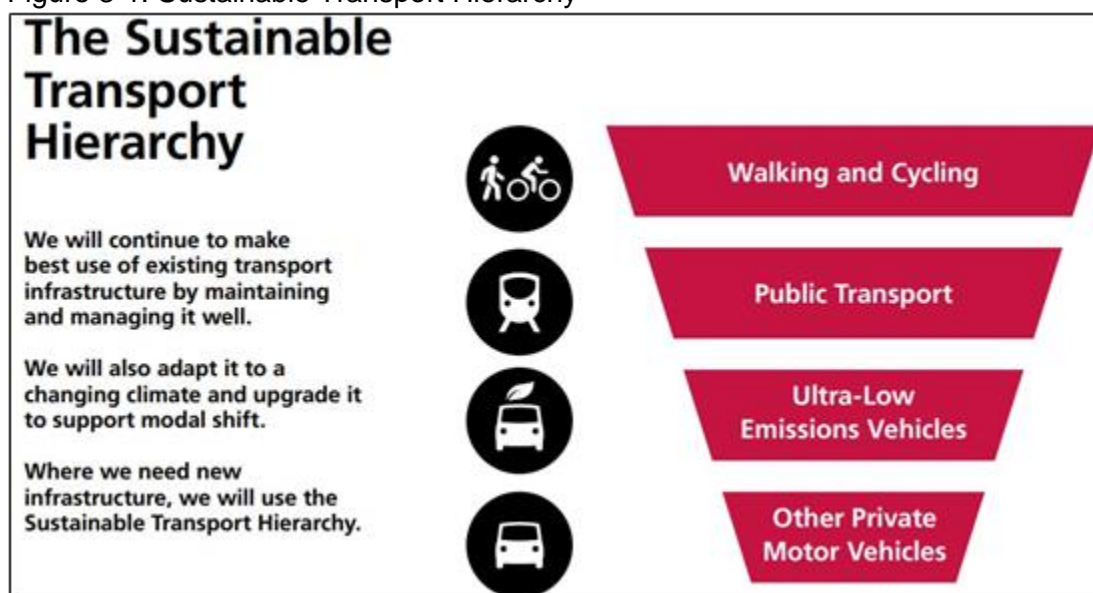


## 3.0 Planning Policy Context

### Introduction

- 3.1 This section of the report outlines the relevant policies for development and transport in Wales, which are cognisant of one another and follow a common theme; moving towards carbon reduction in the promotion of communities, virtual and active mobility, followed by public transport with private vehicles at the bottom of the hierarchy. This is shown in **Figure 3-1**.

Figure 3-1: Sustainable Transport Hierarchy



### National Policy

#### Planning Policy Wales (Edition 12) February 2024

- 3.2 Planning Policy Wales (Edition 12) (PPW12) outlines the land use planning policies of the Welsh Government with a presumption in favour of sustainable development. The primary objective of PPW12 is to:

“Ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.”

- 3.3 PPW12 sets out a transport hierarchy favouring active travel movements. This hierarchy is supported by a requirement for development proposals to maximise accessibility by active travel and public transport.
- 3.4 Section 3 of PPW highlights the significant of the planning system in decarbonisation and reducing the impacts of climate change.
- 3.5 Regarding movement, and specifically accessibility, PPW states that:





“Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys”.

- 3.6 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.
- 3.7 Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.

### **Future Wales: The National Plan 2040 (February 2021)**

- 3.8 Future Wales: The National Plan 2040 is a National Development Framework for Wales. It influences all levels of the planning system in Wales and will help to shape strategic and Local Development Plans prepared by councils and national park authorities.
- 3.9 One of the main challenges facing Wales is climate change. The document highlights the importance of reducing emissions to protect well-being and to demonstrate global responsibility. The planning system needs to focus on delivering a decarbonised and resilient Wales through the places that are created, the energy generated and the natural resources and materials that are used and how people live and travel.
- 3.10 In keeping with the themes within Future Wales, Welsh Government have produced a document called ‘COVID-19 Reconstructions: Challenges and Priorities’ (October 2020). This document sets out how people are using and will continue to use places differently, travelling less and spending more time working from home. Welsh Government is encouraging an increase in remote working and has set a long-term ambition for 30% of the Welsh workforce to work away from a traditional office, beyond the covid-19 pandemic and for the long-term. This is intended to help town centres and urban areas reduce congestion and cut carbon emissions. The planning system must therefore respond to these changes and contribute to a sustainable recovery, shaping places around a vision for healthy and resilient places.

### **Wales Transport Strategy, Llwybr Newydd (May 2021)**

- 3.11 This document is a strategy for the future of transport in Wales and sets out the ambitions for the next 20 years and Welsh Government’s priorities for the next 5 years.
- 3.12 The long-term ambition for the strategy is for a transport system that contributes to a more equal and a healthier Wales and ensure that there are fewer physical, economic, social and attitudinal barriers that prevent people from walking, cycling or using public transport. Priorities include growing public transport use; providing safe, accessible, well-maintained and managed transport infrastructure; making sustainable transport more attractive and affordable; and supporting innovations that deliver more sustainable choices.



Figure 3-2: Wales Transport Strategy Priorities and Ambitions



### 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.



## Well-being of Future Generations (Wales) Act 2015

- 3.16 Wales faces several challenges now and, in the future, such as climate change, poverty, health inequalities and jobs and growth.
- 3.17 The Well-being of Future Generations Act puts in place seven well-being goals that will help to tackle these challenges. The Act makes it clear the listed public bodies must work to achieve all of the goals, not just one or two.
- 3.18 In terms of the impact of the goals on develop and travel, the first goal of 'A Prosperous Wales' recognises the need for an innovative, productive and low carbon society and is somewhat all-encompassing of the other goals and the need for sustainable travel options and low carbon communities.



## Active Travel (Wales) Act 2013 (October 2013)

- 3.19 The Active Travel (Wales) Act aims to make it easier for people to walk and cycle in Wales and 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 WG and local authorities to promote walking and cycling as a mode of transport.
- 3.20 By connecting key sites such as workplaces, hospitals, schools and shopping areas with active travel routes, the Act will encourage people to rely less on their cars when making short journeys and make implementing successful Travel Plans easier.




## Active Travel Act Guidance (July 2021)

- 3.21 The Active Travel Act Guidance was first published in July 2021 and is issued using the powers of the Welsh Ministers to give guidance under sections 2(6), 2(9), 3(4), 4(5), 5(2) and 7(2) of the Active Travel Act.
- 3.22 The act requires local authorities in Wales to produce maps of walking and cycling networks, and to deliver year on year active travel improvements along the mapped routes and their related facilities. These routes should be coherent, direct, safe, comfortable and attractive. The maps shall now be known as Active Travel Network Maps (ATNM) – showing existing routes and future routes which shall combine the Existing Routes Map and the Integrated Network Map required by the act.
- 3.23 As well as creating the infrastructure, the act includes provision for making people aware of the existing and future routes through the publication of the maps and for the promotion of active travel as a means of transport.



