

RPS

**FORMER ST CYRES LOWER
SCHOOL SITE
MURCH ROAD
DINAS POWYS**

RESIDENTIAL TRAVEL PLAN



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DINAS POWYS**

RESIDENTIAL TRAVEL PLAN

9 August 2017

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APPENDIX A – MASTERPLAN

1 INTRODUCTION

Background

- 1.1 This Travel Plan (TP) has been prepared by RPS Planning and Development Ltd on behalf of Barratt Homes South Wales, in relation to the proposed residential development comprising 220 dwellings on land at the former St Cyres Lower School site in Murch Road, Dinas Powys (CF64 4RF). This TP should be read in accordance with the Transport Assessment Report (RPS Report No. JNY8501-02).
- 1.2 A description of the scheme proposal is contained within Section 4 of this report. In brief the proposals incorporate the redevelopment of the St Cyres School site to provide 220 dwelling. The residential development will consist of a proportion of affordable housing (40%).
- 1.3 The site is a located approximately 5.3 miles from Cardiff and 4.6 miles from Barry; the site is accessible from the adopted public highway of Murch Crescent / Murch Road. The previous school on the site has now ceased operation and thus the school site is brownfield land. The site is bound to the north by an existing suburban housing estate and to the south and east by agricultural land and woodland.
- 1.4 The site is 12.05 hectares in size and lies within the Council's Adopted Local Development Plan Allocation Area of 13.30 hectares, this consists of the 12.05 hectares council development area for mixed use development including residential, community and recreational uses, 0.90 hectare third party land site, and 0.35 hectare (1,115sqm) site for a Medical centre of which planning permission has already been obtained (planning ref: 2014/00178/FUL). The Strategic Brief: A Guide for Bidders (2014) suggests that 9.05 hectares should be utilised for residential development and 3 hectares should be a community hub area.
- 1.5 From the current site access, Murch Road provides a route for vehicles, pedestrians and cyclists to a range of facilities located off Plas Essyllt to the south and Castle Drive to the north. It also provides a route to the Cardiff Road crossroads that links to Eastbrook station to the north-east and Dinas Powys station to the south-west. Further to the west there are additional local facilities and community areas.
- 1.6 **Figure 1** shows the location of the proposed development in the context of the neighbouring area.
- 1.7 This TP will look at the residential development aspect of the Council's Adopted Local Development Allocation Area and will analyse opportunities to enhance walking and cycling provision surrounding the site to tie in with existing walking and cycling facilities as well as assessing the impact the proposed development will have on the local transport network and propose mitigation measures to reduce any potential impact.

What is a Travel Plan?

- 1.8 Travel Plans are evolutionary documents that should be updated regularly, ensuring they can be reviewed and tailored to take account of continuing changes in travel patterns. It is therefore intended that this Travel Plan is a starting point for the travel plan process. The Travel Plan, when in operation, should be reviewed and updated on an annual basis.
- 1.9 The implementation of measures set out in this Travel Plan and the targets within it will assist in minimising the number of vehicle trips generated by the development. The Travel Plan will be revised following a survey of baseline travel habits undertaken six months after first occupation. At that time, travel characteristics of residents and employees can be more readily determined and the Travel Plan can be refined as necessary to influence the travel habits of future occupants.
- 1.10 This Travel Plan sets out objectives and suggests measures to promote and provide for the use of sustainable modes as an alternative to single occupancy vehicle use. An approach for implementation, target setting and monitoring is also discussed.
- 1.11 This Travel Plan represents a commitment by the developer to support sustainable travel to and from the site and reduce single occupancy car journeys generated on the external highway network to target levels that would be agreed with Vale of Glamorgan Council (VoGC).
- 1.12 This Travel Plan has been produced in line with National and Local Policy on Travel Plans. The Travel Plan is structured as follows:
- **Section 2** – Transport Policy;
 - **Section 3** – Existing Sustainable Transport Opportunities;
 - **Section 4** – Development Proposals;
 - **Section 5** - Management;
 - **Section 6** - Marketing and Promotion;
 - **Section 7** - Measures and Initiatives;
 - **Section 8** – Baseline Surveys, Targets and Monitoring; and
 - **Section 9** – Summary.

2 POLICY AND GUIDANCE

Context

- 2.1 The emergence of Travel Plans has been an important development in transport policy. They demonstrate that the environmental improvement sought from the transport sector can be achieved at a local level and can contribute towards easing congestion, especially during peak periods. Residential Travel Plans relate to journeys made from a single origin (home) to multiple and changing destinations and take account of different needs and travel choices over time.
- 2.2 A Travel Plan is a management tool that brings together a co-ordinated strategy and a package of initiatives to minimise the number and length of car trips generated by a residential development, while supporting more sustainable forms of travel and reducing the overall need to travel.
- 2.3 This Travel Plan concentrates on sustainability issues and outlines a package of initiatives that are designed to encourage more efficient use of the private car and promote a choice of alternative travel modes. In addition to the policy documents reviewed as part of the TP and Transport Assessment Report there are various publications on a national level which provide Travel Plan Guidance. The policy context for the Travel Plan is summarised below.

Introduction

- 2.4 This section provides a review of national and local transport policy documentation to ensure that the proposals are consistent with current policy. The following documents have been agreed with the VoGC as the appropriate framework against which the development will be considered:
- Planning Policy Wales (Edition 9 November 2016);
 - TAN18;
 - Wales Spatial Plan (2008);
 - Wales Transport Strategy – One Wales – Connecting the Nation (2008);
 - Sustainable Development Scheme One Wales: One Planet (May 2009);
 - Active Travel (Wales) Act (2013);
 - Vale of Glamorgan Local Transport Plan (2015 – 2030); and
 - Vale of Glamorgan Local Development Plan (LDP) (Adopted June 2017).

National Policy

Planning Policy Wales: Chapter 8 Transport

- 2.5 Planning Policy Wales sets out the land planning policies for the Welsh Assembly Government. It is supplemented by a series of Technical Advice Notes. Each chapter of the document details the main policy objectives and principles which deal with particular subjects. Chapter 8 sets out what the Welsh Government aims to do in terms of Transport within Wales. It is aiming to extend choice in transport and support sustainable development to help tackle climate change.
- 2.6 Planning Policy Wales states that land use planning can help to achieve the Welsh Government's objectives for transport through reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling.
- 2.7 Paragraph 8.7.2 states:
- “Transport Assessments (TA) are an important mechanism for setting out the scale of anticipated impacts on the proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impact of development so that they can be understood and catered for.”**
- 2.8 The TA should provide the basis for negotiation on scheme details as well as including the level of parking, and measures to improve public transport access, walking and cycling.
- 2.9 Para 8.1.1 states that:
- “The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel.
This will be achieved through integration:**
- **within and between different types of transport;**
 - **between transport measures and land use planning;**
 - **between transport measures and policies to protect and improve the environment; and**
 - **between transport measures and policies for education, health, social inclusion and wealth creation.”**
- 2.10 Examples of how these aims could be met are given:
- “Ensuring that development is accessible by means other than the private car will help to meet the Welsh Government's objectives for social inclusion. Encouraging cycling and walking will contribute to the aim of improving the levels of health in Wales.”**
- 2.11 Paragraph 8.1.3 of Chapter 8 of Planning Policy Wales states that:
- “The Welsh Government supports a *transport hierarchy* in relation to new development that establishes priorities in such a way that, wherever possible, they are accessible in the first instance by**

walking and cycling, then by public transport and then finally by private motor vehicles.

Careful consideration needs to be given to the allocation of new sites which are likely to generate significant levels of movement in Local Development Plans to ensure that access provisions which promote walking and cycling, as well as by public transport are included from the outset.”

- 2.12 Key themes run throughout Chapter 8 of Planning Policy Wales: promoting walking, cycling and public transport; reducing the need to travel by private car; and improving accessibility both to local facilities and services and for disabled and less mobile people.

Planning Policy Wales: Technical Advice Note (TAN) 18

- 2.13 Planning Policy Wales Technical Advice Note (TAN) 18: Transport encourages the use of sustainable modes of travel over private car trips. TAN 18 states that TANs:

“May be material to decisions on individual planning applications and will be taken into account by the Assembly Government and Planning Inspectors where relevant to the determination of called-in planning applications and appeals.”

- 2.14 TAN 18 promotes the integration between land use planning and transport and:

“Securing the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities.”

