



Residential Travel Plan
Tirbach Washery, Ystalyfera

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1 Introduction and Background

1.1 Introduction

- 1.1.1 This Residential Travel Plan has been produced in support of an outline planning application for the redevelopment of the former Tirbach Washery comprising of the construction of up to 160 residential dwellings and associated infrastructure works.
- 1.1.2 This document sets out the requirements of the future developer in terms of commitment to the delivery of the Travel Plan including the measures proposed to reduce single occupancy car travel and increase the use of sustainable travel modes. The Residential Travel Plan will be implemented by the developers of the site in liaison with Neath Port Talbot Council (NPTC).

1.2 Travel Plan Aims and Objectives

- 1.2.1 By their nature, a Travel Plan should be a dynamic document with the aim of reducing dependence on single occupancy car usage. This is in accordance with the Planning Policy Wales (PPW).
- 1.2.2 In the case of residential developments, Travel Plans are based primarily on ensuring that appropriate physical measures are provided within the development and that information on opportunities for non-car modes of travel are provided to home owners.
- 1.2.3 The aim of this Residential Travel Plan is to form the basis of travel planning at the site as a whole and show a modal shift in favour of sustainable forms of transport.
- 1.2.4 The objective of this Travel Plan is to achieve the following outcomes in line with NPTC guidance and PPW:
- Minimise single occupancy car travel to and from the development;
 - Identify which measures are needed to maximise the use of non-car travel;
 - Lead to a change in the travel behaviour of individuals to a sustainable mode of travel and then maintain that change; and
 - Identify ways of reducing the need to travel to and from the development.

2 Site Location

2.1 Site Location

- 2.1.1 The site is the previously occupied land by Tirbach Washery, located approximately 1km to the north east of Ystalyfera town centre. Ystalyfera is a former industrial village and community in the upper Swansea Valley, on the River Tawe, about 20km northeast of the centre of Swansea.
- 2.1.2 The site is bounded by woodland to the north and west, to the east by the Afon Twrch and to the south by the A4067. The site's location in a local context is shown at Table 2.1.
- 2.1.3 Vehicular access to the site is currently provided through an existing unnamed road which forms a junction with the A4067.
- 2.1.4 Access to the Strategic Road Network (SRN) is available at the M4 junction 45 on and off slips via the A4067 / M4 roundabout junction, located some 13.5km southwest of the site.



Figure 2.1 Site Location

2.2 Strategic Road Network (SRN)

2.2.1 The Strategic Road Network (SRN) within the vicinity of the site is summarised in Table 2.1.

Table 2.1 Strategic Road Network

SRN Junction	Description	Distance from Site (km)	Alignment/Journey
A465	A4109 / A4230 / A465 grade separated roundabout junction. Junction accessed via the A4109.	10km	Northeast / Southwest
M4	Junction 45 of the M4 provides access to and from the site. Junction is accessed via the A4067 / M4 grade separated roundabout junction.	13.5km	East / West

2.3 Local Road Network

2.3.1 The Local Road Network within the vicinity of the site is summarised in Table 2.2.

Table 2.2 Local Road Network

Road Name	Pedestrian footway		Street Lighting		Crossing Facility		Description / Comments:
	Yes	No	Yes	No	Yes	No	
A4067	×	✓	✓	×	✓	×	Two-way single carriageway subject to national speed limit within vicinity of the site; this reduces to 40mph on approach to A4067 / A4068 roundabout junction and to the south of the site. There is intermittent footway provision on the northern side of the carriageway of the A4067 to the north of the site access.; there is a footway present along the bridge and along the western side of the carriageway that commences just prior to the roundabout junction. Street lighting is present along the carriageway and pedestrian refuge islands are present on some arms of the roundabout junction. Carriageway approximately 6m in width.
Tirbach Road	×	✓	✓	×	×	✓	Two-way single carriageway subject to 30mph speed limit. Footway provision is absent for the majority of the road; however, a footway is provided along the western side of the carriageway for approximately 60m before forming a junction with Commercial Street. Street lighting is provided. On street parking is permitted along the length of the road, however, double yellow lines are present on the approach to the junction with Commercial Street. Carriageway approximately 5m in width.
A4068	✓	×	✓	×	✓	×	Two-way single carriageway subject to 30mph speed limit. Pedestrian facilities include footways on both sides of the carriageway, street lighting, and a signalised pedestrian crossing adjacent to Cwm Wanderers AFC. Carriageway approximately 7m in width.
Gurnos Road	✓	×	✓	×	✓	×	Two-way single carriageway subject to 30mph speed limit. Forms the south eastern arm of the A4067 / A4068 roundabout junction. Pedestrian facilities include footways on both sides of the carriageway, street lighting, and a pedestrian refuge crossing point. Carriageway approximately 7.3m in width.
Wind Road (B4599)	✓	×	✓	×	✓	×	Two-way single carriageway subject to 30mph speed limit. Forms the southern arm of the Gurnos Road roundabout junction. Pedestrian facilities include footways on both sides of the carriageway, street lighting, signalised pedestrian crossing and zebra crossing. Carriageway approximately 6.6m in width.
Varteg Hill	×	✓	×	✓	×	✓	Two-way rural lane / two-way single carriageway. Subject to national speed limit and reduces to 30mph on approach to Ystalyfera and Ystradgynlais. There are no pedestrian facilities present. Carriageway approximately 5m in width.
A4109	✓	×	✓	×	×	✓	Two-way single carriageway subject to 30mph speed limit within vicinity of junction with Varteg Hill. Pedestrian facilities include footways on both sides of the carriageway and street lighting. Carriageway approximately 6.5m in width.



3 Connectivity

3.1 Pedestrian and Cycle Infrastructure

- 3.1.1 There are a number of publications which suggest guidance for appropriate walking and cycling distances to facilities and employment. These have been summarised as follows.
- 3.1.2 Within the CIHT publication 'Providing for Journeys on Foot' (CIHT 2000) it suggests that the preferred maximum walking distance to school is 2km, with the acceptable distance being 1km and the desirable distance being 500 metres.
- 3.1.3 DfT – Although now superseded by CD143, TA91/05 does provide useful guidance on likely walking and cycling distances for Non-Motorised Users with Paragraph 2.2 stating that 2 miles is 'a distance that could easily be walked by the majority of people'. Paragraph 2.3 also continues by stating that 'Walking is used to access a wide variety of destinations including educational facilities... and places of work, normally within a range of up to 2 miles' (3.2km).
- 3.1.4 CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile (1.6km) are made wholly on foot'.
- 3.1.5 TA91/05 also states in paragraph 2.11 that 'Cycling is used for accessing a variety of different destinations, including educational facilities and places of work, up to a range of around 5 miles (8km). Cycling is also undertaken as a leisure activity, often over much longer distances.'
- 3.1.6 Paragraph 2.9 also states that 5 miles (c.8km) is a distance 'that could easily be cycled by the majority of people'.
- 3.1.7 This is consistent with the statement in LTN1/20 Cycle Infrastructure Design (in paragraph 2.2.2) that 'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people'.