- 3.24 The active travel network is designed to serve everyday journeys. These are also known as utility journeys – trips with a purpose rather than purely for leisure. Examples of destinations which can be considered to form an everyday or utility journey include; school or other educational establishments, local shops, employment sites, healthcare facilities, and other destinations people travel to for a purpose.
- 3.25 **Table 3.1** is an extract from the guidance which provides a guide for network development in relation to reasonable distances that would be travelled by each respective mode for everyday journeys.
- 3.26 Two out of every three journeys are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school.
- 3.27 The guidance further states that developments that do not adequately make provision for walking and cycling should not be approved. This may include adequate off-site improvements for pedestrians and cyclists using existing highways that are affected by the development. The site has the potential to provide excellent cycle links allowing for residents of the site to connect with the local area, as well as providing active travel benefits for the existing community.

**Table 3-1: Active Travel Guidance**

	Less than 1km	Up to 3km	Up to 5km	Up to 8km	Up to 12km	Up to 24km
	Many users	Many users	Some users	Few users	Few users	Few users
	Many users	Many users	Many users	Many users	Some users	Few users
	Many users	Many users	Many users	Many users	Some users	Some users

### 30% Work from Home Target

- 3.28 A Briefing Paper was published by the independent Wales Fiscal Analysis (WFA), a research body within Cardiff University's Wales Governance Centre in July 2020, two months before the Welsh Government announced its target of 30% working from home in September 2020.
- 3.29 The paper outlines how 39.9% of Welsh jobs could be done from home and 65.5% of employees have reported that they were able to produce more work per hour working from



home during COVID- 19, and therefore they would like to continue working mainly from home in the future. This indicates that there is both potential and desire for a proportion of the population to continue working from home after COVID-19, whether that be full time or shared between home working and a traditional work environment. As such, the Welsh Government aspiration of 30% working from home is both realistic and appears achievable.

- 3.30 A step-change in home working is already happening, with many large companies publicly reducing office or desk space for employees on the basis that many or all will continue to work flexibly in the UK (for example KPMG, HSBC, Lloyds Banking Group, Unilever).

## **Local Planning Policy**

### **RCTCBC Local Development Plan (2006-2021)**

- 3.31 RCTCBC Local Development Plan (LDP) was adopted in March 2011 and sets out the aims, vision, and objectives for the future of the county.
- 3.32 The LDP transport policies aim to deliver major road schemes, cycle network improvements, park and ride provision and rail network and station improvements. The main objective alongside this is to promote more sustainable forms of transport throughout RCTCBC.

### **RCTCBC Revised Local Development Plan (2022-2037)**

- 3.33 The preparation of a revised LDP for the period of 2022-2037 is currently undergoing, the process began in April 2022 and this LDP will replace the current LDP of 2006-2021.

### **RCTCBC Electric Vehicle Charging Strategy (2021-2030)**

- 3.34 The declared 'Climate Emergency' by the Welsh Government has required efforts to the next level and this includes the recognition for promoting a practical electric vehicle charging (EVC) network within Wales.
- 3.35 This EVC Strategy outlines several key principles that will empower the Council to advise, help and support individuals, or parties, which wish to make the switch from conventional vehicles to EVs. The Council intends to encourage EV uptake amongst residents, including those without access to off-street parking.
- 3.36 The strategy was published in 2022 and is providing strategy until 2030. Further to this, this year the 'Electric Vehicle Charging Implementation Plan' at RCTCBC was published providing guidance and advice on best practice to develop a comprehensive EV charging network.
- 3.37 In relation to Electric Vehicle Charging Infrastructure, the EVC references Policy 12 of Future Wales which states:

"Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points".



- 3.38 However, it is further stated that it may be appropriate that some of the provision is 'passive' with the unnecessary underlying infrastructure provided to enable installation and activation in the future.

**RCTCBC Supplementary Planning Guidance: Delivering Design and Placemaking: Access, Circulation & Parking Requirements (Adopted March 2011)**

- 3.39 Penrhys lies within Zone 3 (Suburban or Near Urban) and as such, the following maximum car parking standards apply to the proposed residential development:
- Houses & apartments (1 or 2 Bedrooms) – maximum of 2 spaces
  - Houses & apartments (3 or more Bedrooms) – maximum of 3 spaces
  - Visitors – maximum of 1 space per 5 units
- 3.40 The SPG requires 1 long-stay cycle parking stand per 5 apartment bedrooms. No specific requirement for cycle parking standards is provided for houses, however it is assumed most bicycle storage is provided within dedicated garages. Whilst not specified in the SPG, it is good practice to provide dedicated secure bicycle storage (such as metal sheds) where houses are provided without garages.

## Summary

- 3.41 The focus of transport and land use planning policy is on the development of sustainable travel measures, and the encouragement of development proposals which widen the accessibility to sustainable travel for site users.
- 3.42 The proposed development has the potential to accord with national and local policy and encourage sustainable travel to and from home, and ensure future provision for this.
- 3.43 Overall, the principles of the proposed development of this site comply with the transport related planning policies highlighted within this chapter, locally and nationally. The site will seek to encourage travel by non-car modes, particularly by public/shared travel modes (facilitated by electric buses), with the opportunity to travel via the foot/cycleway routes directly accessing the site. The proposals will also encourage and comply with electric vehicle charging spaces, by providing the appropriate amount to ensure the growth of electric vehicles is achievable.





## 4.0 Development Proposals

- 4.1 Phase 1A is subject to a full planning application, and much consideration has been given to the sites layout in order to overcome topographical challenges, whilst promoting an inclusive development which champions active and sustainable and active travel, as well as safe access for vehicles. It has been developed cognisant of the emerging wider Penrhys regeneration masterplan, which has influenced the planning layout.

### Overview of the Proposed Development

- 4.2 The development of Penrhys is split into phases. Initially, Phase 1A will comprise approximately 121 dwellings with the following housing mix:

- 50 Affordable Dwellings
- 71 Private / Market Dwellings

- 4.3 **Figure 4-1** demonstrates the site layout. As previously set out, this is also contained within **Appendix A**.

**Figure 4-1: Site Layout**



- 4.4 **Figure 4-1** illustrates the proposed active travel route running north-south through the centre of Phase 1A, connecting the north of Heol Pendyrus to the southernmost area of Phase 1A. As well as providing green space, it promotes an active travel connection through the heart



of the development which will also continue through the future phases to the south. The route will benefit from natural surveillance due to proposed properties overlooking the space, and will be a key route for safe and secure travel away from the main roads.

- 4.5 The internal highway layout primarily includes east-west routes in order to overcome the main change in gradient, which is from north to south. A central footpath is provided to allow a gradient-compliant active travel route which 'zig-zags' through the centre of the site. It is proposed to retain the existing Penrhys ring-road, but with additional formalised on-street parallel parking bays and some SUDS features to encourage lower vehicle speeds and to act as speed calming measures. The highways within the ring road are primarily new highways and are designed to accommodate two-way working between Standard Design Vehicles (SDVs) and Panel Vans, given the increase in delivery vehicles for online orders present in the five plus years since Covid-19. SDVs are typically slightly larger than a 'normal' car. Refuse manoeuvres can be accommodated also, as well as fire tenders.

