

Land at Sully Sports and Social Club Site, Vale of Glamorgan

Framework Travel Plan

St Modwen Homes & Sully Sports and Social Club

June 2015

Notice

This document and its contents have been prepared and are intended solely for St Modwen & Sully Sports and Social Club’s information and use in relation to the redevelopment of land at the Sully Sports and Social Club site in the Vale of Glamorgan.

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Framework Travel Plan

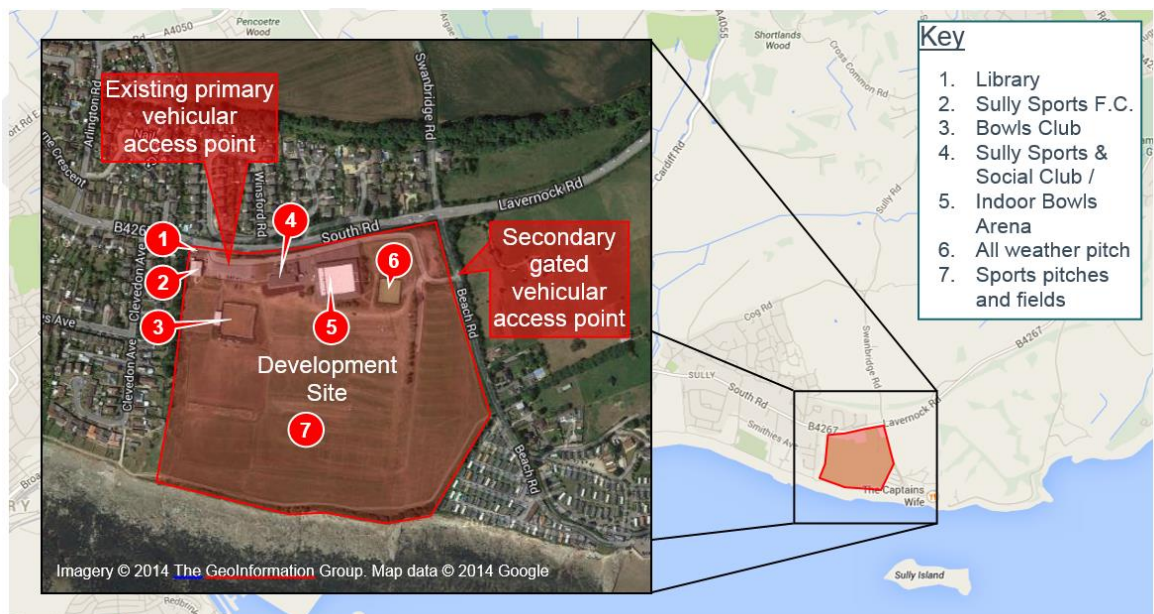
1. Introduction

1.1. Overview

Atkins Transportation has been commissioned by St Modwen & Sully Sports and Social Club to produce a Framework Travel Plan (FTP) to support a planning application for the redevelopment of the site of the current Sully Sports and Social Club, the location of which is presented as **Figure 1.1**.

This FTP supports a Transport Assessment (TA) which should be read in conjunction with this document.

Figure 1.1 Existing site location and uses



As summarised in **Figure 1.1**, the site covers a 14.56ha area to the east of Sully, in the Vale of Glamorgan. Trips and travel to the current site are associated with the following amenities:

- Library
- Sully Sports F.C.
- Bowls Club
- Sully Sports & Social Club
- Indoor Bowls Arena
- Various sports pitches and fields

As the majority of these uses are sports-related, the trips currently generated by the site are relatively synonymous across the entire site.

1.2. Development Proposals

The development proposals concern a major change in the usage of the site. The development proposals consist of the following:

- The provision of up to 200 dwellings
- A 50 pitch touring caravan park;
- A retail store (likely to be a local food convenience store); and,
- The re-provision of sports facilities on the site.

As a result, trips associated with the redeveloped site will be split across various types of land use. Separate targeted Travel Plans will be needed for the three main site uses;

- A Residential Travel Plan,
- A Travel Plan for the Caravan Site,
- A Travel Plan for the Sports and Leisure Site.

This FTP will provide an overarching framework for the delivery and implementation of these three plans.

