

TRAVEL PLAN

ABP DevCo

The Mole, Barry

May 2023

Travel Plan V3

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1 Introduction

Overview

- 1.1 Vectos, part of SLR, has been appointed by ABP Dev Co to provide transport and highways advice in relation to the proposed redevelopment of land referred to as The Mole, Barry, Vale of Glamorgan, CF62 5BR.
- 1.2 This Travel Plan (TP) is a management tool that allows a coordinated strategy to bring together daily travel issues and achieve more sustainable travel choices. A successfully implemented TP can offer substantial gains towards the sustainable transport objectives of central and local government. This TP provides a strategy which may be implemented at the site, encouraging employees, marina users and residents of the site to travel sustainably.
- 1.3 The proposed development relates to a mixed use scheme comprising the following:
 - The creation of a 400-berth marina with floating pontoons.
 - A 520 sqm marina office building which will include facilities for visitors/ members and a restaurant.
 - A 2,694 sqm incubator workspace building comprising offices, smart innovation space, break-out space and a café.
 - Residential development comprising 45 x three and four bedroom townhouses and 20 x one and two bedroom apartments with a maximum height of four storeys.
 - Access road and car parking.
 - Landscaping and public open space/park.
 - Engineering works to raise the existing ground levels to a minimum of 9.00m AOD in order to mitigate against flood risk.
- 1.4 The development will form part of the wider Barry Waterfront development within the area, and benefits from a central location with excellent sustainable transport links. This underpins the TP objectives of reducing reliance on single occupancy private car travel. The TP is largely focused on office staff rather than marina users or residents, though the aims, targets and measures contained within this TP may be applicable to marina users and residents.
- 1.5 This TP has been prepared following pre application engagement with the VoG Council as the highway authority. The Pre App response has been acknowledged where appropriate.

Site Location

- 1.6 The site comprises circa 7.5 acres of reclaimed land which was constructed as part of the No. 1 Dock in the 19th century. It is bound by the dock on three sides and is connected to Neptune Road and the wider Barry Waterfront development on its western boundary. Part of the site has recently been

occupied by the Ocean Water sports Trust (OWT). Access is currently provided from Neptune Road which in turn connects with Ffordd Y Mileniwm and Hood Road via a signal controlled junction.

Report Structure

1.7 The structure of this TP is as follows:

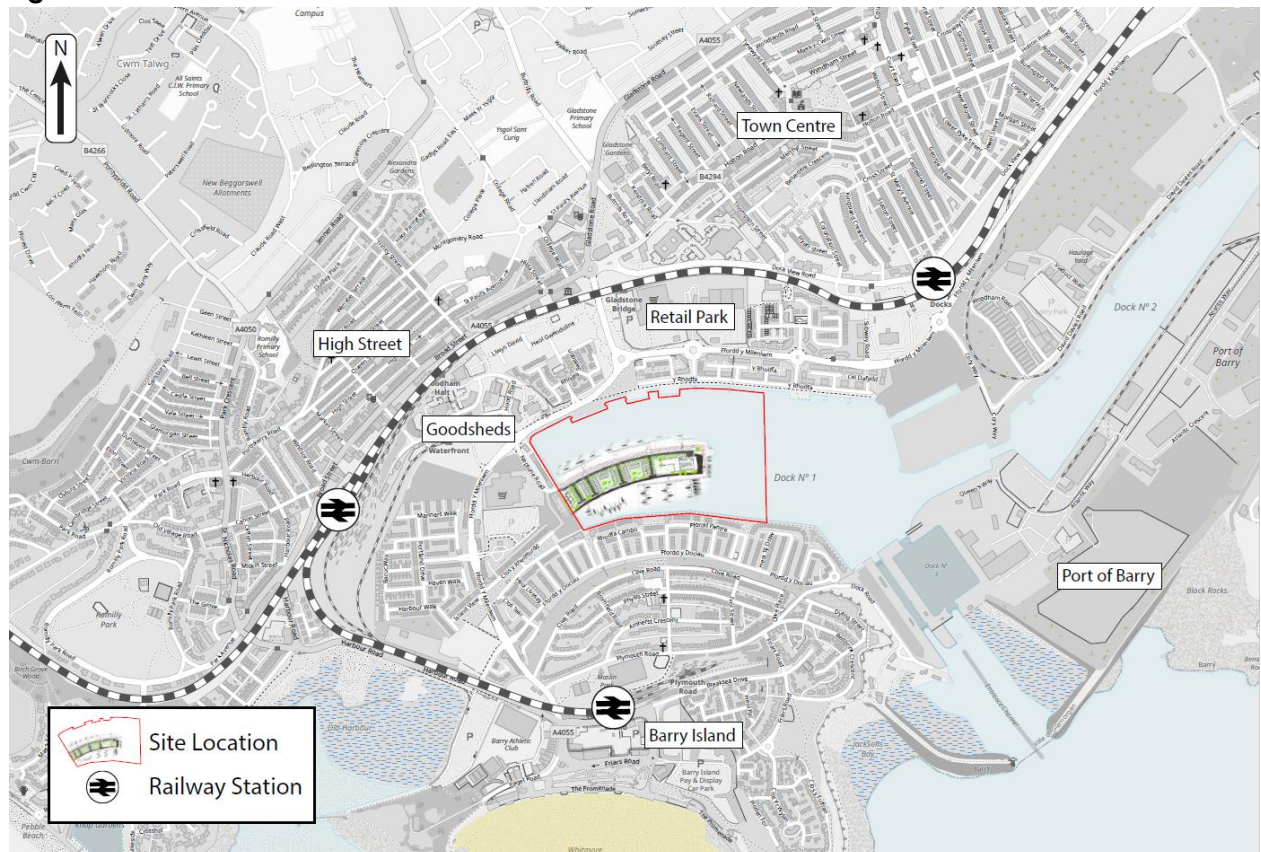
- **Section 2:** Accessibility - details the current and emerging accessibility of the site;
- **Section 3:** Policy Review - sets out the national and local policy relevant to the development;
- **Section 4:** Development Proposals - details the proposals and the anticipated access and operation of the site.
- **Section 5:** Objectives and Targets – outlines the objectives and targets underpinning the TP;
- **Section 6:** Travel Plan Strategy – sets out the strategy vision of the TP and the objectives it is designed to achieve;
- **Section 7:** Measures – provides a summary of key measures to be implemented;
- **Section 8:** Monitoring– details how the TP will be continually monitored; and
- **Section 9:** Action Plan – details the Action Plan for the site.

2 Existing Accessibility

Overview

- 2.1 The site is located to the south of Ffordd Y Mileniwm and east of Neptune Road, and is situated at the western end of No 1 Dock, Barry.
- 2.2 The location and context of the site is shown in **Figure 2.1**.

Figure 2.1 – Site Location



20-Minute Neighbourhoods

- 2.3 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. For example, research undertaken by the Chartered Institution of Highways and Transportation (CIHT) outlines that most people would walk to a destination within one mile or cycle for a journey within five miles.
- 2.4 Moreover, Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being:

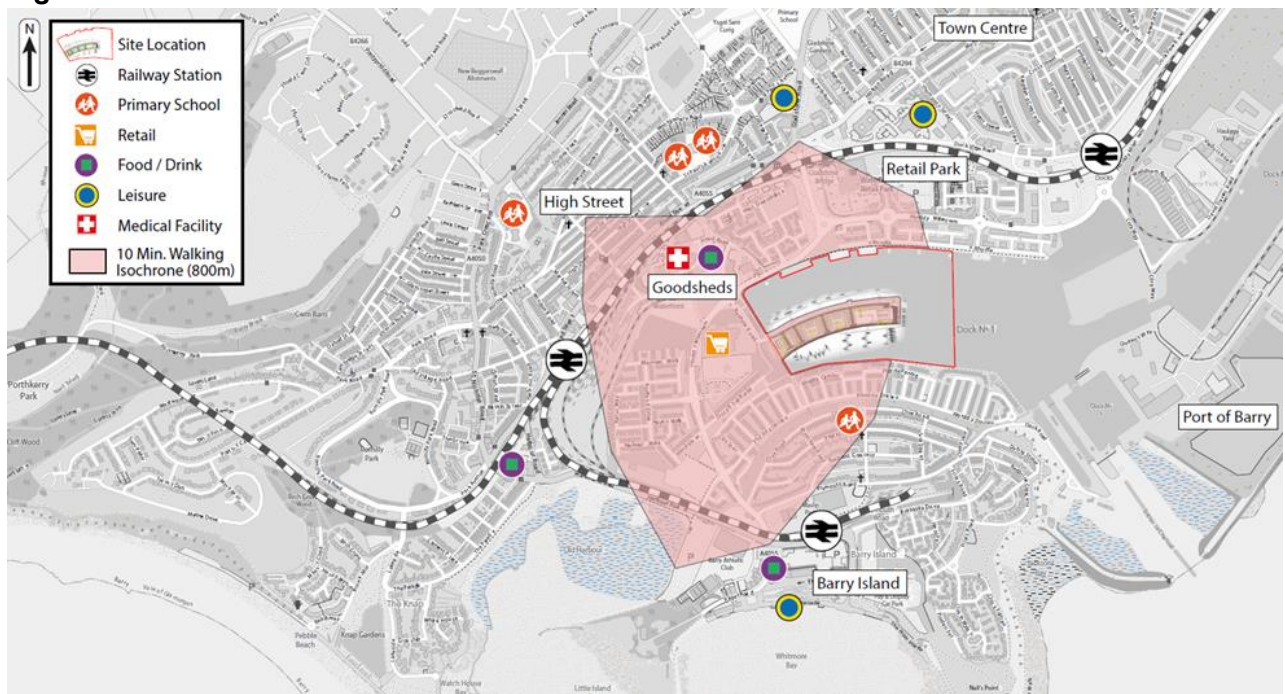
“Characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”

- 2.5 However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS contends that walking can be used to access a variety of destinations within a range of up to two kilometres.
- 2.6 More recently, there has been an emergence of ‘20-minute neighbourhoods’, based on a design ethos of creating complete, compact and connected neighbourhoods, where people can meet their everyday needs within a short walk or cycle. This concept builds upon the notion of walkable neighbourhoods and places designed at pedestrian scale and is supported by a 20-minute neighbourhood guide published by the Town and Country Planning Association in March 2021.
- 2.7 The concept of walkable neighbourhoods is further captured within Placemaking Wales’ Placemaking Guide (2020). Within the guide it is noted that walkable neighbourhoods provide opportunities for reducing car travel to tackle climate change whilst simultaneously improving mental wellbeing and boosting local economies.
- 2.8 The existing characteristics of Barry Waterfront are conducive to the 20-Minute Neighbourhood principles and the mixed use development proposed will further contribute towards this and complement the existing Barry Waterfront development.

Local Facilities

- 2.9 There are a plethora of local facilities and amenities within a comfortable walking and cycling distance of the site. A breakdown of these facilities is shown in **Figure 2.2** and listed in **Table 2.2**.

Figure 2.2 – Selected Local Facilities



- 2.10 The distance of these facilities from the site, plus the estimated walking and cycling times, are set out in **Table 2.1**.