- 2.15 In order to achieve the Welsh Assembly Government’s Environmental Strategy, TAN 18 sets out the following sustainable transport policy objectives which are relevant to the development site:

- **“Promoting resource and travel efficient settlement patterns;**
- **ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;**
- **managing parking provision;**
- **ensuring new development... include appropriate provision for pedestrians... cycling, public transport and traffic management and parking/servicing;**
- **encouraging the location of development near other related uses to encourage multi-purpose trips;**
- **promoting cycling and walking;**
- **supporting the provision of high quality, inclusive public transport;**
- **... encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and**
- **ensuring that transport infrastructure or service improvements necessary to serve the new development allow**

existing transport networks to continue to perform their intended functions.”

2.16 Within the heading of ‘Accessible Housing Development’ states that settlement policies and residential allocations in development plans should, inter alia:

- **“Promote housing development at locations with good access by walking and cycling to primary and secondary schools, 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 RTP; and**
- **Ensure that significant new housing schemes contain ancillary uses including local shops and services and, where appropriate, local employment.”**

2.17 Paragraph 6.1 under the heading ‘Walking and Cycling’ states, inter alia:

“It is imperative that local authorities take into consideration the needs of walkers and cyclists in all development planning decisions, in line with the Assembly Government’s strategy for Walking and Cycling.”

2.18 Under the heading of ‘Location of Development’, TAN 18 states that:

“the land use planning system can impact on travel patterns, by guiding the location scale, density and mix of new development and controlling changes of land use... over the medium to long term could significantly reduce the need to travel and ensure that efficient use is made of public transport options, walking and cycling.”

2.19 TAN 18 states that local authorities should:

“seek to maximise relative accessibility... where a development proposal is assessed as having relatively poor accessibility this may be sufficient ground to refuse planning permission” and ensure that the design and density of new residential development facilitates viable and effective bus services.”

Wales Spatial Plan (Update 2008)

2.20 The Wales Spatial Plan (WSP) provides a framework for the future spatial development of Wales. It is important to the Welsh Assembly Government as it helps to deliver our priorities set out in ‘One Wales’.

2.21 The Wales Spatial Plan - People, Places, Futures - was originally adopted by the National Assembly for Wales in November 2004. This Update brings the Wales Spatial Plan into line with One Wales, and gives status to the Area work which has developed over the last two years. Paragraph 10.5 of the Wales Spatial Plan states:

“The general principles for new housing growth are: it should be linked to public transport nodes, including walking and cycling networks.”

2.22 Inevitably, tensions exist between social, economic and environmental objectives. The challenge facing us all is to achieve sustainable economic growth and social justice whilst protecting and enhancing the environment.

2.23 Paragraph 13.3 under the heading of 'Achieving Sustainable Accessibility' states:

“In the context of responding to and mitigating the effects of climate change, the Wales Spatial Plan supports the development of spatially targeted responses.

These include reducing the need to travel by co-locating jobs, housing and services, for instance, and changing behaviour in favour of ‘greener’ modes of travel, such as car sharing, public transport, walking and cycling.”

2.24 The challenges this include:

“Work within the national and regional transport planning frameworks to improve the quality and sustainability of connections between key settlements, within and between the Wales Spatial Plan Areas.

Integrate sustainable transport solutions with community and development planning to improve access to services and facilities, recognising the role of the third sector in hard-to-reach places.

While continuing to invest in the transport infrastructure and services, ensure that transport in Wales contributes to mitigating the effects of climate change by achieving a reduction in total greenhouse gas emissions.”

2.25 The Wales Spatial Plan refers to the Wales Transport Strategy ('WTS') titled 'One Wales: Connecting the Nation' and to Regional Transport Plans.

2.26 The WTS affirms the aims of the One Wales programme:

“To achieve a nation with access for all, where travelling between communities and accessing services, jobs and facilities in different parts of Wales is both easy and sustainable, and which will support the growth of our economy.

A good transport system is central to achieving a vibrant economy and social justice through equality of access and greater mobility. Moreover, transport must play its part to safeguard the environment and improve the quality of life for everyone, whether or not they are travelling.”

2.27 The need for improved transport accessibility is highlighted throughout the document, including the following statement:

“That people are not disadvantaged by the design, accessibility and availability of facilities and services – or by poor physical access to different types of transport or by the way information is provided and communicated.

It also means paying attention to the issue of actual and perceived safety and security on the transport system because some people are deterred from using the network by such concerns.”

- 2.28 The Wales Transport Strategy also highlights the importance of acting immediately to reduce greenhouse gas emissions from transport, including to:

“Immediately prioritise actions that reduce the number of trips taken or distance travelled – such as ensuring that new developments take transport implications into account.

We will also prioritise actions that influence the mode of travel chosen to make greater use of the more sustainable modes of transport; a focus on travel behaviour could enable a significant number of car trips to be replaced by walking, cycling or public transport.”

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

- 2.29 The One Wales Transport Strategy aims to maximise the positive contribution that transport makes and promote healthy lifestyles, such as walking and cycling for short journeys. It prioritises actions that influence the number of trips, distance travelled and mode of travel chosen, such as ensuring that new developments take transport implications into account.
- 2.30 It links decisions on the location of housing, education, health and social care services, employment, retailing and planning with the impacts they will have on the way people travel.
- 2.31 The Welsh Government promotes the widespread adoption of travel plans by new developments. These assist with the efficient management of the highway network and promote alternative modes of transport. The need for a travel plan has been identified as part of the scoping discussions with the Council.

One Wales: One Planet

- 2.32 The Sustainable Development Scheme of the Welsh Assembly Government titled ‘One Wales: One Planet’ (May 2009) has a main outcome of **“a low carbon transport network which promotes access rather than mobility, so that we can enjoy facilities with much less need for single occupancy car travel.”** Under the heading of ‘What a Sustainable Wales Would Look Like’ is:

“Walking and cycling are much more commonplace. There is greatly enhanced provision for cyclists and pedestrians within towns and cities, with improved walking and cycling networks, as well as better street design and traffic management measures.

There are fast, reliable, affordable public transport services connecting major settlements. There are frequent, reliable mass transit services within cities and more heavily urbanised regions. There is a coherent network of sustainable transport options within rural Wales.

Travel Plans are part of all new developments. All employers develop and implement Travel Plans.”

Active Travel (Wales) Act (2013);

- 2.33 The Active Travel (Wales) Act 2013, received Royal Assent in November 2013 and came into force in September 2014. The Act requires Welsh ministers to publish annual reports on the amount of active travel journeys are made in Wales.
- 2.34 The Act makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.
- 2.35 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.
- 2.36 The Act makes provision:
- for approved maps of existing active travel routes and related facilities in a local authority's area;
 - for approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;
 - requiring local authorities to have regard to integrated network maps in preparing transport policies and to secure that there are new and improved active travel routes and related facilities;
 - requiring the Welsh Ministers to report on active travel in Wales;
 - requiring the Welsh Ministers and local authorities, in the performance of functions under the Highways Act 1980, to take reasonable steps to enhance the provision made for walkers and cyclists and to have regard to the needs of walkers and cyclists in the exercise of certain other functions; and
 - requiring the Welsh Ministers and local authorities to exercise their functions under the Act so as to promote active travel journeys and secure new and improved active travel routes and related facilities.
- 2.37 In considering whether it is appropriate for a route to be regarded as an active travel route, a local authority must take into account:
- whether the route facilitates the making by, or by any description of, walkers and cyclists of active travel journeys; and
 - whether the location, nature and condition of the route make it suitable for safe use by, or by any description of, walkers and cyclists for the making of such journeys.
- 2.38 Firstly, local authorities were required to produce and publish Existing Routes Maps by January 2016. These maps showed routes within the area that are suitable for active travel and which meet standards set by the Welsh Government. As such the Existing Routes Maps, do not show all available walking and cycling routes within an area.

- 2.39 The Welsh Government approved the Vale of Glamorgan Council's (VoGC) Existing Route Maps in August 2015, these include suitable walking routes but Identified that there were no suitable cycle routes within the area.
- 2.40 The VoGC is now working towards submitting its Integrated Network Maps which set out the Authority's aspirations for improving active travel routes across the County over the next 15 years. They will include routes that are currently used but may not meet the standard of Active Travel routes currently, or they could be routes that do not currently exist but that have been identified within other strategic Plans, or have been identified through the consultation process.
- 2.41 The submission date for the Integrated Network Maps is November 2017. The VoGC is currently at the validation stage and as part of this residents are being invited to comment on the proposed routes that have been identified. The Maps identify potential foot and cycle links through Dinas Powys.