3.2 Pedestrian Connectivity

- 3.2.1 In the immediate vicinity of the site, there is currently no footway provision. There is intermittent footway provision on the northern side of the carriageway of the A4067 to the north of the site access.; there is a footway present along the bridge and along the western side of the carriageway that commences just prior to the roundabout junction. Street lighting is present along the carriageway and a pedestrian refuge island is present on the A4067 arm of the roundabout junction.
- 3.2.2 The development proposals include the provision of a footway to tie into the existing footway northeast of the site on the A4067.
- 3.2.3 There is a shared use foot / cycleway which runs parallel to both the A4067 and Gurnos Road approximately 30m to the south of the carriageway. A site visit highlighted that an informal track is present directly adjacent to the existing junction into the site. The footpath is overgrown and therefore requires upgrading including surfacing and vegetation clearance.
- 3.2.4 To the east and west this path connects the site with Gurnos Road and associated footways along either side of the carriageway.
- 3.2.5 Additionally, to the north of the site there is a public footpath and bridge over the Afon Twrch which connects to the A4068; this provides some opportunity for a pedestrian / cycle connection to the site.
- 3.2.6 A footway is also provided towards the southern end of Tirbach road circa 220 metres to the west of the proposed development site. Although there is no footway on either side of the Tirbach Road carriageway leading directly into the site, there is limited residential access movements along this stretch of carriageway.

- 3.2.7 Footway provision along Commercial Street and Gurnos Street is of a good standard with footways provided on both sides of the carriageway, providing access to the local facilities that Ystalyfera has to offer.

3.3 Cycling

- 3.3.1 The National Cycle Network (NCN) Route 43 forms the main cycle route through Ystalyfera; it connects to the Celtic Trail and Swansea. The route provides access to facilities in Swansea including Swansea railway station. To the south, route 43 links with route 4 in Swansea, a long-distance route linking London to Fishguard.
- 3.3.2 NCN Route 43 runs parallel to both the A4067 and Gurnos Road approximately 30m to the south of the carriageway and can be accessed via the informal track that is present directly adjacent to the existing junction into the site.
- 3.3.3 The cycle routes within the vicinity of the site are shown in Figure 3.1.

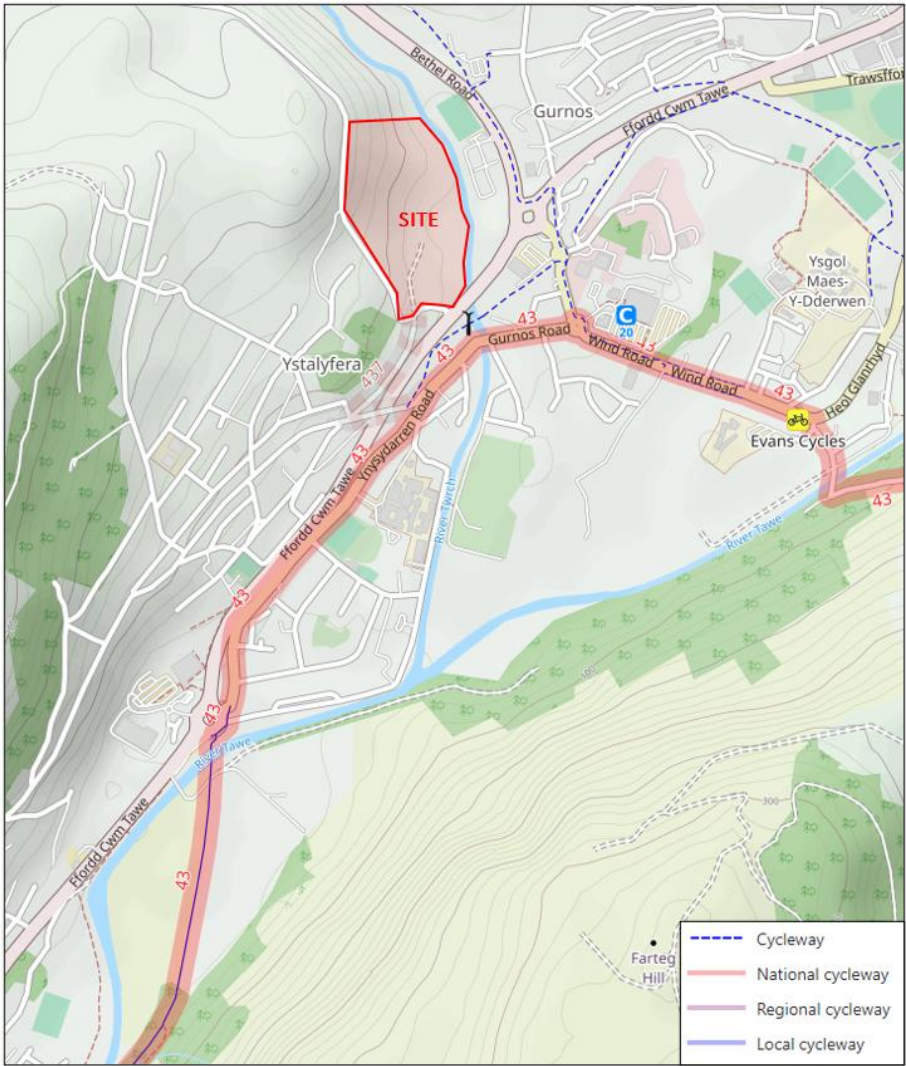


Figure 3.1 Cycle Routes within Vicinity of the Site

3.4 Local Facilities and Services

- 3.4.1 Manual for Streets (paragraph 4.4.1) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas which residents may access comfortably on foot, although that this is not an upper limit.



3.4.2 The facilities within recommended walking and cycling distance have been summarised based on approximate distances travelled via walking and cycling routes from the site access as displayed Table 3.1.

Table 3.1: Summary of Local Services and Facilities

Services, Facilities/Amenities	Distance from centre of site (m)	Journey time on foot ¹	Journey time by bicycle ²
Amman Tawe Doctor's Surgery	400	5	1
Capital Shops Bus Stops	430	5	1
New Swan Inn Bus Stops	450	6	1
Premier Express and Post Office	500	6	2
Ystalyfera Community Hall	570	7	2
Co-op	640	8	2
Co-op Store Bus Stops	640	8	2
Home Bargains	640	8	2
The Aubrey Arms	640	8	2
Meddygfar Cwm Doctors Surgery	670	8	2
Texaco	800	10	3
Ysgol Gyfun Ystalyfera	1000	13	3
Ystalyfera Rugby Football Club	1000	13	3
Tesco Superstore	1130	14	4
Ysgol Bro Tawe	1600	20	5
Ysgol Maesydderwen	1600	20	5
Ystradgynlais Sports Centre	1600	20	5

¹ Based on walking speed of 80m/minute, taken from 'Providing for Journeys on Foot', IHT

² Based on cycling speed of 320m/minute, taken from Cycling England Design Guide

3.4.3 Table 3.1 demonstrates that there are a wide range of facilities and services within suitable walking and cycling distance from the site; this therefore will encourage travel to and from the site via non-car modes.