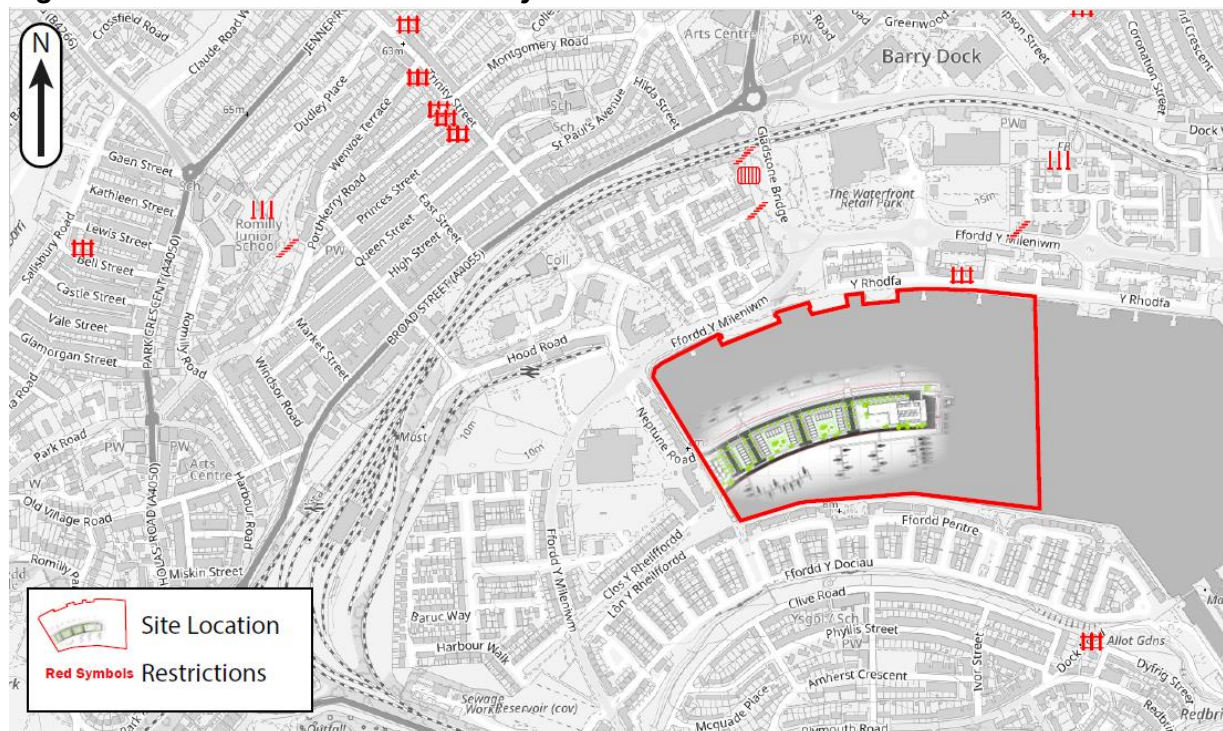
Table 2.2 – Local Facilities

	From Centre of Site		
Local Facility	Distance (m)	Walk (mins)	Cycle (mins)
Transport			
Barry Asda Bus Stop	450	6	2
Brewers Fayre Bus Stop	500	6	1
Barry Train Station	1,200	15	5
Barry Docks Train Station	1,800	23	7
Barry Island Train Station	1,100	13	4
Education			
Barry Island Primary School	450	6	6*
Ysgol Gymraeg Sant Baruc	500	6	2
High Street Primary School	1,200	16	8
Romilly Primary School	1,400	20	10
Health Centres			
West Quay Dental Practice	600	8	3
West Quay Medical Centre	600	8	3
Aneurin Evans Pharmacy	600	8	3
Food and Drink			
Goodsheds (and associated food / drink / retail outlets)	500	6	2
Academy Espresso Bar	500	6	2
Alium (restaurant)	500	6	2
Leisure			
Barry Island	1,000	12	4
Barry Leisure Centre	1,300	16	5
Barry High Street	850	12	6
Memo Arts Centre	1,100	14	5
Employment / Retail			
ASDA	150	2	1
Waterfront Retail Park	1,000	12	4
King Square, Town Centre	1,600	21	9

*This route avoids steps

- 2.11 The proximity of the site to these facilities is essential in encouraging a shift towards active travel for users of the site, who may otherwise lean towards the utilisation of private vehicle to make these trips. The proximity to a supermarket and to local medical facilities are considered excellent for this location, as well Barry High Street which offers amenities such as pubs, restaurants, retail and healthcare facilities.
- 2.12 The restrictions layer for DataMapWales has been consulted, showing that there are no restrictions along key routes between the proposed site and significant facilities, such as the rail stations, retail park and town centre. An extract of this map is displayed below on **Figure 2.3**

Figure 2.3 – Restrictions in the vicinity of the Site



- 2.13 There will also be an element of internalisation within the site between the various land uses.

Walking

- 2.14 The site is within walking distance of a number of local facilities, accessed via the good pedestrian infrastructure in the locality. The site is a 13 minute walk from Barry Island railway station and a 15 minute walk from Barry railway station. The nearest bus stops are within 500m of the centre of the site. There are pedestrian crossing points, footways and street lighting on routes to all the local facilities.
- 2.15 There are no Public Rights of Way (PRoW) within the immediate vicinity of the site, though this is negated by the excellent existing provision of footways and lighting in the area surrounding the site. Pedestrian connections exist towards the town centre, Barry train station and towards Barry Island also.
- 2.16 There is a good existing pedestrian crossing across Ffordd y Mileniwm in the form of signalised crossings providing onward access to Hood Road and Broad Street where local services including

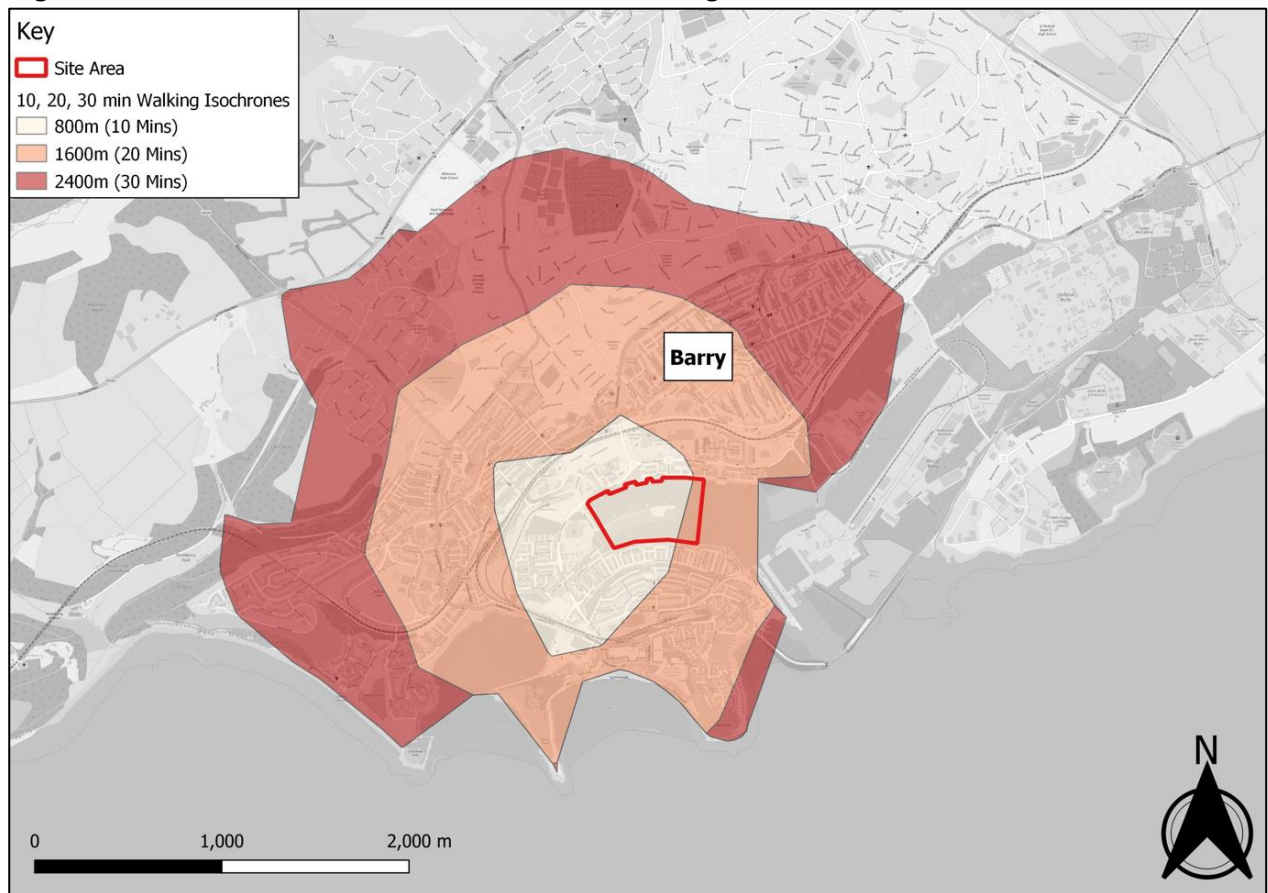
shops, pubs and employment areas are located. The junction on Ffordd y Mileniwm is shown in **Photograph 2.2**.

Photograph 2.2 – Ffordd y Mileniwm / Neptune Road / Hood Road junction



- 2.17 There are also good pedestrian links to Barry Island and Whitmore Bay, a popular leisure destination to the south. Connections to local leisure destinations will reduce the need of local residents to travel by private vehicle to locations further away for leisure purposes and support travel choices.
- 2.18 In practice, the distance that any individual is likely to choose to walk depends on that individual and their circumstances. Given current policies to promote health, wellbeing and active travel, there is an expectation that walking levels will increase.
- 2.19 **Figure 2.4** shows the indicative 10, 20 and 30 minute walking isochrones from the centre of the site.

