

# DRAFT

**Proposed residential development,  
Broad Haven,  
Pembrokeshire**



**Travel Plan**

**Planning Submission**

**November 2024**

**Applicant:** Mill Bay Homes Ltd

**Project no:** T23.114

**Document ref no:** T23.114.TP Planning submission 2024

**Document issue date:** 12 November 2024

**Project name:** Broad Haven

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## **CONTENTS**

1	Introduction .....	4
2	Site Access & Sustainability.....	8
3	Development Proposals .....	15
4	Aims, Objectives & Targets .....	20
5	Travel Plan Strategy .....	23
6	Travel Plan Measures.....	24
7	Monitoring .....	28
8	Conclusion.....	29

## **FIGURES**

- Figure 1.1 Site location
- Figure 2.1 Local highway network
- Figure 2.2 Pedestrian & cyclist infrastructure within proximity
- Figure 2.3 Public transport infrastructure
- Figure 2.4 Local amenities within proximity
- Figure 3.1 South-west pedestrian link
- Figure 3.2 Northwest pedestrian links
- Figure 3.3 Public Rights of Way within proximity
- Figure 3.4 Walking route to bus stops from site centre
- Figure 3.5 Walking route to bus stops from pedestrian access points

## **APPENDICES**

- Appendix A Site layout & accommodation schedule

# 1 INTRODUCTION

## 1.1 Background

1.1.1 Asbri Transport Ltd have been instructed by Mill Bay Homes Ltd to produce a Transport Statement accompanied by Travel Plan in support of a planning application for the proposed residential development of up to 76 residential dwellings on land located to the east of Broad Haven, Pembrokeshire.

1.1.2 This Travel Plan dated November 2024 supersedes all previously issued Travel Plans.

1.1.3 The site is located on greenfield land just off the B4341. The site is bounded to the west by residential dwellings with woodland and agricultural farmland in all other directions.

1.1.4 The exact location of the site is detailed in **Figure 1.1**.



Figure 1.1 Site location

## 1.2 Travel Plan benefits

1.2.1 Travel Plans are management tools designed to enable the users of a site to make more informed decision about their travel whilst minimising the adverse impacts of the development on the environment. This is achieved by setting out a strategy for

eliminating the barriers that prevent users of the site from using sustainable travel modes.

1.2.2 This Travel Plan applies to both residents and visitors to the site and aims to minimise the impact of the development on the local area whilst adhering to local policy aims.

1.2.3 The implementation of an effective and properly managed Travel Plan can lead to an increase in the proportion of residents travelling by sustainable modes, particularly walking and cycling, and also public transport. This is the primary aim of this Travel Plan.

1.2.4 Travel Plans can also:

- Reduce the carbon footprint of residents;
- Reduce the traffic impact of the development on the local highway network; and,
- Improve the health and well-being of the residential community by increasing active travel patterns.

1.2.5 Furthermore, research conducted by the University of Aberdeen revealed that travel planning is a more cost-effective way of reducing CO<sup>2</sup> emissions than major investments in other schemes, such as investment in public transport, low carbon vehicles or reduced speed limits. This Travel Plan will therefore further contribute to the national emission targets.

### **1.3 This Travel Plan**

1.3.1 This Travel Plan details the approach that the developer will adopt to ensure that all residents and their visitors are fully aware of their travel options and use of sustainable modes of transport.

### **1.4 Policy**

1.4.1 Travel Plans have become an important tool for the delivery of a national, regional and local transport policy and commonly play an integral part in the planning process, fulfilling a role in encouraging more sustainable development. As a result, Travel Plans are required in association with all significant planning applications.

### ***Active Travel Act 2013 (Wales)***

1.4.2 The Active Travel Act places a requirement on local authorities to continuously improve facilities for those who walk and cycle and to prepare information such as maps that identify current and potential future routes for their use. The Act also requires highway authorities to have regard in the construction and improvement of highways to enhance provision for cyclists and pedestrians.

1.4.3 The Active Travel Act makes provision for:

- Approved maps of existing active travel routes and related facilities in a local authority's area;
- Approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;
- Requiring local authorities to have regard to integrated network maps in preparing transport policies and to make continuous improvements in the range of quality of active travel routes and related facilities; and,
- Requiring the Welsh Ministers and local authorities, in constructing and improving highways, to have regard to the desirability of enhancing the provision made for walking and cycling.

## **1.5 Structure of the report**

1.5.1 Following this introductory chapter, the Travel Plan is structured as follows:

- Chapter 2 summarises the existing conditions around the site;
- Chapter 3 details the development proposals;
- Chapter 4 lays out the objectives, targets and performance indicators for the site;
- Chapter 5 describes the Travel Plan strategy, including management roles and responsibilities;

- Chapter 5 details the measures to encourage sustainable travel and to help meet the targets; and
- Chapter 6 identifies the Travel Plan monitoring process

## 2 SITE ACCESS & SUSTAINABILITY

### 2.1 Introduction

2.1.1 This section of the report describes the site location along with the existing transport infrastructure within the vicinity of the site, local amenities and highway safety record.