Local Policy

Vale of Glamorgan Local Development Plan (LDP) (Adopted June 2017)

- 2.42 The Deposit LDP contains the Vision and Objectives for the Plan, Strategy, Strategic Policies, Development Management Policies and Policies for Managing Growth. It outlines the requirements for the delivery and implementation of the sites allocated for development and provides a monitoring framework for measuring the effectiveness of the plan.
- 2.43 All new developments are required to:
- Be highly accessible with a particular emphasis on walking and cycling to reduce the number of short trips taken by car;
 - Give careful consideration to the location, design, access arrangements, travel desire lines, and integration with off-site links;
 - Promote the use of sustainable travel;
 - Provide a safe and accessible environment; and,
 - Have no unacceptable impact on highway safety and cause or exacerbate traffic congestion.
- 2.44 The LDP strategic policy in relation to Transportation (SP7) reads as follows:
- “Sustainable transport improvements that serve the economic, social and environmental needs of the Vale of Glamorgan and promote the objectives that can be found in the South East Wales Regional Transport Plan 2010 – 2015 will be favoured.**
- Priority will also be given to schemes that improve highway safety and accessibility, public transport, walking and cycling.”**
- 2.45 Within the Councils LDP, strategic policy SP1 seeks to;
- “Improve the living and working environment, promote enjoyment of the countryside and coast and manage important environmental assets.”**

- 2.46 In transport terms, it seeks to achieve this by:
- Promoting sustainable transport;
 - To deliver key infrastructure linked to the impact of development;
 - To promote opportunities for sustainable tourism and recreation; and
 - Favour development that promotes healthy living.

Vale of Glamorgan Local Transport Plan 2015 – 2030

- 2.47 The Local Transport Plan (LTP) seeks to identify the sustainable transport measures required to ensure the Vale of Glamorgan Council adheres to current requirements and good practises to allow for a sustainable transport environment for the period 2015 to 2020 as well as looking forward to 2030.
- 2.48 The LTP seeks ways to secure better conditions for pedestrians, cyclists and public transport users and to encourage a change in travel choices away from the single occupancy car.
- 2.49 The LTP seeks to tackle traffic congestion by securing improvements to the strategic highway corridors for commuters who may need to travel by car.
- 2.50 The LTP seeks to do this by:
- Providing new transport capacity to cope with future demand;
 - Improving accessibility and connectivity, and reducing journey times between key settlements within South East Wales; and
 - Improving access to a wider range of job opportunities by increasing the coverage of public transport, particularly for cross-valley journeys.

Summary

- 2.51 National policy is provided by Planning Policy Wales and TAN18 and which aims to promote sustainable travel to developments and states that developments should be located to maximise sustainable transport opportunities.
- 2.52 Local policy is provided by the LTP and LDP which identifies the sustainable transport measures required to ensure the Vale of Glamorgan Council adheres to current requirements and good practises to allow for a sustainable transport environment. It seeks ways to secure better conditions for pedestrians, cyclists and public transport users and to encourage a change in travel choices away from the single occupancy car.
- 2.53 The policy sets out that all new developments must be highly accessible with a particular emphasis on walking and cycling to reduce the number of short trips taken by car, promote the use of sustainable travel and have no unacceptable impact on highway safety and cause or exacerbate traffic congestion.
- 2.54 This chapter has outlined the policy context to which the proposed development relates and the frameworks with which the development proposal needs to comply.

Travel Plan Objectives

2.55 The Travel Plan objectives are the high-level aims of the Travel Plan, giving it direction and providing a focus. In accordance with the above guidance the site aims to meet the following objectives:

1. Reduce the dependency of single occupancy vehicular trips and demand for car parking spaces by monitoring traffic generation against agreed reference level to the site;
2. Provide the required information and incentives to residents and visitors to encourage travel to the site via sustainable methods of transport;
3. Reduce the transport related environmental impacts associated with residents' and visitors' trips and servicing at the site;
4. Enhance the developer's social responsibility credentials to a wider audience;
5. To where possible design measures which could be incorporated into a wider Travel Plan network; and
6. To increase the attractiveness of walking and cycling for residents living within the development, in particular of walking and cycling for short journeys.

2.56 By achieving these objectives, the Travel Plan will help:

- Reduce the adverse impact on the surrounding transport network and local community;
- Reduce pressure on surrounding on-street parking;
- Improve and sustain site safety;
- Promote equal opportunities by offering wider travel choices;
- Improve personal and wider community health; and
- Reduce air and noise pollution.

3 EXISTING SITUATION AND ACCESSIBILITY

Introduction

- 3.1 This chapter outlines the existing sustainable transport network available for residents and visitors to the proposed St Cyres development site. This information also provides a context for providing future connections to the site.
- 3.2 This chapter considers the site location and the existing local highway, pedestrian, cycle and public transport networks, with particular regard to the accessibility of the site in relation to public transport stops and local service provision.

Site Location and Access

- 3.3 The St Cyres Lower School development site is located approximately 1.5km to the south-east of the A4055 Cardiff Road, which routes through the centre of Dinas Powys. The site is located approximately 5.3 miles from Cardiff. The main route through the area is Cardiff Road (A4055) which runs east to Barry and west to Penarth. It is identified by the Vale of Glamorgan (LDP) as a strategic transport corridor and a bus priority corridor. The local highway network in the vicinity of the site is described further in this section.
- 3.4 The site is bounded to the west by residential developments and local facilities, to the north, south and east of the site is mostly uninhabited and undeveloped land, aside from a few pockets of residential dwellings. The St Cyres Lower School which sits within the site non-operational, as it the remaining land of which is classified as Brownfield.
- 3.5 The site is accessible from the adopted public highway of Murch Crescent / Murch Road to the north. The existing access to the school site is effectively a cul-de-sac for vehicles, with Murch Road only serving farm buildings to the east of the site. The access to the east that links to Sully Road is unmade and, whilst suitable for pedestrians and cyclists, would not be suitable or promoted for access by vehicles. There is a continuous footway route from the site to the local facilities. Most local roads provide footways on both sides of the carriageway.
- 3.6 The site location is shown in both a local and strategic context on **Figure 1**.

Pedestrian and Cyclist Network

- 3.7 Manual for Streets identifies 'walkable neighbourhoods' as "typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot". However, this is not an upper limit. Paragraph 2.3 of the Design Manual for Roads and Bridges TD91/05 "Provision for Non-Motorised Users" states:

"Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances."

- 3.8 For cycling journeys, Local Transport Note 2/08 'Cycle Infrastructure Design' states:

“many utility cycle journeys are under 3 miles although, for commuter journeys, a trip distance of over 5 miles is not uncommon”.

- 3.9 The site is located at the end of Murch Road which is a residential area with good footway provision along both sides of the road. From Murch Road, walking routes are available to all residential areas south of Cardiff Road via Castle Drive to the east and Plas Essyllt to the west. In addition, Ash Path leads to Sully Road (just over 600m away) and provides access to the residential area to the west of Redlands Road, Penarth.
- 3.10 There are no formal cycle routes through Dinas Powys although advanced cyclestop lines are provided at the junction of Cardiff Road/Murch Road.

Public Transport

Bus Travel

- 3.11 The nearest bus stop is located on Plas Essyllt approximately 790 metres from the site via Murch Road opposite the Post Office. This stop is serviced by the bus routes summarised below in **Table 3.1**.

Table 3.1: Bus Services

Service Number	Stop	Route (Operator)	First Service (weekday)	Last Service (weekday)	Frequency (per hour)				
					Weekdays			Weekends	
					AM Peak	Inter Peak	PM Peak	Sat	Sun / BH
89A/B	Dinas Powys (Village Square)	Dinas Powys – Cardiff (Watts Coaches)	07:50	16:00	No Service	Every 2 hours	No Service	5 per day	No Service
93	Post Office	Barry - Dinas Powys - Sully – Penarth – Cardiff (Cardiff Bus)	07:30	17:58	1	1	1	1	No Service
304	Eastbrook Railway Station	Cardiff – Dinas Powys - Barry	06:21	23:35	2	1	1	1	No Service

Source: Traveline (July 2017)

Rail Travel

- 3.12 The two closest stations are Eastbrook Rail Station, located 1.5km from the site, and Dinas Powys Rail Station, located 1.6km from the site. Both stations are serviced by routes to Aberdare, Barry Island, Merthyr Tydfil and Bridgend. A summary of these services from the Eastbrook Station are detailed in **Table 3.2** below.

Table 3.2: Rail Services from Eastbrook Railway Station

Service Number	First Service (weekday)	Last Service (weekday)	AM Peak	Inter Peak	PM Peak	Sat	Sun / BH
Aberdare	05:32	23:28	2	1-2	2	1-2	1 every 2 hours
Barry Island	05:30	23:41	3	3	3	3	1-2
Merthyr Tydfil	05:32	23:28	2	1-2	2	1-2	1 every 2 hours
Bridgend	05:32	23:28	4	3-4	4	4-5	2

Source: National Rail (July 2017)

3.13 Overall, the multiple bus routes, the two rail stations and the close proximity of a wide range and choice of local facilities highlight the sustainable location of the proposed site in accordance with Planning Policy Wales and TAN18.