Figure 2.4 – 10, 20 and 30 Minute Indicative Walking Isochrones



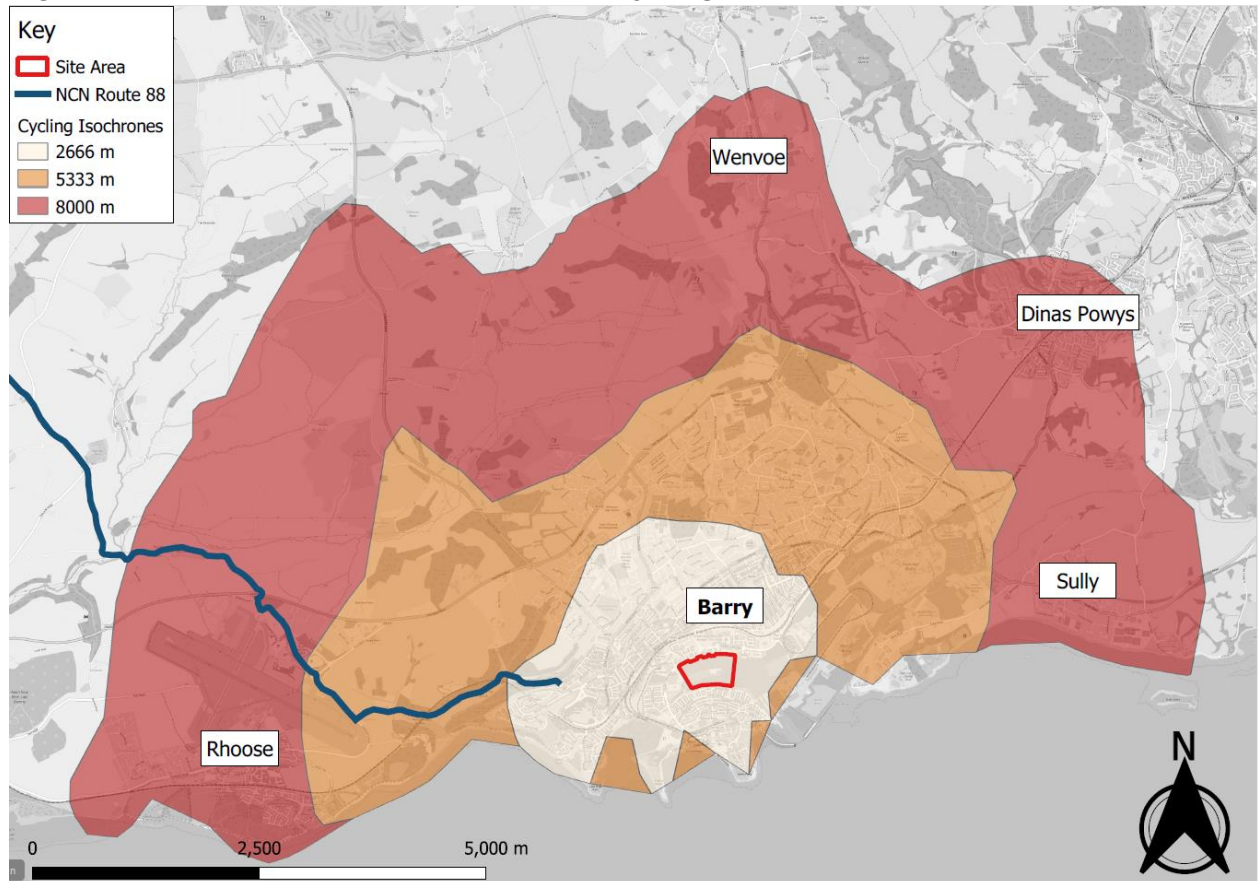
Cycling

- 2.20 The Active Travel Network Map shows the current and future walking and cycling routes. The main route in the vicinity of the site is the Ffordd Y Mileniwm (S) route, suitable for cyclists, pedestrians and wheelchair users. This provides access towards Barry Island to the south and The Waterfront Retail Park and Barry Docks railway station to the east.
- 2.21 Hood Road to the northwest of the northeast of the site off Ffordd Y Mileniwm is lightly trafficked, making it suitable for pedestrians and cyclists, providing access to Barry town centre. The Active Travel Network Maps indicates that this route will be improved in the short-term for both cyclist and pedestrian use.
- 2.22 There is cycle parking at Barry railway station and the route from the site to the station consists of mostly cycle-friendly roads (Hood Road and Broad Street). Routes between the site and local facilities such as this are important in encouraging multi-modal forms of travel for commutes or journeys undertaken by train.
- 2.23 The closest bike and e-bike hire scheme is the Cardiff NextBike scheme, with the closest docking station to the site at Sully Sports and Social Club, approximately 7km east of the site.

2.24 The National Cycle Network Route 88 (NCN 88) is located approximately 1.5km northwest of the site and provides a leisure route which connects with Porthkerry Country Park. It routes between Barry and the south of Bridgend via Llantwit Major and St Donat's.

2.25 **Figure 2.5** shows the indicative 10, 20 and 30 minute cycling distances from the centre of the site.

Figure 2.5 – 10, 20 and 30 Minute indicative Cycling Isochrones



Public Transport

Bus

2.26 There are good bus links within Barry for both local areas and for connections to the centre of Barry, Dinas Powys and Cardiff. The nearest bus stops to the site are the 'Brewer's Fayre' and 'Barry Asda' stops from which the bus times in **Table 2.1** have been taken.

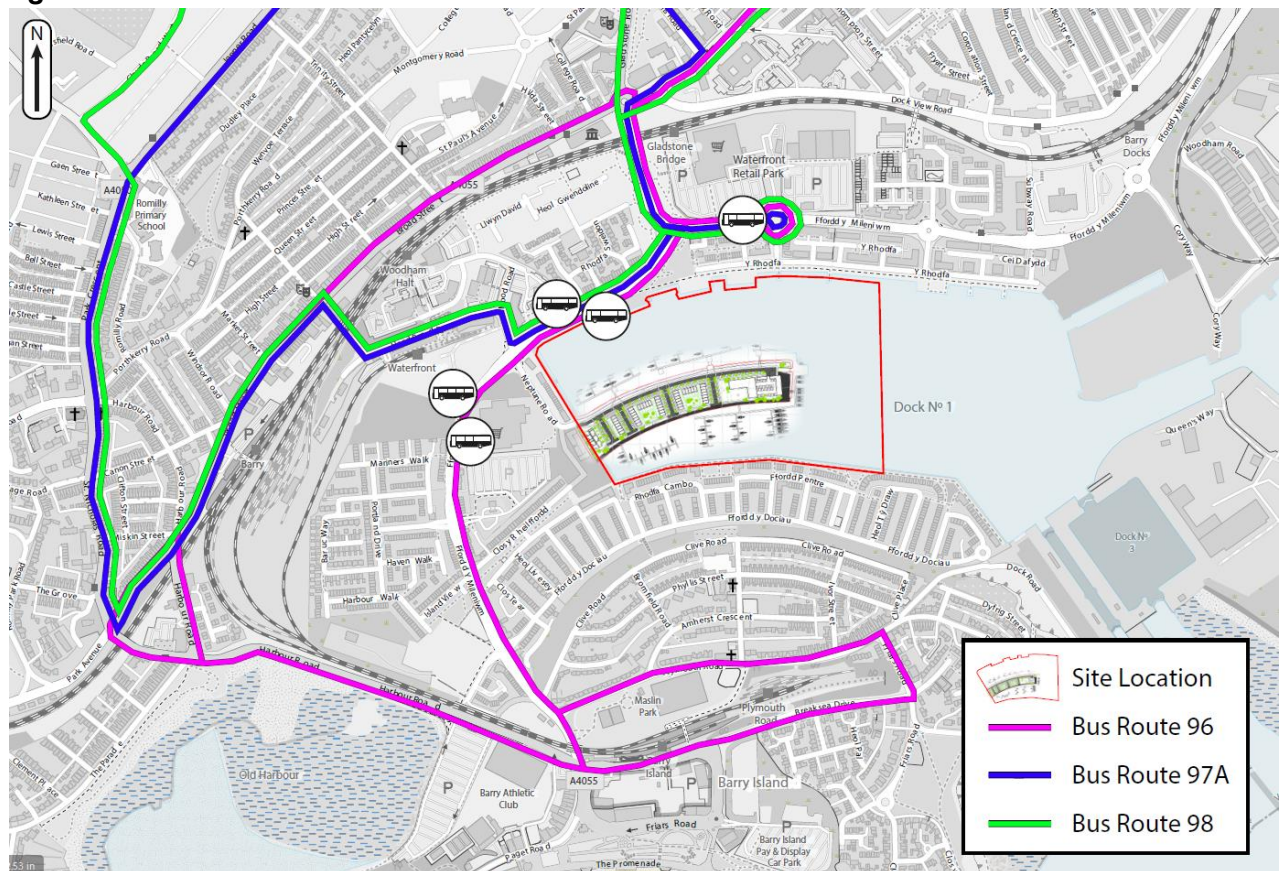
2.27 The 'Brewer's Fayre' bus stops benefits from a sheltered waiting facility, timetable information on display and a bench for passengers and is located approximately 500 metres to the north of the site along "Ffordd y Mileniwm".

Table 2.2 – Local Bus Services

Service	Route	Time		Frequency (mins)			Service Provider
		First Bus	Last Bus	Mon-Fri	Sat	Sun	
95	Heath Hospital – Barry Island	07:36	22:04	60	60	60	Cardiff Bus
	Barry Island – Heath Hospital	06:36	21:19	60	60	60	
97A	Barry Circular (from Brewer's Fayre)	07:44	17:29	30	30	N/A	Cardiff Bus
98	Highlight Park – Barry	08:34	14:40	60	N/A	N/A	Cardiff Bus

- 2.28 As shown in **Table 2.2** there are several services from bus stops surrounding the site which link to local facilities as well as destinations further afield such as Cardiff. There are also onward connections from bus stops in Barry town centre to Cardiff via Penarth and to Cardiff via Wenvoe from the 94 and 96 routes respectively.
- 2.29 The site is served by a minimum of one bus every 30 minutes. A map of the local bus services is shown in **Figure 2.6**. Bus route service 95 is also to be extended within the 'West Pond' area of the 'Barry Waterfront Development'. The West Pond Area is located to the immediate west of the site adjacent to 'Ffordd y Mileniwm'.