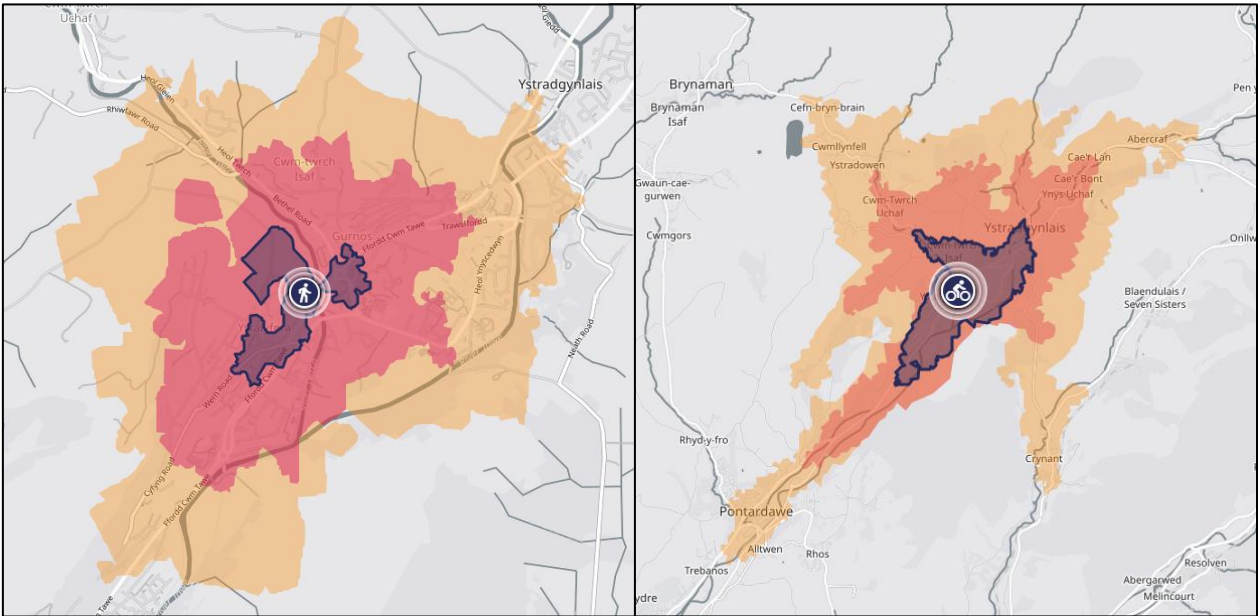


Figure 3.2 10, 20, 30 Minutes Walking and Cycling Isochrones

3.5 Active Travel

- 3.5.1 Active travel involves travel by means of walking and cycling for everyday journeys such as commuting. It plays a key role in promoting healthier lifestyles and reducing the negative impacts of vehicular traffic on local communities.
- 3.5.2 In September 2014, the Welsh government introduced the Active Travel Act 2013 which makes it a legal requirement for Local Authorities in Wales to map and plan active travel routes within certain locations as designated by the Welsh government.
- 3.5.3 The act also requires local authorities to consider the need for new road schemes (including road improvement schemes) to accommodate the needs of pedestrians and cyclists in active travel.

Existing Route Maps

- 3.5.4 A review of the DataMapWales active travel routes map identifies three routes in the vicinity of the site. Walking and cycling route Ysgol Gymraeg Dyffryn y Glowyr to NCN Route 43 is shown in pink whilst walking routes are shown in blue (Figure 3.2).

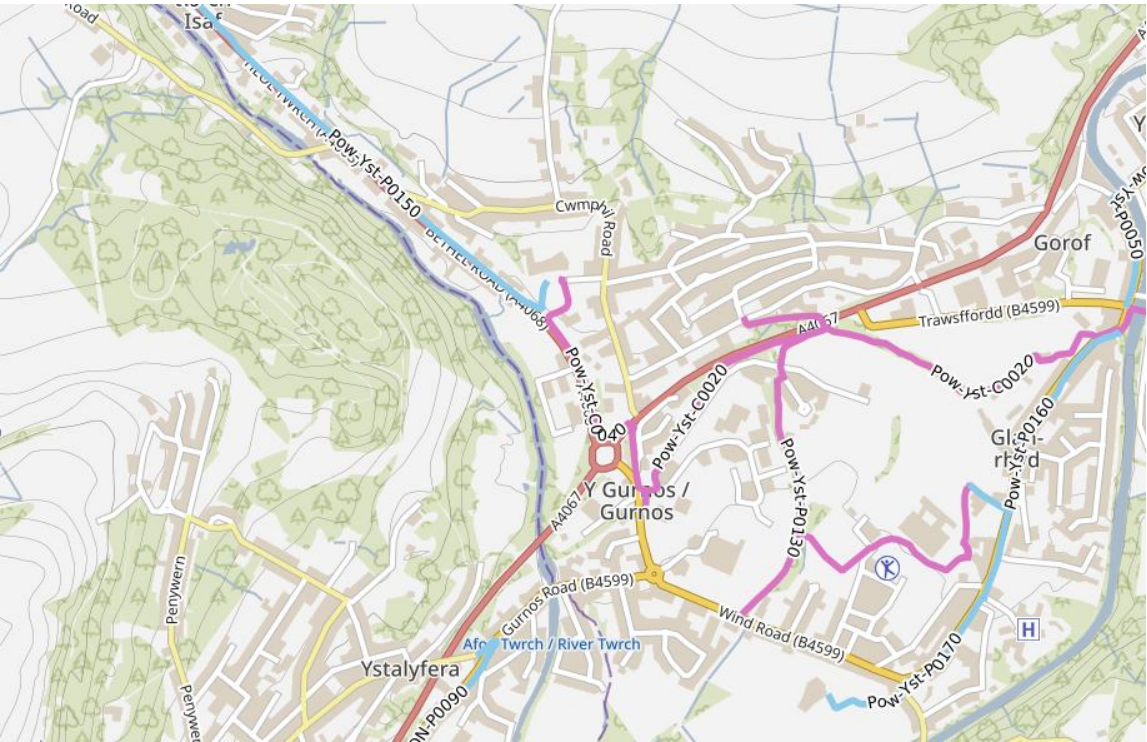


Figure 3.3: Existing walking and cycling routes present on Active Travel Maps

Future Route Maps

- 3.5.5 The Active Travel Act 2014 also required the council to produce Integrated Network Maps (INMs) which outline the Local Authority’s plans to develop a network of active travel routes beyond the ERM over the next 15 years. INM proposals have been developed through extensive consultation with the aim of improving access to key services and facilities in town centres and expanding the existing active travel network.
- 3.5.6 NPTCC’s INM proposals include additions to the integrated walking and cycling network in the immediate vicinity of the site. The INM proposals are shown at Figure 3.4.