Local Facilities and Accessibility

3.14 There are a wide range of local facilities within close proximity of the site, within the Manual for Streets ‘walkable neighbourhood’ distance of 800m and accessible via footways from the site. The local facilities and their position on the local road network are provided in **Table 3.3** and **Figure 2**.

Table 3.3: Local Facilities Location

Road	Facilities	Distance from Site
Plas Essyllt (St Ivor Place)	Ironing 4 U Community Care Butchers Doggy Parlour Hair Design Chemist	Approximately 0.4 miles (650m) / 8 minutes' walk
Castle Drive	Tesco's Supermarket McColl's Hung House Joe's Chippy Fruit Store A Class Apart	Approximately 0.5 miles (800m) / 10 minute walk
Cardiff Road	Eastbrook Railway Station	Approximately 0.7 miles (1.1km) / 14 minutes' walk
	Dinas Powys Health Centre	Approximately 0.8 miles (1.3km) / 15 minutes' walk
	Texaco Petrol Station Spar Bugden's Peter Mulcahy (Estate Agents) Miah's (Indian Take Away) Pharmacy	Approximately 0.9 miles (1.4km) / 16 minutes' walk
	Dinas Vets Jon Coombes (Estate Agents) Happy Garden (Take Away)	Approximately 0.9 miles (1.4km) / 16 minutes' walk
	Dinas Powys Railway Station	Approximately 1.1 miles (1.7km) / 21 minutes' walk
Station Road	Dinas Powys Common	Approximately 1.3 miles (2.1km) / 24 minutes' walk
The Square	Potter & Co. (Accountants) La Boheme (Health and Beauty) Green Willow Funerals The Star Inn Dinas Fish Bar Balti Tandoori (Take Away) Mirrors (Hair Stylists) The Green Room (Flower Shop) The Huntsman Restaurant The Village Stores Walk-in Barbers Head-To-Head Dinas Powys Post Office Three Horseshoes	Approximately 1.2 miles (1.9km) / 23 minutes' walk
Elm Grove Road	Natwest	Approximately 1.1 miles (1.7km) / 21

Road	Facilities	Distance from Site
	The Wild Blackberry Cross Keys Capital Racing West Lake Chop Suey House	minutes' walk
Mill Road	Happy Embroidery	Approximately 1.1 miles (1.7km) / 21 minutes' walk
	St Peter's Church	Approximately 1 mile (1.6km) / 20 minutes' walk

Source: Consultant's site visit and analysis.

- 3.15 In addition to the various areas of local facilities in close proximity to the site, the centre of the village of Dinas Powys is located at The Square, approximately 1.6km to the north-west of the development site. It can be accessed using two alternative routes:
- via Millbrook Road to the north-west at the Cardiff Road / Murch Road crossroads and then via Mill Road; or
 - via Cardiff Road south-west and Elm Grove Road north-west.

- 3.16 This area is the main community and leisure hub within Dinas Powys and includes a number facilities detailed in **Table 3.3** including Dinas Powys Post Office.

Local Highway Network

Murch Road

- 3.17 Murch Road is a local road that connects the surrounding residential area to Cardiff Road. It is a single carriageway road that ends to the south in a turning circle at the former St Cyres School site. From Cardiff Road it heads uphill to become Murch Crescent then re-joins Murch Road. It is subject to a 30mph speed restriction, has footways which are approximately 2m in width both sides of the carriageway, streetlighting is provided along its length. For much of its length (except near the junctions with Cardiff Road and Castle Drive, and at the turning circle at the end of the road) parking is unrestricted.

- 3.18 Murch Road connects to Cardiff Road at a traffic signals junction circa 1.5km to the north-west of the site.

Cardiff Road/Murch Road Traffic Signals Junction

- 3.19 The Cardiff Road/Murch Road traffic signals junction has four arms approaching the junction. The Cardiff Road approaches to the east and west have two lanes (one lane for ahead and left and one for right turners). The Murch Road approach to the south has one lane for all movements. Millbrook Road to the north has two approach lanes (one lane for ahead and right and one for left turners). There are pedestrian crossing facilities on each arm and advanced cycle stop lines on all approaches except Murch Road. There are footways on all approaches to the junction and all arms approaching the junction are lit.

- 3.20 Immediately to the west of the traffic signals junction, Cardiff Road is subject to single yellow line parking restrictions enforced between 08:00 and 18:30 Monday to Saturday on the northern edge of carriageway and double yellow lines on the southern edge. On the southern edge, approximately 50 metres from the junction, the parking restrictions end and there is an on-street uncontrolled parking layby.

3.21 To the east, parking restrictions in the form of double yellow lines are in place on the approach to the junction. There are double yellow line parking restrictions in place on the Murch Road and Millbrook Road approaches to the junction.

Cardiff Road (A4055)

3.22 Cardiff Road is a single carriageway road that links Barry in the west with Penarth in the east, via Dinas Powys. It then continues along the Cogan Spur and joins with the A4232 dual carriageway which heads to the M4. Locally it runs through the centre of Dinas Powys and provides access to the residential areas on both sides of Cardiff Road. It is subject to a 30mph speed limit, has footways and streetlighting on both sides of the carriageway.

4 DEVELOPMENT PROPOSALS

Context

- 4.1 The proposed development site is 12.05 hectares in size. The site lies within the Council's Adopted Local Development Plan Allocation Area of 13.30 hectares.
- 4.2 The LDP Allocation Area consists of 12.05 hectares for mixed use development including residential, community and recreational uses, 0.90 hectare third party land site, and 0.35 hectare site for the Medical centre which is now in operation. The Strategic Brief: A Guide for Bidders (2014) suggests that 9.05 hectares should be utilised for residential development and 3 hectares should be a Community and Recreation Use Zone.

Development Proposals

- 4.3 It is proposed to submit a Planning Application for development of circa 220 dwellings, in line with the Vale of Glamorgan Council's Adopted Local Development Plan (2017); this proposes that 40% of the dwellings within the proposed site should be affordable houses and it is anticipated that the site would comply with this policy. The site development would be a mixture of circa 88 affordable houses and 132 private houses.
- 4.4 Details for the nature and form of the Community and Recreation Use Zone are unknown at this stage. The site area proposed for the Community and Recreation Use Zone is approximately 3 hectares. It is predicted that no or very few vehicular trips relating to the Community and Recreation Use Zone will be generated during the network peak hours and has therefore, not been accounted for within the junction assessments; this is considered to represent a most likely scenario.
- 4.5 The proposed Masterplan has been submitted along with the application for Full Planning Permission for the Residential development and Outline Planning Permission for the Community and Recreation Use Zone. This is included as **Appendix A**.
- 4.6 The Transport Assessment (JNY8501-02a) provides further details for the proposed development and impact assessment. This Travel Plan relates to the Residential element of the development only.

Proposed Site Access

Proposed Vehicular Access

- 4.7 The access to the development will be via the existing site access onto Murch Road. Currently, a gyratory system is in place, whereby movement into the site and out of the site follows a one-way system around grassed island on Murch Road.
- 4.8 It is proposed that the access arrangements for the site, will involve introducing a two-way movement into the site access, by way of reducing the size of the grassed island.

Pedestrians and Cyclists

- 4.9 The proposed access to the site includes footway provision along both sides of the carriageway, and it is anticipated that both pedestrians and cyclists will use the main vehicular access to the site. This will connect with the existing footway along Murch Road. This links with the surrounding residential areas and provides a route to Cardiff Road.
- 4.10 As more of the Local Development Plan Allocation Area land develops, the internal vehicle and pedestrian network will also develop, providing further links to the rest of Dinas Powys and the surrounding areas.

5 MANAGEMENT

Introduction

- 5.1 This Travel Plan is orientated towards influencing travel behaviour of resident's journeys and will seek to advise this group of the benefits of using alternative transport modes by promoting their use as an alternative to travel by car. The developer will be responsible for the overall implementation of the Travel Plan which will be secured by way of planning condition.