Figure 2.6 – Local Bus Routes



Rail

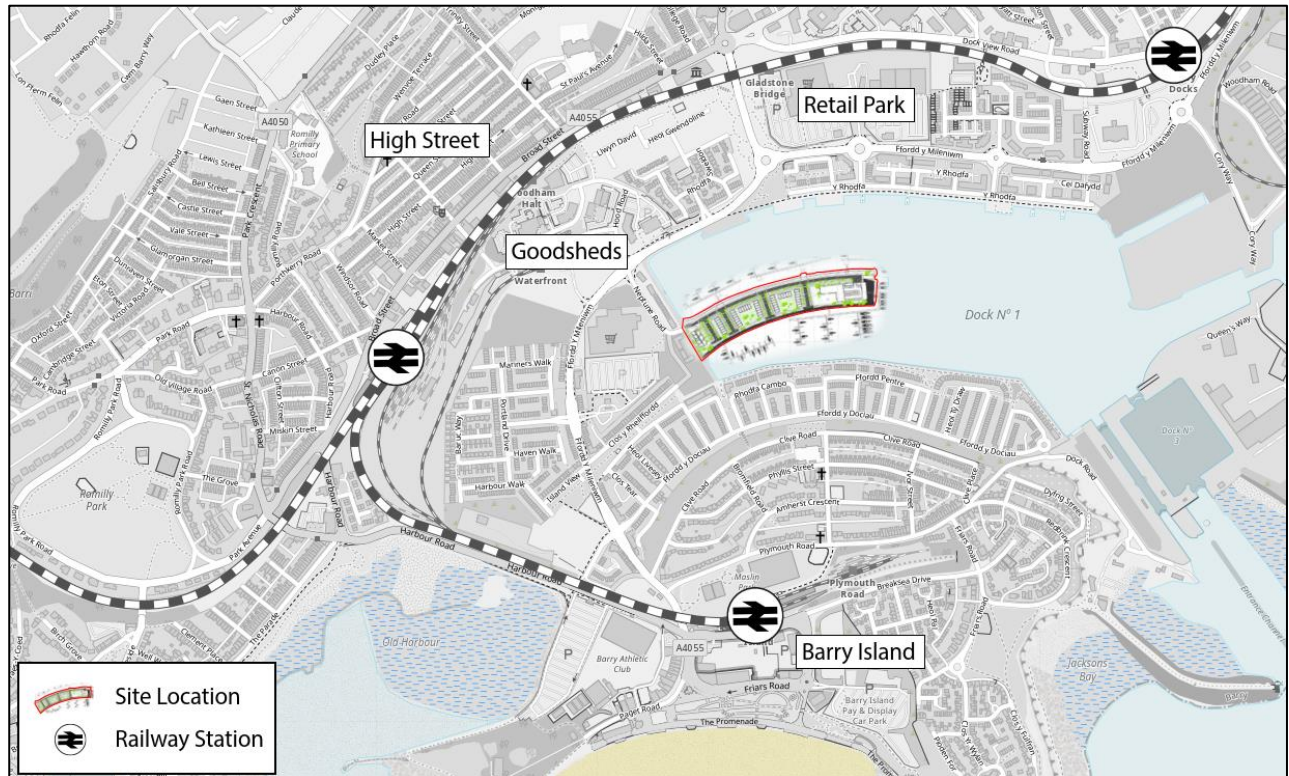
- 2.30 Rail provision in Barry is excellent with services running to Cardiff every 15 minutes as well as an hourly service to Bridgend which stops at Rhoose Cardiff International Airport. Barry Station, the most convenient station for The Mole site, is served by the Vale of Glamorgan Line. It benefits from regular services, 10 bicycle parking spaces, 110 free car parking spaces with three accessible spaces, a ticket office, ticket machines, departure / arrival screens and other facilities for users such as refreshment facilities and waiting rooms.
- 2.31 The Barry-Cardiff route is regularly used by commuters with a typical journey time of 25 minutes to Cardiff Central. It is expected that this service will be a viable and attractive option for travel to and from The Mole site.

Table 2.3 – Summary of Rail Services from Barry Railway Station

Destination	Frequency (mins)	Journey Time
Merthyr Tydfil, via Cardiff Central	15	1 hour 30 (Merthyr Tydfil) and 25 mins (to Cardiff)
Bridgend via Rhoose	60	34 mins (to Bridgend)

2.32 The service to Merthyr Tydfil via Cardiff also calls at Dinas Powys, Cogan, and Pontypridd as well as other stops along the Vale of Glamorgan line. The location of the local railway stations are shown in **Figure 2.7**.

Figure 2.7 – Local Railway Stations



Public Transport Improvements

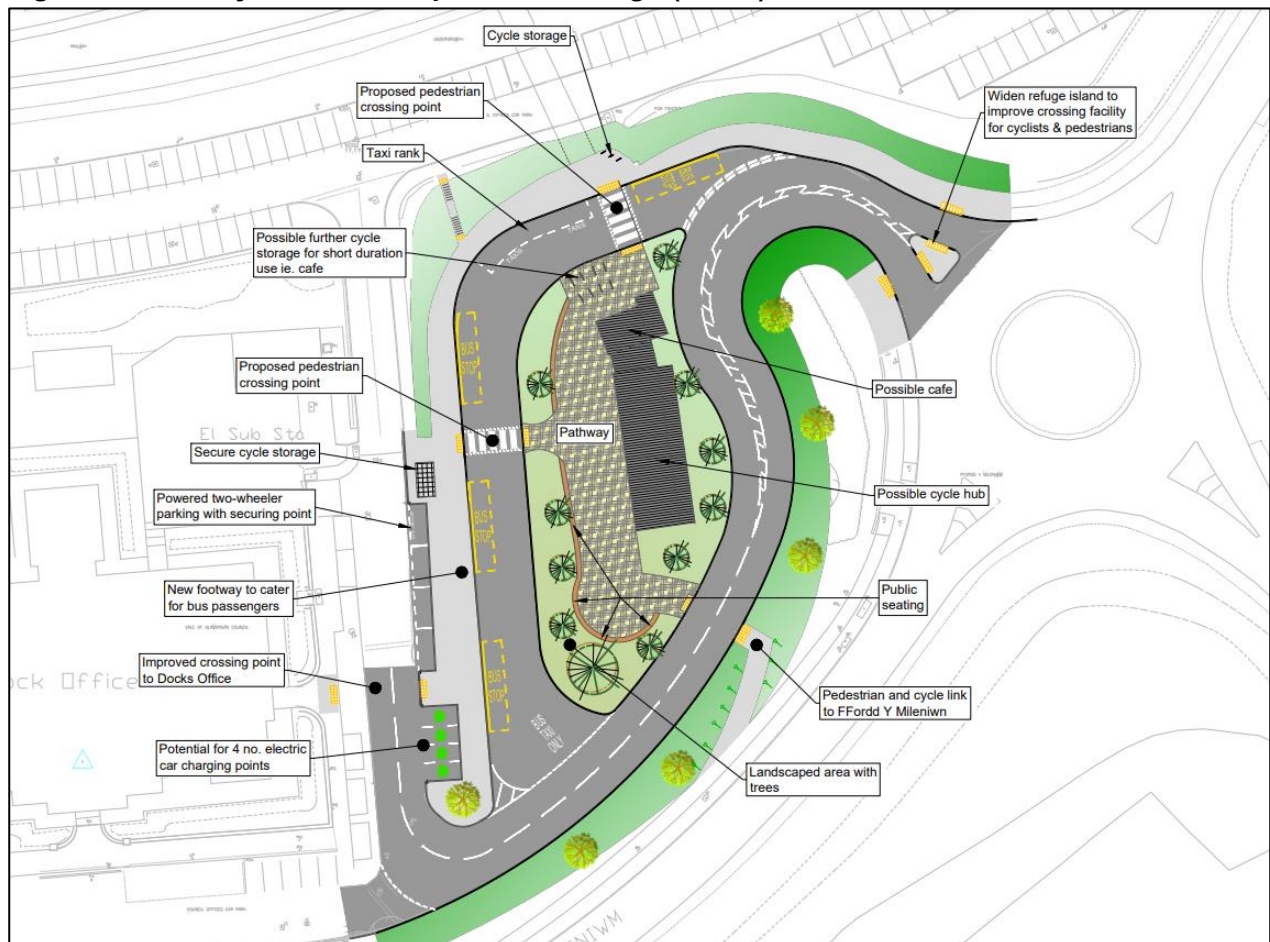
Barry Docks Transport Interchange

- 2.33 In August 2022, the VoG Council approved plans for a transport interchange at Barry Docks railway station.
- 2.34 The interchange will establish a bus and taxi interchange to the south of the station platforms. It will also lay the foundations to provide an additional Park & Ride car park, accessed from Dock View Road, to the north of the station platforms and residential and possibly commercial Uses to the northwest of the station, as future development phases.
- 2.35 The Transport Interchange will include:
- Capacity to accommodate a small number of business, retail and/or community hubs in its central area.
 - Electric vehicle charging infrastructure will be provided in car park areas that can be used by both station users and local residents.
 - Improvements to existing pedestrian and cycle route to the Station from Dock View Road

- Designated cycle and pedestrian route (and crossings) provided north/south across the site
- Existing pedestrian subway leading to the station platforms will be refurbished
- Additional cycle parking (Sheffield stands and cycle lockers) will be provided
- Signage, lighting and seating in the station vicinity will be improved.

2.36 The approved layout is included at **Figure 2.8** and in full in **Appendix A**.

Figure 2.8 – Barry Docks Transport Interchange (south)



South Wales Metro

2.37 As a part of the South Wales Metro plans, Transport for Wales (TfW) have committed to retaining the link from Penarth, Barry and Bridgend to destinations north of Cardiff Central using new tri-mode trains (powered by a combination of overhead electric, battery and diesel) from December 2023.

Barry Accessible Station Improvements

2.38 The improvements at Barry station were funded by the Department for Transport and Welsh Government through the Access for All programme.

- 2.39 The £3.3m project ensure that platforms 2 and 3 at Barry are fully accessible for the first time. Increased accessibility can promote the use of the rail network and provide better interchange options and ease of use.

Photograph 2.3 – Barry Railway Station Accessible Overbridge & Lifts



Local Highway Network

Neptune Road

- 2.40 Neptune Road runs in a north-south direction to the immediate west of the site. The road is currently unadopted and is a part of the Persimmon development at Barry Waterfront, though it is due to be adopted. It connects the site with Ffordd y Mileniwm, a main route through Barry. It is a two-way single carriageway residential estate road with footways and street lighting. The road is subject to a 30mph speed limit. There is a signalised crossing to the north of Neptune Road at its junction with Ffordd y Mileniwm forming part of the signal controlled junction.

Ffordd y Mileniwm

- 2.41 Ffordd y Mileniwm is one of the main through-routes within Barry, linking Barry Island in the west to the A4055 Cardiff Road in the east. Within the vicinity of the site it is a two-way single carriage way subject to a 30mph speed limit, with footways and street lighting. There are several bus stops along the road as well as multiple crossing points for pedestrians.

Further Highway Network

- 2.42 While the local highway network is typical of that of most towns, there are also onward connections via the A4050 and the A4226 to key local destinations. The A4050 leads north from Barry towards Culverhouse Cross and the A4232, which in turn connects to the M4 (at Junction 33). The A4226 leads west towards Cardiff Airport and the settlements of Rhoose and Llantwit Major. The A4226

known locally as Five Mile Lane has recently been improved and provides access to the A48 and onward destinations such as Bridgend to the west and Cardiff to the east.

Summary

- 2.43 In summary, the site is well connected in terms of proximity to active travel infrastructure and public transport. There are a number of local facilities within close proximity of the site including retail, food and drink and employment areas.
- 2.44 The site is well placed to promote travel by sustainable modes, which aligns with the goals of the TP.

3 Policy Review

Overview

- 3.1 This section of the report outlines relevant policies for development and transport in Wales and in the VoG, which are cognisant of one another and follow a common theme; moving towards carbon reduction in the promotion of development, supporting virtual and active mobility, followed by public transport with private vehicle trips at the bottom of the hierarchy.