### 2.2 Site Location

2.2.1 The site is located on greenfield land just off the B4341 on the south-eastern edge of Broad Haven. The site is bounded to the west by residential dwellings with woodland and agricultural farmland in all other directions.

### 2.3 Local Highway Network

2.3.1 The local highway network within proximity of the development site is shown in **Figure 2.1**.



Figure 2.1 Local highway network



### **B4341**

- 2.3.2 The B4341 is a B class road beginning in Haverfordwest to the east, heading west to Broad Haven. It is the primary road connection between the two settlements. Within the vicinity of the site, the B4341 is a two-way single carriageway.
- 2.3.3 The carriageway is rural in nature lacking footways and street lighting. Within proximity of the proposed development, the B4341 is mostly lined with hedgerow and open fields with farms and campsites having direct access from the carriageway.
- 2.3.4 The carriageway is subject to national speed limit of 60mph for single carriageway roads which reduces to 30mph approximately 135m north of the proposed site access. There is a 90-degree bend in the location of the proposed site access with advanced warning signs on its approach from both directions. In addition, there are two chevron signs located on the bend.

## 2.4 Active Travel

2.4.1 Existing pedestrian and cyclist infrastructure within proximity of the proposed development is shown in **Figure 2.2**.



Figure 2.2 Pedestrian & cyclist infrastructure within proximity

### ***Pedestrians***

2.4.2 As described above, the B4341 is a rural road with no footways. A footway begins at the bend near to the Broad Haven YHA. From this location good quality 2m footways are present throughout Broad Haven on major roads / routes which generally have dropped kerbs and tactile paving.

### ***Cyclists***

2.4.3 As shown above, the site is located approximately 370m south of NCN route 4. Route 4 is a long-distance route from London to Fishguard. Heading southeast, route 4 passes through Pembroke Dock and Tenby.

## 2.5 Public Transport

2.5.1 Public transport infrastructure within proximity of the development site is shown in **Figure 2.3**.



Figure 2.3 Public transport infrastructure

### **Bus**

2.5.2 As can be seen from **Figure 2.3**, there are bus stops located throughout Broad Haven, the closest to the main access of which is 300m north of the development site.

2.5.3 It should be noted that pedestrian links to the north western and south western corners of the site are proposed. Upon completion of the development, other bus stops will be considered within reasonable distance.

2.5.4 The services running from the stops within proximity are summarised in **Table 2.1**, below.

<b>Route No.</b>	<b>Destination</b>	<b>Frequency</b>
311	Haverfordwest - Haverfordwest	Mon-Fri: 08:40, 12:33 & 16:45
400	Marloes - St David's `Puffin Shuttle`	Summer 24 May – 28 September 2025 only, Mon-Sun: -9:30, 13:30 & 17:30

Table 2.1 Bus services within proximity

## **Train**

2.5.5 The nearest railway station to the proposed development is Haverfordwest. This is 10.8km from the development site but accessible within 30 minutes from Broad Haven by both available bus services.

2.5.6 Haverfordwest railway station is served by two platforms of which trains run through between Milford Haven and Manchester via Swansea.

2.5.7 The station benefits from 46 car parking spaces and 6 bicycle parking spaces.

## **2.6 Local Amenities**

2.6.1 There are several local facilities and amenities within walking distance of the development site which are shown in **Figure 2.4** with walking and cycle distance and times from the proposed site shown in **Table 2.2**.

2.6.2 The acceptable walking distances as detailed within the CIHT guidance 'Providing for Journeys on Foot' is 1.2km as the preferred maximum. There are a number of publications which suggest guidance for appropriate walking and cycling distances to facilities. For reference, a number of quotes from relevant documents have been summarised as follows.

- Walking as a mode of travel predominates for journeys of less than two miles whilst cycling is more convenient for longer journeys, typically of up to five miles for regular journeys. (Paragraph 4.1.4, Active Travel Design Act, Welsh Government)
- Two miles is 'a distance that could easily be walked by the majority of people' (Paragraph 2.2, TA91/05 Provision for Non-motorised Users, DfT)
- Walking is used to access a wide variety of destinations including places of work, normally within a range of up to 2 miles (Paragraph 2.3, TA91/05 Provision for Non-motorised Users, DfT)

- Cycling is used for accessing a variety of different destinations, including places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances (Paragraph 2.11, TA91/05, DfT)
- 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot (Section 2.1, Planning for Walking, CIHT).
- Five miles is a distance that could easily be cycled by the majority of people (Paragraph 2.9, TA91/05, DfT)
- For commuter journeys, a trip distance of over five miles is not uncommon and Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose (Paragraph 1.5.1, LTN02/08, DfT).