## **Main Site Access**

- 4.6 The site will continue to be accessed from the B4512 Penrhys Road, where there is an existing roundabout connecting to Heol Pendyrus.
- 4.7 There are proposals associated with the wider development to improve this roundabout, though these do not form part of the Phase 1A proposals. There is limited space for a haul road during the construction period, and as such all construction vehicles will arrive via the roundabout. The roundabout improvements will therefore be one of the final elements of the scheme to come forward. However, the roundabout is a significant junction which is more than capable of serving Phase 1A, and later phases, until the junction improvements are introduced to improve active travel access as well as aesthetics.
- 4.8 The changes that will be proposed as a part of the wider outline proposal will include to downgrade the dominance of road space and rebalance movement of vehicles and non-vehicular users (primarily pedestrians). This will function as a gateway feature to the village as well as the Shrine of Our Lady of Penrhys.
- 4.9 Pedestrian infrastructure will be improved and prioritised with dropped kerbs, tactile paving and prominent formal crossing points, whilst the overall footprint of the junction may be reduced.

## **Phase 1A Access**

- 4.10 Phase 1A will benefit from several access points using both existing and newly proposed highway junctions. These junctions are designed to accommodate the turning movements of standard design vehicles (SDVs), refuse vehicles and fire tenders. Junction visibility is provided for vehicles travelling at 20 mph, which is a 22 m Stopping Sight Distance (SSD) as advised by Manual for Streets (MfS), which the RCT Residential Design Guidance references. The highways are designed to naturally limit vehicles to these speeds.





**Figure 4-2: Phase 1A Access Points**



### Access 1

- 4.11 Access 1 comprises the existing priority junction with Heol Pendyrus / Pen Tyntyla, realigned approximately 10 m to the south to provide a more level junction. It remains a simple priority junction and the levels remain consistent along the road as it routes from east to west. A footway will be provided along the northern side of the carriageway. This access also crosses the green corridor to connect to the street on the eastern side of Phase 1A. The intention is to connect to this street to the eastern phases as they come forward. At this point there may be an option to downgrade the highway crossing of the green corridor.

### Access 2

- 4.12 Access 2 is a newly proposed junction to the north of Access 1. It will be a simple priority junction allowing access to the second row of dwellings. Footways will be provided along both side of the carriageway, with an uncontrolled crossing near the junction mouth.

### Access 3

- 4.13 Access 3 is a simple priority junction allowing access to a car parking area serving the dwellings allocated as flats. The priority junction will be on a raised table which will act as a speed calming measure for vehicles travelling around the ring road.



## Access 4

- 4.14 Access 4 is the retained junction of Heol Pendyrus / Heol-Y-Waun. This is again a simple priority junction, with Heol-Y-Waun subject to a gradient of approximately 1:7 in places. Options were explored to upgrade this route and adjust the gradient but these did not prove feasible. Following discussions with RCTCBC it is agreed to retain this road given that this route is not promoted for pedestrian access, as grade-compliant and inclusive options are being provided elsewhere within the site.

## Pedestrian and Cycle Access

- 4.15 All existing, improved and proposed junctions within Phase 1A will include provision for active travel, primarily in the form of 2 m footways. Cycling can be accommodated on-road within the development as the design of the streetscape with low speeds and good forward visibility will lend itself to cycling.
- 4.16 Within the site, crossings will be at-grade and are proposed to be facilitated through raised tables and appropriate uncontrolled crossing facilities, to promote the priority of movement by these modes.
- 4.17 Some locations will, due to existing topography constraints, not align with the RCTCBC Design Standards as set out in “Section – A: Residential Roads, Footpaths And Cycleway Standards”. It states within this document that “footway and footpath gradients will not usually exceed 1 in 12, however, where a development fronts an existing road and a footway is to be provided fronting the development, the gradient should not exceed 1 in 8”.
- 4.18 However, in most locations efforts have been made to align with this standard and provide an improvement where possible, so as to not provide the minimum gradients but to try and improve the existing situation.
- 4.19 The guidance further states that “steps are permitted on footpaths (not footways) where there is an alternative route for disabled pedestrians”. Stepped footpath arrangements are included within the site design in some locations, and there is an alternative route for disabled or impaired site users which takes a gradient-compliant path, and which also aligns with LTN 1/20 as shown in the site layout at **Appendix A**.

## Proposed Active Travel Route

- 4.20 An active travel route is proposed to connect the north of Heol Pendyrus to the southernmost area of Phase 1A. This central landscaped area is illustrated in **Figure 4-3** and is shown within the site layout at **Appendix A**.
- 4.21 The route is compliant with the RCTCBC Design Guidance and with ‘Cycle Infrastructure Design, Local Transport Note 1/20, July 2020’ (LTN 1/20) in that most of the gradients do not exceed 5% (1:15). As per paragraph 10.8.23 of LTN 1/20, ramps of 5% (1:20) gradient and above are divided into sections that do not exceed 10m in length, and with intermediate resting places at least 2 m long.
- 4.22 LTN 1/20 states that an absolute maximum of 8% (1:12.5) should be used for ramps. The design is compliant with this parameter.



- 4.23 A stepped alternative is provided in a more direct straight line from north to south, along the eastern boundary of the landscaped area. This is to provide an alternative option for pedestrians who are not mobility impaired or who want to take a more direct route.
- 4.24 To the south, the active travel route connects onto the east-west street which borders the southern boundary of Phase 1A. Long-term this will tie into the wider masterplan with access continued through the green corridor to the south, however during Phase 1A a temporary access will be provided to connect to the south. This may be via temporary step & ramp arrangement. This is as per the southernmost arrow as indicated in **Figure 4-2**.

**Figure 4-3: Phase 1A Active Travel Route and Central Landscaped Area**



- 4.25 A temporary stepped and ramped connection from the street situated on the southern boundary of Phase 1A will be provided to connect residents with the existing footpath that currently runs north-south in Penrhys. Until this part of Penrhys is redeveloped in a subsequent phase, there will be a temporary need to overcome the level difference. This provision will ensure residents will be able to navigate around and out of the village during the period when only Phase 1A is constructed. As other phases are redeveloped then the green corridor will extend south from Phase 1A all the way through the village, which will overcome the level differences and provide a continuous, attractive and legible north-south route.