Vale of Glamorgan LDP: Travel Plan – Supplementary Planning Guidance (July 2018)

- 3.2 VoG council has prepared and adopted Supplementary Planning Guidance (SPG) documents on various topics. SPGs provides additional policy advice for the Local Development Plan (LDP). These SPGs will be used as material considerations in the determination of planning applications.
- 3.3 The Travel Pan SPG references various policy documents such as:
- **The Planning (Wales) Act 2015** - seeks to deliver a planning system which is fair, resilient, enables development and helps create sustainable places.
 - **Well-Being of Future Generations (Wales) Act 2015** - seeks to improve the social, economic, environmental and cultural well-being of Wales. It contains seven well-being goals which local authorities as well as other public bodies must seek to achieve in order to improve well-being both now and in the future several of which support this SPG's promotion of sustainable travel.
 - **Active Travel (Wales) Act 2013** - seeks to make it easier for people to walk and cycle in Wales. 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.
 - **Vale of Glamorgan Local Development Plan 2011 - 2026 (LDP)** – The LDP constitutes the adopted development plan for the area. The LDP holds the principles of sustainability at its heart and contains a number of objectives (1, 2 and 3) which seek to promote sustainable communities, reduce the impact of climate change and promote access to sustainable forms of transport.
 - **The Local Transport Plan 2015 – 2030 (LTP)** - The LTP sets the transport agenda for the Vale of Glamorgan, by identifying the sustainable transport measures required for the period 2015 to 2020 as well as looking forward to 2030. 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. The LTP also seeks to tackle traffic congestion by securing improvements to the strategic highway corridors for commuters who may need to travel by car as well as providing better infrastructure for freight. It also addresses the key road safety priorities for the Vale of Glamorgan.

- 3.4 The SPG states that travel plans can offer numerous benefits not only to employers and employees or new residents, but also to the surrounding community in which the new development will be sited. The sustainable travel initiatives within a travel plan can be economically beneficial for an organisation or individuals and can also relieve local parking and congestion issues, contribute to improved local air quality, foster healthier lifestyles and help support public transport within an area.
- 3.5 The Travel Plan SPG references LPD Policy MD1 – Location of new development. Within this policy, it states that new development should:
- Reinforce the role and function of the key settlement of Barry as a key provider of commercial, community and healthcare facilities;
 - Where appropriate promote new enterprises, tourism, leisure and community facilities in the Vale of Glamorgan;
 - Have access to or promote the use of sustainable modes of transport;
 - Benefit from existing infrastructure provision or where necessary make provision for new infrastructure without any unacceptable effect on the natural or built environment;
- 3.6 The Travel Plan SPG further outlines benefits for developers and local authorities, but in the context of benefits for staff and site users it states that TPs can:
- Provide better access / incentives to more sustainable modes of transport;
 - Reduce the cost of commuting or even remove the need to own a car;
 - Reduce journey times to work, leisure facilities and other destinations;
 - Improve physical and mental health by providing the opportunity to build exercise and stress relief into daily life;
 - Free up parking for those people that actually require the use of a vehicle;
 - Provide an improved work-life balance;
 - Provide benefits to people by shifting travel perks based on seniority to incentives for sustainable travel.
- 3.7 The document reinforces that position that monitoring is a key component of any TP, recognising that enables an assessment of whether the initiatives are having the desired effect on people's travel behaviour.
- 3.8 Questionnaires are promoted in the Travel Plan SPG as a good method of monitoring the TP.

4 Development Proposals

Overview

4.1 The development proposals comprise the following:

- creation of a 400-berth marina with floating pontoons. A Marina development comprising a 520 sqm office building including a restaurant;
- A 29,000 sq ft (2,694 sqm) incubator workspace building comprising offices, smart innovation space, break-out space and a café;
- Residential development comprising 45 x three and four bedroom townhouses and 20 x one and two bedroom apartments with a maximum height of four storeys;
- Access road and car parking;
- Landscaping and public open space/park;
- Engineering works to raise the existing ground levels to a minimum of 9.00m AOD in order to mitigate against flood risk.

Site Layout

4.2 The site layout is demonstrated in **Figure 4.1** and included in full at **Appendix B**.

Figure 4.1 – Site Layout



Marina

- 4.3 The development includes the creation of a 400-berth marina with floating pontoons. The pontoons are located to the north, east and west of the peninsula with the pontoons fixed to the site at regular intervals.
- 4.4 A slipway is provided on the eastern end of the peninsula enabling boats to be launched and retrieved from the dock. This is however retained from the existing site and a purpose built facility is being delivered on the eastern side of the dock, to the south of David Davies Road.
- 4.5 The onsite slip is proposed to be used infrequently for smaller craft and personal Watersports such as Stand Up Paddle boarding (SUP) and kayaks of marina members and residents.

Restaurant

- 4.6 Linked to the Marina operation, a 520 sqm office building is proposed which includes a restaurant.

Office Space

- 4.7 The site includes a 2,694 sqm incubator workspace building comprising offices, smart innovation space, break-out space and a café.

Residential

- 4.8 The residential element on the site comprises 45 no. three and four bedroom townhouses and 20 no. one and two bedroom apartments with a maximum height of four storeys.
- 4.9 The town houses are located in seven terraces across the site, fronting east, west and north.
- 4.10 On the western end of the site, a block of flats is proposed which provides 20 no one and two bedroom apartments.

Access

- 4.11 Access to the site is provided via Neptune Road to the west. Neptune Road in turn connects to Ffordd y Mileniwm and Hood Road junction at a signalised junction.
- 4.12 This access forms the primary access route into and out of the site.

Pedestrians

- 4.13 Pedestrian access is provided at two locations as follows:
 - Adjacent to the carriageway of Neptune Road
 - At the southwestern corner of the site connecting through to the Barry Waterfront development (subject to a corresponding offsite connection).

Cyclists

- 4.14 Access for cyclists is provided via the main access route into and out of the site. This access route will be signed at a maximum of 20 mph.

Cycle Parking

- 4.15 Cycle parking standards are contained within the VoG Parking Standards by land use type. These Parking Standards include both car and cycle parking. The Parking Standards Supplementary Planning Guidance (SPG) forms part of the VoG Local Development Plan (2011 – 2026) January 2019.
- 4.16 The relevant cycle parking standards and the proposed provision at this stage is provided in **Table 4.1**.

Table 4.1 – VoG Selective Cycle Parking Standards (January 2019)

Land Use	Standards	Cycle Parking Provision
Residential Houses & Apartments	Apartments Long Stay – 1 stand per 5 bedrooms Short Stay – no requirement.	4 – 8 spaces (depending on 1 & 2 bedroom mix)
Offices	Long Stay - 1 stand per 200 sqm Short Stay – 1 stand per 100 sqm	Long Stay – 13 spaces Short Stay – 27 spaces
Restaurants & Cafes (All types)	Long Stay - 1 stand per 10 staff Short Stay – no requirement	Expected 1 – 2 stands
Marinas (Leisure Clubs & Sports Clubs)	Long Stay - 1 stand per 10 staff 1 stand per 10 facility users	Expected 40 spaces

Details: Office provides 2,694 sqm

Parking

- 4.17 Parking is proposed as follows:
- **Marina and office** - car park located between the marina and office building and adjacent to the site access road.
 - **Residential** - in a parking court for the flats and adjacent to internal roads within the site.

4.18 The masterplan proposes that the following quantity of car parking spaces associated with each land use:

- **Residential** – 65 spaces
- **Residential Visitors** – 16 spaces
- **Marina and Office** – 114 spaces

4.19 The parking standards set out are maximum parking standards and further context provided with the standards state that ‘an appropriate level of car parking is integrated in a way which does not dominate the development’. The relevant parking standards and the proposed parking provision is provided in **Table 4.2**.

Table 4.2 – VoG Selective Parking Standards (January 2019) & Provision

Land Use	Standards	Parking Provision
Residential	<i>Zones A - E</i>	Houses & flats: 65
Houses & Apartments	Residents - 1 space per bedroom (maximum requirement 3 spaces) Visitors - 1 space per 5 units	Parking: 65 spaces (one space per unit) Visitor: 13 spaces
Offices (>1,000 sqm)	<i>Zones A – B</i> 1 space per 60 sqm	130 parking spaces
Restaurants	<i>Zones A – C</i> Operational: 1 commercial vehicle space Non Operational: 1 space per 3 non-resident staff & 1 space per 7 sqm of dining area	
Marinas	<i>All Zones</i> Operational – 1 car and trailer space Non- operational - 1 space per berth	
Total		208 spaces

Disabled Parking

- 4.20 Disabled parking is proposed in line with standards with 5% of the total car park capacity designated (to include both employees and visitors).
- 4.21 For the marina and restaurant elements, 6% of the total car park capacity is proposed for visiting disabled people. The standards also state that a minimum of one space for each employee who is disabled should be provided. Given the development is yet to be consented, it is not practicable to assume the level of disabled employees working at the site.

Electric Vehicle Charging

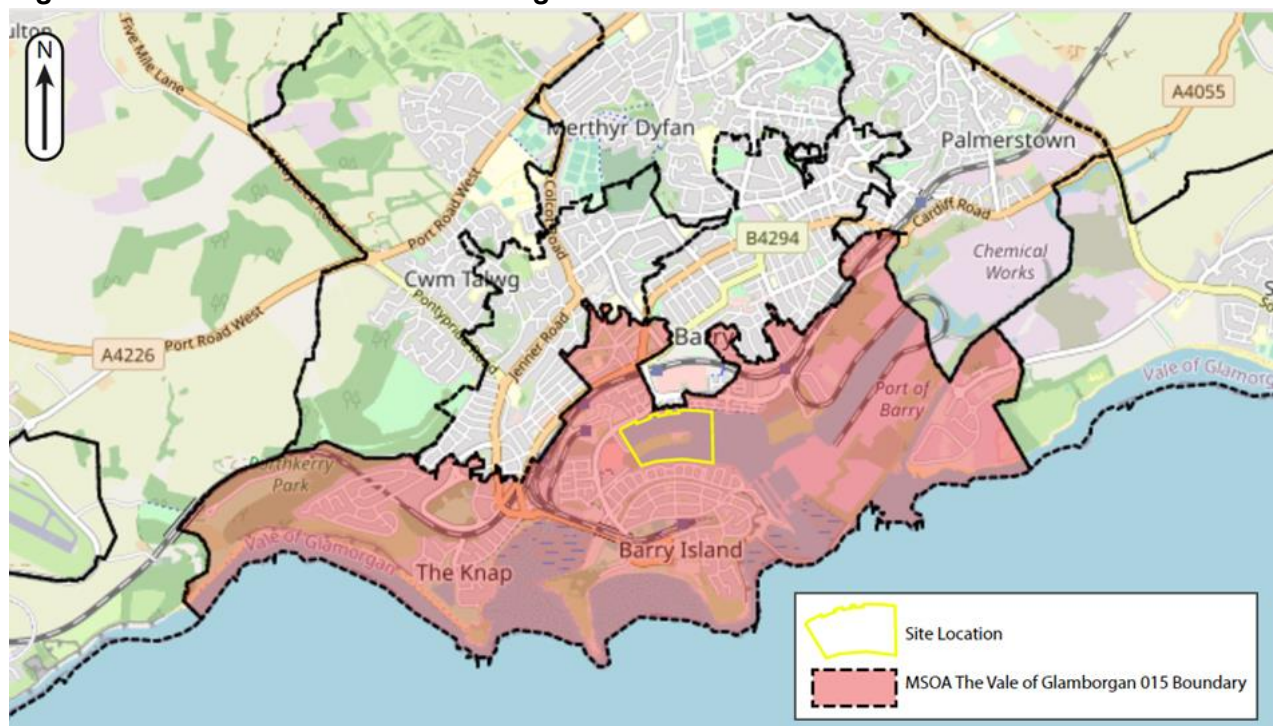
- 4.22 For new residential development proposals, VoG Council encourage developers to provide Electric Vehicle Charging Points (EVCP) wherever appropriate at a ratio of 10% of all parking spaces provided.
- 4.23 For non-residential land uses, a threshold approach is taken; for the proposed land uses, this equates to at least 10% of car parking spaces, which shall be a 'Fast' charge point type.

