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- 1 Introduction
- 1.1 Traffic and Transport Planning has been instructed by Redrow Homes to prepare a Framework Travel Plan (FTP) in support of the planning application for a proposed residential development at Port Road Wenvoe.
- 1.2 The development will consist of approximately 150 houses with a mix of market and affordable housing
- 1.3 The Transport Assessment which will be submitted with the planning application provides details of trip generation and distribution and the sustainable accessibility of the site.
- 1.4 The FTP will outline a series of measures to be implemented over a period of five years after completion of the development. This will encourage the use of sustainable modes in place of the private car to:
- *Promote travel by public transport, walking and cycling*
  - *Reduce reliance on the private car*
  - *Ensure that the proposed development will be accessible by all modes of transport*
- 2 National and Local Policy
- 2.1 The promotion of more sustainable transport choices is embedded in national, regional and local planning and transportation policy. New developments are encouraged to give priority to pedestrians, cyclists and public transport users by introducing a travel plan.
- 2.2 TAN18 states that the purpose of a travel plan as part of a Transport Implementation Strategy (TIS) will be to:
- 'set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions to achieve them.'*
- 2.3 It states also:
- TISs resulting from the TA process are intended to incorporate all components of a travel plan and ensure these are integrated with the design elements of the new development.'*
- 2.4 TAN18 recommends that a Travel Plan provides a package of measures promoting sustainable transport choices to:
- *reduce the impact of traffic generated by the development on the local area;*
  - *improve personal health by increasing walking and cycling;*
  - *inform residents of local facilities and services within acceptable walking and cycling distances;*
  - *raise awareness of public transport in the area*
- 2.5 The Vale of Glamorgan Local Development Plan (2011 – 2026) Deposit Plan encourages greater use of public transport, cycling and walking for new developments

### 3 Scope

#### 3.1 The Department for Transport defines a residential travel plan as:

*'a package of measures designed to reduce the number and length of car trips generated by a residential development while also supporting more sustainable forms of travel and reducing the overall need to travel'.*

#### 3.2 The measures will aim to raise awareness of the travel choices available to the site and demonstrate how participation in sustainable travel will contribute towards reducing the impact of travel upon the environment, whilst deriving other personal benefits (travel cost savings, improved health and amenity) for the site users. The objective of the Travel Plan will be to reduce dependency on the private car, particularly single occupancy, and reduce the number of car borne trips to and from the development.

### 4 Accessibility

#### 4.1 The proposed development will be located in the south of Wenvoe adjacent to Port Road. It will be permeable for pedestrians and cyclists with links to Port Road and Clos Llanfair. Two public rights-of-way cross the site and these will be retained and integrated within the development as agreed with the Vale of Glamorgan. Walking distances from the centre of the site to local facilities are:

Destination	Approx. walking distance
St Mary's Church	400m
Wenvoe Arms	520m
Premier convenience store	550m
Gwenfo Primary School	690m
Port Road bus stops	400m

#### 4.3 The Vale of Glamorgan proposes to construct a cycleway on the west side of Port Road as part of a sustainable link between Barry to Cardiff. The cycleways in the site will be linked to this regional cycleway.

- 4.4 Bus stops are located in Port Road north of the Morfa Lane Roundabout approximately 300 metres from the site frontage. Bus services 86, 90, 96 and X91 serving Barry and Cardiff are routed along Port Road. Timetables are detailed in Appendix D of the Transport Assessment and summarised below:

Service	Key destination and journey time	Frequency during day	First service from Wenvoe (Mon-Fri)	Last service to Wenvoe (Mon-Fri)
86	Wenvoe Culverhouse Cross	Thurs and Sat. only one trip	Dep 10.20 Arrive 10.25	Dep 12.25 Arrive 12.30
90	Barry Waterfront – Culverhouse X	hourly	7.28	19.05
	Culverhouse X – Barry Waterfront	hourly	7.38	19.40
96	Cardiff – Barry	30 minutes	8.08	23.07
	Barry - Cardiff	30 minutes	7.06	23.05
X91	Cardiff – Cardiff Airport	variable	8.20	18.25
	Cardiff Airport - Cardiff		7.30	19.53

Services X91 and 96 are operated by Cardiff Bus, service 86 by Caring Coaches and service 90 by Watts Coaches.

- 4.5 The proposed residential site benefits from good bus services to Barry, Cardiff and Culverhouse Cross providing access to major retail and employment areas

## 5 Travel Plan Measures

- 5.1 The management structure that will support and progress the Travel Plan will be led by a Travel Plan Co-ordinator (TPC) whose role will be to promote use of alternative modes of travel, provide information about travel plan measures and arrange regular travel surveys of residents.
- 5.2 The appointment will be made by Redrow Homes within three months of commencement of construction. The TPC will:
- act as the main Travel Plan contact for residents
  - liaise with VoGC, and,
  - maintain up-to-date information on timetables, cycle plans etc.
- 5.3 During the construction period the TPC will distribute Welcome Packs to new residents. These will detail the Travel Plan and provide information on local facilities, footways, cycleways and public transport.