## Car and Cycle Parking

- 4.26 Penrhys lies within Zone 3 (Suburban or Near Urban) and as such, the following maximum car parking standards apply to the proposed residential development:
- Houses & apartments (1 or 2 Bedrooms) – maximum of 2 spaces
  - Houses & apartments (3 or more Bedrooms) – maximum of 3 spaces
  - Visitors – maximum of 1 space per 5 units
- 4.27 The SPG requires 1 long-stay cycle parking stand per 5 apartment bedrooms. No specific requirement for cycle parking standards is provided for houses, however it is assumed most bicycle storage is provided within dedicated garages. Whilst not specified in the SPG, it is good practice to provide dedicated & secure bicycle storage (such as metal sheds) where houses are provided without garages.
- 4.28 Based on the proposed development of 121 residential dwellings, the proposed parking schedule is set out in **Table 4.1**. This is proposed based on the vision for a sustainable community, but cognisant of the fact that the site sits between the Rhondda Fawr and Rhondda Fach valleys and is elevated above these.

**Table 4-1: Proposed Parking Schedule**

Bedrooms	Max Persons	Proposed parking spaces per unit
2	3	1
3	4	1
3	5	2
4	6	2
4	7	3

- 4.29 The parking provision as proposed is below the maximum standards as per RCTCBC guidance, which is in keeping with the site's aspiration for an inclusive development which promotes sustainable modes. However, a realistic and appropriate level of parking is still provided for each dwelling considering the site's location.

## Heol Pendyrus (the Ring Road)

- 4.30 It is not proposed to realign the ring road, however it is proposed to update and amend sections of the ring road to reduce vehicle speeds by creating build-out features and level differences, thereby improving the active travel user environment.
- 4.31 It provides vehicle drivers with a loop of the entire site and will have the benefit of keeping vehicles to the outskirts of the development as opposed to encouraging vehicles to drive into and through the quieter residential streets within Phase 1A.





- 4.32 Through pre-app discussions with RCTCBC it is acknowledged that there are some concerns with speeding vehicles along the ring road. The design of Phase 1A includes the following measures on the ring road to encourage slower speeds:
- On-street parking provided as parallel parking bays on the western and northern sides of the ring road;
  - Small build-outs which protect the parallel parking bays and function as a narrowing feature;
  - New bus stops;
  - A raised table to the north at the junction which provides an informal pedestrian crossing location to access the natural mountainside to the north;
  - Consistent footways along the 'inside' of the ring road adjacent to the development plots, which will also result in a more urban environment to encourage lower speeds.
- 4.33 Some SUDS features will be contained within the highway which will also create small build-outs adjacent to the proposed parallel parking bays, further downplaying the ring road and assisting in reducing vehicular speeds.

## **Bus Stops**

- 4.34 There is an existing bus stop along Heol Pendyrus in the north of Phase 1A which is served by the 170 run by Stagecoach. This is known as 'Boilerhouse'. Although a designated stop, this has no provision by way of shelter, flagpole, on-road bus cage etc.
- 4.35 It is proposed to relocate the Boilerhouse bus stop 30 to the east as per the site layout, and to include an additional bus stop to the southwest of the site, a further 200m along Heol Pendyrus to the west from the Boilerhouse bus stop. These stops will benefit from bus cages and shelters and provide a sustainable option for residents of Phase 1A to travel away from the site via means other than private vehicle

## **Servicing and Delivery Vehicles**

- 4.36 Phase 1A is designed to accommodate delivery and servicing vehicles.
- 4.37 It is recognised that in 2025 many people shop online and, whilst this reduces overall vehicle trip generation, it results in an increase in the number of delivery vehicles accessing the site. Cognisant of this, all internal roads will be able to accommodate two-way movements with a panel van and an SDV as a minimum.

## **Phase 1A Facilities**

- 4.38 It is anticipated that the proposed commercial centre (including retail facilities) will be the next phase at Penrhys to be developed and that this will be to the south of the site adjacent to the existing main access roundabout. Until this phase is delivered and new amenities provided, the existing offerings on site (the church, shop and takeaway for example) would remain accessible to residents of Phase 1A.



## 5.0 Existing Travel Demand

- 5.1 Local census data provides an indication of the mode share for current journeys to work in the areas local to the site in Penrhys.
- 5.2 Whilst the development proposed a mix of market and affordable housing, the current dwellings within the site are primarily affordable housing. However this census data can be utilised to inform the setting and agreeing of indicative modal shift targets with the Local Authority, within the FTP.
- 5.3 The 2011 Census date has been used due to ongoing uncertainties over the validity of the 2021 Census given that this was undertaken during the Covid-19 pandemic with high levels of employees working from home, or otherwise driving in order to avoid public transport.

### Baseline Modal Split

- 5.4 The 2011 Census data has been investigated to provide an overview of the existing travel behaviour in the area surrounding the site. The 'W01001274 : Rhondda Cynon Taf 013B Lower Layer Area Output Area (LSOA)' has been selected, which comprises Penrhys and an area of Tylorstown. A summary of this data is detailed in **Table 5.1**.

**Table 5-1: Method of Travel to Work Mode Split (2011 Census)**

Mode	Percentage Split
Train	3%
Bus, Minibus or Coach	7%
Taxi	1%
Motorcycle, Scooter or Moped	0%
Driving a Car or Van	66%
Passenger in a Car or Van	12%
Cycling	0%
Walking	11%
Other Method of Travel	0%
Total	100%

- 5.5 Whilst this data represents only journeys to work, and travel patterns now some 10 years old, it is a useful proxy for development travel as a starting point. As demonstrated in **Table 5.1**, most existing residents in the Rhondda Cynon Taf 013B LSOA travel to work by single occupancy private car or van (66%). 10% travel by public transport and 11% travel by foot.
- 5.6 It is expected that, in general the number of people working from home has increased due to the shift in attitudes to home working resultant from the Covid-19 pandemic. This trend



expected to continue and result in a greater proportion of people working from home in the future.

- 5.7 It should be noted that the data in **Table 5.1** relates only to journeys to work and doesn't include journeys for the purpose of education, shopping or leisure.
- 5.8 Furthermore, the data does not take into account multi-modal trips to work (the census asks for method of travel to work for the longest part of the journey) i.e. park and ride or cycle and ride. However, it does provide an indication of existing travel patterns in the area.
- 5.9 Based on these modal splits, the judgement is that this FTP starts with is that the baseline for travel to work is 66% by single occupancy private car.



## 6.0 Objectives and Targets

### Objectives

- 6.1 This TP is primarily aimed at reducing the dependence of car travel by residents in accordance with PPW 12. Therefore, the main objectives of this TP are to promote initiatives that include:
- Encouraging less travel;
  - Encouraging use of sustainable travel modes (which includes all non-single car occupancy modes);
  - Promoting healthy lifestyles;
  - Encouraging social inclusion by identifying travel choice;
  - Minimising the impact of vehicles on the environment; and
  - Promoting sustainability by raising the awareness of environmental damage.
- 6.2 Past experience has shown that TP's can bring economic, environmental, health and social benefits to residents travelling to and from a site as well as to local people living and shopping in the area. The key benefits which can result following the implementation of a TP are outlined below:
- Economic – more sustainable travel modes can save money. Increasing the critical mass using public transport can make services more viable, and car sharing can significantly reduce travel costs.
  - Environmental – a reduction in car journeys made to and from the site reduces the level of air and noise pollution in and around the site.
  - Health – by adopting more sustainable modes of travel, such as walking or cycling, people's physical and mental well-being improves, and they lead a healthier lifestyle.
  - Social – when not travelling by car, people have the opportunity to interact with other individuals on their journey to and from the site. Increased pedestrian and cycle activity make an area feel safer.

