

acstro

Residential Travel Plan

**Mitchell Court
Tonypandy**

November 2024

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Revision History

A	25 th November 2024	First Issue

1795-ACS-ZZ-XX-RP-T-002-A Travel Plan.docx

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1 Introduction

- 1.1 Acstro has been appointed to prepare a Residential Travel Plan to support a planning application for the redevelopment of the Mitchell Court flats and former Council Offices adjacent to Tonypanyd Bus Station. The general location of the site is shown in Figure 1.

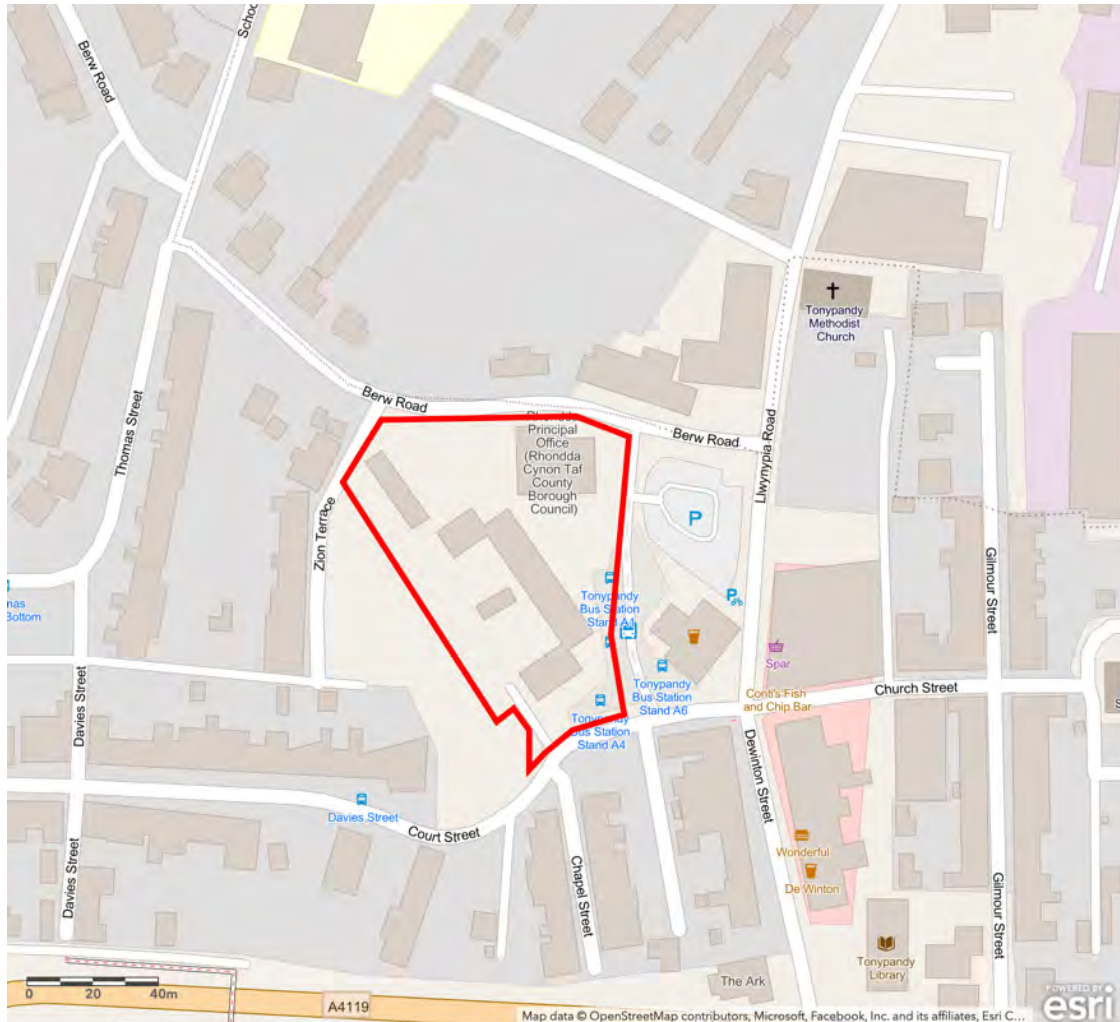


Figure 1 Location Plan

- 1.2 The proposal is to construct 50 affordable homes (8 semi-detached houses and an apartment block containing 42 units).
- 1.3 The ultimate aim of any Travel Plan should be to influence long-term changes in travel behaviour by providing the right package of measures that promote and value sustainable transport initiatives. It is crucial to the success of a Travel Plan that the measures are site specific and tailored to the needs of the users of the development.
- 1.4 A Travel Plan is a dynamic process that will grow and develop with time, and with the changing circumstances of the site and the environment in which it works. It should be stressed that the Travel Plan will be flexible in which measures are implemented, and allow for changes to be made in line with Travel Plan performance.

- 1.5 This Travel Plan has been prepared to ensure that sustainable modes of transport are promoted to all residents from first occupation of the site. It is supportive of reducing the need for single occupancy car journeys to and from the development, which is achievable given the range of sustainable options which should be available to residents.