5 Existing Travel Demands

Existing Travel Behaviour

- 5.1 In the context of existing travel behaviour within the vicinity of the site, the 2011 census ‘method of travel to work’ data has been examined in order to determine the current mode-split for residents of the local area. Despite the 2021 Census being completed, the 2011 data is the most recently available travel to work data.
- 5.2 The MSOA in which the site lies (The Vale of Glamorgan 015) is considered appropriate for establishing existing travel patterns and is illustrated within **Figure 5.1**.

Figure 5.1 - MSOA The Vale of Glamorgan 015



(source: www.nomisweb.co.uk)

- 5.3 Discounting the ‘work from home’, ‘underground’ and ‘not in employment’ methods of travel, the mode split for the remaining methods is demonstrated within **Table 5.1**

Table 5.1 – Mode Split

Mode	MSOA Sample	Share
Train	351	9%
Bus, minibus or coach	85	2%
Taxi	20	1%
Motorcycle, scooter or moped	16	0%
Driving a car or van	2,643	70%
Passenger in a car or van	227	6%
Bicycle	54	1%
On foot	342	9%
Other method of travel to work	40	1%
Total	3,778	100%

- 5.4 As demonstrated, there are a good number of residents who, in 2011, journeyed to work by sustainable modes i.e., 9% by foot, 9% by train, 6% as a passenger in a car or van and 3% by bus or bicycle.
- 5.5 The mode share set out in **Table 5.1** has been included as part of the trip generation and the resulting predicted mode share for the development is subsequently set out later on in this TP in **Table 6.1**.

6 Objectives, Measures and Targets

Overview

6.1 This section of the report sets out the objectives and targets of the TP.

Aim and Objectives

6.2 This Travel Plan is primarily aimed at reducing the dependence of staff, marina users and residents on private vehicles for travelling to the proposed development.

6.3 Objectives of this TP are to promote initiatives that include;

- Encouraging use of sustainable travel modes (which includes all non-single car occupancy modes);
- Promoting healthy lifestyles;
- Encouraging social inclusion by identifying travel choice;
- Minimising the impact of vehicles on the environment;
- Promoting sustainability by raising the awareness of environmental damage.

6.4 Experience has shown that Travel Plans can bring economic, environmental, health and social benefits to both staff and visitors travelling to and from the site, as well as to local people living in the area. The key benefits which can result following the implementation of a Travel Plan are outlined below:

- **Economic** - more sustainable travel modes can save money. Increasing the critical mass using public transport can make services more viable, and car sharing can significantly reduce travel costs.
- **Environmental** - a reduction in car journeys made to and from the site reduces the level of air and noise pollution in and around the site.
- **Health** - by adopting more sustainable modes of travel such as walking or cycling, physical and mental wellbeing may be improved, and people lead a healthier lifestyle.
- **Social** - people are not trapped into car ownership and are able to interact with other individuals on their journey to and from the site. Increased pedestrian and cycle activity make areas feel safer.

Travel Plan Coordinator

6.5 TPs are dependent on a nominated individual being given the time and resources to implement the measures of the TP. The site management team or similar will appoint a Workplace Travel Plan Coordinator (TPC) to oversee the implementation of the TP.

6.6 The role of the TPC as defined by VoG's Travel Plan Supplementary Planning Guidance (2018) includes the following responsibilities:

- To take the lead on the implementation and development of the Travel Plan.
- To have responsibility for raising awareness and uptake of sustainable transport
- To act as the point of contact within the organisation for anyone requiring transport advice or information
- To gather information about how staff and customers currently travel to the company's sites and report as required.
- To conduct travel surveys to establish why people travel the way they do and what the company could do to get them to change to sustainable transport.
- To set up, facilitate and coordinate relevant steering and/or implementation groups, e.g., a bicycle user group.
- Organising and coordinating events in the travel Action Plan;
- Acting as a point of contact for external stakeholders;
- On-going promotion of the Travel Plan; and
- Publicising success and reporting to stakeholders.

6.7 The Workplace TPC role will be additional duties for a member of staff likely to be associated with the incubator workspace, i.e., a building manager or HR manager (dependent on the occupier(s)). The Workplace TPC will maintain contact with VoG as appropriate. The overall time commitment from the TPC would be approximately a few hours per month as required, though during periods such as managing travel surveys, the resource commitment will be greater.

Targets

6.8 Targets must be 'SMART'. This means:

- **S**ite Specific;
- **M**easurable;
- **A**chievable;
- **R**ealistic; and
- **T**imebound.

6.9 The target for the development will be to achieve the mode share as set out within the multimodal trip generation contained within the Transport Assessment. The TP target is to reduce car dependency

by 6% over three years with corresponding increases in walking, public transport, cycling and car sharing. This has been set out below in **Table 6.1**.

Table 6.1 – Mode Share Summary

Mode	Existing Mode Split	Proposed Mode Split	Net Change
Car (Single Occupancy)	61%	55%	-6%
On Foot	18%	20%	+2%
Public Transport	8%	10%	+2%
Bicycle	2%	3%	+1%
Motorcycle	0%	0%	
Passenger in a car or in a van	9%	10%	+1%
Taxi	1%	1%	
Other	1%	1%	
Total	100%	100%	

- 6.10 Depending upon the outcome of the initial travel survey, the mode share targets can be reviewed with the VoG and amended subject to agreement between the VoG and the TPC.
- 6.11 The TP will be monitored over a period of three years in accordance with VoG's guidance. The increase in public transport will be achieved through the promotion of the existing and future bus services by the TPC and the provision of information including maps and timetables. The implementation of the transport strategy including Travel Plan is designed to reduce the mode share for single occupancy car and increase the mode share for public transport and walking.

7 Sustainable Transport Measures

Overview

- 7.1 This section details the measures which the TP commits to. The following measures are not exhaustive, and the exact nature of the measures is dependent on the needs of the TP and the results of the Travel Surveys.
- 7.2 This TP is considered a ‘living document’ and should be updated regularly to reflect changes to transport infrastructure, service patterns and the development of the site

Measures – Travel Information Pack

- 7.3 The Travel Information Pack for each new member of staff will include information on the following measures to promote sustainable travel for new employees at the development site. The Travel Information Pack will also be made available to marina users and residents.

Car Sharing

- 7.4 Car sharing aims to match commuting journeys allowing the individuals to benefit from the convenience of a car journey whilst reducing the cost of the journey and the number of vehicles on the network.
- 7.5 Liftshare is the UK’s largest carpooling network and is available within Barry and the wider VoG.
- 7.6 Other incentives for car sharing could include dedicated parking or reduced parking fares for car sharers.
- 7.7 This information will be included within the Travel Information Pack.

Car Clubs

- 7.8 Barry does not currently have any Car Club vehicles though there is a network of vehicles located with Cardiff. There may be an opportunity to develop an onsite car club as part of the development and this should be reviewed by the TPC.

Taxis

- 7.9 The Travel Information Packs will include contact details for local taxi companies such as A2B, Barry Taxis, Dragon Taxis, and app-based such as Uber.

Other

- 7.10 Notice boards may also be utilised in communal areas to promote sustainable travel to the site, such as car-sharing, and cycling and walking maps for the local area and the contact details of local and national cycling organisations, such as Sustrans.

Public Transport

- 7.11 There are various journey planning apps available such as Citymapper which support multimodal journey planning and reflect real time travel information.
- 7.12 Provision of up to date and accurate information on public transport services available within the vicinity of the site including maps, timetables and service information.
- 7.13 Collaboration with local service providers for route improvements or negotiate ticket discounts.

Bus

- 7.14 The Cardiff Buss app allows users access to journey planning, live journey time information and supports the online purchasing of bus tickets.
- 7.15 Other benefits include discounts with local businesses and saving money by buying flexible tickets.

Rail

- 7.16 The Transport for Wales (TfW) app allows users access to time and money saving benefits.
- 7.17 The TfW app provides helpful information such as live updates on train times, and a capacity checker to allow users to find trains with space. The TfW app offers paperless tickets and the option of delay repay if trains are delayed or cancelled. The app offers additional tools such as 'favourite' stations and specific train journey notifications.
- 7.18 Users can also save up to half the price on long-distance train journeys with Advance tickets and get 12 single journeys for the price of 10 with the app-exclusive Multiflex ticket.

Walking and Cycling

- 7.19 There are some inherent advantages that will encourage site users to walk to the site. In summary, these are:
 - The site is within a comfortable walking distance of the existing residential areas of Barry Waterfront, as well as ASDA and Goodsheds and other retail, food and drink services;
 - There are excellent pedestrian and cycle linkages including Ffordd Y Mileniwm which benefits from a shared footway / cycleway;
 - There is a bus stop within a 6 minute walk and a train station within a 15 minute walk.

The Travel Information Packs will provide details of local bike shops such as Halfords in Barry and major employers who participate in the Cycle to Work scheme.

- 7.20 The information packs will highlight the pedestrian routes to and from the site.

School Transport

- 7.21 The Vale of Glamorgan Council provides free school transport for:
- Primary age pupils residing two miles or over from their nearest designated catchment area school of type
 - Secondary age pupils residing three miles or over from their nearest designated catchment area school of type
- 7.22 Distances are measured by the shortest available walking route and pupils will need to be accompanied by a responsible adult if necessary.
- 7.23 There are free resources from THINK! And Switch on Rail Safety to ensure children are safe when coming to and from school which will be made available in the Information Packs for residents.

8 Monitoring and Review

8.1 It is important a thorough TP monitoring system is put in place. The two main reasons for monitoring of the TP are:

- To provide feedback so the TP be updated/refined; and
- To measure the levels of success in meeting identified targets.

8.2 A framework for the monitoring and review strategy is outlined in this section.

Monitoring Strategy

8.3 The TP will be monitored on a three-year cycle.

8.4 The monitoring programme will include a baseline travel survey within 6 months of the development completion. The first annual report should be made one year following the baseline survey report. A sample travel survey questionnaire for employees of the marina is included in **Appendix C**. Additionally, a sample travel survey for residents is included in **Appendix D**.

8.5 The monitoring will be undertaken by the TPC using an approved questionnaire template.

8.6 Additional monitoring may be useful to ascertain whether different aspects of the Travel Plan need to be modified. These may include:

- Monitoring the level and usage of parking spaces;
- Monitoring the utilisation of cycle stands;
- Monitoring the take up of the car sharing scheme; and
- Recording comments received from office staff, marina users and residents relating to the operation and implications of the Travel Plan.