### Benefits

- 6.3 The achievement of the objectives will bring about the following benefits for residents of the site:
- Health benefits associated with walking and cycling, including reduced levels of stress;
  - The opportunity to save money by using alternative modes of travel to the car; and
  - Improved quality and reliability of journeys.

### Targets

- 6.4 The success of the TP is measured by whether it achieves its objectives through set targets agreed with RCTCBC which will be identified following an initial baseline survey.





- 6.5 The targets, which are related to the objectives, can be 'action' targets or 'aim' targets. Action targets set out specific commitments to implement measures within certain timescales to ensure delivery. Aim targets provide numerical goals for modal shifts. All targets will be SMART (**S**pecific, **M**easurable, **A**chievable, **R**ealistic, **T**ime-bound).
- 6.6 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 shifts.
- 6.7 Targets, or outcomes can be reviewed and once achieved will be maintained at no less than that level, subject to review as part of the annual monitoring programme.

### **Action Targets**

- 6.8 The action targets are set out in the Action Plan (section 10) and include the following key milestones;
- The TP will be formally launched as the first properties are occupied;
  - Provision of a 'Travel Information Pack' for each dwelling one month after meaningful occupation. Along with the TP launch, information may be included about sustainable travel opportunities, discounted fares and cycle routes;
  - The baseline survey will be conducted within 3 months within meaningful occupation of the site;
  - Where required, an updated version of the TP will be produced with an updated Action Plan following the baseline surveys; and
  - A monitoring survey will be undertaken within one year of the baseline survey which will monitor the modal shifts of residents.

### **Aim Targets**

- 6.9 The TP will be monitored for a period to be agreed with RCTCBC, from an agreed level of occupation. Once the baseline travel survey results have been analysed, specific targets will be set according to the monitoring programme set out in Section 9 and details advised to RTCBC.
- 6.10 The main target will be to reduce dependency on the private car whilst increasing the usage of sustainable modes of travel.
- 6.11 It is considered that a change in car sharing can be achieved through local promotion via the development website, notice boards and using the Liftshare website (<https://liftshare.com/uk>). The provision of a car club will also be investigated at the site as part of the development process.
- 6.12 An increase in active travel may be achieved through the awareness of active travel linkages and journey times to local amenities / facilities.
- 6.13 An increase in cycling may be achieved through the provision of internal pedestrian/cycle links which connect the site to local routes, the potential formation of a Bicycle User Group (BUG) and through the provision of cycle maps. It noted however that topography presents at challenge at Penrhys.



- 6.14 An increase in public transport will be achieved through the promotion of the existing and directed bus services by the TPC and the provision of information including maps and timetables.
- 6.15 **Table 6.1** sets out the proposed mode split targets for the initial 5-year period from the inception of the TP.

**Table 6-1: Indicative Mode Split Targets**

Mode	Baseline (2011 Census)	Year 1	Year 3	Year 5
Train	3%	3%	3%	3%
Bus, Minibus or Coach	7%	7%	7%	8%
Taxi	1%	1%	1%	1%
Motorcycle, Scooter or Moped	0%	0%	0%	0%
Driving a Car or Van	66%	63%	60%	56%
Passenger in a Car or Van	12%	13%	14%	15%
Cycling	0%	1%	2%	3%
Walking	11%	12%	13%	14%
Other Method of Travel	0%	0%	0%	0%
Total	100%	100%	100%	100%

- 6.16 These targets are at this stage purely indicative and will be formalised following the baseline survey, which will provide the first real indication of travel habits for residents of the site.



## 7.0 Travel Plan Strategy

### Management

- 7.1 The role of the Travel Plan Co-ordinator (TPC) for the FTP is currently allocated to SLR Consulting Ltd, until the allocation of a TPC from the site management company. Once the development is built out, the FTP will be converted to a full TP.
- 7.2 The allocated TPC, and the necessary costs for administering the TP, will be funded by the developer via S106 contributions.

### Travel Plan Co-ordinator

- 7.3 The TPC post will remain in post for five years following first meaningful occupation. The primary functions of the TPC will include;
- Liaison with the local community;
  - Liaison with the local planning and highway authorities;
  - Liaison with public transport operators;
  - The incorporation of sustainable travel options into marketing material for the development;
  - Organisation of travel surveys;
  - Promotion of sustainable transport measures to residents through a range of media, including for example, newsletters, emails and websites;
  - Production, distribution and monitoring of residential Travel Information Packs;
  - Providing residents of the development with details on how they can travel, including accessing their place of work, schools, shops and others in a sustainable manner; and
  - Acting as a single point of contact for all transport, access and travel related issues for residential units within the development.
- 7.4 Increasing travel awareness so that people can make informed travel choices is a key role of the TPC. The TPC will work with officers at RCTCBC to promote initiatives the council may have.
- 7.5 The TPC will work with the developer to ensure that all residents receive sustainable travel information.
- 7.6 At this stage, it has not been agreed who will take responsibility for the full-time TPC role. This will follow as detailed design of the scheme is progressed. It may be that a separate Management Company or a suitably qualified transport planning consultant, or similar is appointed to take on this role. The TPC, and the necessary costs for administering the TP, will be funded by the Developer.
- 7.7 In this interim period before a full TP is produced, or a TPC is appointed, the main contact for any queries relating to the FTP will be James Hiscocks at SLR Consulting Ltd.



7.8 James' contact details are:

SLR Consulting Ltd, Tudor House, 16 Cathedral Rd, Pontcanna, Cardiff CF11 9LJ

E-mail: james.hiscocks@slrconsulting.com

- 7.9 It is envisaged that the residents of the site will eventually take full ownership of the TP, with one or more individuals taking the role of TPC. The TP will be updated accordingly when this transition has taken place. The objective is to encourage people in the community to work for the community.

### **Reporting**

- 7.10 The results of the monitoring will be reported in writing to RCTCBC within two months of the completion of the monitoring surveys. An annual Monitoring Report will be compiled which will outline the results of the monitoring survey and review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be issued to RCTCBC and retained for records. A revised Action Plan will be submitted on an annual basis as part of the annual monitoring program and reporting.

- 7.11 The monitoring report will include the following aspects:

- Site name and address;
- A summary of the TP;
- How and when monitoring information was gathered; and,
- Whether travel patterns are meeting objectives and targets.

- 7.12 A full comprehensive report will be issued at the last year of the TP.

### **Marketing and Consultation**

- 7.13 Prospective residents will, where possible, be encouraged to access the site via sustainable transport modes.



