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Llantrisant Health Park Travel Plan

*For Archus on behalf of Cwm Taf
Morgannwg University Health Board*

Date 17 March 2025

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1. Introduction and background

1.1 Introduction

- 1.1.1 This Travel Plan (TP) has been prepared by Hydrock Consultants Ltd on behalf of Cwm Taf Morgannwg University Health Board in support of a planning application for the redevelopment of the former British Airways Avionic Engineering (BAAE) site to provide a new regional, multi-service facility that includes General Day theatres and a series of Diagnostic facilities with a co-located training academy.
- 1.1.2 The site is located in Llantrisant which is within the Rhondda Cynon Taf County Borough Council (RCTCBC).
- 1.1.3 The site location is shown in Figure 1.1 below:

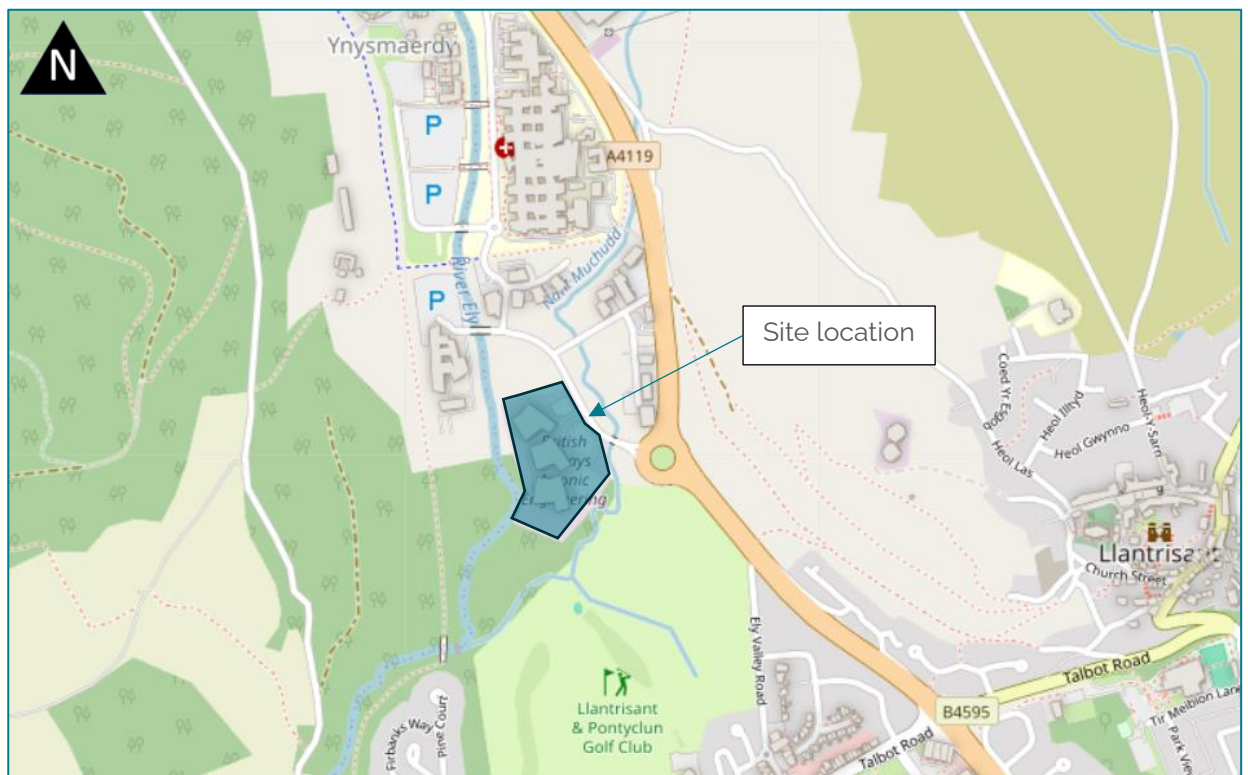


Figure 1.1: Site location

- 1.1.4 The broader aim is to facilitate a regional strategy, led by Welsh Government, to deliver centrally located and accessible healthcare services, reducing waiting lists and increase capacity, taking pressure off acute hospital sites.

1.2 Existing use

- 1.2.1 The existing BAAE site was originally opened in 1994 and was used as a Manufacturing and Testing facility. The existing site consists of three buildings, which are divided into two separate wings, with a ground floor corridor linking all of the building with adjoining circulation corridors and central service areas. The existing BA building has a total GIA across all building wings of approximately 12,000m². The BAAE operation has recently consolidated its active sites and relocated to Cardiff Airport, Rhoose. The site has been vacant since September 2022.

- 1.2.2 A Transport Assessment (TA) has been prepared and has been submitted as part of the planning application for the redevelopment proposals (doc ref: 29762-HYD-XX-XX-RP-TS-5001).
- 1.2.3 The purpose of a TP is to reduce the level of unsustainable travel associated with development, particularly concerning the habitual use of, and reliance on, the private motor car for single travellers. The key methods for establishing this will be by promoting sustainable alternatives, such as walking, cycling, car sharing and use of mass transport services.

1.3 Travel plan aims and objectives

- 1.3.1 This TP provides a long-term strategy for reducing dependence on travel by private vehicles to and from the site. Its objective is to reduce private car use in favour of more sustainable modes of travel, which reflects current Government policy objectives in respect of transport.
- 1.3.2 This TP will aid the day-to-day management of travel to and from the site. Residents travel surveys will be undertaken to inform the initial modal split.
- 1.3.3 This TP provides a package of measures to manage access to the site and promote and embed alternatives to car use within the residential site.
- 1.3.4 The implementation of a TP is intended to achieve the following:
- » Provide details of the development proposals
 - » Undertake an assessment of the accessibility of the site by sustainable modes, to include an assessment of bus, rail, cycling and pedestrian facilities surrounding the site
 - » Include the identification of a range of initiatives for inclusion within the, TP to encourage travel by more sustainable modes including car sharing, by public transport, bicycle and on foot, and to reduce the need to travel;
 - » Include details of how the TP will be managed, outlining the role of the Travel Plan Coordinator, steering group and stakeholders
 - » Outline the aim, objectives and targets for the TP
 - » Provide an action plan and marketing strategy to support the implementation of TP at the site
 - » A programme for monitoring and review

1.4 Contact details

- 1.4.1 The development will appoint a Travel Plan Coordinator three months prior to the occupation of the building, with responsibility to manage the Travel Plan on a day-to-day basis. The Travel Plan Coordinator will implement and monitor the schemes defined in the Plan. The details of the TP coordinator will be provided to RCT CBC.