2.6.3 The walking and cycling times have been calculated based on 80 metres per minute (4.8kph) as set out in the CIHT guidance document 'Providing for Journeys on Foot' and the 320 (12mph) metres per minute based on DfT guidance set out in LTN2/08



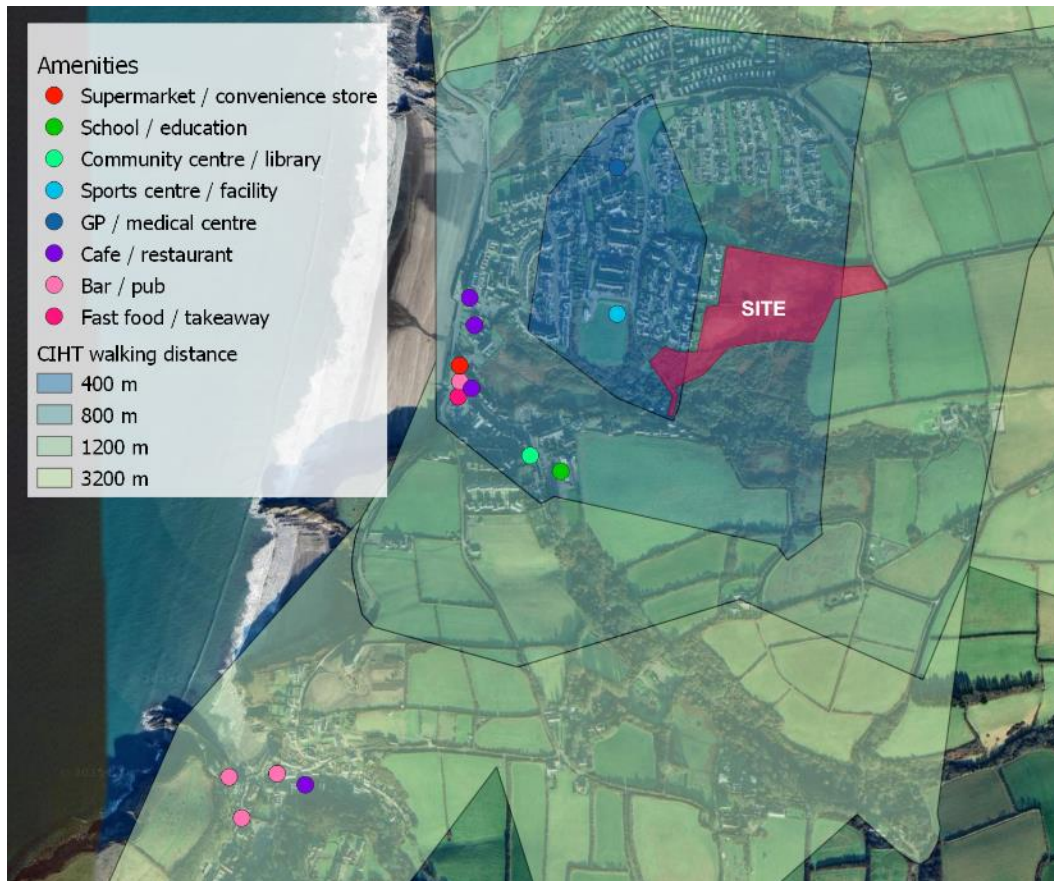


Figure 2.4 Local amenities within proximity

Facility	Distance (m)	Walk Time (minutes)	Cycle Time (minutes)
Supermarket / convenience store	1300	16	10
Post office	1300	16	10
School / education	1400	17	11
Community centre / library	1400	17	11
Sports centre / facility	850	10	7
GP / medical centre	750	9	6
Café / restaurant	1200	14	10
Bar / pub	2200	26	18
Fast food / takeaway	1300	16	10

Table 2.2 Local amenities within proximity

### 3 DEVELOPMENT PROPOSALS

#### 3.1 Land Use

3.1.1 As detailed in section 1, the development proposes up to 76 residential dwellings on land located to the east of Broad Haven, Pembrokeshire.

3.1.2 The proposed site plan and housing schedule is included at **Appendix A**.

#### 3.2 Access

##### *Vehicular*

3.2.1 Vehicle access to the proposed development will be via a proposed roundabout at the site access. This layout is to be agreed with PCNPA and the Highway Authority.

##### *Pedestrians & Cyclists*

3.2.2 It is proposed that pedestrians and cyclists will be able to access the site at 4 locations; a at the main site vehicle access, two pedestrian links to the northwest corner of the site and a pedestrian link at the southwest corner of the site. The link is shown on the extract of the site layout below in **Figure 3.1** and **Figure 3.2**.



Figure 3.1 South-west pedestrian link

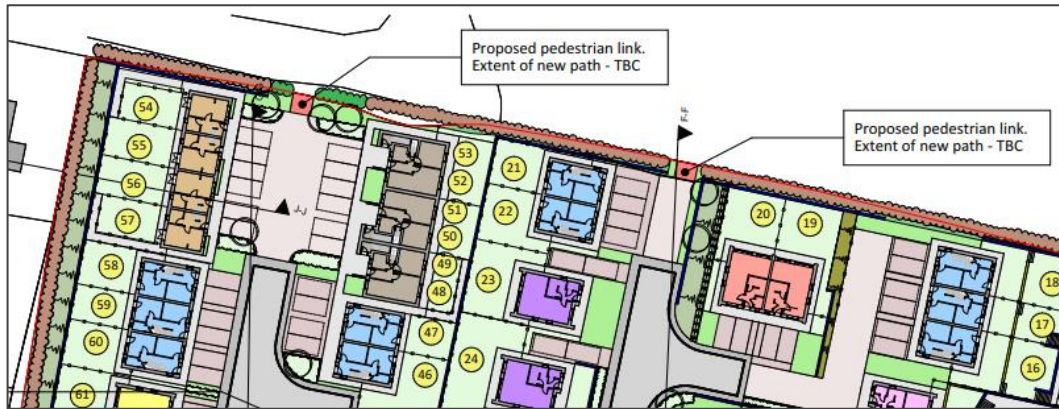


Figure 3.2 Northwest pedestrian links

3.2.3 An extract of the Pembrokeshire County Councils Public Rights of Way Map is shown in **Figure 3.3** within the context of the development site.