1.3. Framework Travel Plan Context

This FTP will act as supporting information to the planning application and will assist in evaluating the impact of the proposed expansion on the local highway network.

It should be read in conjunction with the wider package of mitigation measures which are identified in the Transport Implementation Strategy contained within **Appendix A** of the Transport Assessment submitted in support of the planning application.

This FTP provides a guide and assistance for formulating the full Travel Plans following occupation of each element of the site.

1.4. FTP Structure

The remainder of this document will be structured as follows:

- Chapter 2: Policy Statement;
- Chapter 3: Development Proposals;
- Chapter 4: Transport Options;
- Chapter 5: Aims, Objectives and Targets;
- Chapter 6: Travel Plan Initiatives, Implementation and Monitoring

2. Policy Statement

2.1. Introduction

This section of the FTP provides details of relevant transport policy in relation to Travel Planning. It should be read in conjunction with the wider review of national, regional and local transport and land use policy included in the Transport Assessment which support the planning application.

2.2. National Planning Policy

The Welsh Government has taken an active role in encouraging a broad shift towards more sustainable modes of travel and away from the private car, in particular with the passing of the **Active Travel (Wales) Act 2013**. The act cites the potential for sustainable modes to allow:

- More people to experience the health benefits of active travel;
- A reduction in greenhouse gas emissions;
- An addressing of poverty and disadvantage, and;
- Sustainable economic growth

The **Wales Transport Strategy (2008)**, the **National Transport Plan (2010)** and the **Draft National Transport Plan (2015)** all constitute the wider transport planning framework, supporting the aims of this act.

According to the most recent Draft National Transport Plan, providing Information and Transport Choices is of principal importance, with reference also highlighting the current Travel Planning programme which the Welsh Assembly Government is undertaking. This FTP represents a contribution to the constitutional requirements for planning applications in Wales.

2.2.1. Planning Policy Wales (PPW) ¹

According to PPW, Transport Assessments (TAs) and Travel Plans (TPs) are two mechanisms by which the impacts of proposed developments can be understood and subsequently minimised.

Section 8 of the PPW document sets out the Welsh Government objectives in relation to transport. It references the aim to extend the choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle against the causes of climate change. This is achievable through promoting the use of more sustainable and healthy forms of travel (i.e. cycling and walking), with the ambition of improving the levels of health in Wales.

The PPW states that land use planning can achieve the Welsh Governments objectives for transport through;

- Improving accessibility by walking and cycling;
- Promoting walking and cycling; and
- Supporting sustainable travel options.

Paragraph 8.2 sets out policy aims in relation to walking and cycling. It advises that walking;

- Should be promoted for shorter trips; and
- Planning authorities should promote specific measures to assist including the provision of safe, convenient and well-signed routes.

In relation to cycling;

- Cycling should also be encouraged for short trips and as a substitute for shorter car journeys, or as part of a longer journey when combined with public transport;

¹ <http://wales.gov.uk/docs/desh/publications/140731planning-policy-wales-edition-7-en.pdf>

Transport Assessments and Travel Plans are fundamental in linking land use applications with transport impacts. By utilising these policies within the Transport Assessment and this Framework Travel Plan, the aims outlined by PPW can be achieved.

2.2.2. Technical Advice Note (TAN) 18: Transport²

TAN 18: Transport includes a requirement for a Transport Implementation Strategy (TIS) that addresses relevant transport objectives for a site to be included as part of the Transport Assessment process for planning applications. This Framework Travel Plan (FTP) is a key tool for mitigating the transport impacts of the proposed development. The TIS is provided in **Appendix A** of the Transport Assessment.