Whilst a Travel Plan Coordinator (TPC) has yet to be appointed, correspondence associated with the TP should, in the first instance, be sent to (travelplancoordinator@hydrock.com):

Hydrock Consultants Ltd

Merchants House

Bristol

BS1 4RW

2. Transport policy context

- 2.1.1 In producing this assessment due regard has been given to the following Local and National Transport Policies and it is considered that the development accords fully in Transport/Highway terms:

2.2 Planning Policy Wales (Edition 12 2024)

- 2.2.1 The Planning Policy Wales Edition 12 (adopted February 2024) 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.
- 2.2.2 Chapter 4.0 of PWW covers the theme of 'Active and Social Places' and the transportation components of place making.
- 2.2.3 The principle of the PWW policy is to encourage sustainable travel as set out in paragraph 4.1.1:

4.1.1 The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:

*- **Bringing services to people to reduce the need to travel.** This is not about preventing travel altogether, it is about planning ahead for better physical and digital connectivity to support access to more local services, and more home and remote working. If more people can walk and cycle for everyday trips, we will reduce our dependency on cars.*

*- **Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport.** To achieve this, we will need to invest in reliable, efficient and affordable transport services that people want to use, can use and do use. We also need the transport infrastructure to support those services. We will make sure our transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.*

*- Where we need new transport infrastructure, we will use the **sustainable transport hierarchy** to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.*

*- **Encouraging people to make the change to more sustainable transport.** If we are going to meet our climate change targets, we also need people to travel differently. Which means making it easier to do the right thing. We will do this by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations.*

- 2.2.4 The proposed development site will be accessible by walking, cycling and public transport.
- 2.2.5 A Safer Routes to School Study will be carried out as part of the scope in order to assess walking and cycling routes to the site.
- 2.2.6 As set out in paragraph 4.1.9, The Welsh Government will seek to encourage cycling:

4.1.9 The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport.

2.2.7 The development is located in close proximity to National Cycle Network (NCN) Routes 8 and 47 which will provide safe access to neighbouring towns and villages.

2.2.8 The sustainable travel:

4.1.11 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.

2.2.9 The Welsh Government have set out a hierarchy for sustainable transport in relation to new development as follows:

4.1.12 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.

2.2.10 Figure 2.1 indicates the sustainable transport hierarchy for planning:

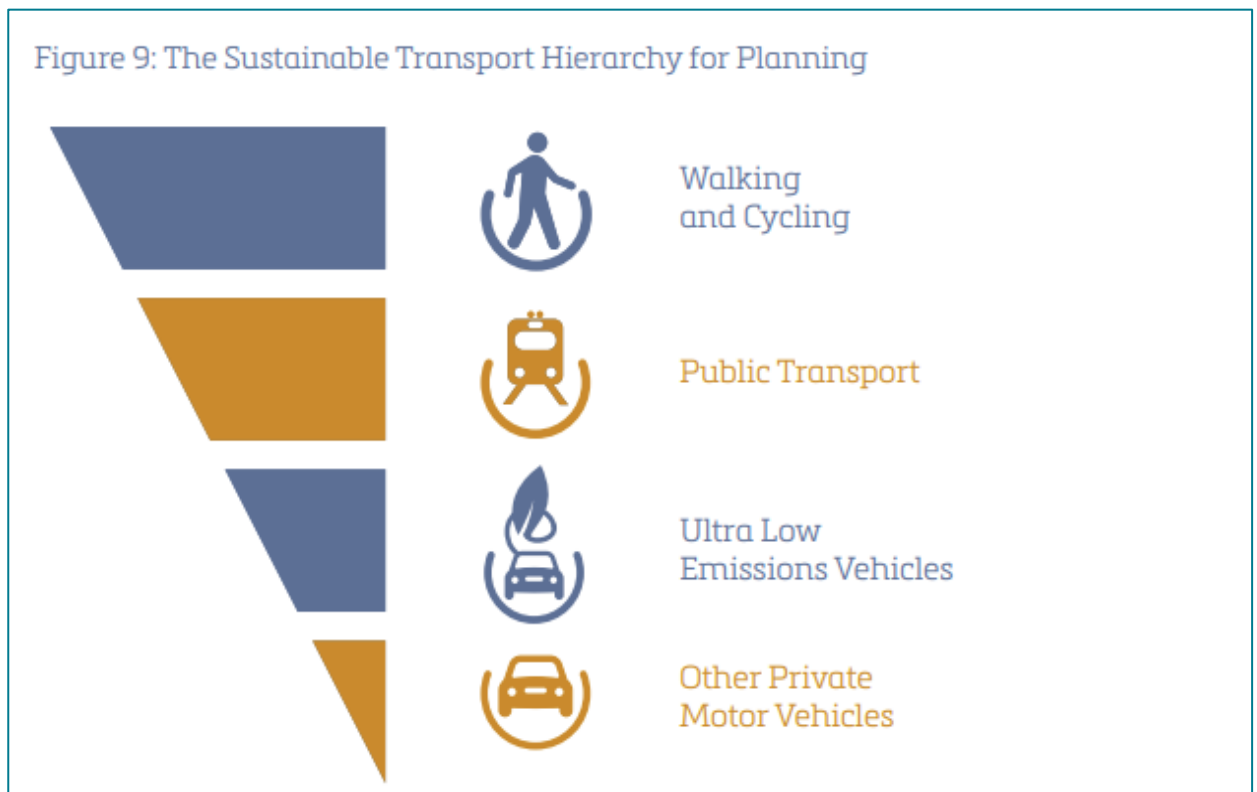


Figure 2.1: The sustainable transport hierarchy for planning

- 2.2.11 The development proposes pedestrian and cycling infrastructure which connects the site to existing facilities.
- 2.2.12 The PPW acknowledges in para 4.1.17 that in rural areas the approach to sustainable transport will be site specific:

4.1.17 Different approaches to sustainable transport will be required in different parts of Wales, particularly in rural areas, and new development will need to reflect local circumstances.

- 2.2.13 This site is located on the edge of town, and with the proposed pedestrian improvements the level of sustainable travel options is considered reasonable for a site in such a location.
- 2.2.14 The PPW promotes Active Travel and sets out that new development should integrate with existing active travel networks;

4.1.30 New development places additional demand on transport infrastructure and networks, with the location, layout and design of development affecting the distance and way in which people travel. Developing local active travel networks can help to mitigate the impact of new development, by providing an alternative mode of travel to the private car, particularly for shorter journeys. Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice.

- 2.2.15 The site will be accessible via non-car modes.
- 2.2.16 The PPW sets out in relation to cycle parking that;

4.1.35 New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities. As well as providing cycle parking near destinations and public transport interchanges, consideration must also be given to where people will leave their bike at home. Guidance on cycle parking is contained within the Active Travel Act Guidance. Planning authorities may alternatively wish to adopt locally specific minimum cycle parking standards and guidance.

- 2.2.17 The site is accessible by public transport.
- 2.2.18 Paragraphs 4.1.49, 4.1.50 and 4.1.52 outline the Welsh policy regarding car parking provision:

4.1.50 Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

4.1.51 A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

4.1.53 Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan. Local authorities should consider

parking issues on a joint basis with neighbouring authorities. They should jointly establish maximum levels of parking for broad classes of development, together with a threshold size of development above which such levels will apply. These maximum standards should be set in collaboration with interested organisations. Local authorities will need to ensure that their parking standards reflect local transport provision, are adopted by individual authorities as supplementary planning guidance, and are kept under review. Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places.

2.2.19 An appropriate level of car parking will be provided, in line with guidance.

2.2.20 PPW regarding Transport Assessments, sets out that:

4.1.56 Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately.