Figure 3.3 Public Rights of Way within proximity

3.2.4 The proposed internal pedestrian links will provide the site with links to public transport services Broad Haven offers including the westbound bus service on Millmoor Way and the north and southbound bus services on Enfield Road.



3.2.5 The shortest route to these stops is shown in **Figure 3.4** and **Figure 3.5** with approximate walking distances.



Figure 3.4 Walking route to bus stops from site centre



Figure 3.5 Walking route to bus stops from pedestrian access points

3.2.6 The two pedestrian links will integrate into the surrounding area of Broad Haven bringing local amenities so a closer proximity to the development site. Internally, pedestrians will be able to move through the site using the footways and cyclists will use the carriageway.

### **3.3 Parking**

3.3.1 Pembrokeshire Coast National Park Authority's parking standards are published in Supplementary Planning Guidance dated May 2021. The document in its introduction states at paragraph 1:

*"The purpose of this Supplementary Planning Guidance (SPG) is to assist those making planning applications with details of parking requirements for new developments. The guidance is embedded within the context of sustainable development, the need to reduce car travel and the prioritisation of more sustainable means of travel."*

#### ***Vehicular***

3.3.2 Within the SPG on parking, maximum parking provision is determined by zones.

- **Zone 4:** *"Areas considered to be within this zone are likely to have an adequate provision of services and facilities. New development within this zone must have a weighted score of 8 points. The score may consist of Top-Level services and/or Prime services either in isolation or combination."*
- **Zone 5:** *"Areas considered to be within this zone are likely to be Rural Centres with limited provision of services, facilities and alternative modes of transport. New development within this zone must have a weighted score of 4-7 points. The score may consist of Top-Level services and/or Prime services either in isolation or combination."*

3.3.3 Parking is allocated as 2 per dwelling throughout the development site. Parking standards, as set out by the Pembrokeshire Coast National Park Authority Parking Standards.

#### ***Bicycle***

3.3.4 Cycle parking and storage at the proposed development will be provided in line with the guidance outlined in Pembrokeshire's Car parking SPG.

### 3.4 Modal Split

3.4.1 The development is situated in ward Pembrokeshire 008. **Table 3.1** details the current 'journey to work' mode share for existing local residents within the MSOA.

Method of travel to work	Mode share %	
	2011	2021
Driving a car or van	82%	61%
Passenger in a car or van	7%	3%
Motorcycle, scooter or moped	1%	0%
Taxi	0%	0%
On foot	5%	4%
Bicycle	1%	1%
Bus, minibuss or coach	3%	1%
Train	0%	0%
Work mainly at or from home	0%	29%
Other method	0%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Table 3.1 Mode share

3.4.2 The data summarised in **Table 3.1** illustrates that the residents within Pembrokeshire 008 currently travel to work predominantly by private car.

3.4.3 In the 2011 census, 82% of residents were traveling to work by private vehicle compared with 61% in the 2021 census. It should however be noted that the Coronavirus pandemic has influenced a pattern of working from home and that in the 2011 census, 0% worked mainly at or from home whilst in 2021 this increased to 29%.

3.4.4 When accessing data, Nomis states that;

*“It is difficult to compare this variable with the 2011 Census because Census 2021 took place during a national lockdown. The government advice at the time was for people to work from home (if they can) and avoid public transport.”*

3.4.5 Active travel trends remain relatively consistent with 5% and 4% travelling on foot in 2011 and 2021 respectively and 1% cycling in both 2011 and 2021.

3.4.6 Public transport modes remain relatively have lowered from 3% travelling by bus in 2011 and 1% travelling by bus in 2021. At the time of the census, use of public transport was actively discouraged by the Welsh Government.

## **4 AIMS, OBJECTIVES & TARGETS**

### **4.1 Introduction**

4.1.1 This chapter details the objectives, targets and performance indicators for the Travel Plan. The Travel Plan targets provide quantitative goals to assess whether the objectives of the Plan have been met. The performance indicators outline the means by which the targets are measured.

### **4.2 Aims**

4.2.1 The main aims of this Travel Plan are as follows:

- To increase the proportion of walking and cycling trips to and from the site;
- To increase the proportion of public transport trips to and from the site;
- To reduce the carbon footprint of the site in relation to travel to and from the site; and,
- To enable occupiers to make informed decisions about how and when they travel to and from the site.

### **4.3 Objectives**

4.3.1 The headline objective of this Travel Plan is to reduce the proportion of car (as driver) trips to and from the site for all users of the development. This reduces the impact of the development on the local highway network.