Travel Plan Coordinator

- 5.2 The developer will appoint an appropriately skilled Travel Plan Coordinator for the residential development prior to first occupation. The Travel Plan Coordinator will be responsible for the implementation, administration and monitoring of the Travel Plan. The Travel Plan Coordinator details will be submitted to Vale of Glamorgan.
- 5.3 The Travel Plan Coordinator will need to be in position towards the end of the initial construction phase to ensure that the travel planning measures are in place from the outset. Given the scale of the development it is envisaged that the TPC will on average spend 2-3 days a month managing the Travel Plan.
- 5.4 The Travel Plan Coordinator will make regular visits to the site in order to become a familiar face with residents and known as a champion of sustainable transport measures in association with the development. Contact details for the Travel Plan Coordinator will also be freely available so residents are able to raise issues and feel that the Travel Plan is well supported at all times.
- 5.5 The Travel Plan Coordinator will be the first point of contact for residents for all matters regarding travel to and from the site. The responsibilities of the Travel Plan Coordinator have been outlined in more detail below.
- 5.6 At the construction phase the Travel Plan Coordinator's main tasks will be to:
- Liaise with and train sales staff about transport provision at the site;
 - Ensure travel details and accessibility are included in sales information;
 - Prepare marketing material advising on travel options to the site to assist potential purchasers;
 - Ensure that travel planning measures are in place from the outset; and
 - Ensure that an internet site is set up providing information on travel planning measures, incentives and contact details.
- 5.7 Once residents have started to occupy the site, the Coordinator's tasks at this stage will be:
- Provide a welcome pack to residents including public transport information, location of key services and facilities within walking and cycling distance, local information packs, and information on cycle parking provision on site and in the local area; and

- Undertake a travel survey of the occupants of the site (e.g. where they work / how they travel to work / how they travel for other uses in order to refine travel plan) - six months after first occupation of the development.

5.8 On an annual basis thereafter:

- The Travel Plan Coordinator would update the residents travel details through conducting annual surveys, commencing six months after first occupation for a minimum of three years beyond first occupation. If the Headline Target has not been achieved by that stage, then the annual monitoring will continue for another two years (Targets are identified in Section 8);
- The Travel Plan Coordinator would contact the local authority Travel Plan Officer as appropriate for travel information updates and feedback of any comments provided by residents relating to the Travel Plan; and
- The Travel Plan Coordinator will seek to raise awareness of the Travel Plan through an internet site.

5.9 The developer will fully participate where appropriate with the Travel Plan initiatives and would fully support the Travel Plan Coordinator, where necessary and required in order that they perform their role effectively.

On-Going Management

5.10 This firstly covers the construction period, then the initial occupation of the site, followed by the first few monitoring and review periods of the plan. This period is crucial in ensuring that the measures set out within the plan are actively implemented to reduce car use to and from the site, and that the objectives and targets identified in the Travel Plan are being met. During this period it is likely that the developer and Travel Plan Coordinator will all need to be closely involved in the management and refinement of the Travel Plan.

5.11 With regards to the management of the Travel Plan over the longer term it is envisaged that the responsibility for the administration and monitoring will pass to the resident's steering group, with support from the Vale of Glamorgan Travel Plan officer if required.

6 MARKETING AND PROMOTION

Training Sales Staff

- 6.1 Information and promotion of the Travel Plan from the outset ensures greater buy-in from future residents who may see it as an opportunity to plan changes in their choice of travel. It is important that prospective residents are made aware of the transport characteristics of the development from the outset to ensure that misunderstandings do not arise later.
- 6.2 To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a presence within the sales suite of the development. The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development and key concepts relating to accessibility included in marketing / sales particulars.
- 6.3 The site is accessible by public transport services and has convenient walking and cycling links. These are positive features of the development which will be emphasised to prospective residents by both the sales staff and any additional sales literature created for the site.

Residents Welcome Pack

- 6.4 Residents will be made aware of all travel choices and will be provided with accurate and up-to-date information as soon as they commence residence to encourage a culture of sustainable travel. Accordingly, new residents will be presented with a Welcome Pack by the Travel Plan Coordinator setting out details of the following:
- Details of the Travel Plan measures and its objectives and targets;
 - Plans of walking and cycle routes in the area;
 - Passenger transport timetable information for services in the vicinity of the site and onward connections, including rail timetables and maps showing nearest bus stops and routes;
 - Contact details for the bus / rail operators and ticket ordering;
 - Contact details for local cycling groups and shops, and information on cycle training courses;
 - Information on any discounts that have been secured for bus travel, for local cycle purchase/repairs and for general household supplies;
 - Details of car sharing websites such as www.liftshare.com/uk and www.gocarshare.com;
 - Details of the internet site which will initially provide a site specific travel information page;
 - Information on internet shopping including local shops that offer free delivery; and
 - Contact Details for the Travel Plan Coordinator.

6.5 The development of the Welcome Pack is a crucial stage in the Travel Plan process. It is essential that it contains the necessary travel information to suitably inform recipients. At this stage of the process information that is issued to residents will include the development logos and slogans.

Internet Site

6.6 An internet site will be set up to be accessed by potential and occupying residents and will contain site specific travel information, contact details for the Travel Plan Coordinator and information relating to incentive schemes / discounts. The Travel Plan Coordinator will be responsible for the internet site and will inform residents of its presence through the welcome packs. The internet site will be updated regularly.

7 MEASURES AND INITIATIVES

Introduction

- 7.1 This chapter sets out the package of likely measures which will be introduced in order to influence the way users travel to/from the site.

Walking

- 7.2 Walking is the most sustainable method of travel, has a number of proven health benefits and is an important source of personal freedom. Walking is important for the vast majority of people, including those using public transport or without access to a car.
- 7.3 The Travel Plan Coordinator will be responsible for raising awareness amongst residents and visitors of the health, financial, and practical benefits of undertaking journeys by foot.
- 7.4 The effective promotion of walking is a key part in encouraging people to move away from private car use. However, there are certain factors such as footway conditions and light levels, physical barriers to movement (including major roads, watercourses and railway lines) that affect the amount of users willing to use this mode.
- 7.5 To combat this issue, the Travel Plan Coordinator will research the local area and provide a plan showing paved routes around the site which are lit, accessible and suitable for the use of pedestrians during trips to local amenities. This plan will be displayed within the residents' welcome pack and on the communal notice boards.
- 7.6 If necessary, the Travel Plan Coordinator will liaise with Vale of Glamorgan Council regarding the upkeep of local footpaths, signage, lighting and improvements to security on routes around the site.

Cycling

- 7.7 Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design).
- 7.8 Cycling is a cost effective way of travelling, offers reliable journey times, and is environmentally friendly. Encouragement of cycling can help to improve people's health. Travel Plans can offer substantial health benefits to individuals who are motivated to complete more journeys on foot or by cycle.
- 7.9 The health benefits of cycling outweigh the risk of accidental death whilst cycling by a ratio of 20:1. A Travel Plan can offer benefits through the role of active travel in helping to:
- Prevent diabetes;
 - Reduce the risk of colon cancer;
 - Prevent high blood pressure;

- Decrease the risk of coronary heart disease;
- Control body weight; and
- Prevent osteoporosis.

7.10 In 2017, and for the foreseeable future, there is expected to be increases to the cost of travelling by other popular modes of transport (i.e. cars and public transport) so it is expected that people currently travelling via these modes will consider the use of bicycles for a range of different journey types in order to cut the costs of travel.

7.11 The Travel Plan Coordinator will seek to make cycling for both residents and visitors a viable travel option by incorporating the following infrastructure and measures into the development and the Travel Plan:

- The provision of cycle parking spaces;
- The provision of information relating to local cycle route maps, cycle repair shops, local bicycle user groups (BUGS), and cycle schemes on the developments public notice boards;
- Marketing of national 'Cycle to Work' weeks / events on the notice boards;
- If necessary, liaison with Vale of Glamorgan Council regarding the maintenance of existing cycling infrastructure and identification of potential improvements; and
- The Travel Plan Coordinator should use reasonable endeavours to persuade local cycle retailers to provide discounts for those residing within the development.

Public Transport

7.12 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy.

7.13 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits.

7.14 Nevertheless, public transport remains important, particularly for journeys of more than 5 miles (8 kilometres).

7.15 Maps identifying the location of and suitable routes to, nearby bus stops and rail stations will be displayed in prominent location on the site. The Travel Plan Coordinator will also provide information about which residents are eligible for discounts when accessing local public transport (i.e. under 18s or unemployed on the bus network).

Managing Car Use

7.16 The development will be supported by on-site car parking spaces. However, through measures outlined within this Travel Plan the Travel Plan Coordinator will seek to inform all residents of the alternative to car travel and to car ownership in order to keep parking demand to a minimum.

7.17 Car Clubs offer many benefits to users, local traffic conditions and the environment such as:

- Savings of up to £3,500 per resident who chooses to replace car ownership with car club membership;
- Reduction in air pollution caused for those willing to trade older vehicles for car club membership where car club vehicle fleets are modern and have more environmentally friendly emissions; and
- Reduction in local parking demand/congestion. Empirical evidence collected by Car Clubs suggests that one Car Club car replaces over 20 privately owned cars.