2.2.21 The proposals accord with the Welsh National Guidance.

2.3 Rhondda Cyon Taf County Borough Council Local Development Plan 2006-2021

2.3.1 Rhondda Cynon Taf County Borough Council are preparing a Revised Local Development Plan for the period 2022 - 2037. The current LDP will remain in force until the Revised LDP is adopted.

2.3.2 The Local Development Plan establishes a clear vision for development in RCTCBC, providing developers and the public with a clear planning framework. It provides the policy context for directing development to appropriate locations, conserving the natural, built and historic environment and providing a basis for rational and consistent decision-making on planning applications.

2.3.3 The Local Development Plan is very different from previous development plan systems. There are key differences which include a greater emphasis on community involvement, the development of locally distinct policies and ensuring the production of a sound plan.

» ADD

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3. Existing conditions

3.1.1 The development site is located in Ynysmaerdy, approximately 2km north-west of Llantrisant and 17km northwest of Cardiff, within Rhondda Cynon Taf County Borough Council, South Wales.

3.1.2 The site is bounded by:

- » The Royal Glamorgan Hospital and Welsh Blood Service in the north;
- » Heol Gwaun Eli in the east
- » Llantrisant & Pontyclun Golf club in the south
- » Smaelog Woods in the west.

3.1.3 The location of the site in its local context is shown in Figure 3.1.



Figure 3.1: Site location

3.2 Local highway network

Overview

3.2.1 Table 3.1 below provides a summary of the highway network within the immediate vicinity of the site.

Table 3.1: Local Road network

Road name	Pedestrian footway	Street lighting	Crossing facility	Description:
Internal road network	✓	✓	✓	<p>The development site benefits from an existing access junction which connects to the internal road network, and provides links between the various buildings within the site.</p> <p>There are pedestrian footways and street lighting along the extent of the carriageway as well as double yellow lines to restrict parking.</p>
Heol Gwaun Eli	✓	✓	✓	<p>Heol Gwaun Eli provides the main vehicles access to the development site, connecting from the ELY Valley Road/A4119 roundabout junction to the south and to Royal Glamorgan Hospital to the north.</p> <p>Pedestrian footways are provided on both sides of the carriageway and street lighting is provided along the extent of the carriageway. Double yellow lines are provided on both sides of the carriageway to restrict parking.</p>
Ely Valley Road, A4119	✓	✓	✓	<p>The A4119/Ely Valley Road is a main distributor road and provides connections from Heol-Y-Sarn Road to the north and the M4 (Junction 34) to the south,</p> <p>Within close proximity of the site, the A4119 provides connects to Llantrisant, Talbot Green and Pontyclun to the south.</p>
M4		✓		<p>The M4 runs in an east-west alignment providing a route between London and Southwest Wales and can be accessed from the site via Junction 34.</p>

3.3 Highway safety

- 3.3.1 The CrashMap personal injury collision data website has been reviewed for the latest available five-year period between 1st January 2019 – 31st December 2023. The study area includes Heol Gwaun Eli and Ely Valley Road.
- 3.3.2 The extent of the area assessed is shown in Figure 3.2.

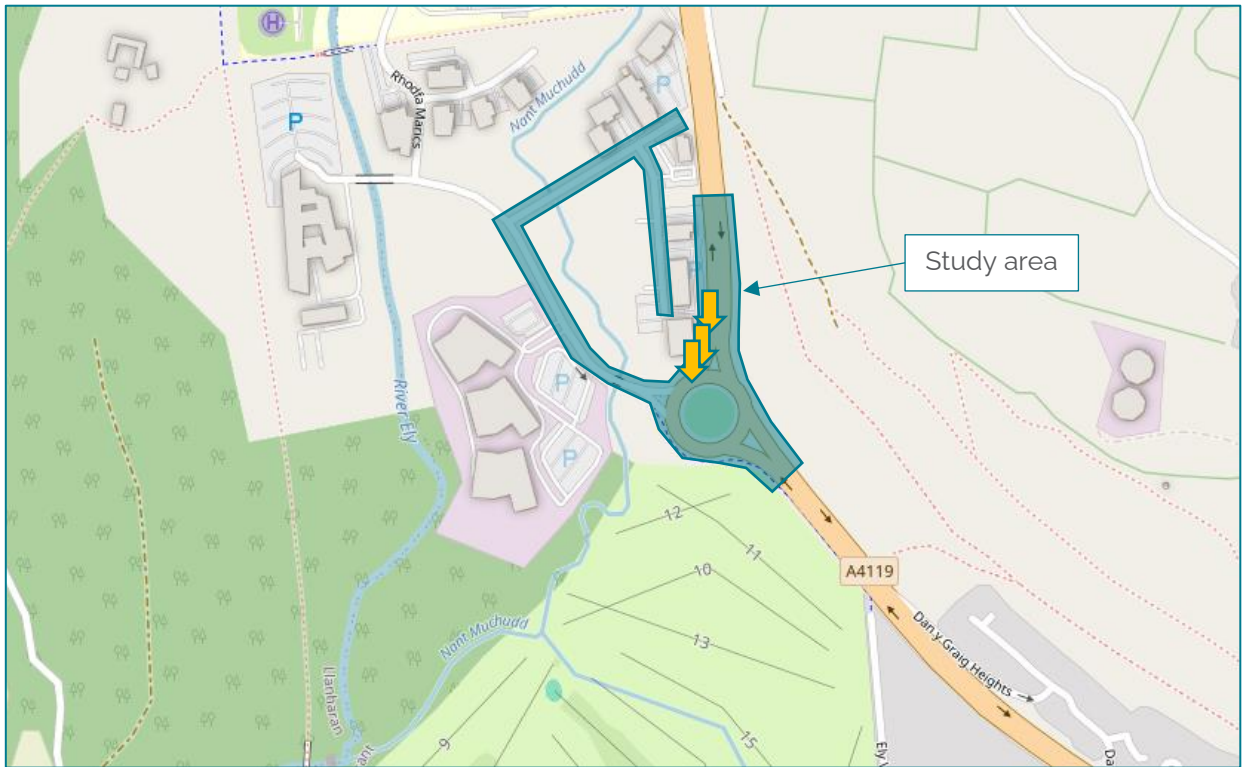


Figure 3.2: Personal Injury Collision data

- 3.3.3 An initial review of CrashMap shows that there has been a total of three accidents recorded within the study area over the most recent five-year period. All of these incidents have been classed as 'slight'.
- 3.3.4 The details of the incidents are below:
- » Slight: the incident occurred on the A4119 on the northern approach to the roundabout. It involved a goods vehicle proceeding normally along the carriageway colliding with a car proceeding along the carriageway.
 - » Slight: the incident occurred on the A4119 on the northern approach to the roundabout. It involved a car colliding with a road sign/traffic signal.
 - » Slight: the incident occurred on the A4119 on the northern approach to the roundabout. It involved a car colliding with a wall or fence.

4. Connectivity to the site by non-car modes of travel

4.1 Introduction

4.1.1 This section will include a review of the site's connectivity and accessibility for walking, cycling and public transport.