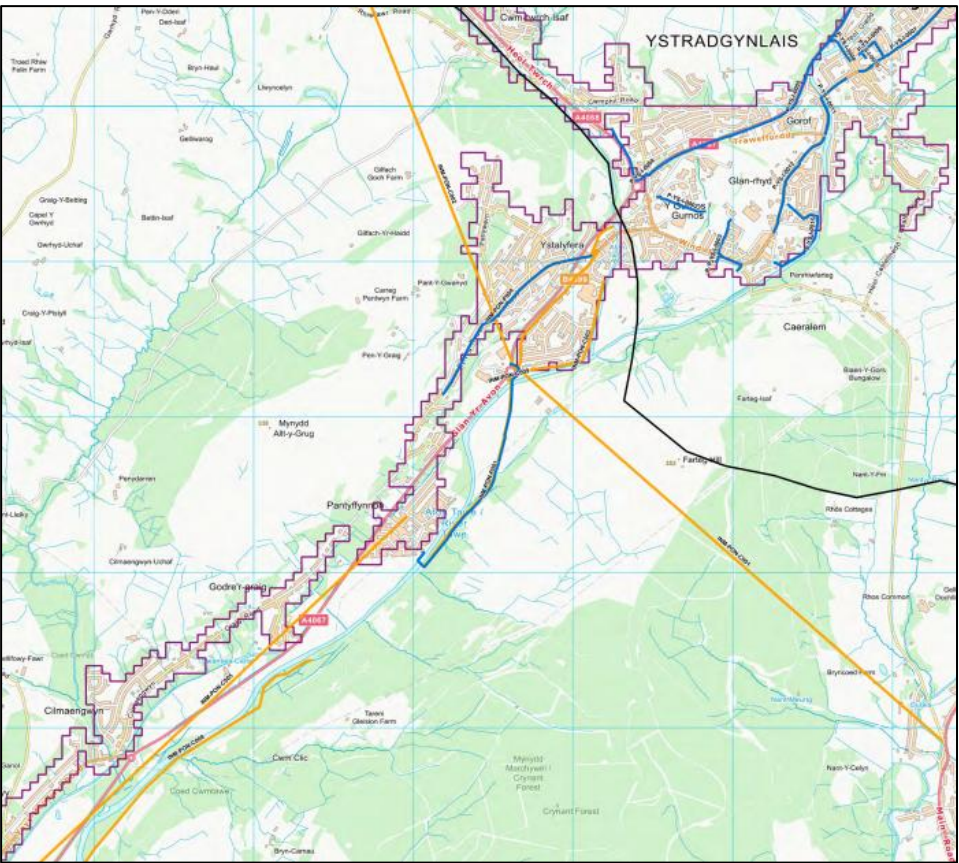


Figure 3.4: Integrated Network Map in Vicinity of Site

3.6 Public Transport

- 3.6.1 Figure 3.5 (overleaf) demonstrates the public transport accessibility of the site through an isochrone drawing.

Bus Services

- 3.6.2 The nearest bus stop is located to the site is Capital Shops approximately a 5-minute walk or 1 minute cycle from the site and is located on Gurnos Road. The westbound bus stop benefits from a bus stop flag and the eastbound bus stop benefits from a bus stop flag, timetable information and an on-road bus cage.
- 3.6.3 Bus services within the vicinity of the site are of reasonable standard in terms of route destinations and service frequencies, providing access to Neath and Swansea.
- 3.6.4 The accessible services to the site are summarised in Table 3.2 (overleaf).