5.4 The TPC will co-ordinate action on the measures proposed to achieve FTP objectives. These will include:

- footways to link the houses with Clos Llanfair
- footways to link with Port Road and the bus stops
- residential cycle parking facilities in line with VoGC standards
- restricted vehicular access to and from Port Road to reduce vehicle conflict
- pedestrian and cycle crossing facilities on access road
- promotion of car sharing clubs and databases

5.5 A travel survey will be carried out when both private and affordable homes are 75% occupied. This will be repeated after two and four years in order to establish changes in travel behaviour and to monitor the success or otherwise of the various measures introduced. The first travel survey will provide a basis for modal shift targets (MST) which will be SMART (Specified-Measurable-Achievable-Realistic-Time sensitive).

5.6 There are two stages when Travel Plan Measures will be introduced. The first is the construction stage and the second when the houses are occupied. The type of measures introduced during each of these stages will be:

	Construction	Occupation
Walking	Development of footway network within the site with links to external footways and footpaths;	Promotion through Welcome Packs of walking as a healthy form of transport
	Pedestrian facility on access road near junction with Port Road	Details of bus stops and other facilities within walking distance
Cycling	Provision of secure cycle parking/ storage area within each dwelling	Promotion through Welcome Packs of cycling as a healthy form of transport
	Cycling facility on access road near junction with Port Road	
	Link to proposed Port Road cycleway	
Public Transport		Promotion through Welcome Packs of public transport with details of bus stops, timetables and journey times to Culverhouse Cross, Barry and Cardiff.
Car users	Parking facilities will follow VoGC standards	Promotion of car sharing clubs and databases
Information	Erect notice boards on site	Display travel information on notice boards
		Distribute Welcome Packs

## 5.7 The Welcome Pack will include:

- TPC contact details;
- a summary of travel plan objectives, initiatives and targets;
- information provided by VoGC promoting the health benefits of walking and cycling;
- bus timetables, stop locations and routes;
- safe walking and cycling route information provided by VoGC;
- information on public transport websites;
- details of the South East Wales Transport Alliance (SEWTA) car share scheme;
- information on local taxi companies

## 6 Targets

6.1 A principle target of a travel plan is to reduce travel by single occupancy private car and increase walking, cycling and use of public transport. The break-down of travel modes referred to in the Transport Assessment is based on TRICS and summarised below:

Trip modal split		
Mode	Combined flow for both peak hours	%
Vehicles	161	64.9
Bus	8	3.2
Pedestrian	73	29.5
Cycle	6	2.4

6.2 This is an indicative modal split for the proposed development but to establish an actual baseline travel pattern a residential travel survey will be carried out when 75% of both private and affordable homes are occupied. This will be organised by Redrow Homes in consultation with VoGC.

6.3 The target for a reduction in single occupancy use of the car will relate to the results of the first travel survey and will be agreed with VoGC following analysis of the survey data.

## 7 Monitoring and Review

7.1 A monitoring process will be required to assess residential travel patterns regularly and identify whether changes need to be made to the Travel Plan. This will be implemented by the TPC.

7.2 The proposed timetable for implementing, monitoring and reviewing the Travel Plan actions will be:

Travel Plan Framework	
Action	Timetable
Appoint Travel Plan Co-ordinator	Three months after commencement of construction
Set up User Group	After TPC appointed and when 75% of private and affordable homes are occupied
Prepare Welcome Pack	Prior to occupation of the first house
Travel Survey	When 75% of private and affordable homes are occupied
Finalise targets of Travel Plan and agree with VoGC	Within three months of initial travel survey
Promote and market travel plan	From start of occupation
Implement all Travel Plan measures	Within three months of agreement with VoGC
Inform residents of Travel Plan measures and targets	Within three months of agreement with VoGC
Carry out monitoring surveys, analyse results and adjust travel plan if necessary	24 and 48 months after initial survey
Manage Travel Plan for four years	Review the Travel Plan in consultation with VoGC to assess success and future direction

7.3 The findings of the travel survey will be submitted to VoGC. The car use reduction target will be established following discussions with VoGC within three months of completion of the survey. After two and four years the surveys will be repeated.



## 8 Summary

- 8.1 The Framework Travel Plan will be submitted with the planning application for a proposed residential development south of Wenvoe adjacent to Port Road
- 8.2 The Travel Plan will include a number of measures to be introduced during both the construction and occupation periods.
- 8.3 Cycleways and footways that link with the local network will be constructed and notice boards erected on the site. Each house will have internal space to park a bicycle and car parking will follow the VoGC parking standards.
- 8.4 A Travel Plan Co-ordinator (TPC) will be appointed to co-ordinate implementation of the measures. When 75% of private and affordable homes are occupied a travel survey will be carried out, the results analysed and action taken as appropriate.
- 8.5 During the five year period the operation of the Travel Plan will be monitored by the TPC.
- 8.6 Redrow Homes is committed to the Travel Plan and will work closely with VoGC during its implementation. It will contain a number of initiatives aimed at improving people's knowledge on the availability and choice of travel modes with the key aim being to reduce the need to travel particularly by private car. The Travel Plan will be a dynamic process that will grow and develop with time.