4.2 Walking and cycling

4.2.1 There are a number of Public Rights of Way (PRoWS) within the vicinity of the site, as illustrated in Figure 4.1 below.

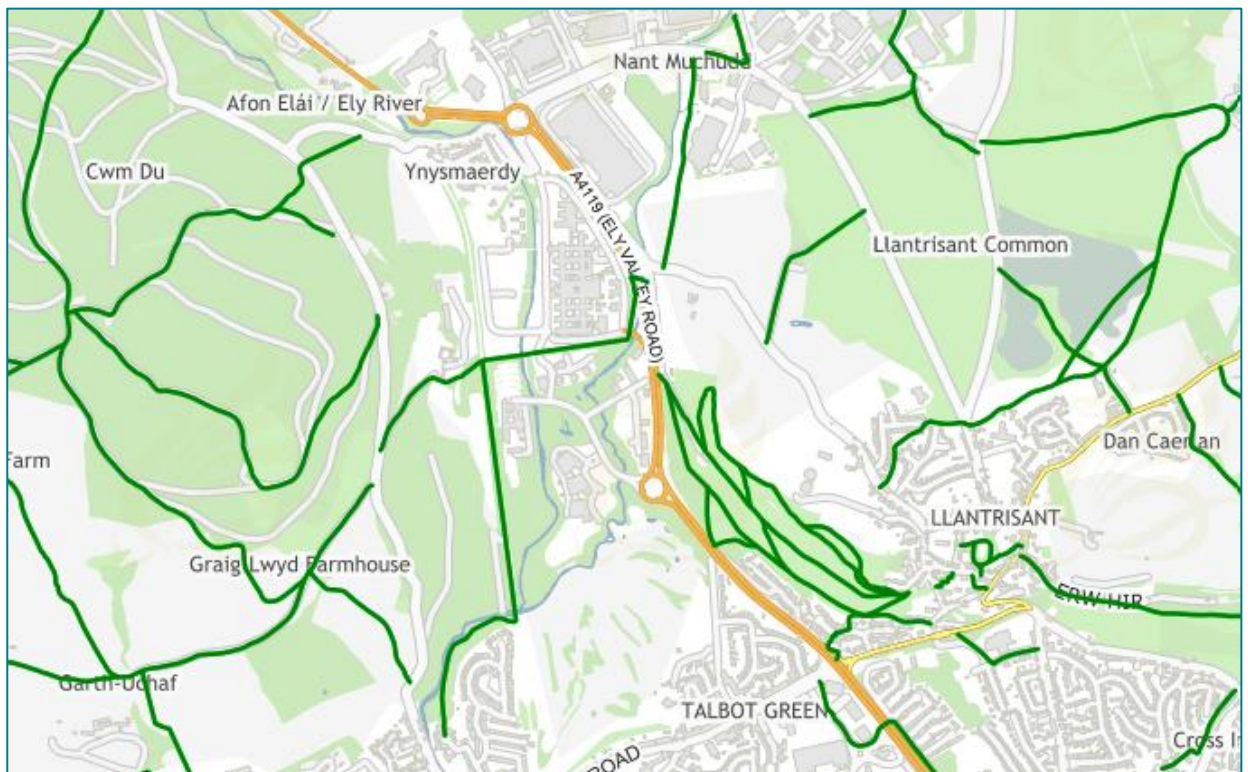


Figure 4.1: Public Rights of Way within the vicinity of the site

4.2.2 It can be seen from the figure above that there are a number of footpaths which connect the A4119, south of the site with Llantrisant. Moreover, PRoW RAN/1/1 and ATN/359/1 provide access from the development site with the residential area of Talbot Green.

Cycling

4.2.3 As shown in Figure 4.2, National Cycle (NCN) Route 4 runs past the western extent of the development site. NCN 4 provides a link between London and Fishguard, Pembrokeshire. In proximity of the site, the route runs from Tonyrefail, north of the site to Ynysmaerdy and Llantrisant.

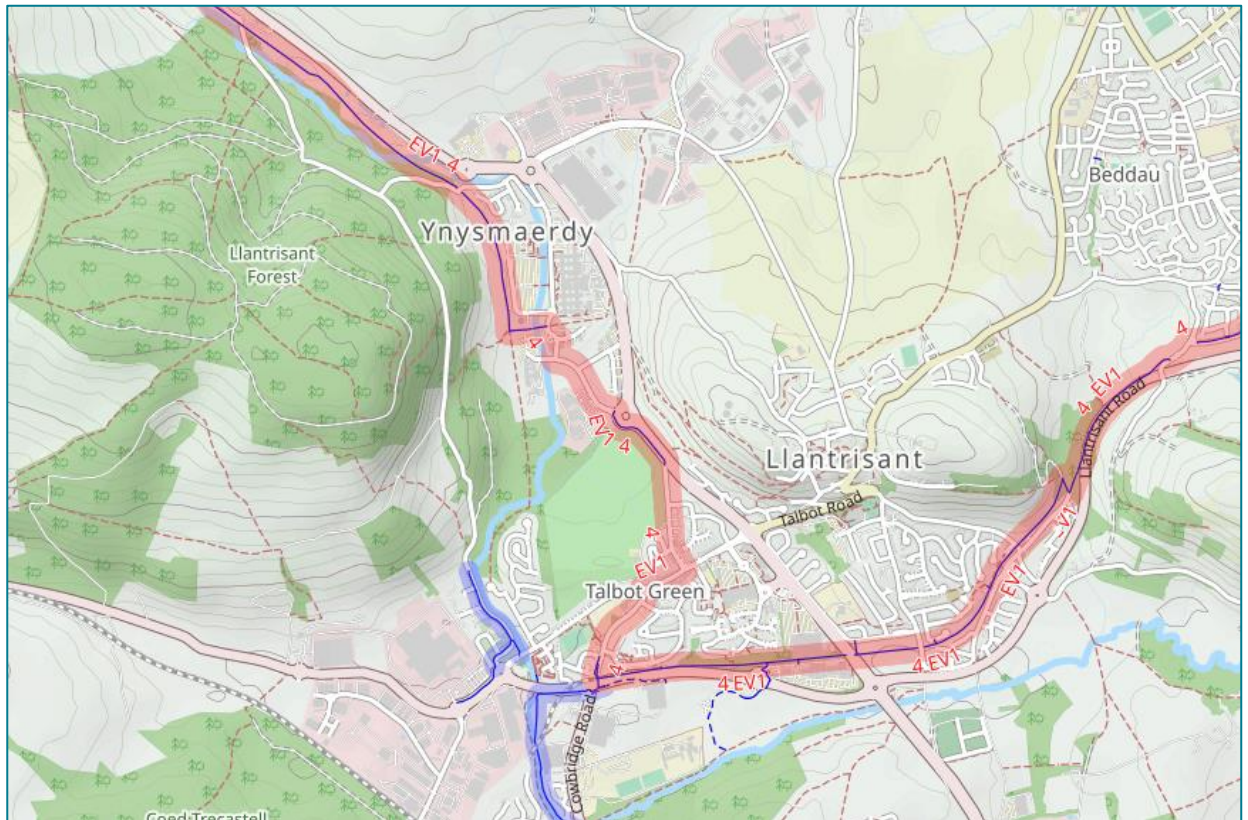


Figure 4.2: Cycle routes in the vicinity of the site

4.3 Public transport

Bus

- 4.3.1 Figure 4.3 shows the bus stops located in the vicinity of the site. The closest bus stop is 'Royal Glamorgan Hospital' and is located within the development site. The stops are equipped with a shelter, seating, flagpole and timetable information. The bus stop services the 122, 124, 131 and 404.