### **4.4 Targets**

4.4.1 Targets are essential for monitoring the progress and success of the Travel Plan, and should be 'SMART' – Specific, Measurable, Achievable, Realistic and Time-related.

4.4.2 Targets come in two forms: 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the Travel Plan is seeking to achieve.

4.4.3 Action targets include launching the Travel Plan. Aim targets focus on the modal split of travel to and from the site.

4.4.4 The aim of the Travel Plan, as discussed, is to reduce the proportion of trips made to and from the site by car (as driver). The Travel Plan targets should therefore aim to achieve a realistic and practical reduction in car trips over the first five years of the site being occupied. Targets will be reviewed in year five.

#### **4.5 Aim Targets**

4.5.1 **Table 4.1** sets out the Travel Plan targets. These targets are based on the travel to work data set out in **Table 3.1**. Travel Plan targets have been set based on 2011 census data due to the impact of coronavirus on the 2021 dataset.

4.5.2 The Initial Travel Survey (ITS) will be conducted within three months of the residential development exceeding its trigger point of 50% occupation. This will identify travel modes for all trips associated with the site and the targets set out in **Table 4.1** may need to be adjusted to reflect the results of these base surveys.

4.5.3 The targets set out below will be ratified and agreed with the council against the results of the ITS. The targets are set over a five-year time frame, with interim targets at year one and year three.

Objective	Target	Base	Mode share target		
			Yr 1	Yr 3	Yr 5
Reduce the proportion of car (as driver) trips to and from the site	To reduce the mode share for car drivers	82%	80%	76%	72%
	To increase the mode share for car passengers & motorcycle, scooter or moped users	8%	9%	10%	11%
Increase the proportion of walking and cycling trips to and from the site	To increase the mode share for walkers	5%	6%	7%	8%
	To increase the mode share for cyclists	1%	2%	2.5%	3%
Increase the proportion of public transport to and from the site	To increase the mode share for public transport users	3%	4%	4.5%	5%

Table 4.1 Travel Plan targets

4.5.4 There is every expectation that the Travel Plan will achieve these targets within five years of the initial monitoring survey. The interim targets have been derived to assess the progress of the Travel Plan over the duration of its lifecycle. The interim targets will also allow adjustments to the Travel Plan strategy if necessary.

4.5.5 The 10% headline reduction in overall car use has been derived after taking into consideration previous experience on the effectiveness of Travel Plan measures (national case studies suggest a reduction in SOV of between 10-20%), local and national guidance, previous Travel Planning experience and the consideration of likely travel patterns.

#### 4.6 Action Targets

4.6.1 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time; therefore, these targets have no numerical values but each target can be accessed by its own method.

4.6.2 The action targets for this site are to undertake the initial monitoring survey within three months of reaching 50% occupation of the residential units.

## 5 TRAVEL PLAN STRATEGY

### 5.1 Introduction

5.1.1 A Travel Plan is an active, dynamic document that requires a strategy for its implementation that will be continually updated throughout its life. This chapter details who will be responsible for the management of the Plan and how it will be funded and implemented.

### 5.2 Implementation Programme

5.2.1 Delivery of the Travel Plan began prior to construction with the implementation of physical measures and will continue through to the implementation of soft measures.

5.2.2 The implementation programme provides a clear timescale for how and when different aspects of the Travel Plan will be implemented, and by whom. **Table 5.1** sets out the implementation programme.

<b>Travel Plan stage</b>	<b>Responsibility</b>	<b>Target date for completion</b>
Implementation of infrastructure measures	Developer	During construction
Production of marketing material	Developer/TPC	Completed prior to initial occupation
Launch of Travel Plan	Developer/TPC	Initial occupation
Initial Travel Survey (ITS)	Developer/TPC	Within 3 months of 50% occupation
Ongoing monitoring	Developer/TPC	Ongoing following ITS

Table 5.1 Implementation programme

## **6 TRAVEL PLAN MEASURES**

### **6.1 Introduction**

6.1.1 This chapter provides details of the measures to be implemented to facilitate sustained travel behaviour change and encourage sustainable travel by residents of the development.

### **6.2 Marketing & Travel Information**

6.2.1 The dissemination of information on the Travel Plan is vital in order to raise awareness of the various travel options and benefits of travelling in a sustainable manner, as well as identifying the purpose and benefits of the Travel Plan.

### **6.3 Walking**

6.3.1 Walking provides a healthy alternative to the car for journeys less than 2km, and typically forms a minor component of many journeys made by public transport and car.

#### ***Marketing Incentives***

6.3.2 Information on key walking routes with journey information displayed in terms of the time (not distance) required to reach the destination, as well as the health benefits of walking, will be provided to residents.

### **6.4 Cycling**

6.4.1 Cycling provides an excellent alternative to the private car for journeys of up to 5km as it is inexpensive, offers reliable journey times, is environmentally friendly and promotes improved health through regular exercise.

#### ***Marketing Incentives***

6.4.2 Information on cycling routes, local area cycle maps, cycle training and local cycle shops will be shared with residents.

6.4.3 Travel information materials will provide advice on bicycle security, i.e., detailing how to lock a bicycle most effectively and advice on best locks to buy.