## 8.0 Sustainable Transport Measures

- 8.1 This section of the FTP details potential for promoting sustainable transport, and once developed the final TP will commit to these.
- 8.2 The FTP and then TP is a 'living document' which is therefore subject to continuous updates and reviews.

### Travel Information Pack

- 8.3 A 'Travel Information Welcome Pack' will be provided to residents upon first occupation of the development. The Welcome Pack will contain the key element of the TP, sustainable transport information and other relevant travel information.
- 8.4 A Travel Information Pack will be distributed to each household upon first occupation at the site, and it will include;
- An explanation of the purpose and benefits of the TP;
  - Contact details for the TPC;
  - Maps of walking and cycling routes to key destinations;
  - Information on cycle training opportunities;
  - Information on walking buses or scoot to school;
  - Timetables, route maps and ticketing information for public transport;
  - Contact numbers and website details;
  - Car Share schemes information;
  - Contact details for local taxi companies and details of any arrangements brokered by the TPC (if available);
  - Information about working from home;
  - Promotion of the benefits of home delivery.
- 8.5 This list is not exhaustive and, within reason, any additional information which the community and RCTCBC would like included can be accommodated if appropriate.

### Marketing and Consultation

- 8.6 Prospective residents will, where possible, be encouraged to access the site via sustainable transport modes when attending viewings. Information will be provided to those enquiring about properties as to how to get to the site.
- 8.7 All residents will be made aware of the TP on the commencement of their residence on the site, and employers when they occupy the premises. The details of the TP, its objectives in enhancing the environment, and the role of individuals in achieving these objectives will be explained.





- 8.8 The TPC will utilise the information which TP Officers within the Council are able to provide in terms of posters, leaflets, and timetables for display on notice boards or display units in communal areas.
- 8.9 Contact details of the TPC or the appointed Management Company will be advertised for residents who wish to discuss specific measures directly.

## **Personalised Travel Planning**

- 8.10 Personalised Travel Planning (PTP) can have a significant impact on travel behaviour and travel patterns, helping to achieve more sustainable travel practices and healthier lifestyles, which in turn contribute to a more socially inclusive community and help protect the environment. PTP can be effective both amongst existing residents and communities and in new developments.
- 8.11 PTP provides tailored information directly to the individual on sustainable mobility options through a one-to-one discussion with a PTP Adviser. The personal approach and specifically tailored information can lead to a greater propensity for behavioural change than a one-size-fits-all approach.
- 8.12 PTP will be put in place at the proposed site to enable residents to make the most of the wide range of travel choices that will be available, and to contribute to instilling sustainable travel behaviour from the outset (See the TP).

## **Resident Incentives**

- 8.13 As a part of the package of improvements and mobility measures, residents may be offered contributions towards bus usage and cycle purchase / repair. This can be agreed with RCTCBC and is an excellent way of encouraging residents to take up bus travel and cycling from the outset. Behaviour is formed by habit, and the best way to influence travel habits is to provide viable alternatives to the private car. This is the aim of bus voucher provision.

## **School contributions**

- 8.14 Penrhys Primary School is the nearest primary school to the site. To further encourage walking and cycling to and from the schools, Trivallis may propose a contribution towards high visibility clothing for children who walk, active travel flags, stickers, active travel reward packs, walking bus packs (including high vis for students, parents and teachers, baseball caps, reflective zip clips, pencils, mascot etc).





#### CAMPAIGN EVENTS

##### Event Bubble Kit

(Image source: Brightkidz.co.uk)



#### FOR WALKING TO SCHOOL

##### Walking Bus Pack



#### FOR ROAD SAFETY EDUCATION

##### Reflector Shop Starter Pack



#### CAMPAIGN EVENTS

##### Reflective Star Clip-on

(Image source: Brightkidz.co.uk)



#### FOR ROAD SAFETY EDUCATION

##### Rigid Reflector on Clip



#### CAMPAIGN EVENTS

##### High Vis Child Waistcoat

- 8.15 The intention is that the schools will be made aware of this contribution and will be able to purchase what they feel is best suited for their school and then invoice for the cost. 'Brightkidz' (for example) provide active travel initiative information and resources to support school schemes, and it is suggested that resources are sourced from here. These are designed to encourage and educate active travel, with different initiatives being ran during different periods of the school year.

## Walking and Cycling Facilities

- 8.16 In terms of layout and design within the site, a network of high-quality pedestrian and cycle routes will offer direct, safe and convenient access around and through the site by foot and bicycle.
- 8.17 The site has a network of pedestrian and cycle connections in the vicinity and will also provide the necessary pedestrian and cycle infrastructure to encourage walking and cycling with appropriate road widths, cross sections and speed limits to support this.

## Cycle to Work



- 8.18 The Travel Information Packs will provide details of local bike shops and major employers who participate in the Cycle to Work scheme.

## **Car Clubs and Car-Pooling**

- 8.19 The development could encourage the start-up of a car club run by a private company such as Enterprise on a not-for-profit basis. If a car club is considered to be appropriate it is envisaged that it could comprise the following:

- The first car would be provided around first occupation and second/third cars added depending on uptake
- Free membership for all residents
- Driving credit for all residents

- 8.20 Carpooling is where a car driver will use their own personal vehicle to give lifts to other passengers, usually whose origins and destinations are similar to their own.

- 8.21 App-based carpooling is now taking off (i.e. Bla Bla Car and Liftshare), and lifts can be booked on demand, reflecting modern lifestyles, removing the requirement to plan journeys well in advance to participate in an effective carpooling system. Carpooling is also available through apps such as Uber and Lyft.

- 8.22 There are a number of benefits to car clubs/carpooling:

- Cost savings (i.e. travel costs and the costs of owning a vehicle);
- Less congestion and fewer cars on the road;
- Reduces parking issues; and
- Networking/making friends.

- 8.23 Carpooling will be encouraged within the development as part of the Travel Information Pack.

## **Walking Buses**

- 8.24 A “Walking Bus” is a group of children, walking to or from school with at least two parent volunteers. Parents take it in turns, on a rota basis, to walk with the children. There is always a 'driver' who leads the bus, and a 'conductor' who walks at the back. The more children there are on the bus, the more adults walk with them.

- 8.25 A “Walking Bus” provides a way of making walkers (or their parents) feel more comfortable, whilst providing perceived safety in numbers, as well as making walking fun. It allows groups to organise and walk together, increasing visibility and reducing the feeling of vulnerability which some may otherwise feel.

- 8.26 Its greatest potential is for schoolchildren. It allows the supervision of children by a minimum number of adults, whilst providing a fun and perceptibly safer means of getting to and from school by the most sustainable means.



- 8.27 The TPC will engage with local residents to promote this type of scheme if the demand is sufficient.

### **Scoot to School**

- 8.28 “Scoot to School” is a Sustrans initiative aimed at encouraging children to use a scooter to get to school. The programme involves scooter training for children and can be incorporated with the scooter racks at the school. The TPC will engage with local residents to promote this type of scheme if the demand is sufficient.