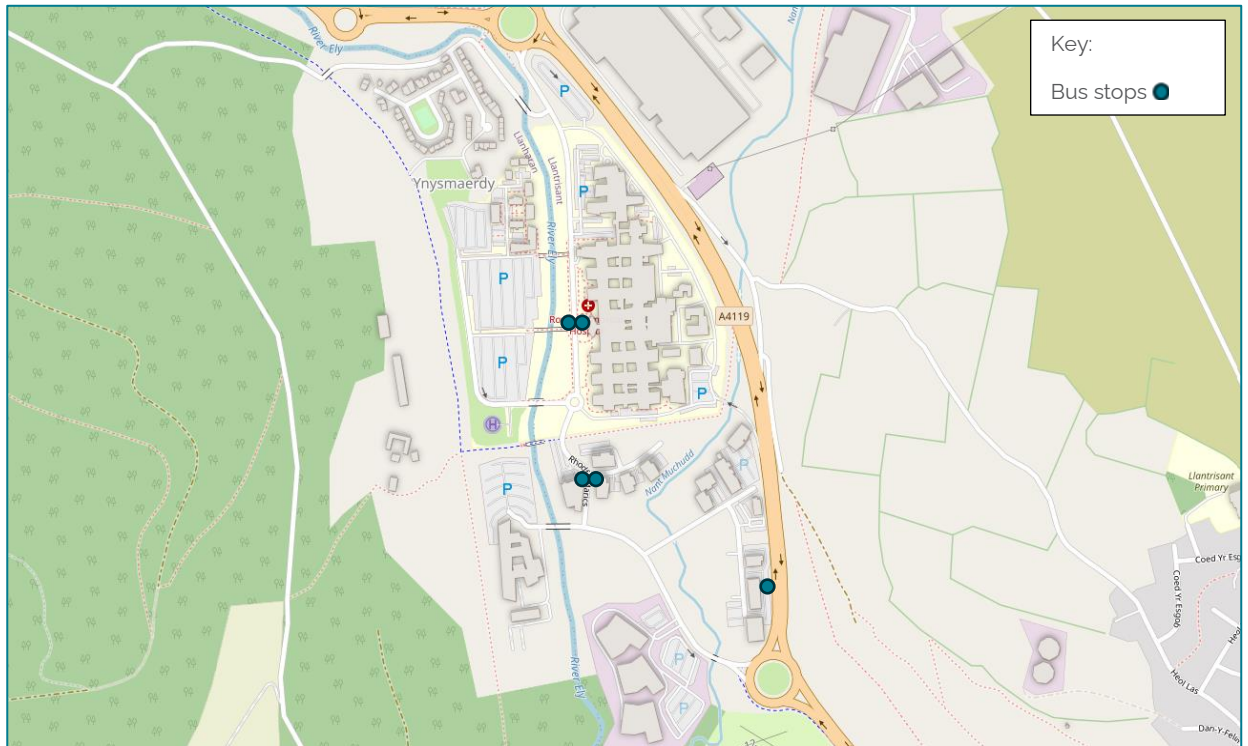


Figure 4.3: Bus stop within the vicinity of the site

Rail

- 4.3.2 The closest railway station to the site is Pontyclun Railway station, located approximately 5km south of the site. The station forms a stop of the South Wales Main Line. It is served by trains on the Maesteg Line, the Swanline from Cardiff to Swansea, together with a daily service to Manchester and Carmarthen.
- 4.3.3 The fastest journey times to Cardiff Central and Swansea is 14 minutes and 52 minutes respectively.

4.4 Census data review

- 4.4.1 A review of 2011 Census data, for Caerphilly 024 and 024C and has been undertaken to establish the likely travel modes of the future staff of the site.
- 4.4.2 It should be noted that 2011 Census data has been used, as the Office for National Statistics has issued a warning in relation to the use of 2021 Census mode of travel data due to inaccuracies in the data. This is due to Covid-19, when an increased proportion of people were working from home or were being furloughed, at the time when the data was collected.
- 4.4.3 The method of travel to work for the area in which the site is located is presented in Table 4.1. This excludes people that are not currently working or working from home.

Table 4.1: Method of travel to work (RCT 03D)

Method of travel to work	%
Train	3
Bus, minibus or coach	2
Driving a car or van	74
Passenger in a car or van	6
Walking	14
Other, taxi, motorcycle	1

4.4.4 It can be seen from the table above that approximately 75% of those that live within the area in which the site is located drive to work, 15% walk and 5% travel by public transport.

4.5 Summary

4.5.1 The site is situated in a sustainable location. It is surrounded by well-established walking routes with a number of footpaths within close vicinity of the site. the NCN route 4 runs past the western extent of the development site.

4.5.2 There are frequent bus services with two bus stops within the site grounds.

4.5.3 There is a range of travel options within vicinity of the site therefore offer a realistic alternative to the car for travel to and from the site.

5. Development proposals

5.1 Overview and layout

- 5.1.1 This Transport Assessment has been produced in support of a pre-planning application for Llantrisant Health Park, which will form an extension to the existing Hospital Facility located directly north of the site.
- 5.1.2 Llantrisant Health Park will be a satellite site of the Royal Glamorgan hospital for logistical purposes. The site is being developed as a regional facility to increase capacity for patients from CTMUHB, ABUHB and CAVUHB. The site layout is presented in Appendix A.
- 5.1.3 The proposed development will consist of:
- » Day surgery
 - » Arthroplasty theatres
 - » Endoscopy units
 - » Radiology units
 - » Endoscopy training academy
 - » Diagnostics CDC services;
 - » A total of 283 car parking spaces onsite, including 15 accessible bays
 - » Dedicated service areas
 - » Cycle parking.
- 5.1.4 The development is proposed to have a floor area of approximately 14,000m². A detailed description of each use within the proposed hospital, together with likely staff numbers, is summarised in Table 5.1.

5.2 Vehicle access

- 5.2.1 The development will utilise the existing access located off Heol Gwaun Eli Road. This is a gated access, with a two-lane entrance and one-lane exit.

Table 5.1: Proposed operational uses and staff numbers

Proposed use	Description	Capacity
Day Surgery	8am-5pm Monday - Friday No overnight provision Visitor parking not required	Six theatres One patient at any one time Daily average 36 patients Staggered arrival times
Arthroplasty theatres	Theatres operating 08:00-17:00 Monday to Friday.	Maximum of 54 beds/trolleys in the inpatient unit
Endoscopy	Four endoscopy rooms Appointments likely to last for 30 minutes.	Maximum of 18 patients per endoscopy room per day (staggered thought the day). Likely to require a total of 20 practitioners and eight ancillary staff
Radiology	Staggered throughout the day 08:00-17:30. Appointments likely to last for 30 minutes.	2 x CT, 2 x MRI and 3 x US. Total of seven patients at any one time Likely to require a total of 23 staff
Facilities	Associated with existing RGH site	14 staff
Endoscopy Academy (420m²)	The training and academy use throughout the week.	Courses could be run weekly, possibly two days a week, with a maximum capacity of up to 50 delegates.