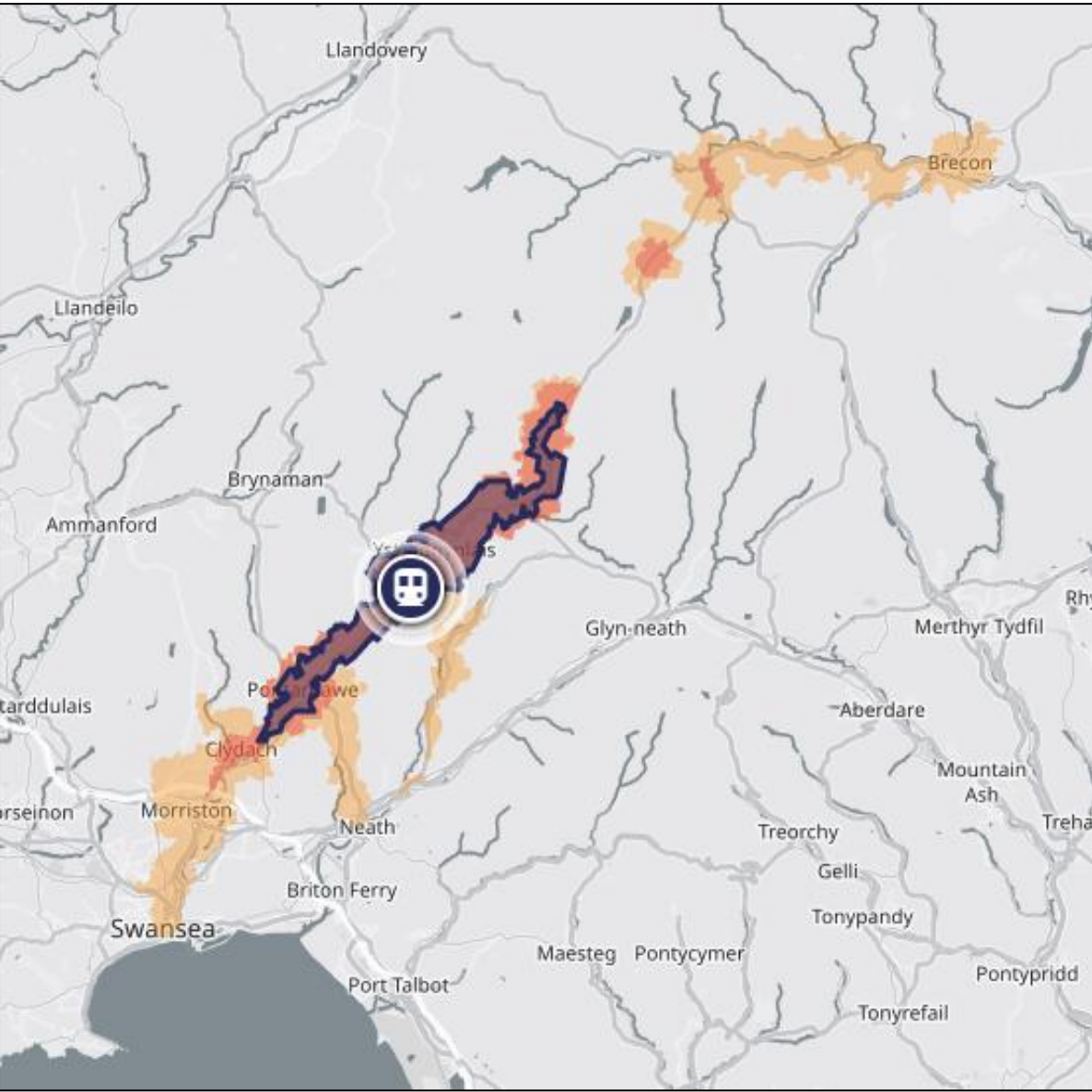


Figure 3.5: 45, 60, 120 Minute Public Transport Isochrone

Table 3.2: Capital Shops Bus Stop Timetable Summary

Service	Route	First/Last	Frequency		
			Mon-Fri	Saturday	Sunday
64	Ammanford - Ystradgynlais via Brynamman	0920 / 1735	Every 2 hours + 1 extra in the AM	Every 2 hours + 1 extra in the AM peak	-
121	Ystradgynlais - Penywern via Circular via Glanrhyd or Gurnos, Farteg & Hodgson's Rd	0915 / 1345	Every 2 hours, Mon, Wed and Fri	-	-
167	Derlwyn Arms - Main Road after Crynant Business Park	1337 / 1720	Two services as listed left	-	-
903	Abercrave – Neath	0740 / 1635	One service per day	-	-
T6 TrawsCymru	Swansea – Brecon Brecon - Swansea	School service	School Service	-	-
X6 Cymru Clipper	Ystradgynlais – Swansea	0610 / 2100	Hourly	Hourly	
	Swansea – Ystradgynlais	0540 / 2220	20 mins	20 mins	

3.7 Rail services

- 3.7.1 The nearest rail station to the site is Neath railway station which is located approximately 18km to the south of the site. The journey time to the station is approximately an hour cycle or 25-minute drive.
- 3.7.2 The station is located on the Swansea to London Paddington line providing frequent inter-city services to Swansea to the west and, Port Talbot, Bridgend and Cardiff to the east. Direct services are provided to London Paddington.
- 3.7.3 Local services are also provided by Transport for Wales and these provide access to inter-mediate stations that are not served by the inter-city service between Swansea and Cardiff. Direct services are also available to Manchester Piccadilly.

3.8 Accessibility Summary

- 3.8.1 The site is situated in a sustainable location with pedestrian and cycle route improvement opportunities that would encourage the use of sustainable modes of transport.
- 3.8.2 There will be enhanced Active Travel Routes as per NPTCC's Integrated Network Map, with the supply of active travel routes within Ystalyfera plentiful.
- 3.8.3 There are a number of bus services located within walking/cycling distance of the development site in. Frequent bus services will encourage an uptake of bus use by residents/visitors from the outset.
- 3.8.4 Consequently, it is considered that there are ample opportunities for residents and visitors of the proposed development to be able to travel by sustainable modes of transport.



4 Development Proposals

4.1 Uses and Quantum

- 4.1.1 This Travel Plan has been produced in support of outline planning application for the redevelopment of the former Tirbach Washery comprising of the construction of up to 160 residential dwellings and associated infrastructure works.
- 4.1.2 The proposals comprise a mix of one-to-four-bedroom dwellings, including terraced, semi-detached and detached dwellings.
- 4.1.3 The indicative site layout is shown at Appendix A.

4.2 Vehicular Access

- 4.2.1 Vehicular access to the site will be provided via a new 4-arm traffic signal-controlled junction which is proposed to replace the existing left-in/left out only priority junction that provides access to Tirbach Road.
- 4.2.2 Due to the difference in flow between the A4067 and the arm that will serve the proposed development it is considered that the junction will operate under Vehicle Actuated (VA) signal control. This would ensure that green time for the proposed development is only allocated when required to allow for vehicles to exit the proposed development therefore reducing delays to the throughput along the A4067.

4.3 Pedestrian and Cycle Access

- 4.3.1 Pedestrian access to the site can be achieved via two main approaches.
- 4.3.2 Pedestrian access will be provided to the quiet lane and pedestrian infrastructure on Tirbach Road. A dedicated walking and cycling access will be created in the location of the existing gate which currently separates Tirbach Road and the existing access road.
- 4.3.3 Pedestrian access onto the A4067 is also a possibility. As part of the proposed signalised access junction, a pedestrian connection to the existing footway on northern side of the A4067 bridge over Afon Twrch is proposed.
- 4.3.4 To the north east of the footway on the bridge is an 85m stretch of well-used informal footway before the footway re-starts on approach to the A4067 / Gurnos Road roundabout. This 85m stretch could potentially be upgraded into a footway to provide a continuous footway from the A4067 / Gurnos Road roundabout.

4.4 Parking Provision

Car Parking

- 4.4.1 The Neath Port Talbot Council (NPTCC) Supplementary Planning Guidance (SPG) Parking Standards 2016 provides advice on Parking Standards for new developments. The NPTCC standards use designated zones with differing levels of parking for development management purposes. According to Appendix A of the Parking Standards document, the proposed development falls within Zone 4 ‘Suburban or Near Urban’.
- 4.4.2 The standards set out in this document indicate the maximum requirement in new developments. The maximum parking standards for residential developments is summarised in Table 4.1.

Table 4.1: NPTC SPG Parking Standards 2016 Zones 2 to 4

Use Class and Description	Residents	Visitors
Houses	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units
Apartments	1 space per bedroom (maximum requirement 3 spaces per apartment)	1 space per 5 units

- 4.4.3 At this outline stage, parking is a reserved matter. Parking is discussed in more detail in the Transport Assessment.

Cycle Parking

- 4.4.4 All residential developments must be accessible by cycles and cycle storage must be a factor of dwelling design.
- 4.4.5 Cycle parking will be provided for each residential unit with one cycle parking space accommodated within the curtilage of each individual dwellings. This is compliant with the guidelines.

4.5 Internal Layout and Servicing Arrangements

- 4.5.1 The indicative site layout has been designed in accordance with the principles set out within Manual for Streets (MfS). The site is proposed to be accessed by a main access road running north to south with a width of 5.5 metres; turning heads have been provided.
- 4.5.2 The width enables two HGVs to pass each other (5.5 metres as set out in Figure 7.1 of MfS) and allows cars to manoeuvre into and out of driveways safely and appropriately.
- 4.5.3 Further detailed information regarding servicing will be provided at the reserved matters stage. Additionally, swept path analysis for a fire tender vehicle will be submitted as part of reserved matters.



5 Management and Delivery Structure

5.1 Management

- 5.1.1 The success of the Travel Plan will be dependent upon buy-in from occupants of the development and the processes put in place to support, implement and develop the measures outlined.
- 5.1.2 A Travel Plan Coordinator (TPC) will be appointed prior to occupation of the residential units and their details provided to NPTC.
- 5.1.3 The nominated TPC plays a vital role in the success of the Travel Plan and is responsible for the day-to-day management, co-ordination, promotion and implementation of the Travel Plan. The TPC will also be a point of contact for NPTC, and for any occupants who have queries about their travel.