² <http://wales.gov.uk/docs/desh/publications/070301tan18en.pdf>

3. Development Proposals

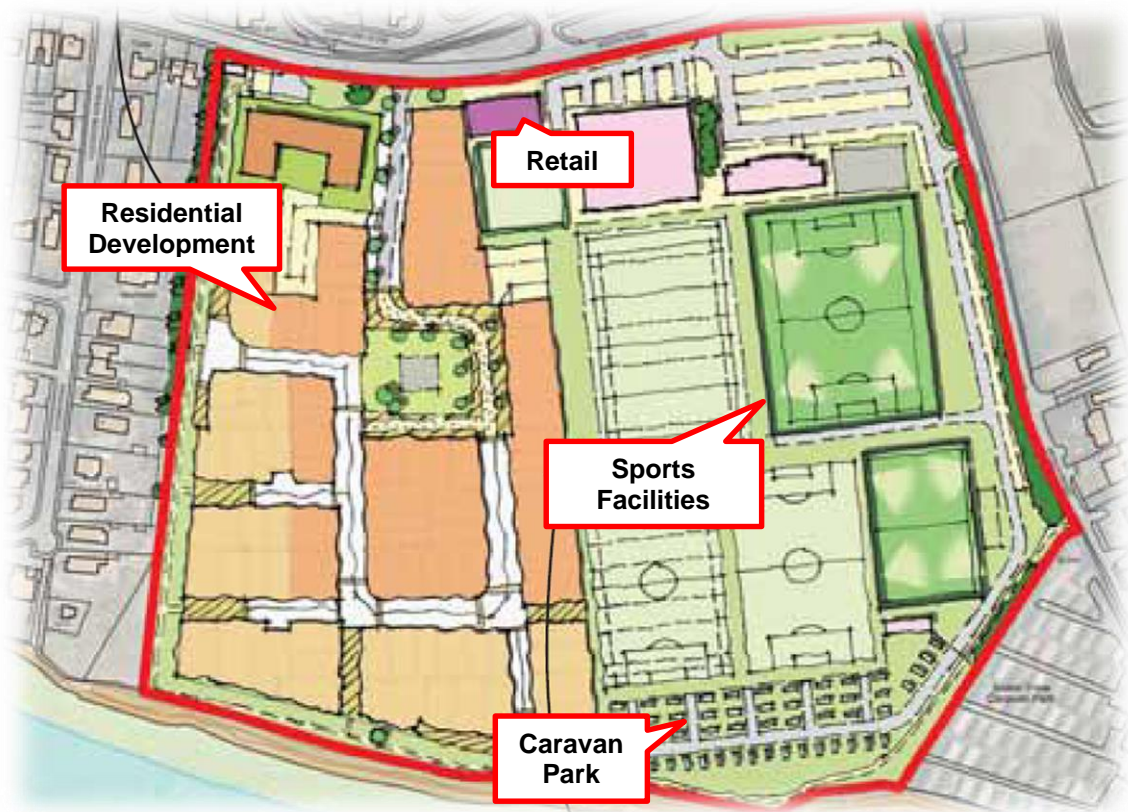
3.1. Overview

The development proposal is to redevelop 14.56ha of land which is currently occupied by sports facilities. The redeveloped site will be multifunctional and comprise:

- Approximately 200 residential houses (between 2-4 bedrooms),
- A 50 pitch touring caravan park,
- A convenience food store; and,
- The re-provision of sports facilities on the site.

The indicative masterplan is included as **Figure 3.1**.

Figure 3.1 – Site Masterplan



3.2. Site Layout

Figure 3.1 shows the proposed site layout. It shows that the residential units would be provided on a 6.25ha section on the western side of the site, with the remaining 8.31ha accommodating relocated or re-provided sports facilities, a caravan park and a 465m² retail store. The caravan park will be located towards the south-eastern limit of the site, with the sports facilities and commercial developments to the north.

3.3. Phasing

It is proposed that work will commence on the sports site in 2016 and on the residential site in 2017. No residential units will be occupied until the sports site is completed. Assuming a build rate of 30-50 units per annum, it is anticipated that the residential development will be completed between 2021 and 2023. The caravan park will not open until the sports facilities have been re-provided.

4. Transport Options

4.1. Overview

This section provides an assessment of the current accessibility by each travel mode to and from the site, summarising the existing and proposed situation with regards to infrastructure and service provision.