5.3 Staff

- 5.3.1 It is anticipated that the proposed development is likely to generate a maximum of 214 staff employed on site at any one time. This is likely to occur for a maximum of two hours a day (between 1pm and 3pm), and as a result of likely shift patterns, staff levels likely to be fewer than this throughout the day.

5.4 Vehicle access

- 5.4.1 The development will utilise the existing access located off Heol Gwaun Eli Road. This is a gated access, with a two-lane entrance and one-lane exit.

5.5 Pedestrian access

- 5.5.1 Pedestrian access to the development site will be gained via the existing access junction onto Heol Gwaun Eli Road. Pedestrians can access the site via the existing footway located along the western side of the carriageway which will connect to the internal footway and provide direct access to the main building entrance.

5.6 Car parking

- 5.6.1 As part of the proposed layout currently accommodates a total of 283 car parking spaces onsite, including 15 accessible bays.

6. Management and delivery structure

6.1 Management

- 6.1.1 The success of the Framework Travel Plan will be dependent upon buy-in from staff of the development and the processes put in place to support, implement and develop the measures outlined.
- 6.1.2 This TP presents a long-term strategy for reducing dependence of staff on travel by private car and in this regard this TP itself will be an ever-evolving document, amended as required once staff travel surveys have been completed.
- 6.1.3 It is important that staff are engaged in the TP, understanding its purpose and benefits.

Implementing the travel plan

- 6.1.4 The Travel Plan Coordinator (TPC) is to be appointed by Archus on behalf of Cwm Taf Morgannwg University Health Board for the site with contact details to be provided to RCT CBC no later than three months prior to occupation.
- 6.1.5 The TPC will be provided with an appropriate budget to undertake the necessary tasks associated with the implementation of the TP by the developer.

The TPC role

- 6.1.6 The TPC will promote the benefits of travel planning as a positive step towards a sustainable lifestyle and raise awareness of the threats inherent in unrestrained fossil fuel usage. The TPC will aid staff members to identify appropriate measures to reduce their carbon footprint through reduced travel impacts; this is best described as "Personal Travel Planning" and is considered to be a powerful tool in delivering sustainable development.
- 6.1.7 The TPC will be the first point of contact for matters regarding travel and will maintain an up-to-date file containing all correspondence to and from the site relating to the TP.
- 6.1.8 In general, the role of the TPC will involve the following:
 - » Overseeing the development and implementation of the TP and aiding in the delivery of the TP;
 - » Promoting and marketing the objectives and benefits of Travel Planning;
 - » Setting up and maintaining a car sharing database;
 - » Maintain an all-modes travel database;
 - » Investigating cycle and public transport user groups;
 - » Ensuring that the benefits of the TP are promoted as part of a Travel Information Pack (TIP) which will be given to all members of staff; and
 - » Undertaking administration duties as required.
- 6.1.9 A key component to a successful TP will be the requirement to raise awareness, this will be achieved via on site visual displays and marketing programmes. The TPC will ensure that the TP and other information relating to sustainable travel are conveyed to staff members and visitors through a variety of media including the development site website.

6.2 Marketing and communications strategy

- 6.2.1 The marketing and communication strategies will include the following elements:

- » Travel Information Packs (TIPs) - for staff.
- » Noticeboard provision within a communal area of the building.

6.2.2 The noticeboards will promote periodic events such as:

- » National Bike Week;
- » World Car Free Day;
- » Liftshare Week; and
- » National Walking Month.

6.2.3 The Travel Information Packs will include details of site facilities, local bus and train services and local taxi firms.

7. Framework travel plan measures

7.1 Introduction

- 7.1.1 A wide range of measures and actions will be implemented to encourage walking, cycling, public transport use in accordance with national and local policies.
- 7.1.2 All Travel Plans should include measures appropriate and proportional to the size and impact of the consented development, with those selected determined by the specific locality and nature of the site.
- 7.1.3 The following measures are linked back to the stated Objectives and address site-specific transport issues, with the aim of improving accessibility and offering viable sustainable travel choices.

7.2 Measures / initiatives to promote sustainable transport and travel

- 7.2.1 It is essential that the design incorporates good quality, safe and comfortable walking and cycling routes, and that the layout is 'permeable' to those on foot or bicycle.
- 7.2.2 Travel initiatives used to encourage journeys by non-car modes must be suitable for review and monitoring and need to be practicable for implementation by those involved.

Travel information board

- 7.2.3 A travel information board will be provided in communal areas of the building.
- 7.2.4 The boards will promote travel by alternative modes of transport and display the following information:
 - » Details of pedestrian and cycle routes in the local area;
 - » Details of cycle routes near Llantrisant
<https://www.rctcbc.gov.uk/EN/Resident/SportsandLeisure/SportRCT/Whatsinmyarea/Cyclingroutes.aspx>
 - » Information on public transport apps such as First Bus and National Rail;
 - » Local bus and rail service details including relevant maps and timetables;
 - » Information regarding general pedestrian and cycle safety;
 - » Promotion of national travel events such as Cycle to Work Day (www.cycletoworkday.org) and 'Bike Week' (www.bikeweek.org.uk).
- 7.2.5 The travel information boards will provide a point of reference for all staff in respects of the TP and identify the commitment to the TP. The board will be used for information, relevant travel promotion and advertising.

Travel Information Pack (TIP)

- 7.2.6 A Travel Information Pack (TIP) will be produced and provided to all staff to outline the benefits of sustainable travel i.e., health and the environment.
- 7.2.7 This Travel Pack will include the following information, with illustrated route maps for the relevant public transportation information:
 - » Timetables and route maps for public transport. This should include isochrone maps showing schedules journey times and timetable information;

- » Cycling and walking maps for the local area and the contact details of local and national cycling organisations, such as Sustrans;
- » Details for any community travel sites and community forum sites.

Walking

- 7.2.8 Evidence shows that people who are physically active in their daily lives are more productive and take less time off sick. The C3 Collaborating for Health 'Choosing Health: Making healthy choices easier' (2012) document, recognised the health benefits of walking and / or cycling. Active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine as well as reducing environmental impacts and saving money.
- 7.2.9 Walking advice and local pedestrian routes will be provided within the TIP and on the travel information board.

Cycling

- 7.2.10 Cycling information and guidance will be contained within the TIP and on the travel information board to support and encourage cycling. National cycle events will be promoted through the travel information board.
- 7.2.11 The level of cycle parking for staff provided and its utilisation will be closely monitored by the TPC with additional cycle parking made available if demand dictates.