5.2 Baseline Travel Survey

- 5.2.1 A baseline travel survey will be carried out within three months of site occupation and the results will provide a revised baseline position which would be used to refine the provisional targets. An example residential travel survey is attached as Appendix B.
- 5.2.2 The final targets will be agreed in liaison with officers at NPTC, and the Travel Plan updated. The survey will take the form of a questionnaire for residents. Initially this would be in hard copy form, with residents asked for email addresses so that future surveys could be carried out electronically where possible to increase the response rate. However, it is noted that hard copy surveys are likely to continue to be used for those residents not comfortable with electronic surveys and to pick up properties where residents have moved or not updated contact details.

5.3 Subsequent Surveys

- 5.3.1 Following the initial travel survey, and then biannually for the remainder of the monitoring period (five years following occupation of the development) the TPC will undertake monitoring surveys. The objective will be to measure the success of the Travel Plan and to identify the potential for improvements to the travel initiatives.
- 5.3.2 In summary, the travel surveys will be undertaken as follows:
 - Baseline survey - within three months of 50% occupation of the development;
 - Year 3 - three years after the baseline survey; and
 - Year 5 - five years after the baseline survey.
- 5.3.3 An element of the review will involve re-issuing the travel survey, reviewing and analysing the data and comparing with the baseline to identify any trends or changes.
- 5.3.4 The TPC will compile a review report outlining the results of the survey and any feedback or comments received during the previous period under review. The review report will be prepared and submitted to officers at NPTC within three months of the travel surveys being undertaken.
- 5.3.5 At the end of the five-year monitoring period, the Travel Plan will be updated and re-submitted to the Local Planning and Highway Authorities for approval.

5.4 Marketing and Communications Strategy

- 5.4.1 The marketing and communication strategies are expected to include the following elements:
 - Travel Information Packs - for new residents

- Noticeboard provision within communal areas
- Community Travel Website - detailing sustainable travel information

- 5.4.1 The sustainable location of the site means that information relating to travel options to the site will form a key element of the information provision for prospective residents prior to their moving to the site.

- 5.4.2 The newsletter and noticeboards will promote periodic events such as:

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



6 Travel Plan Measures

6.1 Introduction

- 6.1.1 This section of the Travel Plan describes the measures that are proposed in order for the Travel Plan to meet its Aims, Objectives and Targets.
- 6.1.2 All Travel Plans should include measures appropriate and proportional to the size and impact of the proposed development, with those selected determined by the specific locality and nature of the site.
- 6.1.3 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.
- 6.1.4 This Travel Plan demonstrates the commitment of the development to sustainable travel. The design principal for this site is to provide a sustainable environment that promotes the ethos of sustainability whilst encouraging the use of walking, cycling and local public transport as an alternative to the private motor car.
- 6.1.5 The list of measures is not exhaustive where further potential measures and initiatives may be investigated by the TPC. The measures outlined below are intended to be reviewed and monitored following completion of subsequent travel surveys.

6.2 Measures to be provided

Marketing the Travel Plan

- 6.2.1 The Travel Plan will be promoted to future residents via the provision of Travel Information Packs (TIP) and through promotional material/information displayed on noticeboards within communal areas of the development. Together, these sources will provide information on a range of travel options and modes.
- 6.2.2 A TIP will be provided to all new residents on agreement of sale or rental agreement. The packs will reflect the principles of sustainable travel and will also highlight the financial saving that can be made by switching to more sustainable travel modes. The pack will include:
- Site specific walking and cycling maps showing safe routes to local facilities, services and amenities;
 - Details of local walking and cycle routes;
 - Information on public transport apps;
 - Local bus and rail service details including relevant maps and timetables;
 - Car sharing information, including leaflets and information about liftshare.co.uk;
 - Information on where facilities are located, such as where information noticeboards and cycle parking facilities can be found;
 - A form requesting contact preferences for future travel surveys; and
 - Contact details of the TPC.
- 6.2.3 The Community noticeboard will be provided in a strategic location within the site. The noticeboard will contain information on local transport, the national LiftShare website and travel publicity campaigns. The Travel Plan Coordinator will then have access to the board to provide and update travel information.

Promoting Car Sharing

- 6.2.4 Car sharing with neighbours or other individuals who are carrying out the same journey represents a key way to minimise single occupancy car journeys to the site allowing residents to travel by car as part of a wider journey without the need to own their own vehicle and store it on-site.
- 6.2.5 Residents of the site will be provided with information on car sharing which will include details of where to find the car sharing schemes in operation within the vicinity of the site, for example on Liftshare websites.
- 6.2.6 The TPC will be responsible for identifying where residents are making similar journeys (for example through the travel survey) and the promotion of Car Sharing to residents. This will seek to match users who travel to similar destinations regularly.

Promotion of Public Transport Use

- 6.2.7 TIP's and the noticeboard will include promotional material covering public transport options for residents. This will include the promotion of public transport apps and websites which provide access to network maps and timetable information.
- 6.2.8 Information would also be provided within the TIP and on noticeboards relating to nearby bus stops, the routes served and timetable of services.
- 6.2.9 The TPC will investigate the possibility of obtaining discounts on annual passes or taster passes for residents of the development.

Promotion of Walking

- 6.2.10 TIP's and noticeboards will include promotional material covering the health benefits of walking for residents and links to information on walking routes.
- 6.2.11 The TPC will approach local outdoor clothing shops to investigate the possibility of obtaining discounts on the purchase of walking/running clothing and equipment for residents of the proposed development.

Promotion of Cycling

- 6.2.12 Cycle parking will be provided within the curtilage of each dwelling, in line with NPTC standards.
- 6.2.13 The TPC will investigate the opportunity to assist residents in the purchase of cycles or cycle equipment at a discounted rate through discussion with local suppliers.
- 6.2.14 TIPs and the noticeboard will include promotional material covering cycling advice for residents.

Promotion of Local and National Travel Events

- 6.2.15 The TPC will promote local and national cycle events such as 'Car Free Day' and 'Walk to Work Week' on the travel noticeboard and within the TIPs.

Servicing Arrangements

- 6.2.16 Broadband access will be provided across the site for the benefit of future residents.



7 Action Plan

- 7.1.1 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.
- 7.1.2 This Action Plan will be updated to reflect the outcome of the biennial surveys that will be so as to take into account any changes necessary in the measures proposed, in order to meet the targets specified in this Travel Plan. The outcome of the monitoring and review process and any impact on this Action Plan will need to be agreed with officers at NPTC.
- 7.1.3 The measures outlined in Section 6 will be adopted by the development, and appropriate budgets will be made available for their implementation.