4.2. Active Travel Modes

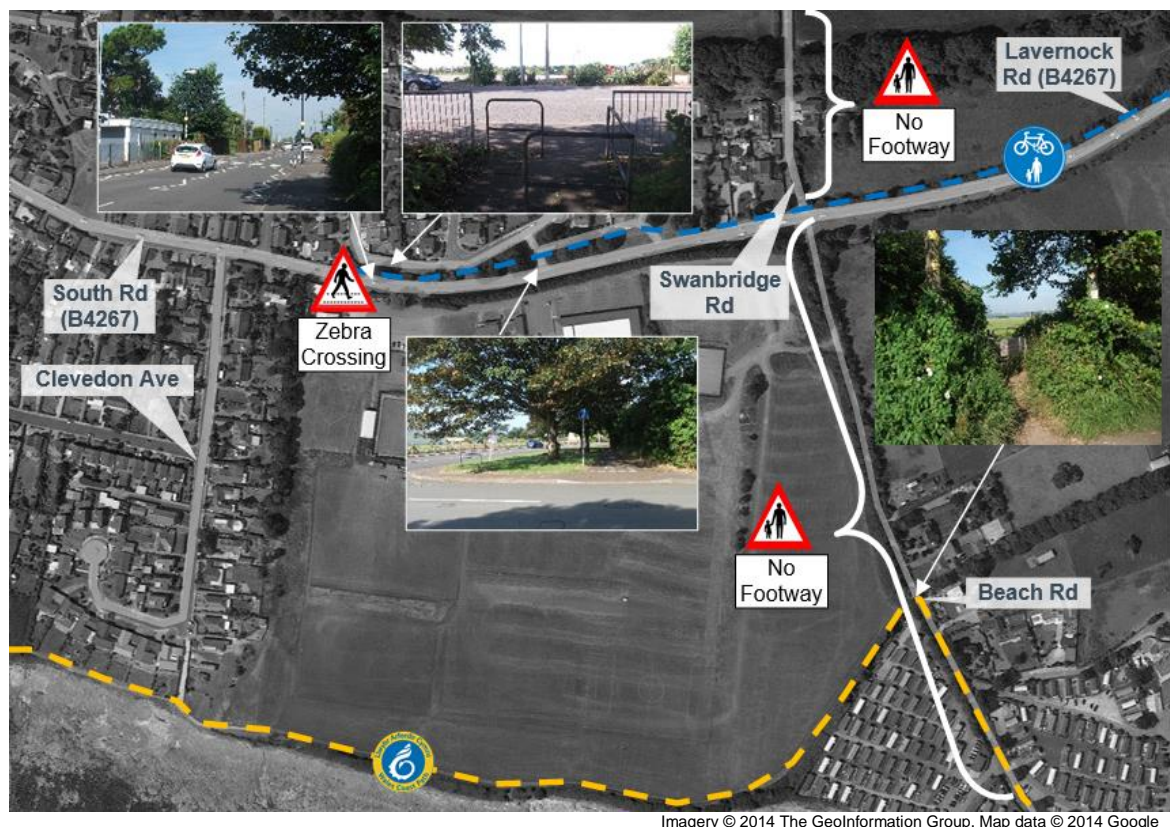
In addition to the vehicle entrances to the site, there will be two additional points where pedestrians can access and leave the development site along the southern boundary, linked to the Wales Coastal Path as shown in **Figure 4.1**.

Internally, the site will prioritise movement by pedestrians and vulnerable road users. A central Pocket Park will improve the aesthetics to create an attractive environment which is conducive to the use of sustainable modes. Similarly, the proposed 'vehicle loop', will encourage a low speed environment and create a 'distinctive street hierarchy' which gives pedestrians and cyclists priority over conflicting movements.

The site is bordered to the south and north by routes for pedestrians. The Wales Coastal Path runs east-west along the southern edge of the development site. This is an off-road route for pedestrians, providing a picturesque route for those travelling on foot. The site's northern limit abuts the B4267 (South Road). There are facilities for non-motorised users on both sides of the road. On the southern edge, a pedestrian footway is provided, whilst the northern edge hosts a shared use path. The B4267 is lit and these pathways are in good overall condition and are of sufficient width. A zebra crossing allows prioritisation for pedestrian movements across the B4267.

A schematic of the options for active travel modes is included as **Figure 4.1**.

Figure 4.1 Active Travel Modes; Access and Permeability



4.3. Public Transport

4.3.1. Bus

Figure 4.2 shows the bus services available from the stops nearest to the site. There are bus stops with shelters and timetables for both directions at this location. The stops are approximately 200m from the access to the residential site, and around 60m from the proposed access point for the sports site and caravan park.