## **6.5 Public Transport**

6.5.1 The use of public transport will be promoted using the Travel Plan Welcome Pack. This will include information on local bus routes, timetables, and location of stops as well as the services available from the rail and bus stations.

6.5.2 Residents may not be familiar with the eligibility of railcards, costing of fares and how to purchase tickets online, so this could be targeted.

## **6.6 Managing Car Use**

6.6.1 Despite the many alternatives to the private car some people will rely on their car for certain trips, for example, shopping trips involving bulky or heavy goods is an instance where a car becomes a necessity.

6.6.2 Multi-occupancy car travel is shown to improve the environmental credentials of the private car considerably in comparison to SOV travel and should therefore be promoted.

6.6.3 Supporting local services, multi-occupancy car travel and multi-purpose trips is particularly important for those occasions when car travel is necessary.

6.6.4 Residents will be encouraged to plan their weekly trips ahead of time to optimise the number of destinations accessed and have sufficient time to increase vehicle occupancy.

### ***Car Sharing***

6.6.5 The website [www.liftshare.com](http://www.liftshare.com) will be promoted to residents. The website has been established to help reduce congestion, pollution, parking problems, stress and expenditure. The service is free to use, and is easily accessible via the internet on [www.liftshare.com](http://www.liftshare.com).

## **6.7 Reducing the need to travel**

6.7.1 In addition to promoting sustainable forms of transport, a key aspect of a Travel Plan is to reduce the need of site users to travel and to help minimise the total distance travelled.

### ***Broadband Internet Connection***

- 6.7.2 Broadband internet is available within the area, and the developer will ensure that residents can take advantage of any available services.
- 6.7.3 Broadband will allow residents to shop online for items which otherwise require a car for their transport. These goods can then be delivered directly to the development, again reducing the necessity for occupiers to travel and own a private car.
- 6.7.4 Access to broadband will also allow occupiers to work from home more easily. Home-working will be promoted to all; however, it is understood that this working practice is not applicable to all job types.
- 6.7.5 The Welsh Government has set out a strategy to achieve 30% of the Welsh workforce working from or near home, recognising the economic, social, environmental and cultural benefits of remote working.
- 6.7.6 Home working removes the need for occupiers to travel to work every day. Occupiers will consequently make a lower number of journeys per week. This will reduce an individual's carbon footprint and help reduce congestion.

### **6.8 Promotion of local services**

- 6.8.1 Promotion of the nearest services such as doctors, dentists and supermarkets will give new occupiers the opportunity to use these local services rather than ones which may be located further afield.

### **6.9 Measures implementation Plan**

- 6.9.1 **Table 6.1** shows the relationship between the measures outlined in this chapter and the overall Travel Plan targets. The table also shows when the measures will be implemented and by whom.

<b>Travel Plan stage</b>	<b>Target</b>	<b>Responsibility</b>	<b>Timeline</b>
All measures	To reduce the mode share for car drivers by 10%	Developer	As below
Pedestrian-friendly development layout	To increase the mode share for walkers by 3%	Developer	Prior to occupation
Participation in walking events	To increase the mode share for walkers by 3%	Developer	Ongoing from 50% occupation
Walking buddy scheme			
Cycle parking available	To increase the mode share for cyclists by 2%	Developer	Ongoing from 50% occupation
Details on cycling to be provided			
Promotion of public transport	To increase the mode share for rail by 1%	Developer	Ongoing from initial occupation
	To increase the mode share for bus by 1%		
Enable residents to take advantage of broadband connections, promoting home working and online shopping	To decrease the carbon emissions related to travel to and from the site by 10%	Developer	Through Information circulation
Promotion of local services		Developer	Through Information circulation
Promotion of liftshare.com	To increase the mode share for car passengers by 3%	Developer	Through Information circulation

Table 6.1 Travel Plan implementation programme

## **7 MONITORING**

### **7.1 Introduction**

7.1.1 This Travel Plan is an evolving strategy that will require monitoring over time to assess progress against its targets. This chapter discusses how progress of the Travel Plan towards its targets will be measured.

### **7.2 Monitoring**

7.2.1 It is anticipated that the monitoring will be based on Internet-based household surveys including a set of travel behaviour questions.

7.2.2 It is recommended that the initial travel survey should take place three months after initial occupation, but as the site is not expected to become fully occupied all at once, it is proposed that the initial travel survey should take place within three months of the residential units reaching 50% occupation. This will ensure that there is critical mass on site for implementing the Travel Plan.

7.2.3 A full five-year monitoring schedule will include three surveys: the initial monitoring survey and two follow-up surveys in years 3 and 5.

## **8 CONCLUSION**

- 8.1.1 Asbri Transport Ltd have been instructed by Mill Bay Homes Ltd to produce a Travel Plan in support of a planning application for the proposed residential development of up to 76 residential dwellings on land located to the east of Broad Haven, Pembrokeshire.
- 8.1.2 The public transport and active travel opportunities in the vicinity of the site have been assessed as part of the planning process. It has been concluded that there is opportunity for residents and visitors to undertake journeys to and from the site by sustainable modes.