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
Promotion and Marketing				
Travel Information Pack	TPC	On occupation of each dwelling	Provide evidence of implementation to NPTC within 3 months of 50% occupation	
Car Travel				
Promotion of car sharing	TPC	Upon the completion of the development and occupation of dwellings	Included within Travel Information Packs, noticeboard information	
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 dwellings	Included within Travel Information Packs and noticeboard information	
Requesting discounts from operators	TPC	Prior to occupation	-	TPC to investigate possibility of obtaining ticket discounts from local operators
Cycling				
Provision of secure cycle parking	Developer	During construction	Completion of proposed works	
Potential cycle shop discounts	TPC	Prior to occupation of development	-	
Walking				
Provision of on-site facilities	Developer	During construction	Completion of proposal works	
Request discounts from local outdoor shops	TPC	Pre-occupation	-	-
Promotion of local and national travel events	TPC	Post occupation and ongoing	-	Events promoted via noticeboards and travel information packs
Other Measures				
Broadband	Developer	During construction	-	Access to be provided across the site for all residents
Monitoring and Review				
Baseline Survey	TPC	Within first 3 months of residential site occupation		
Biennial Survey	TPC	Years 3 and 5	Provide monitoring report to NPTC following completion in years 3 and 5	
Final Report	TPC	Year 5	Provide final report to NPTC following monitoring survey in year 5	

8 Targets, Monitoring and Review

8.1 Targets

- 8.1.1 To be effective a Travel Plan is required to have targets which need to be Specific, Measurable, Achievable, Realistic and with Time scales fixed, i.e. SMART. 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 Census data.
- 8.1.2 Therefore, occupiers of the development site will be subject to a Travel Survey at the earliest opportunity which will enable the setting of site-specific targets. The TPC will liaise with appropriate local authority officers to confirm the modal shift targets as presented in this document, or if necessary, agree new targets based upon the site-specific data.

8.2 Baseline Travel Data

- 8.2.1 2011 Census data has been reviewed in the first instance to determine an approximate forecast modal share in the absence of any recorded baseline data.
- 8.2.2 2011 Census method of travel to work data (WU03EW) has been reviewed to determine the forecast modal share of trips generated by the development proposals. Middle super output area (MSOA) Neath Port Talbot 020 has been used to inform the modal split, the area in which the site is located.
- 8.2.3 Table 8.1 provides outputs in relation to travel to work behaviour for people living in Neath Port Talbot 020 MSOA.

Table 8.1: Census Travel to Work Modal Split – Resident Population

Method of Travel	MSOA – Neath Port Talbot 020 Residents (%)
Working from home	0
Train	0
Bus, minibus or coach	3
Motorcycle, scooter or moped	1
Driving a car or van	81
Passenger in a car or van	9
Bicycle	1
On foot	5
Total	100

- 8.2.4 The review of the 2011 Census method of travel to work data for Neath Port Talbot 020 indicates 81% of people travel to work by private car sharing, 9% of people car share and 5% walk.
- 8.2.5 It is noted that the 2011 census data is not inclusive of the increase in people working from home which has occurred since COVID-2019. Therefore, our provisional targets slightly differ to the 2011 census data as the targets take this into consideration as it is expected that a percentage of the residents living within the proposed development will work from home.

8.3 Provisional Targets

- 8.3.1 The measures the development seeks to implement are designed to affect a modal shift away from the use of single occupancy vehicles use by residents of the site. The indicative targets are set out in Table 8.2.

Table 8.2: Provisional Modal Split Targets

Method of travel	Census Modal Split (%)	Adjusted Baseline Modal Split (%)	Year 1 Targets (%)	Year 3 Targets (%)	Year 5 Targets (%)	% Change
Working from home	0	11	12	13	14	+3
Train	0	0	0	0	0	0
Bus, minibus or coach	3	3	3	3	3	0
Motorcycle, scooter or moped	1	1	1	1	1	0
Driving a car or van	81	70	68	66	64	-6
Passenger in a car or van	9	9	9	9	9	0
Bicycle	1	1	2	3	4	+3
On foot	5	5	5	5	5	0
Total	100	100	100	100	100	0

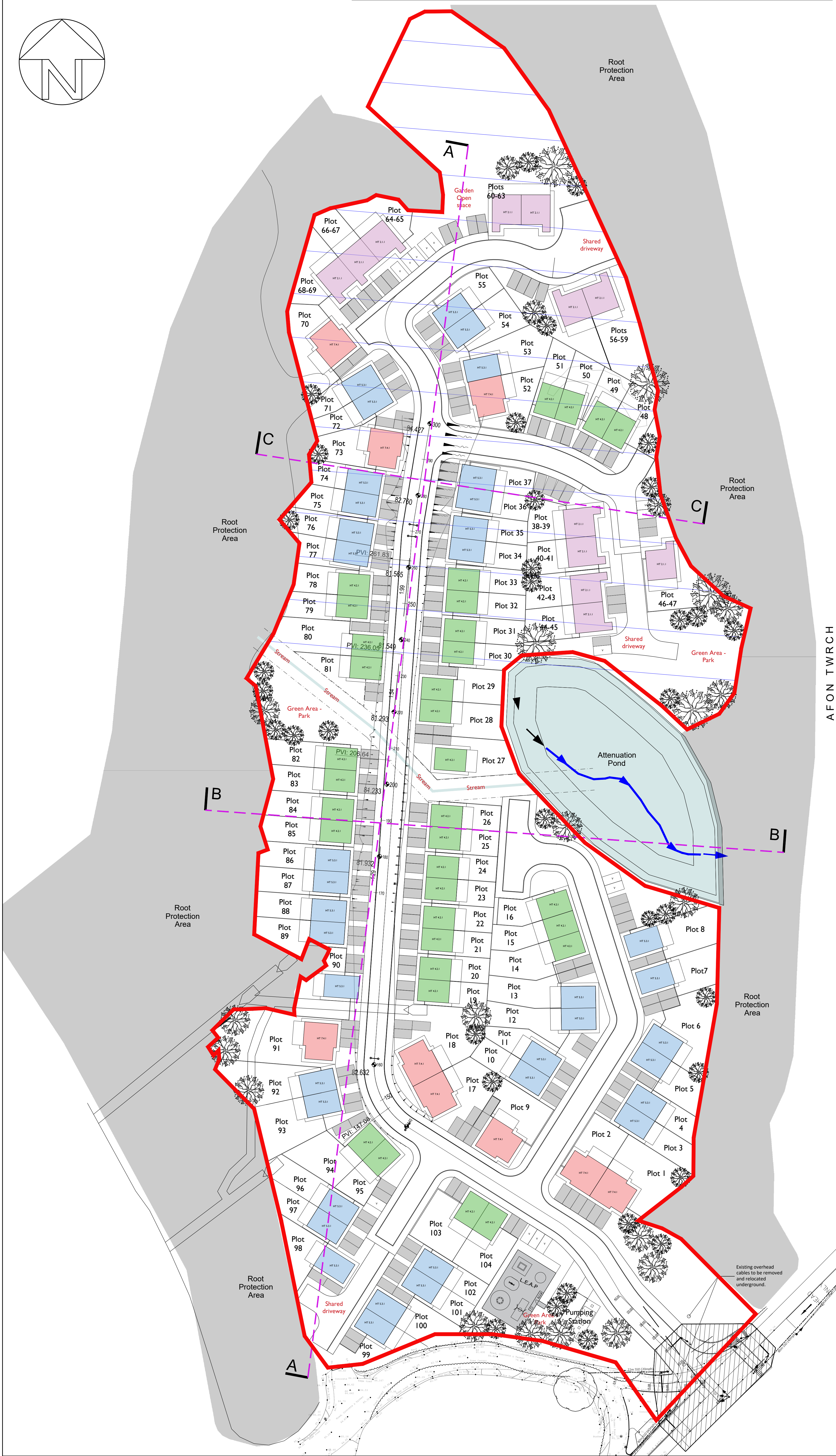
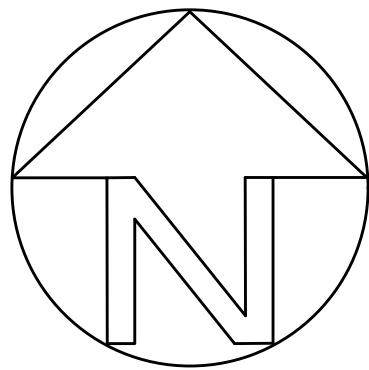
- 8.3.2 A reduction in the modal share of Single Occupant Vehicle Trips (-6%) has been targeted, with consequent increases in cycling (3%) and working from home (3%) in line with the objectives of the plan.
- 8.3.3 Progression towards these targets will be measured by the travel surveys, and reviewed through the Monitoring process.