7.18 Car Clubs are at a relatively early stage of development in Wales and the TPC will investigate and keep residents up to date with their development. The Travel Plan Coordinator will publicise the benefits of car clubs to residents at the development and provide information demonstrating how to join the clubs and access local vehicles.

7.19 In addition, the Travel Plan Coordinator will encourage vehicle owning residents to share their vehicle with other residents at the development through promotion in the welcome park and notice board. This can be achieved via LiftShare at www.liftshare.com/uk.

7.20 LiftShare is a service where a car owner can rent out their vehicle for money, whenever they are not using it. LiftShare pairs approved drivers looking for temporary vehicle use with spare car time of those who own a car.

Travel Plan Information and Planning

7.21 Complete and easy to understand information about travel information is an essential ingredient of a Travel Plan, since the first step towards behavioural change is for an individual to understand and consider the options which are realistically available to them and the benefits/disadvantages of each. One barrier to behaviour change is not knowing one's options. Equally, it is unrealistic to expect behavioural change where there are no viable alternatives. This is why baseline surveys and assessments are important elements in the travel planning process.

7.22 The Travel Plan Coordinator will seek to disseminate relevant transport information to visitors and residents in the following ways:

- Improve residents and visitors' awareness of the journey planning and 'real-time information' tools available;
- Source local public transport maps showing bus stops, bus destinations, public transport costs and discounts;
- Prepare (or source) local cycling maps showing safe lit routes for cyclists, locations of local cycle parking and local cycle repair shops; and
- Prepare (or source) a list of local amenities on a map which are considered to be within walking distance of the site.

Servicing and Delivery Trips

- 7.23 Transport impacts on a site are not only related to trip purposes of residents and their visitors. There are also a range of servicing and delivery trips which are associated of residential developments.
- 7.24 Whilst servicing trips such as postal delivery, milk / shopping delivery, refuse collections and other building maintenance trips are difficult to rationalise, there is a possibility to reduce the level of takeaway, and / or food deliveries.
- 7.25 Food stores and takeaway outlets usually incur large financial, time and resource costs when delivering food and often a greater profit for the supplier, a cheaper deal for the customer and a quicker delivery of the meal / groceries can be facilitated when the customer collects these items from the shop. It is envisaged that residents would walk up to 500 metres in order to collect food.
- 7.26 The Travel Plan Coordinator will investigate and provide information on the communal notice board about existing local restaurants/takeaways in order to reduce the level of vehicular food takeaway related delivery trips created by residents.

8 BASELINE SURVEYS, TARGETS AND MONITORING

Baseline Surveys

- 8.1 Baseline surveys will be undertaken within 6 months of first occupation of the development site. The baseline survey will confirm the travel patterns of residents and provide an accurate benchmark for future monitoring.
- 8.2 The baseline surveys will record both data about resident trips / travel characteristics associated with the proposed development. It will also explore barriers to sustainable travel use. This information will be used to build on the measures in this TP and ensure that the measures that have been installed assist with the actual requirements of the residential aspect of the site.
- 8.3 It is proposed that the baseline surveys shall be undertaken under the supervision of an Independent Enumerator; or Transport/Smarter Choices Consultancy.
- 8.4 The surveys will seek to achieve a response rate of over 75%. The results of the baseline surveys will be fed back to the Local Travel Plan Officer at the Vale of Glamorgan Council within one month of collection in a succinct baseline survey report. Thereafter and at the discretion of the Local Travel Plan officer this TP may be updated to reflect the findings of this exercise.
- 8.5 The baseline survey data may suggest that some measures included in Chapter 7 may not be suitable for the site or, alternatively, additional measures may be identified in from baseline survey data trends that would potentially enhance the plan. On that basis, it will be possible to modify targets and measures contained within the Travel Plan. Any changes to the plan will be agreed with the Vale of Glamorgan Travel Plan Officer, prior to amending.

Existing Modal Split

- 8.6 The Trip rates and modal splits based were established in the accompanying Transport Assessment (RPS Report JNY8501-02a).
- 8.7 Total residential trips and modal share is shown in **Table 8.1** during the Peak hours.

Table 8.1: Summary of Trip Generation and Mode Share

Mode of Travel	Modal Split	AM Peak (08:00 - 9:00)			PM Peak (18:00 -19:00)		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Car Driver	78%	43	69	112	78	71	148
Train / Underground	10%	6	9	14	10	9	19
Bus	2%	1	2	3	2	2	4
Motorcycle	1%	1	1	1	1	1	2
Bicycle	2%	1	2	3	2	2	4
On Foot	6%	3	5	9	6	5	11
Other	1%	1	1	1	1	1	2
Total Trips	100%	55	88	144	100	91	190

8.8 The mode shares detailed above represent a robust representation of the level of trip generation that could be expected at the residential development, and therefore an ideal baseline modal split from which secondary targets can evolve.

Targets

8.9 The development is located within close proximity of excellent public transport facilities, on that basis it is expected that the vast majority of new residents would use sustainable modes of travel to and from the site.

8.10 To achieve its objectives, the Travel Plan needs to set out clear targets. Targets are the measurable goals by which progress can be assessed. At this stage targets have been set to cover the first three years. Indicators are the elements that will be measured to assess progress towards meeting the final and interim targets. The Travel Plan targets will be updated to more site specific targets following the initial baseline travel survey.

8.11 Best practice guidance places emphasis on targets being 'SMART': that is Specific, Measurable, Achievable, Realistic and Time Bound. The Travel Plan targets for the development are set out in **Table 8.2** below.

Table 8.2: Travel Plan Targets

No	Target	Comment/ Objective	Indicator	2011 Census Percentage	By First Baseline Survey	By First Biannual Survey	Measured By
'Aim' Type Targets							
1	Reduce the proportion of Single Occupancy Vehicle (SOV) trips made by residents and visitors	Objective 1, 2, 3, 4 & 6	Travel survey	78%	73%	68%	Baseline travel survey results
2	Increase the proportion of residents walking, as their main mode of travel, to / from the site	Objective 1, 2, 3, 4 & 6	Travel survey	6%	7%	9%	
3	Increase the proportion of residents cycling to / from the site	Objective 1, 2, 3, 4 & 6	Travel survey	2%	3%	5%	
4	Maintain the number of resident journeys undertaken by public transport	Objective 1, 2, 3, 4 & 6	Travel survey	12%	13%	16%	
5	Increase the number of resident and visitor journeys undertaken by using a local car club	Objective 1, 2, 3, 4 & 6	Travel survey	-	To be determined	Set from biannual survey	
6	Increase the number of residents cycling to / from work.	Objectives 1, 2, 3, 4 & 6	Travel survey	-	To be determined	Set from biannual survey	
7	Integrate incentives and measures of the plan with neighbouring retail workplace Travel Plan and/or other local Travel Plans	Objective 4 and 5	Travel Plan Review documents for site and neighbours	Prior to occupation			Prior to occupation
8	Increase awareness of the Travel Plan among existing and future residents.	Objective 2 & 3	Travel survey	Ongoing			
'Action' Type Targets							
1	Install a suitable level of cycle parking	Objective 2 & 4	Travel Plan Review documents	Prior to occupation			Prior to occupation
2	Determine the demand for car club parking space and install if necessary	Objective 2, 4 & 5	Travel Plan Review documents	N/A (To be determined)			
3	Introduce public notice boards within and on the site boundary to inform residents and visitors of available travel choices	Objective 2 & 4	Travel Plan Review documents	N/A			
4	Welcome Pack for residents	Objective 2 & 4	Travel Plan Review documents	N/A			
5	Consolidation of deliveries, where possible	Objective 3	Travel Plan Review documents & travel survey	N/A (under constant review)			

8.12 The travel patterns of residents and the mode share of trips will be monitored in accordance with the timetable set out further below.

Mitigation Measures

8.13 The following mitigation measures may be undertaken if the proportion of single occupancy vehicular trips generated from the site is higher than anticipated:

1. Increase the marketing and promotion of the Travel Plan and travel options;
2. Review and promote cycle parking facilities;
3. Hold sustainable travel weeks and competitions;
4. Introduce a further targeted Personalised Travel Planning programme; and
5. Hold 'Travel Plan days' to promote the plan.

8.14 It should be noted that the above list is an indication of potential future measures and is by no means considered exhaustive or prescriptive of what would be implemented. It is difficult to identify the precise form and scale of the mitigation measures as the appropriate interventions will be determined following a review of the travel surveys.

Monitoring

8.15 The objective of the monitoring process is to regularly assess the residential travel patterns and identify if the plan, or elements of the plan may need to be changed.