# Appendices

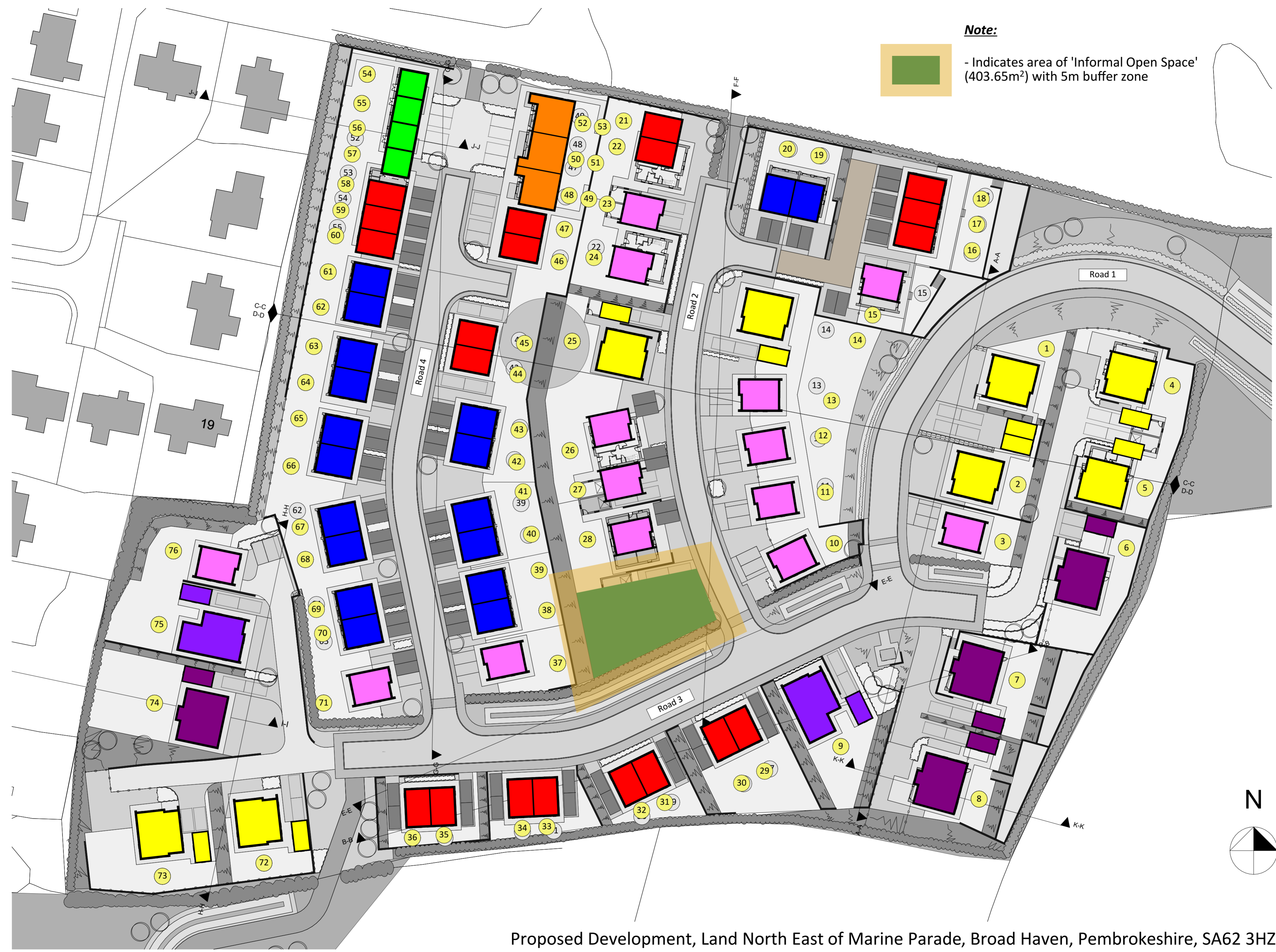
# Appendix A



**Note:**



- Indicates area of 'Informal Open Space' (403.65m<sup>2</sup>) with 5m buffer zone



Proposed Development, Land North East of Marine Parade, Broad Haven, Pembrokeshire, SA62 3HZ



**PLANNING ISSUE - DRAFT**

Job No: R539

Proposed Development at Land North-East of Marina Parade, Broadhaven, Pembrokeshire, SA62 3HZ  
 SCHEDULE OF ACCOMMODATION - 76 UNIT SCHEME