As the crow flies, the furthest an individual would be expected to walk to reach the bus stops is between approximately 380m from the caravan site, and 460m to the south-western point of the residential development. This is approximately a 4-5 minute walk³.

Figure 4.2 Bus stops and services in the vicinity of the site



Imagery © 2014 The GeoInformation Group. Map data © 2014 Google

4.3.2. Rail

The closest station to the site is at Cadoxton which is approximately 4km away using local roads. This is approximately a 14 minute cycle¹. Car parking is free at this station and there are currently 31 spaces.

Arriva Trains Wales services are available from Cadoxton to Cardiff (4 per hr), Barry Island via Barry (3 per hr) and Bridgend via Barry (1 per hr).

4.4. Vehicular Access & Parking

The proposed vehicular access and parking arrangements are detailed in **Chapter 4** of the accompanying TA. Vehicular access to the site will be;

- From the existing access from South Road (to the north-west) which will be retained solely for access to the library,
- Via two new vehicular accesses formed with South Road along the northern boundary of the site, serving;
 - (i) The residential houses,

³ Based on Google Streetview measurements: www.google.co.uk/maps

- (ii) The Sports and Leisure site, retail unit and caravan site.
- The existing gated access formed with Beach Road will be retained for emergency use.

4.5. Summary

The pedestrian and cycle facilities which are already extant in the surrounding area are deemed to provide a suitable option for Active Travel modes. Similarly, existing bus stops are located in close proximity to the site with a realistically suitable frequency to encourage use. All infrastructure is in good condition. The provision of the convenience store will provide local amenity to site users and the wider local community.

5. Aims, Objectives and Targets

5.1. Overview

This FTP will seek to outline the access and travel options of all those that use the site whilst limiting the impact of vehicle-based trips. As highlighted in **Section 4**, the on-road and off-road infrastructure in the vicinity of the site is of a good overall standard, which is conducive to encouraging the use of Active Travel modes.

Overarching Aims are set for the site, with Objectives and Targets focused on each of the land uses for which specific travel plans will be produced.

5.2. Aims

The following overarching aims cover all uses of the development site, with the objectives and targets looking at how these aims are deliverable based upon the context of each usage;

- Mitigate against potential traffic and transport impacts of the proposed developments;
- Ensure integration of the proposed developments within their local context; and
- Influence the travel behaviour of all users of the site away from the private car.

5.3. Objectives

The following objectives have been identified for each of the key land uses which form part of the development proposals;

5.3.1. Residential

- Minimise use of the private car and in particular single occupancy car use,
- Provide the necessary information to allow residents to make informed decisions about their travel choices; and
- Increase awareness of amenities that are accessible by modes other than the private car.

5.3.2. Sports Facility

- Minimise use of the private car and in particular single occupancy car use,
- Provide the necessary information to allow site users to make informed decisions about their travel choices; and
- Effectively manage car parking demand to prevent impacts on other neighbouring land uses and the local highway network.

5.3.3. Caravan Site

- Provide the necessary information to allow visitors to make informed decisions about their travel choices; and
- Increase awareness of amenities that are accessible by modes other than the private car.

5.4. Targets

Targets included in the Travel Plans for each of the sites should be SMART – Specific, Measurable, Attainable, Realistic and Timely.

The following framework should be used to set targets for each of the land uses;

- **Residential:**
 - Initially base targets on mode shares identified in the Census Method of Travel to Work data (2011) identified in **Table 2.9** of the TA.
 - This can then be updated by an initial survey within 3 months of occupation of 50% of units and repeated again in future years.
 - Targets to be set in consultation with the Travel Planning team at the VoGC.

- **Sports and Leisure Site:**
 - Car parking and travel surveys to be undertaken by site operators during the peak periods of site use to understand baseline mode shares and parking demand,
 - Consultation events to be hosted to understand constraints to use of sustainable modes by site users,
 - Annual travel survey of site users (including staff) to be undertaken during the peak periods of the year,
 - Targets to be set in consultation with the Travel Planning team at the VoGC. They should include targets related to parking demand and not only be concerned with mode share.
- **Caravan Site**
 - Undertake annual travel survey of staff travel modes.