Promotion of public transport use

- 7.2.12 TIP's and noticeboards will include promotional material covering public transport options for staff. This will include the promotion of the following apps and websites which provide access to network maps and timetable information:

- » First Bus <https://www.firstbus.co.uk/>
- » National Rail Enquiries <http://www.nationalrail.co.uk/>

- 7.2.13 Information would also be provided within the TIP and on notice boards relating to nearby bus stops, the routes served and timetable of services.

Promotion of local and national travel events

- 7.2.14 The TPC will promote local and national cycle events such 'Car Free Day' and 'Walk to Work Week' on the travel notice boards and within the travel information packs.

8. Targets, monitoring and review

8.1 Targets

- 8.1.1 To be effective a Framework Travel Plan it is required to have targets which need to be Specific, Measurable, Achievable, Realistic and with Time scales fixed, i.e. SMART. Targets for travel to work modes will be set for staff. To be measurable, initial modal split figures should be identified as a starting point. At the present time there is no survey information to form this initial position except the use of multi-modal trip rates obtained through Census data.
- 8.1.2 To be measurable, initial modal split figures have identified as a starting point. It is proposed that the Travel plan will set a target will the aim of reducing the number of staff travelling by car, particularly single occupancy trips, with the aim of improving sustainable travel to the site.

8.2 Baseline travel data

- 8.2.1 2011 Census Travel to Work data within the QS701EW dataset has been reviewed to determine the forecast modal share of extant trips to work made by staff in the area of the development proposals. The site lies within the boundary of Rhondda Cynon Taf 030 middle-layer super output area (MSOA). 2011 census data was used instead of 2021 census data as this was during COVID-19 and would not have provided a fair result. The location of the MSOA is shown in Figure 8.1.

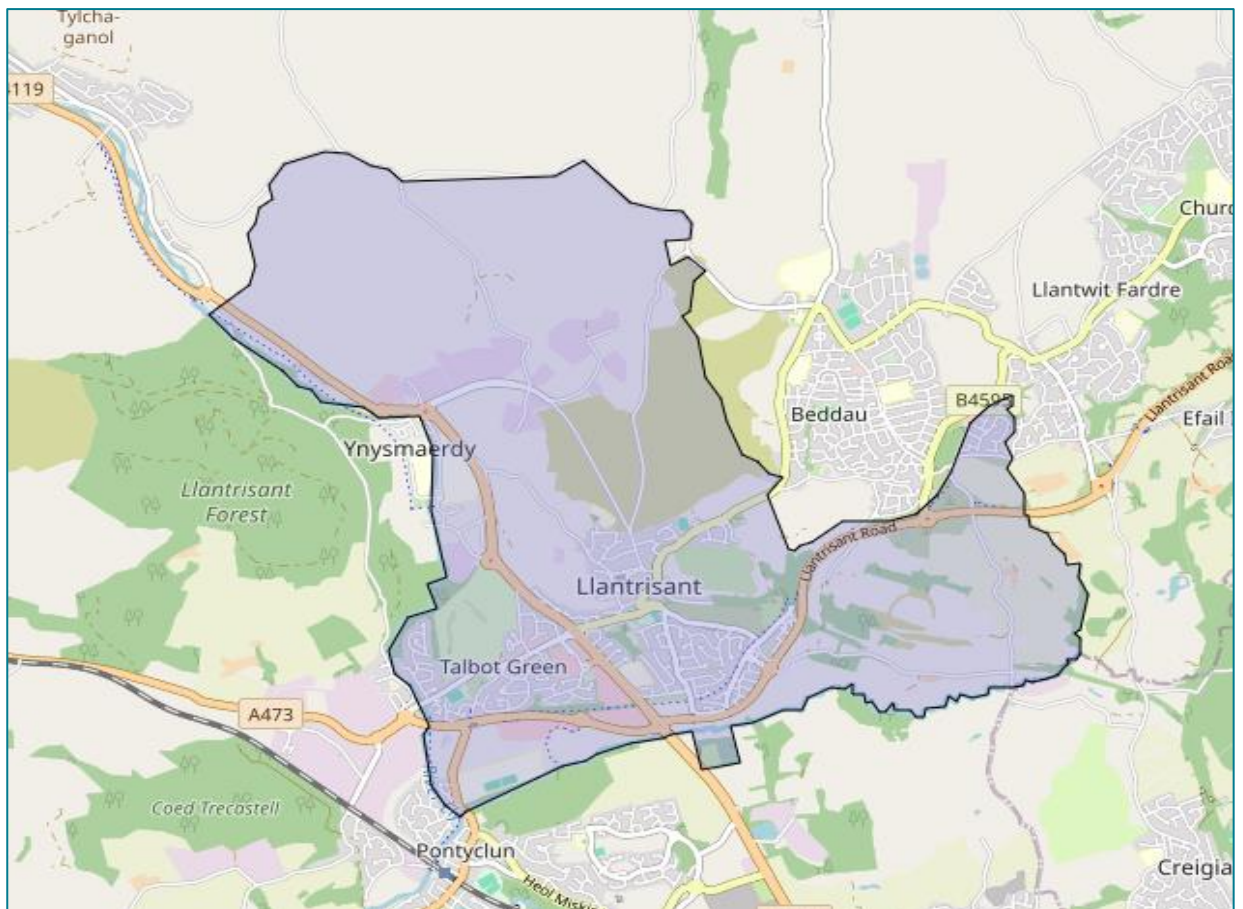


Figure 8.1: MSOA Rhondda Cynon Taf 030

8.2.2 Data from this MSOA has been used to inform the modal split and is shown in Table 8.1.

Table 8.1: Caerphilly 024 Baseline Census Data

Method of Travel to Work	MSOA – Rhondda Cynon Taf 030 (%)
Driving a car or van	79
On foot	8
Passenger in a car or van	6
Bus, minibus or coach	2
Bicycle	1
Train	2
Motorcycle, scooter or moped	0
Taxi	0
Other method of travel to work	1
Total	100%

8.2.3 The review of the 2011 Census method of travel to work data for Rhondda Cynon Taf 030 indicates that driving is the most popular method of travel to work at 79%, with staff travelling to work on foot comprising the second most popular at 8% and being a passenger in a car or van the third most popular modal choice at 6%.

Provisional targets

- 8.2.4 The measures the development seeks to implement are designed to affect a modal shift away from the use of single occupancy vehicles used by staff of the site.
- 8.2.5 The TP's primary objective will be to reduce car driver trips (single occupancy vehicles (SOV)) by 8% of the overall modal share within a five-year period, with a corresponding 8% increase in the use of other sustainable modes.

8.3 Monitoring

- 8.3.1 Monitoring will include the issue of bespoke travel surveys which will be issued to all staff on an annual basis for the five-year life span of the TP.
- 8.3.2 The TPC will undertake monitoring of the TP with the resultant outputs reported to RCTCBC via a monitoring report which will be submitted annually over a 5-year period. This review process will identify the most effective measures and key motivators influencing people's travel choices. This will enable the TPC to keep track of the progress that the TP is making against its targets. If targets have / have not been met, measures and monitoring will be reviewed.