8.7 The survey timetable is as proposed in **Table 8.1**.

Table 8.1 – Survey Timetables

Description	Timeframe
Baseline	Within 6 months of occupation
1st Monitoring Survey	Year 1
2nd Monitoring Survey	Year 2
3rd Monitoring Survey	Year 3

8.8 A formalised programme of monitoring, which sets dates of surveys, will be agreed in consultation with VoG as above once occupation occurs and will continue for a three-year period.

Reporting

- 8.9 The TP Review will be undertaken on a yearly basis and will be sent to VoG Council. Once the initial travel surveys have been undertaken at the site, the first monitoring survey will show whether the trend towards targets being met is achieved and whether the measures implemented are having the desired effect on how staff, marina users and residents' travel.
- 8.10 This review will involve updating the TP document, if necessary, to consider changes to transport availability, site user, changes in travel patterns, and revisions to targets and measures if deemed necessary.
- 8.11 The monitoring report should include the following aspects:
- Site name and address;
 - Actions undertaken to date - A summary of all the actions undertaken to meet the objectives of the travel plan should be provided. Results of the surveys – The results of the surveys should be presented as absolute numbers rather than percentages, additional information about the site should also be provided. As a minimum, this should be the number of people based on site and the number of parking.
 - An action plan – This should set out how the travel plan will be delivered in order to meet its objectives and targets.
- 8.12 A full comprehensive report will be issued at the last year of the TP.

9 Action Plan

Table 9.1 - Action Plan				
Action Type	Action	Responsibility	Suggested Timeframe	Notes
Management	Appointment of Travel Plan Coordinator (TPC)	Member of Staff	Within three months of development	This is preferable to be completed within three months of development
Baseline Travel Patterns	Baseline travel survey	TPC	Undertaken within six months of development occupation	Survey results will need to be reported back to the VoG, the baseline survey represents the Travel Plans Year 0 start point.
Travel Plan Document Progression	Finalisation of measures to be implemented	TPC and Planning Authority officers	Within three months of the baseline survey.	The measures should be agreed with the Local Planning Authority during the application process; however, the baseline survey might reveal other possible measures to implement.
	Target setting	TPC and Planning officers	Within three months of the completion of the baseline survey	Targets will need to be agreed with the Council
	Travel Plan document completion	TPC	Within three months of the completion of the baseline survey Revised at Year three after full review	This should be completed before Travel Plan launch.
Monitoring, Review & Reporting	Monitoring of measures and initiative take-up	TPC	On-going	This will involve regular monitoring of cycle and motorcycle parking use, and uptake of other measures implemented.
	First snapshot/monitoring survey	TPC	At Year one	On the first anniversary of the completion of the baseline survey. This will be completed in-house
	Partial review and reporting 1	TPC and Planning officers	Following Year 1 snapshot survey result analysis	This will be a partial review focusing on revision of targets and measures where necessary.

Table 9.1 - Action Plan

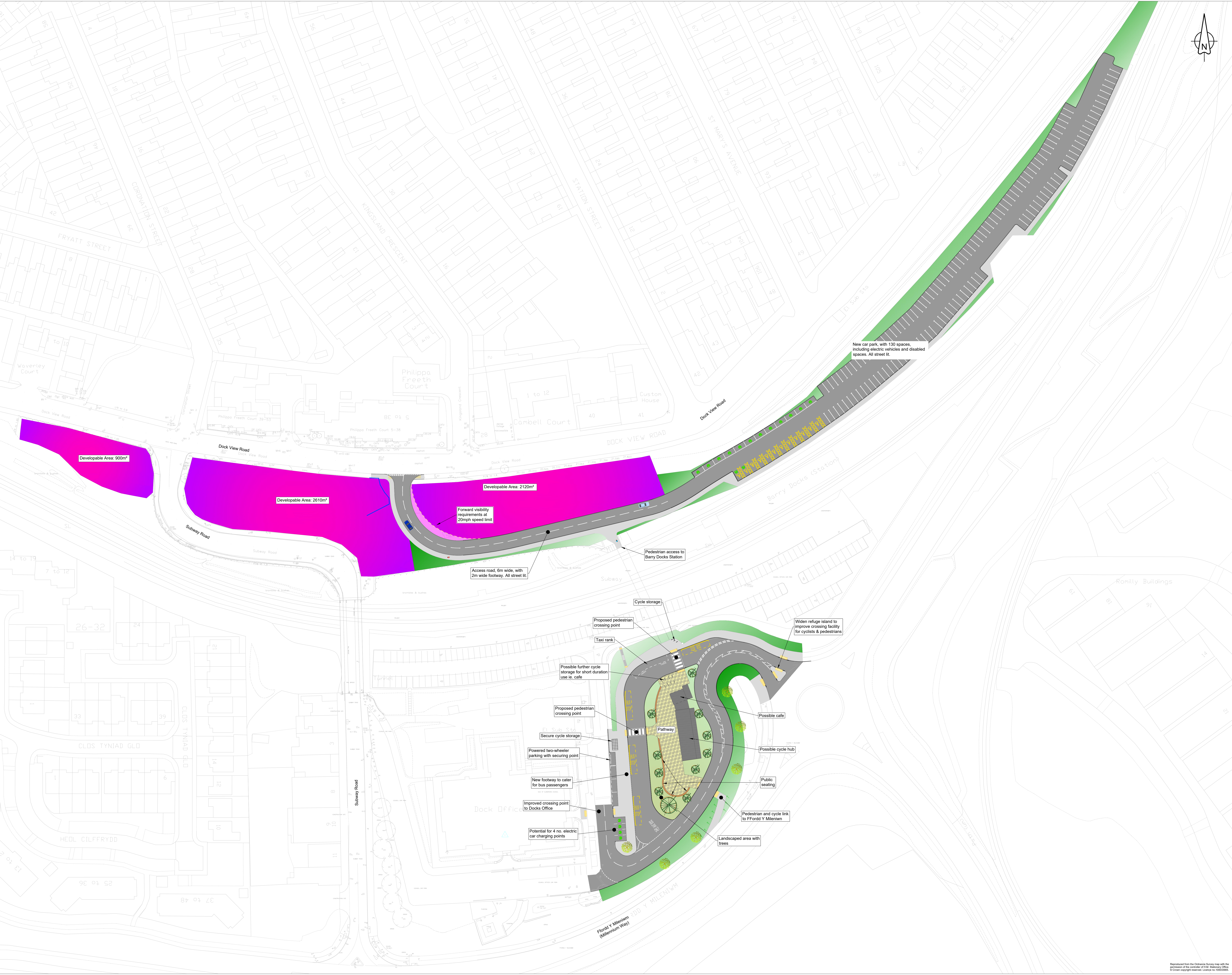
Action Type	Action	Responsibility	Suggested Timeframe	Notes
	Partial review and reporting	TPC and VoG officers	Following Year three monitoring survey results analysis	This will be a partial review focusing on revision of targets and measures where necessary.
	Snapshot/monitoring survey	TPC	At Year three	On the third anniversary of the completion of the baseline survey.
	Full review and reporting	TPC and VoG officers	Following Year three monitoring survey results analysis	This will be a full review at the end of the three year monitoring and review period. The Travel Plan document will be completely revised.
Implementation	Implementation of measures	TPC will liaise with Marina management team (if applicable)	From the start of construction and on-going	Dependent on the nature of the measure. Physical measures such as cycle parking will be implemented during construction. Policy measures will be implemented on an on-going basis. The TPC will need to create a more detailed implementation timetable.
	Provision of Travel Packs to all employees	TPC	Upon occupation	Travel packs will contain up-to-date details of bus timetables, route maps and fare information, rail timetables and fare information, cycle and walking route maps, information on the benefits of sustainable travel and a brief overview of the Travel Plan. It will also include the TPC's details and their availability to provide personal travel planning services
	Communal Notice Boards within site	TPC	Upon occupation and information to be reviewed by TPC every three months	These will be provided in prominent communal locations and will be designed in the same format so that employees are able to recognise them around the site.

Table 9.1 - Action Plan

Action Type	Action	Responsibility	Suggested Timeframe	Notes
				They will provide the same information as the travel packs and will be reviewed on a three-month basis to ensure that information is up to date
	Personal Travel Planning Service	TPC	On-going	The TPC will keep a record of all employees who use the personal travel planning service, and will collect feedback
	Explore possibility of discounts at cycle retailers	TPC	On-going (dependent on interest from employees)	The TPC will liaise with local bicycle retailers to explore the possibility of obtaining discounts on bicycles and equipment for employees. The uptake of discounts will be recorded.
	Explore possibility of discounts on public transport routes	TPC	On-going (dependent on interest from employees)	The TPC will liaise with public transport operators to explore the possibility of obtaining discounts on season tickets for employees. The uptake will be recorded.
	Promote cycling through awareness campaigns	TPC	On-going	The TPC will promote the benefits of cycling through campaigns such as National Bike Week and will organise group cycle rides
	Promote walking through awareness campaigns	TPC	On-going	The TPC will promote the benefits of walking through campaigns such as the '10,000 steps a day challenge' and will organise group walking activities

Appendix A

Barry Docks Transport Interchange Plan



NOTES

1 Electric bus charging and bus shelters not shown for clarity

Rev	Revision details	Drawn	Chkd	Appd	Date
	Designed: AC/Turley				Date: 22/09/2021
	Drawn: AC/Turley				Date: 22/09/2021
	Checked:				Date:
	Approved:				Date:

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Client: **VALE of GLAMORGAN**
BHD MORGANWGW

Project Name: **Barry Docks Interchange**

Drawing Title: **Highway Alignment Option 2**

Original Drawing Size : A1	Scale : 1:500
Dimensions : -	

Drawing Status: SHARED	Suitability: S3
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Drawing No: BDI-AMEY-001-00-DR-C-005	Rev:
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Appendix B

Site Masterplan



Schedule			
Type	Quantity	Type	Quantity
Flats (1 & 2 Bed)	20	Car Parking (Resi.)	65
Town House (3 & 4 Bed)	45	Car Parking (Resi. visitor)	13
		Car Parking (Marina)	130
Total		Total	208

Figured dimensions and levels to be used.
Any inaccuracies must be notified to the architect.
Detail drawings and large scale drawings take precedence over smaller drawings.

Rev:	
A	Additional parking and turning heads included. TW. 19.04.23
B	Edited landscaping and added traffic bollards to jetty. LJS. 10.05.23

Chk'd:	Rev:
DR	
DR	

Chk'd:	Rev:
-	

Chk'd:

PRELIMINARY	
PLANNING	✓
DESIGN	
TENDER	
CONSTRUCTION	

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Registered Office: Powell Dobson, Suite 1F, Building One, Eastern Business Park, Wern Fawr Lane, Old St. Mellons, Cardiff CF3 5EA. Powell Dobson is a trading name of Powell Dobson Architects Ltd a company registered in England and Wales No 3873802.

powelldobson
ARCHITECTS

Cardiff Office: Suite 1F, Building One, Eastern Business Park, Wern Fawr Lane, Old St Mellons, Cardiff CF3 5EA
Tel: +44 (0)33 33 201 061 www.powelldobson.com

Contract: **ABP**
Barry Waterfront 'The Mole' Masterplan
Title: **Illustrative masterplan - Ground Floor**

Drawing No.	Rev.
20065 (05) 100	B

Scale: 1:1000 @ A1
Date: 03 10 2022
Drawn: KP
Checked: AMS



Figured dimensions and levels to be used.
Any inaccuracies must be notified to the architect.
Detail drawings and large scale drawings take precedence over smaller drawings.