### **Home Deliveries**

- 8.29 The Travel Information Pack will promote and raise awareness of the potential time, cost and environmental savings of home deliveries, including supermarket deliveries. Three of the big four supermarkets, Sainsbury's, Asda and Tesco, offer home delivery services, which is convenient for future residents as both Asda and Tesco are located within the Pershore Town Centre. The majority of online retailers also now offer home delivery services.

### **Taxis**

- 8.30 The Travel Information Packs will include contact details for local taxi companies.



## 9.0 Monitoring and Review

9.1 It is important a thorough TP monitoring system is put in place. The two main reasons for monitoring of the TP are:

- To provide feedback so the TP can be refined; and
- To measure the level of success in meeting identified targets using key performance indicators.

9.2 A framework for the monitoring and review strategy is outlined in this section.

### Monitoring Strategy

9.3 The TP will be a living document, allowing for continuous development and refinement which will ensure it remains relevant.

9.4 The monitoring programme will begin with the baseline survey, to be undertaken within 3 months of meaningful occupation of the consented residential development. Households and residents will be requested to complete a questionnaire to provide baseline travel data. The questionnaires will monitor the mode splits being achieved for single occupancy car trips, and those made by sustainable (other) modes.

9.5 The initial development survey represents Year 0 in terms of the monitoring programme. A subsequent travel survey of the development and local community will be undertaken 12 months after the initial survey. The subsequent travel survey represents the 1st Monitoring Survey. It is proposed that the first Monitoring Survey will take place in Year 1 and then annually throughout the duration of TP monitoring. Monitoring will be undertaken for a period to be confirmed with RCTCBC.

9.6 Additionally, a snapshot survey questionnaire will also be included in the annual surveys. An example snapshot survey questionnaire is included at **Appendix B**. The snapshot survey will also include questions on travel to work and travel to school trips in order that modal split can be reviewed.

9.7 The survey timetable is as proposed in **Table 9.1**. Five years have been shown as an indicative timeframe.

**Table 9-1: Survey Timetable**

Description		Timeframe
Travel Survey	Initial Survey for Baseline	Year 0 (3 months of occupation)
Travel Survey	1st Monitoring Survey	Year 1
Travel Survey	Monitoring + Snapshot	Year 2
Travel Survey	Monitoring + Snapshot	Year 3
Travel Survey	Monitoring + Snapshot	Year 4
Travel Survey	Monitoring + Snapshot	Year 5*





- 9.8 A formalised programme of monitoring, which sets dates of surveys, will be established in consultation with RCTCBC once beneficial occupation occurs and will continue for a period to be confirmed with RCTCBC.

## Reporting

- 9.9 The results of the monitoring will be reported in writing to RCTCBC within three months of the completion of the monitoring surveys. An annual Monitoring Report will be compiled which will outline the results of the monitoring survey and review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be issued to RCTCBC and retained for records. A revised Action Plan will be submitted on an annual basis as part of the annual monitoring program and reporting.
- 9.10 The monitoring report will include the following aspects:
- Site name and address;
  - A summary of the TP;
  - How and when monitoring information was gathered;
  - Whether travel patterns are meeting objectives and targets; and
  - Proposals to further develop the TP and an update to the Action Plan.
- 9.11 A full comprehensive report will be issued at the last year of the TP.



## 10.0 Action Plan

Action Type	Action Order And Task Assignment	Responsibility	Task Assignment	Timeframe
Document Agreed	Agreement of Travel Plan	Trivallis	SLR	Prior to construction.
Baseline Travel Patterns	Baseline Travel Survey (Full Survey)	Trivallis	TPC	Completed after at 50% occupation. TPC to provide survey to Vectos to enable completion of the Travel Plan.
Document Completion	Travel Plan Document Agreement and Completion of base plan.	Trivallis	TPC	Within 6 months of completion of surveys after meaningful occupation.
Implementation	Travel Plan Launch	Trivallis	TPC	Prior to first occupation.
	Implementation of measures	Trivallis	TPC	Includes the supply of a travel pack 1 month after occupation, householder travel survey
	Information Provision	Trivallis	TPC	Determined by survey and meeting at 1 month after occupation.
	Awareness raising of sustainable transport.	Trivallis	TPC	Ongoing as opportunities and information on walking and cycling routes change.
Monitoring and review of survey data	First Monitoring survey	Trivallis	TPC	Within 1 year of original baseline survey completion.



Action Type	Action Order And Task Assignment	Responsibility	Task Assignment	Timeframe
	Review and reporting year 1 (travel patterns against targets)	Trivallis	TPC/ RCTCBC	Within 3 months of completion of year 1 survey analyse results and provide to RCTCBC / Trivallis.
	Second Year Monitoring survey	Trivallis	TPC	At Year 2 - Includes new residents and those homes who haven't completed the survey previously. 12 months after survey for year 1.
	Review and reporting year 2 (travel patterns against targets)	Trivallis	TPC/ RCTCBC	Within 3 months of completion of year 2 survey analyse results and provide to RCTCBC / Trivallis.
	Third Year Monitoring survey	Trivallis	TPC	At Year 3 - Includes new residents and those homes who haven't completed the survey previously. 12 months after survey for year 2.
	Review and reporting year 3 (travel Patterns against targets) Review and Final report.	Trivallis	TPC/ RCTCBC	Within 3 months of completion of year 3 survey analyse results and provide to RCTCBC / Trivallis.



# Appendix A      Site Layout

## Framework Travel Plan

### Penrhys Regeneration – Phase 1A

#### Trivallis

SLR Project No.: 407.064582.00001

9 September 2025







PL	PL2	03.09.2025	PAC Submission
STATUS	REV	DATE	DESCRIPTION
CLIENT	Trivallis		
REVISOR	SAH		
CHECKED BY	JP		
ORIGINATOR NO	156757		

CONSULTANT  
**STRIDE TREGLOWN**  
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PROJECT  
Penrhys Residential  
Penrhys,  
Ferndale,  
Rhondda Cynon Taf

DRAWING TITLE  
Proposed Phase 1A - Illustrative Site Plan

STATUS CODE	PLANNING	SCALE	1 : 500 @A1
PROJECT - ORIGINATOR - FUNCTION - SPATIAL - FORM - DISCIPLINE - NUMBER	156757-STL-GA-XX-DR-A-09014	STATUS_REVISION	PL_PL2



# **Appendix B      Travel Survey Example**

## **Framework Travel Plan**

### **Penrhys Regeneration – Phase 1A**

#### **Trivallis**

SLR Project No.: 407.064582.00001

9 September 2025



# Residents Travel Survey

## Private and Confidential

Please return to  
by

### Section A - About You

- Q1** Gender?  
Female ☐ Male ☐
- Q2** What is your age?  
☐ Under 25  
☐ 25 - 34  
☐ 35 - 44  
☐ 45 - 54  
☐ 55 or over
- Q3** How many people in your household?  
☐ 1  
☐ 2  
☐ 3  
☐ 4+
- Q4** How many cars in your household?  
☐ 1  
☐ 2  
☐ 3  
☐ 4+
- Q5** What is your employment status?  
☐ Employed  
☐ Unemployed  
☐ Student  
☐ Retired