Appendix A Proposed Site Layout



LAND OFF TIRBACH ROAD, YSTALYFERA



CDM noted are provided to assist the contractor in managing residual hazards identified during the design stage. Any such notes do not relieve the contractor of their duties and they must provide a safe system of work based on method statements, risk assessments, etc.

Revision:	Description:	Date:
A	Additional 2no.plots added	18.08.2022
B	Further plots added	18.08.2022
C	Further plots added	22.09.2022
D	Attenuation pond location amended	26.09.2022
E	Attenuation pond & LEAP location amended, additional plot added	07.10.2022
F	Turning head amended next to plot 16.	13.10.2022
G	Junction design amended.	18.11.2022
H	Junction design amended.	19.12.2022
I	Pumping station diagram added.	09.01.2023
J	Ecology zone amended. Adits added. Houses relocated to suit.	29.09.2023
K	Boundary line amended	17.03.2026

	HT 2.1.1 Walk up flats
	HT 4.2.1 2 bedroom house
	HT 5.3.1 3 bedroom house
	HT 7.4.1 4 bedroom house

3.5362 ha
8.738 acres
3536.23 m²

AFON TWRCH

Drawing Status:

OUTLINE

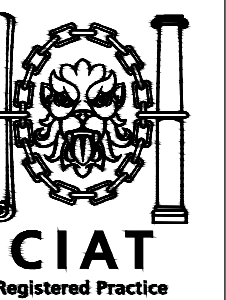
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Client:

Mr Maggs

Project Title:

Outline Planning of Residential Development at Land Off Tirbach Road, Ystalyfera

Drawing Title:

Proposed Site Plan

Scale:
1:500 @ A1

Date: **August 2022**

Job No:
1016

Drawing No:
02

Rev:

Appendix B Example Residential Travel Survey



Residential Travel Survey

Section A: About You

1. Your home postcode

2. Your house name / number

3. Gender Male ☐ Female ☐

4. Age Group

Under 18 ☐ 18 - 34 ☐ 35 - 44 ☐ 45 - 60 ☐ 60 + ☐

5. Do you have a disability that affects your travel arrangements?

Yes ☐ No ☐

6. Do you or any member of your household own a car?

Yes ☐ No ☐

7. If yes, how many cars are there in total in your household?

Section B: Your Travel

8. How do you usually travel to and from your home for the following purposes?
(Please choose the mode which you use most often)

	Car (alone)	Car Share	Walk	Cycle	Bus	Train	Other (Please specify)
Work							
Shopping							
Leisure (i.e. gym, cinema, social etc)							
Education (if applicable)							

9. Do you work from home?

Yes ☐ No ☐

10. If yes, on average how many days per week do you work from home?

11. How often do you use the following modes of travel for journeys to and from your home?

(Please tick all options choosing the frequency with which you use them)

	Daily	More than once a week	Weekly	More than once a month	Monthly	More than once a year	Never
Car (alone)							
Car Share							
Walk							

Cycle							
Bus							
Train							
Other (please specify)							

12. Have you changed the way you travel since you moved into your new home?

Yes ☐ No ☐

11. If yes, what were the main reasons for this change?

Section C: What would improve the way you travel?

13. Which of the following would most encourage you to walk? (please tick all that apply)

Better and more crossing points	
Improved footpaths	
More information on local walking routes	
Slower speed limits	
Better street lighting	
Events to promote walking	
Closer facilities	
Personalised travel planning	
None of the above	
Other (please specify)	

14. Which of the following would most encourage you to cycle? (please tick all that apply)

Improved cycle parking at home	
Improved cycle parking at destination	
More information on cycling routes	
Improved cycle paths	
Arrangements to buy a bicycle and accessories at discounted rates	
Cycle training for Adults and Children	
Promotion of cycling events to encourage cycling	

None of the above	
Personalised travel planning	
Other (please specify)	

15. Which of the following would most encourage you to use public transport? (please tick all that apply)

More direct bus routes	
More frequent bus services	
Improved information on services and destinations	
Better facilities at bus stops	
Travel discounts by bus / train	
More frequent train services	
None of the above	
Other (please specify)	

16. Which of the following would most encourage you to car share? (please tick all that apply)

Help to find car sharing partners with similar travel patterns	
More information on car sharing including safety, benefits and cost savings	
None of the above	
Other (please specify)	

17. Prior to receiving this survey were you aware that this development had a Travel Plan?

Yes ☐ No ☐

18. If yes, how did you find out about the Travel Plan?

During the sales process	
Developer website	
Newsletter	
Welcome Pack	
Word of mouth	
Other (Please Specify)	
N/A (previously not aware of Travel Plan)	

19. If you were previously unaware of the Travel Plan, have you received a Travel Information Pack?

Yes ☐ No ☐

20. If no, would you like to receive a Travel Information Pack?

Yes ☐ No ☐

21. Would you like to receive more information in relation to the Travel Plan?

Yes ☐ No ☐

22. If yes and you would like to receive further information by email, please provide your email address below

Email

Thank you for taking the time to complete the survey.

Should you have any additional comments in relation to travel in the local area please provide these below.

PLEASE RETURN TO SALES OFFICE.

Should you have any questions or would like advice in relation to travel in the surrounding area please do not hesitate to contact me as the Travel Plan Coordinator for the development.