9. Action plan and budget

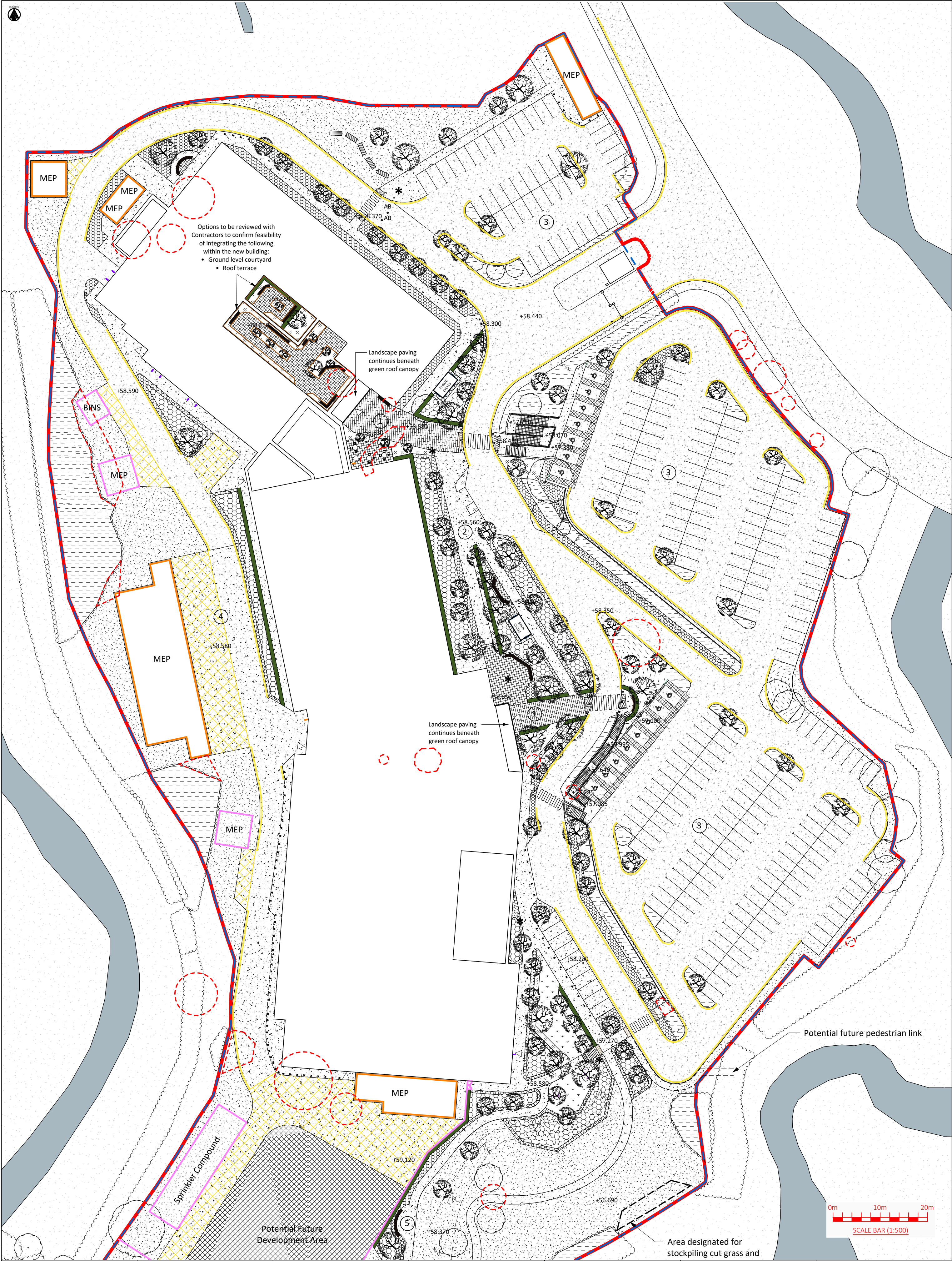
- 9.1.1 This section draws together the proposed measures, monitoring and review proposals into an Action Plan that identifies who will be responsible for the delivery of each element.
- 9.1.2 This Action Plan will be updated to reflect the outcome of the biennial surveys that will be undertaken (as discussed in Section 8) so as to take into account any changes necessary in the measures proposed, in order to meet the targets specified in this TP. The outcome of the monitoring and review process and any impact on this Action Plan will need to be agreed with RCTCBC.
- 9.1.3 The measures outlined in Section 4.4.1 will be adopted by the occupiers of the development.

Measure	Delivery Agent	Timescale	Monitoring Indicator	Notes
Management and Coordination				
Appoint TPC	Developer/Site Operator	3 months prior to occupation of the site	-	Nominated TPC to be in position 3 months prior to occupation
Travel Plan Launch	TPC	On first occupation of building	-	
Promotion and Marketing				
Travel Information Pack	TPC	On appointment of each staff member	Provide evidence of implementation to RCTCBC within 3 months of occupation	
Noticeboards	Developer/TPC	Installation prior to occupation, updates periodically	Provide evidence of implementation to RCTCBC within 3 months of occupation	TPC to be responsible for updating information displayed on noticeboards.
Travel Information on Website	Developer/TPC	During initial marketing of the site to potential staff	-	TPC to be responsible for updating the information on the website.
Car Travel				
Provision of electric charging vehicles	Developer	Upon construction of the car park	-	-
Public Transport				

Provision of information on local stops and services as well as relevant apps and websites	TPC	On completion of the development and occupation of offices	Included within travel information packs, noticeboard information and detailed on the website	
Requesting discounts from operators	TPC	Prior to occupation	-	
Cycling				
Provision of secure cycle parking	Developer	During construction	Completion of consented works	The provision of 10 secure and sheltered cycle parking spaces dedicated to staff
Potential cycle shop discounts	TPC	Prior to occupation of development	-	
Monitoring of cycle parking provision/demand	TPC	Upon the completion of the development and continuously throughout occupation		Additional cycle parking to be added if demand dictates
Cycle hub for maintenance	Developer/TPC	During construction	Included within travel information packs, noticeboard information and detailed on the website	
Walking				
Provision of on-site facilities	Developer	During construction	Completion of proposal works	
Promotion of Travel Events				
Promotion of local and national travel events	TPC	Post occupation and ongoing	-	Events promoted via noticeboards and travel information packs

Monitoring and Review				
Baseline Survey	TPC	Within first 3 months of site occupation		
Annual Survey	TPC	Years 3 and 5	Provide monitoring report to RCTCBC annually until completion in year 5	
Final Report	TPC	Year 5	Provide final report to RCTCBC following monitoring survey in year 5	

Appendix A - Site layout



KEY PLAN	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS	<div>Hydrock</div> <div>CLIENT CWM TAF MORGANNWG UNIVERSITY HEALTH BOARD</div> <div>PROJECT LLANTRISANT HEALTH PARK</div>	<div>TITLE SITE LAYOUT</div> <div>HYDROCK PROJECT NO. 29762</div> <div>STATUS DESCRIPTION INFORMATION</div> <div>DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 29762-HYD-XX-XXX-M2-TP-0116</div>	<div>SCALE @ A1 1:500</div> <div>STATUS S2</div> <div>REVISION P01</div>
				Rev Date Description By Cld App			