6. Travel Plan Initiatives, Implementation & Monitoring

6.1. Initiatives

This section of the Framework Travel Plan provides a range of suggested initiatives for consideration for each of the usage types associated with the development. Details are also provided about who will implement each initiative and a the

Table 6.1 - Suggested Travel Plan initiatives

Usage Type	Initiative	Date of Implementation	Person Responsible
Sports Club	Stagger start and finish times of events to manage vehicle movements and parking demand	From opening	Site operator / Travel Plan coordinator
	Promote use of minibuses for visiting sports teams and their supporters	From opening	Site operator / Travel Plan coordinator
	Priority spaces for minibuses and car sharers	Within 12 Months	Site operator / Travel Plan coordinator
	Travel Information board (eg. Bus timetables, car sharing schemes)	From opening	Site operator / Travel Plan coordinator
	Travel Information on Club website (including provision of cycle parking, etc)	From opening	Site operator / Travel Plan coordinator
	Availability of changing facilities (showers and lockers) to all staff to encourage them to travel by sustainable modes	From opening	Site operator / Travel Plan coordinator
Residential	Travel information pack including; <ul style="list-style-type: none"> Bus times table information, Car sharing Schemes, Map of local walking / cycle routes, Details of home delivery services (Asda delivery groceries to CF64) Details of travel planning tools (traveline, etc) 	From opening	Site operator / Travel Plan coordinator
	Signposting of key destinations (eg. To coastal path)	Pre Opening	Developer
	Provision of Cardiff Lff cards with some pre-loaded credit to all new tenants to encourage them to try using local routes provided by Cardiff Bus (The cards are free and can be topped up in multiples of £5)	From opening	Developer / Travel Plan coordinator
	Sales staff to promote sustainable travel options linked to site in the showhome and through sales literature	Pre Opening	Developer

Usage Type	Initiative	Date of Implementation	Person Responsible
Caravan Park	Welcome pack to visitors to include information about local amenities which are accessible by bike or on foot (including map)	From opening	Travel Plan coordinator / Site Operator
	Signposting of key destinations (eg. Local shops / coastal path)	Pre Opening	Developer
	Travel Information board provided in reception with timetable information to nearby attractions	From opening	Travel Plan coordinator / Site Operator

In addition to the initiatives set out above, the developer will liaise with BT wholesale and Virgin Media to accommodate the provision of high speed broadband to the new residential dwellings to enable occupiers to work and shop from home.

6.2. Implementation & Monitoring

A Travel Plan Coordinator will need to be appointed for each of the three plans as follows;

6.2.1. Residential Plan

Funding for a coordinator for the Residential Travel Plan will need to be provided by the Developer and it is expected that this will be secured through a planning obligation. The duration of funding will be determined by the Local Planning Authority with funding secured through a Section 106 agreement. The Residential Travel Plan will be implemented upon the first occupation of the site.

The appointed Travel Plan coordinator will have an allocated number of hours each year to implement the Travel Plan initiatives and to undertake the Travel Survey. Surveys are proposed once 50% occupation has been reached and also repeated in future years during the period of funding of the plan. After each survey, the coordinator will be responsible for updating the plan and disseminating the results, targets and actions to residents (through a drop in session and newsletter) and to the Travel Plans officer at the VoGC.

6.2.2. Sports & Leisure Site

The Travel Plan Coordinator role at the Sully Sports and Leisure Club site can be undertaken by an existing member of staff as part of their duties.

The appointed Travel Plan Coordinator should have allocated hours each year to undertake the annual Travel Survey and update the plan's targets and initiatives accordingly. There is a need for the Travel Plan Coordinator of the Sports and Leisure site to work closely with neighbouring land uses, in particular the Caravan Site to effectively manage travel demand and limit impacts.

6.2.3. Caravan Park

By its very nature, users of the caravan park will need to drive to and from the site to tow their caravans to their allocated pitch. However, once they have decoupled the caravan, there are opportunities to make trips to buy groceries and undertake daytrips or tourist visits by sustainable modes. The Travel Plan Coordinator role at the Caravan Park can be fulfilled as part of the general administration and management of the site. The main duties of the Coordinator will be to regularly update travel information and to be the main point of contact for queries and coordination with neighbouring sites.