8.16 Monitoring will involve the regular collection of analytical "hard" data and "soft" data in the form of feedback. The Travel Plan Coordinator will:

- Seek feedback from Vale of Glamorgan and public service operators to establish the perceived level of demand for services; and
- Record comments made by residents on the operation of the Travel Plan.

8.17 Information gathered through the monitoring process will be recorded and used through the subsequent review process. It will be made available for inspection by the planning authority.

8.18 The Travel Plan Coordinator will monitor the performance of the Travel Plan on an annual basis for a minimum of three years beyond first occupation. If the targets identified in **Table 8.2** have not been achieved by that stage, then the annual monitoring will continue for another two years.

8.19 The mode share would be monitored through the production of an annual survey following an initial survey to establish the baseline situation 6 months after occupation and surveys undertaken on an annual basis from there on.

8.20 The analysed findings of the initial travel surveys will be submitted to Vale of Glamorgan for consideration within 2 months of their completion.

Funding

- 8.21 The funding of the Travel Plan and its implementation up to the end of the initial three year monitoring will be by the developer. This includes the funding for the Travel Plan, the Travel Plan Coordinator role, the costs associated with updating the plan and undertaking the baseline travel survey.

Action Plan

- 8.22 **Table 8.3** presents a timetable for implementing the Travel Plan's administrative actions and activities. The actions set out in **Table 8.3** all fall under the responsibility of the Travel Plan Coordinator.

Table 8.3: Action Plan

	Approximate Time	Administrative	Activity
Short Term Actions	Prior to First Occupation	<ul style="list-style-type: none"> ▪ Appoint an individual as the site Travel Plan Coordinator. ▪ Ensure Travel Plan measures are in place from the outset where feasible and appropriate. 	<ul style="list-style-type: none"> ▪ Display public transport and walk/cycle route information in site sales office. ▪ Set up internet site. ▪ Train sales / marketing staff to inform potential purchasers of travel options.
	At First Occupation	<ul style="list-style-type: none"> ▪ Prepare marketing material - including public transport information and welcome packs. ▪ . 	<ul style="list-style-type: none"> ▪ Provide a Welcome pack for residents when they purchase their property. ▪ Display public transport, walking, cycling and car share information on internet site.
Medium Term Actions	Within two months following survey results	<ul style="list-style-type: none"> ▪ Update Travel Plan and agree any changes to mode share targets. 	<ul style="list-style-type: none"> ▪ Review secondary mode share targets.
Long Term Actions	On-going	<ul style="list-style-type: none"> ▪ Liaise with VOGC travel plan officer as appropriate for travel information updates. ▪ Update the public transport, walking, cycling and car share information on internet site, if required. ▪ Undertake Personalised Travel Planning Programs at regular intervals. 	<ul style="list-style-type: none"> ▪ Raise awareness of the Travel Plan and its importance. ▪ Encourage residents to consider sustainable modes of travel.
	Monitoring every year	<ul style="list-style-type: none"> ▪ Annual and biannual surveys of residential travel patterns ▪ Revise and amend the Travel Plan, if required, based on survey results, feedback and comments 	<ul style="list-style-type: none"> ▪ Appraise performance against headline and secondary mode share targets.

9 SUMMARY AND CONCLUSION

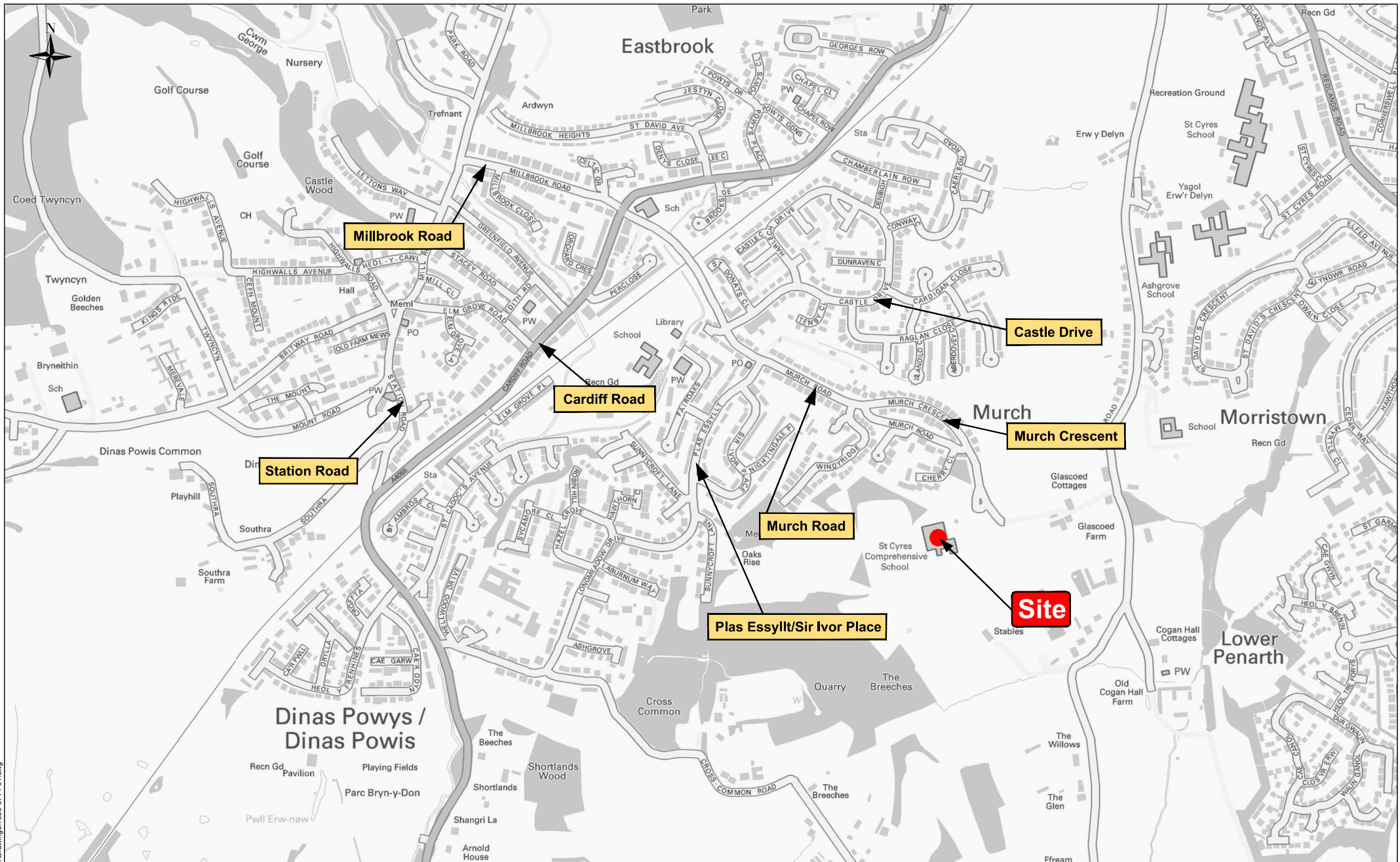
- 9.1 This Residential Travel Plan has been prepared on behalf of Barratt Homes South Wales in support of a hybrid planning application for the proposed residential development of land at the previous site of St Cyres Lower School, Murch Road, Dinas Powys for 220 dwellings.
- 9.2 This Travel Plan represents a commitment by the developer to support travel to and from the site via sustainable modes and reduce single occupancy car journeys generated on the external highway network to target levels agreed with Vale of Glamorgan Council.
- 9.3 The overarching objectives which underpin this Travel Plan would be to:
- Reduce the need for unnecessary travel to and from the development;
 - Reduce the traffic generated by the development to a lower level than would normally be predicted for the site without the implementation of a Travel Plan, in order to minimise the impact on the local highway network; and
 - Encourage those travelling to and from the development to use public transport, cycle or walk in a safe and secure manner.
- 9.4 The approach and measures set out in the Travel Plan accord with national, regional and local Government objectives and seek to:
- Reduce the impact of traffic on surrounding roads and local communities;
 - Promote equal opportunities to residents by offering wider travel choices;
 - Develop places for people that encourage community interaction and avoid a car-dominated environment;
 - Reduce the cost of personal travel and saving households money through promoting opportunities for cost savings such as car-sharing;
 - Improve personal and wider community health; and
 - Reduce air and noise pollution.
- 9.5 The site is located in a highly accessible location with walking, cycling and public transport access to a number and variety of services which would encourage the use of sustainable modes of travel.
- 9.6 The developer will fund the requirements of the Travel Plan throughout the development period.
- 9.7 The mode shares detailed above represents a good estimate of the level of trip generation that could be expected at the residential development, and therefore an ideal baseline target from which secondary targets can evolve.