Plot No.	House Type	No. of Bedrooms	Allocated Parking Space (No. Spaces)	Garage	Total Net Area (Excluding Garages)
Development - Phase 1					
Plot 1	8 Person, 4 Bed Detached House	4 bedrooms	3	Detached single garage	154.0 m2
Plot 2	8 Person, 4 Bed Detached House	4 bedrooms	3	Detached single garage	154.0 m2
Plot 3	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
Plot 4	8 Person, 4 Bed Detached House	4 bedrooms	3	Detached single garage	154.0 m2
Plot 5	8 Person, 4 Bed Detached House	4 bedrooms	3	Detached single garage	154.0 m2
Plot 6	10 Person, 5 Bed Detached House	5 bedrooms	3	Detached single garage	181.0 m2
Plot 7	10 Person, 5 Bed Detached House	5 bedrooms	3	Detached single garage	181.0 m2
Plot 8	10 Person, 5 Bed Detached House	5 bedrooms	3	Detached single garage	181.0 m2
Plot 9	8 Person, 4 Bed Detached House (Orangery)	4 bedrooms	3	Detached single garage	173.0 m2
Plot 10	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
Plot 11	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
Plot 12	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
Plot 13	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
Plot 14	8 Person, 4 Bed Detached House	4 bedrooms	3	Detached single garage	154.0 m2
Plot 15	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
Plot 16	4 Person, 2 Bed Terrace House	2 bedrooms	2	N/A	72.0 m2
Plot 17	4 Person, 2 Bed Terrace House	2 bedrooms	2	N/A	72.0 m2
Plot 18	4 Person, 2 Bed Terrace House	2 bedrooms	2	N/A	72.0 m2
Plot 19	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 20	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 21	4 Person, 2 Bed Semi-Detached House	2 bedrooms	2	N/A	72.0 m2
Plot 22	4 Person, 2 Bed Semi-Detached House	2 bedrooms	2	N/A	72.0 m2
Plot 23	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
Plot 24	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
Plot 25	8 Person, 4 Bed Detached House	4 bedrooms	3	Detached single garage	154.0 m2
Plot 26	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
Plot 27	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
Plot 28	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
Plot 29	4 Person, 2 Bed Semi-Detached House	2 bedrooms	2	N/A	72.0 m2
Plot 30	4 Person, 2 Bed Semi-Detached House	2 bedrooms	2	N/A	72.0 m2
Plot 31	4 Person, 2 Bed Semi-Detached House	2 bedrooms	2	N/A	72.0 m2
Plot 32	4 Person, 2 Bed Semi-Detached House	2 bedrooms	2	N/A	72.0 m2
Plot 33	4 Person, 2 Bed Terrace House	2 bedrooms	2	N/A	72.0 m2
Plot 34	4 Person, 2 Bed Terrace House	2 bedrooms	2	N/A	72.0 m2
Plot 35	4 Person, 2 Bed Terrace House	2 bedrooms	2	N/A	72.0 m2
Plot 36	4 Person, 2 Bed Terrace House	2 bedrooms	2	N/A	72.0 m2
Plot 37	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
Plot 38	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 39	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 40	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 41	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 42	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 43	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 44	4 Person, 2 Bed Semi-Detached House	2 bedrooms	2	N/A	72.0 m2
Plot 45	4 Person, 2 Bed Semi-Detached House	2 bedrooms	2	N/A	72.0 m2
Plot 46	4 Person, 2 Bed Semi-Detached House	2 bedrooms	2	N/A	72.0 m2
Plot 47	4 Person, 2 Bed Semi-Detached House	2 bedrooms	2	N/A	72.0 m2
Plot 48	2 Person, 1 Bed Flat	1 bedrooms	1	N/A	53.0 m2
Plot 49	2 Person, 1 Bed Flat	1 bedrooms	1	N/A	53.0 m2
Plot 50	2 Person, 1 Bed Flat	1 bedrooms	1	N/A	53.0 m2
Plot 51	2 Person, 1 Bed Flat	1 bedrooms	1	N/A	53.0 m2
Plot 52	2 Person, 1 Bed Flat	1 bedrooms	1	N/A	53.0 m2
Plot 53	2 Person, 1 Bed Flat	1 bedrooms	1	N/A	53.0 m2
Plot 54	2 Person, 1 Bed Terrace House	1 bedrooms	1	N/A	55.5 m2
Plot 55	2 Person, 1 Bed Terrace House	1 bedrooms	1	N/A	55.5 m2
Plot 56	2 Person, 1 Bed Terrace House	1 bedrooms	1	N/A	55.5 m2
Plot 57	2 Person, 1 Bed Terrace House	1 bedrooms	1	N/A	55.5 m2
Plot 58	4 Person, 2 Bed Terrace House	2 bedrooms	2	N/A	72.0 m2
Plot 59	4 Person, 2 Bed Terrace House	2 bedrooms	2	N/A	72.0 m2
Plot 60	4 Person, 2 Bed Terrace House	2 bedrooms	2	N/A	72.0 m2
Plot 61	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 62	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 63	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 64	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 65	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 66	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 67	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 68	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 69	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 70	6 Person, 3 Bed Semi-Detached House	3 bedrooms	2	N/A	84.0 m2
Plot 71	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
Plot 72	8 Person, 4 Bed Detached House	4 bedrooms	3	Detached single garage	154.0 m2
Plot 73	8 Person, 4 Bed Detached House	4 bedrooms	3	Detached single garage	154.0 m2
Plot 74	10 Person, 5 Bed Detached House	5 bedrooms	3	Detached single garage	181.0 m2
Plot 75	8 Person, 4 Bed Detached House (Orangery)	4 bedrooms	3	Detached single garage	173.0 m2
Plot 76	6 Person, 3 Bed Detached House	3 bedrooms	2	N/A	94.0 m2
			<b>156</b>		

Development Visitor Parking	
Parking spaces adjacent to plots	
Parking spaces adjacent to plots	
Parking spaces between plots	
Total number of visitor parking spaces	