Rev:	Chk'd:	Rev:	Chk'd:	Rev:	Chk'd:
A	DR				
Edited landscaping and added traffic bollards to jetty. LJS. 10.05.23					

PRELIMINARY	
PLANNING	✓
DESIGN	
TENDER	
CONSTRUCTION	

powelldobson
ARCHITECTS

Cardiff Office: Suite 1F, Building One, Eastern Business Park, Wern Fawr Lane, Old St Mellons, Cardiff CF3 5EA
Tel: +44 (0)33 33 201 001 www.powelldobson.com

Contract: ABP
Barry Waterfront 'The Mole' Masterplan
Title: Illustrative masterplan - Podium Level

Scale: 1:1000 @ A1
Date: 03 10 2022
Drawn: KP
Checked: AMS

Drawing No.	Rev.
20065 (05) 101	A

Appendix C

Employee Travel Survey

Barry Marina - Staff Travel Survey

All information provided is anonymous. Thank you for your cooperation.

Q1 Full home postcode:

Q2 Gender:

Male ☐

Female ☐

Q3 Do you work:

Full Time ☐

Part Time ☐

Not in Work ☐

Q4 Age:

Under 25 ☐

25 – 34 ☐

35 – 44 ☐

45 – 54 ☐

55 or over ☐

Q5 Do you have any disability which affects your travel arrangements?

Yes

☐

No

☐

Q6 How do you usually travel to work?

Bus

☐

Bicycle

☐

Car driver (on your own)

☐

Car driver (with a passenger)

☐

Car passenger

☐

Walk

☐

Motorcycle / Moped / Scooter

☐

Train

☐

Other

☐

Q7 If you drive to work where do you normally park?

On Site

☐

Local Street

☐

Other Car Park

☐

Q8 Which of the following do you occasionally use instead of your usual form of transport?

- | | |
|-------------------------------|--------------------------|
| Bus | <input type="checkbox"/> |
| Bicycle | <input type="checkbox"/> |
| Car driver (on your own) | <input type="checkbox"/> |
| Car driver (with a passenger) | <input type="checkbox"/> |
| Car passenger | <input type="checkbox"/> |
| Walk | <input type="checkbox"/> |
| Motorcycle / Moped / Scooter | <input type="checkbox"/> |
| Train | <input type="checkbox"/> |
| Other | <input type="checkbox"/> |
| No alternative used | <input type="checkbox"/> |

Q9 How long does it usually take for you to travel to and from work?

- | | To work | From work |
|-------------|--------------------------|--------------------------|
| 0 – 15 min | <input type="checkbox"/> | <input type="checkbox"/> |
| 16 – 30 min | <input type="checkbox"/> | <input type="checkbox"/> |
| 31 – 60 min | <input type="checkbox"/> | <input type="checkbox"/> |
| 61 – 90 min | <input type="checkbox"/> | <input type="checkbox"/> |
| Over 90 min | <input type="checkbox"/> | <input type="checkbox"/> |

Q10 If you regularly travel to work by car what is your main reason?

Get a lift ☐

Health reasons ☐

Lack of an alternative ☐

Convenience ☐

Car essential to perform job ☐

Dropping off / collecting children ☐

Q11 Are you prepared to car share?

Yes, independently (or already do) ☐

Yes, should an in-house scheme be available ☐

No ☐

Appendix D

Resident Travel Survey

Residents Travel Survey

Private and Confidential

Please return to
by

Section A - About You

- Q1** Gender?
Female ☐ Male ☐
- Q2** What is your age?
☐ Under 25
☐ 25 - 34
☐ 35 - 44
☐ 45 - 54
☐ 55 or over
- Q3** How many people in your household?
☐ 1
☐ 2
☐ 3
☐ 4+
- Q4** How many cars in your household?
☐ 1
☐ 2
☐ 3
☐ 4+
- Q5** What is your employment status?
☐ Employed
☐ Unemployed
☐ Student
☐ Retired

Section B - About Your Journey

- Q6** What is your main travel mode?
- | | Usually | Sometimes |
|------------------------|--------------------------|--------------------------|
| Car – as driver | <input type="checkbox"/> | <input type="checkbox"/> |
| Car – as passenger | <input type="checkbox"/> | <input type="checkbox"/> |
| Bus | <input type="checkbox"/> | <input type="checkbox"/> |
| Underground / Train | <input type="checkbox"/> | <input type="checkbox"/> |
| Cycle | <input type="checkbox"/> | <input type="checkbox"/> |
| Walk – whole journey | <input type="checkbox"/> | <input type="checkbox"/> |
| Motorcycle | <input type="checkbox"/> | <input type="checkbox"/> |
| Combination of above | <input type="checkbox"/> | <input type="checkbox"/> |
| (please specify) | | |

- Q7** Where is your travel destination?
Town/Village:.....

- Q8** How long does it usually takes you to travel to your destination?
Hours Mins

If you usually travel by car or motorcycle go to Section C otherwise please go to Section D

Section C - Please answer Questions 9 to 16 only if your Journey is usually by Car or Motorcycle

- Q9** Please tick each of the following that apply to you:
- ☐ I have a company car
 - ☐ I receive a car allowance
 - ☐ The company pays for my fuel for business use
 - ☐ The company pays for all my fuel
 - ☐ None of the above
 - ☐ I need the car for business travel during the day
 - ☐ I have children to collect/deliver from school
 - ☐ Other, (please specify)

- Q10** For what reasons do you drive or get driven to your destination?
(Please select up to 3 responses and rank them from 1 to 3, where 1 is the most important).

- ☐ It is quicker
- ☐ It is more comfortable
- ☐ It is cheaper
- ☐ It provides greater personal security than other modes
- ☐ I have to carry heavy equipment
- ☐ Convenience
- ☐ Distance
- ☐ I am disabled / have restricted mobility

- Q11** Could you make the journey by public transport?
(please tick)
- ☐ Yes ☐ No ☐ don't know
- If NO – (state why) No Service ☐
- No Service at a convenient time ☐
- Don't know where the buses run ☐
- Other (please state)

.....Continued over page

Q12 Is there a bus stop within reasonable walking distance of your destination? ☐ Yes ☐ No

Q13 Which of the following measures would encourage you to travel by public transport for your journey?
(please select up to 3 responses and rank them from 1 to 3, where 1 is the most important)

- ☐ A direct bus service from home to your destination changing buses
- ☐ An interest free loan for a discounted season ticket
- ☐ Bus stops within 3 minutes of home and work
- ☐ Increased frequency
- ☐ Improved security
- ☐ More reliable service
- ☐ Better lighting at bus shelters and on walking routes
- ☐ Better information on services
- ☐ Faster journey time
- ☐ Discount tickets / passes available at work
- ☐ Better quality buses
- ☐ Easier interchange
- ☐ Parking charge
- ☐ Increasing traffic congestion
- ☐ None of these
- ☐ Other (Please specify)

Q14 (a) Would you consider cycling as a main mode of travel?
☐ Yes, Regularly ☐ Yes, Occasionally ☐ No, Never

(b) Which of the following measures would encourage you to Cycle? (Please select up to 3 responses and rank them

- ☐ More dedicated cycle paths in the surrounding area
- ☐ Showers and changing facilities at destination
- ☐ Improved cycle parking and security at destination
- ☐ Interest-free cycle loan
- ☐ Free taxi home in emergencies
- ☐ None of the above
- ☐ Other (Please specify)

Car sharing is a practical way to reduce the cost of getting to work. It also helps reduce peak hour traffic congestion and pollution. You would be helped to find a compatible car-share partner who also drives to a destination nearby. You would then agree whether to share your car or be a passenger in your car-share partner's car - most people take it in turns. You wouldn't have to commit to sharing every day and it will not affect your insurance.

Q15 Which of the following would most encourage you to car share?
(Please tick no more than two)

- ☐ Help in finding car share partners with similar work travel patterns
- ☐ Free taxi home if let down by car driver
- ☐ Reserved parking for car sharers
- ☐ Reduced parking charge for car sharers
- ☐ None of these
- ☐ Other (Please specify)

Q16 Would you be prepared to car share?
☐ Yes, Every Day ☐ Yes, Some Days ☐ No, Never
If Never, please say why.....
.....

Now go to Section E

Section D - Please answer Questions 17 to 21 only if your Journey is usually by Public Transport, Cycling or Walking

Q17 (a) Is a car available for your journey?
☐ Yes ☐ No

(b) Why do you normally travel as you have indicated?
(Please select up to 3 responses and rank them from 1 to 3, where 1 is the most important)

- ☐ I don't drive
- ☐ No car available
- ☐ Car available but too expensive to use
- ☐ For environmental reasons
- ☐ To avoid traffic congestion
- ☐ Health / fitness reasons
- ☐ More flexibility in the start time of journeys
- ☐ For increased comfort
- ☐ None of the above
- ☐ Other (please specify).....

Q18 If public transport is your main mode of transport, which measures would improve your journey?
(Please select up to 3 responses and rank them 1 to 3, where 1 is the most important)

- ☐ A direct bus service from home without changing Buses
- ☐ An interest free loan for a discounted season ticket
- ☐ Bus stops within 3 minutes of home and destination
- ☐ Increased frequency
- ☐ Improved security
- ☐ More reliable service
- ☐ Better lighting at bus shelters and on walking routes
- ☐ Better information on services
- ☐ Faster journey times
- ☐ Discount tickets / passes available
- ☐ Better quality buses
- ☐ Easier interchange
- ☐ None of the above
- ☐ Other (Please specify).....

.....Continued over page

Q19 If cycling is your main mode of travel, which measures would improve your journey? (Please select up to 3 responses and rank them from 1 to 3, where 1 is the most important)

- ☐ More dedicated cycle paths in the surrounding area
- ☐ Better cycle facilities, particularly at
- ☐ Showers and changing facilities at destination
- ☐ Improved cycle parking and security at destination
- ☐ None of the above
- ☐ Other (Please specify)

Q20 If walking is your main mode of travel, what measures would improve your journey? (Please select up to 3 responses and rank them from 1 to 3, where 1 is the most important)

- ☐ Better footpaths at(state where)
- ☐ Better pedestrian facilities particularly at
.....
- ☐ Improved lighting and security
- ☐ None of the above
- ☐ Other (Please specify)
.....

Q21 Prior to undertaking this survey were you aware of the Travel Plan and measures and targets?

- ☐ Yes ☐ No

Section E

Please use separate sheet for any comments or suggestions you would like to add. Thank you

Contact

London

Floor 3, The Cursitor Building, 38
Chancery Lane, London, WC2A 1EN
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (South) Limited,
7 Wornal Park,
Menmarsh Road,
Worminghall HP18 9PH
Company no. 7591661