- 9.8 Baseline modal share targets for single occupancy vehicle trips have been suggested. Initial surveys will be undertaken within six months of the first occupation of the development in order to gather baseline data from which the measures and incentives being promoted in the Travel Plan can be refined.
- 9.9 The Travel Plan will be revised following travel surveys of new residents of the development. The Travel Plan baseline modal splits will be collated and subsequently the Travel Plan targets will be revised following analysis of the survey results. The Travel Plan Coordinator will work to ensure this target is achieved.
- 9.10 Monitoring surveys would be repeated on an annual basis commencing six months after first occupation until a minimum of three years beyond first occupation. If the Headline Target has not been achieved by that stage, then the annual monitoring will continue for a further two years.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – Local Facilities Plan



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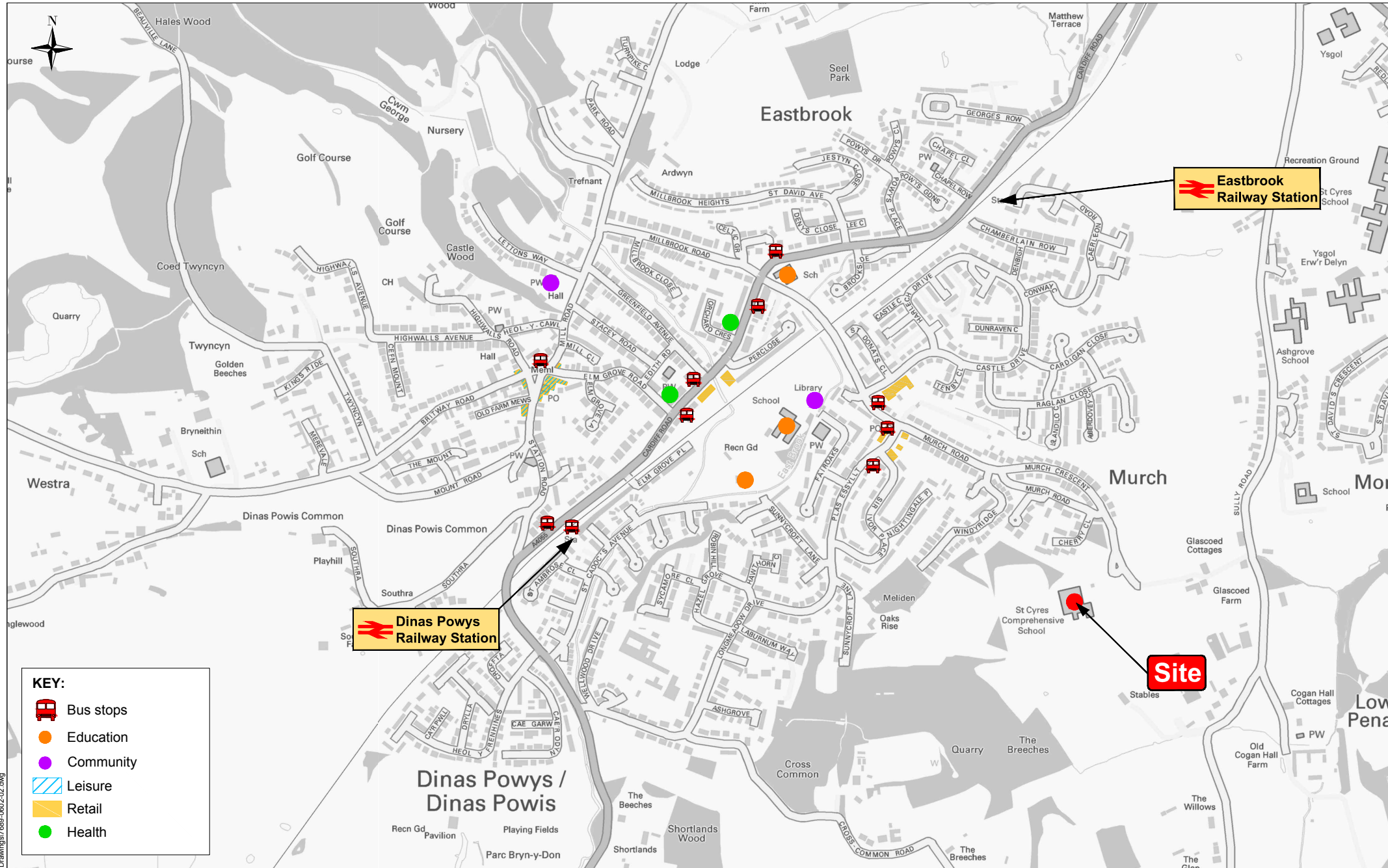
Date: **NOV 2015** Scale: **1:10,000** Rev: -
 Drwg. No: **JNY8501** Drawn: **AVG** Checked: **AN**

Project: **ST CYNES LOWER SCHOOL**







Title: **SITE LOCATION PLAN**

Figure No: **1**

Transport



KEY:

-  Bus stops
-  Education
-  Community
-  Leisure
-  Retail
-  Health

 **Dinas Powys Railway Station**

 **Eastbrook Railway Station**

Site

RPS

Date: **NOV 2015** Scale: **1:10,000** Rev: **A**
 Dwg. No: **JNY8501** Drawn: **AVG** Checked: **AN**

Project: **ST CYRES LOWER SCHOOL**
 Title: **LOCAL FACILITIES PLAN**

Figure No: **2**

APPENDICES

APPENDIX A – MASTERPLAN

General Notes

THE CONTRACTOR IS TO COMPLY IN ALL RESPECTS WITH CURRENT BUILDING REGULATIONS, PLANNING AND BUILDING REGULATIONS WHETHER OR NOT SPECIFICALLY STATED ON THIS DRAWING.

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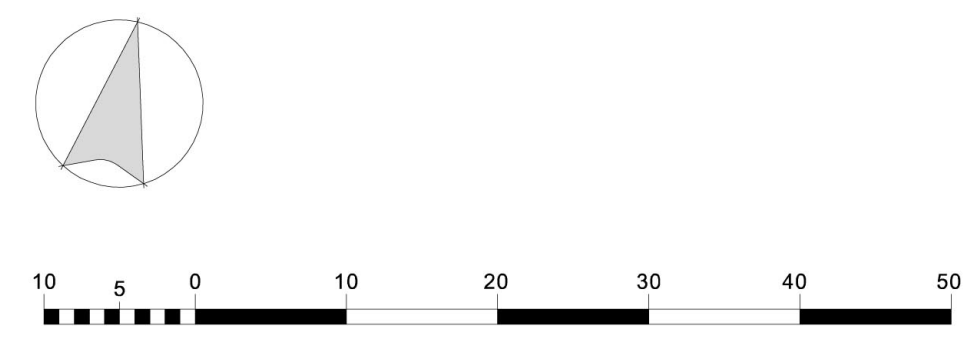
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WHERE EXISTING TREES ARE SHOWN TO BE REMOVED THEY SHOULD BE SUBJECT TO A FULL ARBORICULTURAL INSPECTION FOR SAFETY. A SUITABLE METHOD OF FOUNDATION IS TO BE PROVIDED TO ACCOMMODATE PROPOSED TREE PLANTING.



ACCOMMODATION SCHEDULE

Ester	Es	1484	10
Layton	La	1611	9
Chelworth	Ch	1702	7
Holden	Ht	1536	8
Cornell	Co	1374	4
Bradgate	Ba	1441	7
Moresby	Mo	854	6
Buchanan	Bu	875	3
Richmond	Ri	711	10
Maidstone	Md	820	21
Collaton	Cl	862	15
Eskdale	Es	1028	9
Ennerdale	En	917	2
Andover	An	998	4
Kingsley	Ki	1080	8
Meneworth	Me	1152	1
Alderney	Ad	1225	7
Rodleigh	Ra	1317	1
Washington	Wa	615	26
Alder	Al	570	20
Olive	Ol	861	35
Larch	Lh	998	4
Cherry	Cy	1179	3
Total			220



B	08.08.17	IB	Redline revised to Client comment
A	06.07.17	IB	Entrance arrangement and plot 37-41 & 50-52 revised to Client instructions

Rev. Date By Comment

RESIDENTIAL DESIGN PLANNING

Hammonds Yates

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Client
Barratt & David Wilson Homes South Wales

Project Title
St Cyres Dinas Powys

Drawing Title
Planning Layout

Drawing Status

Drawn By: DA Scale: 1:500 Date: A0 June 2017

Job No.	1540	Scale	100	Date	B
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