### Section B - About Your Journey

- Q6** What is your main travel mode?
- |                        | Usually                  | Sometimes                |
|------------------------|--------------------------|--------------------------|
| Car – as driver        | <input type="checkbox"/> | <input type="checkbox"/> |
| Car – as passenger     | <input type="checkbox"/> | <input type="checkbox"/> |
| Bus                    | <input type="checkbox"/> | <input type="checkbox"/> |
| Underground / Train    | <input type="checkbox"/> | <input type="checkbox"/> |
| Cycle                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Walk – whole journey   | <input type="checkbox"/> | <input type="checkbox"/> |
| Motorcycle             | <input type="checkbox"/> | <input type="checkbox"/> |
| Combination of above   | <input type="checkbox"/> | <input type="checkbox"/> |
| (please specify) ..... |                          |                          |

- Q7** Where is your travel destination?  
Town/Village:.....

- Q8** How long does it usually takes you to travel to your destination?  
Hours   Mins

**If you usually travel by car or motorcycle go to Section C otherwise please go to Section D**

### Section C - Please answer Questions 9 to 16 only if your Journey is usually by Car or Motorcycle

- Q9** Please tick each of the following that apply to you:
- ☐ I have a company car
  - ☐ I receive a car allowance
  - ☐ The company pays for my fuel for business use
  - ☐ The company pays for all my fuel
  - ☐ None of the above
  - ☐ I need the car for business travel during the day
  - ☐ I have children to collect/deliver from school
  - ☐ Other, (please specify) .....

- Q10** For what reasons do you drive or get driven to your destination?  
(Please select up to 3 responses and rank them from 1 to 3, where 1 is the most important).

- ☐ It is quicker
- ☐ It is more comfortable
- ☐ It is cheaper
- ☐ It provides greater personal security than other modes
- ☐ I have to carry heavy equipment
- ☐ Convenience
- ☐ Distance
- ☐ I am disabled / have restricted mobility

- Q11** Could you make the journey by public transport?  
(please tick)
- ☐ Yes ☐ No ☐ don't know
- If NO – (state why) No Service ☐  
 No Service at a convenient time ☐  
 Don't know where the buses run ☐
- Other (please state) .....

.....Continued over page

**Q12** Is there a bus stop within reasonable walking distance of your destination? ☐ Yes ☐ No

**Q13** Which of the following measures would encourage you to travel by public transport for your journey?  
(please select up to 3 responses and rank them from 1 to 3, where 1 is the most important)

- ☐ A direct bus service from home to your destination changing buses
- ☐ An interest free loan for a discounted season ticket
- ☐ Bus stops within 3 minutes of home and work
- ☐ Increased frequency
- ☐ Improved security
- ☐ More reliable service
- ☐ Better lighting at bus shelters and on walking routes
- ☐ Better information on services
- ☐ Faster journey time
- ☐ Discount tickets / passes available at work
- ☐ Better quality buses
- ☐ Easier interchange
- ☐ Parking charge
- ☐ Increasing traffic congestion
- ☐ None of these
- ☐ Other (Please specify) .....

**Q14** (a) Would you consider cycling as a main mode of travel?  
☐ Yes, Regularly ☐ Yes, Occasionally ☐ No, Never

(b) Which of the following measures would encourage you to Cycle? (Please select up to 3 responses and rank them

- ☐ More dedicated cycle paths in the surrounding area
- ☐ Showers and changing facilities at destination
- ☐ Improved cycle parking and security at destination
- ☐ Interest-free cycle loan
- ☐ Free taxi home in emergencies
- ☐ None of the above
- ☐ Other (Please specify) .....

Car sharing is a practical way to reduce the cost of getting to work. It also helps reduce peak hour traffic congestion and pollution. You would be helped to find a compatible car-share partner who also drives to a destination nearby. You would then agree whether to share your car or be a passenger in your car-share partner's car - most people take it in turns. You wouldn't have to commit to sharing every day and it will not affect your insurance.

**Q15** Which of the following would most encourage you to car share?  
(Please tick no more than two)

- ☐ Help in finding car share partners with similar work travel patterns
- ☐ Free taxi home if let down by car driver
- ☐ Reserved parking for car sharers
- ☐ Reduced parking charge for car sharers
- ☐ None of these
- ☐ Other (Please specify) .....

**Q16** Would you be prepared to car share?  
☐ Yes, Every Day ☐ Yes, Some Days ☐ No, Never  
If Never, please say why.....  
.....

## Now go to Section E

### Section D - Please answer Questions 17 to 21 only if your Journey is usually by Public Transport, Cycling or Walking

**Q17** (a) Is a car available for your journey?  
☐ Yes ☐ No

(b) Why do you normally travel as you have indicated?  
(Please select up to 3 responses and rank them from 1 to 3, where 1 is the most important)

- ☐ I don't drive
- ☐ No car available
- ☐ Car available but too expensive to use
- ☐ For environmental reasons
- ☐ To avoid traffic congestion
- ☐ Health / fitness reasons
- ☐ More flexibility in the start time of journeys
- ☐ For increased comfort
- ☐ None of the above
- ☐ Other (please specify).....

**Q18** If public transport is your main mode of transport, which measures would improve your journey?  
(Please select up to 3 responses and rank them 1 to 3, where 1 is the most important)

- ☐ A direct bus service from home without changing Buses
- ☐ An interest free loan for a discounted season ticket
- ☐ Bus stops within 3 minutes of home and destination
- ☐ Increased frequency
- ☐ Improved security
- ☐ More reliable service
- ☐ Better lighting at bus shelters and on walking routes
- ☐ Better information on services
- ☐ Faster journey times
- ☐ Discount tickets / passes available
- ☐ Better quality buses
- ☐ Easier interchange
- ☐ None of the above
- ☐ Other (Please specify).....

.....Continued over page

**Q19** If cycling is your main mode of travel, which measures would improve your journey? (Please select up to 3 responses and rank them from 1 to 3, where 1 is the most important)

- ☐ More dedicated cycle paths in the surrounding area
- ☐ Better cycle facilities, particularly at .....
- ☐ Showers and changing facilities at destination
- ☐ Improved cycle parking and security at destination
- ☐ None of the above
- ☐ Other (Please specify) .....

**Q20** If walking is your main mode of travel, what measures would improve your journey? (Please select up to 3 responses and rank them from 1 to 3, where 1 is the most important)

- ☐ Better footpaths at .....(state where)
- ☐ Better pedestrian facilities particularly at .....  
.....
- ☐ Improved lighting and security
- ☐ None of the above
- ☐ Other (Please specify) .....  
.....

**Q21** Prior to undertaking this survey were you aware of the Travel Plan and measures and targets?

- ☐ Yes ☐ No

## Section E

Please use separate sheet for any comments or suggestions you would like to add. Thank you



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