Benefits of a Travel Plan

- 1.6 Travel Plans support planning policy in their objective to deliver sustainable development. Travel Plans reduce the number of single occupancy car trips and promote greater use of sustainable modes of transport such as public transport, cycling or walking.
- 1.7 A reduction in the number of private vehicle journeys has the potential to reduce the type and volume of pollutants released into the atmosphere, which are contributing to climate change and having a detrimental effect on health.
- 1.8 A reduction in single occupancy car trips can result in a reduction in peak period traffic congestion, fewer road traffic accidents, reduced stress, healthier lifestyles, better productivity, environmental protection, improved access for residents, visitors, and deliveries, and genuine reduction in social exclusion through the provision of choice between modes of transport.

2 Policy Context

[Future Wales - The National Plan 2040](#)

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

[Planning Policy Wales \(12th Edition\)](#)

- 2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
 - are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
 - are designed in a way which integrates them with existing land uses and neighbourhoods; and
 - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
 - Walking and Cycling
 - Public Transport
 - Ultra Low Emission Vehicles
 - Other Private Motor Vehicles
- 2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

- 2.9 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.
- 2.10 PPW recommends (4.1.51) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

TAN18 Transportation

- 2.11 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments’ sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
 - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
 - managing parking provision;
 - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - encouraging the location of development near other related uses to encourage multi-purpose trips; and
 - ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.12 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

The Active Travel (Wales) Act 2013

- 2.13 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.
- 2.14 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

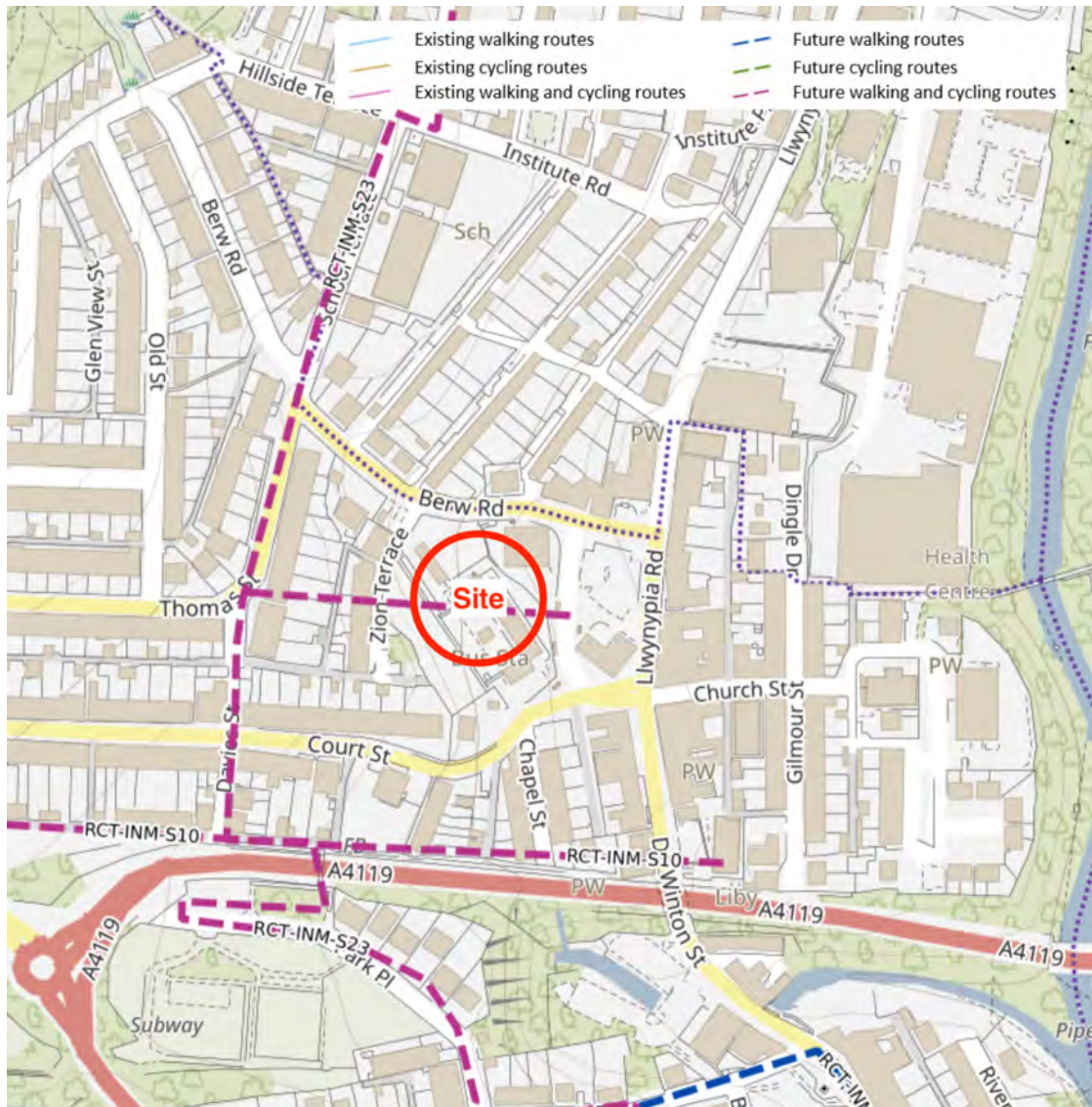


Figure 2 Extract from Active Travel Network Map (Source: DataMapWales)

- 2.15 An extract from the Council's ATNM is shown in Figure 2. A number of future routes are shown, including a future walking and cycling route along Davies Street and Thomas Street to the west of the site, with a link shown to the bus station that is adjacent to the site.

[Rhondda Cynon Taf Local Development Plan up to 2021](#)

- 2.16 Tonypandy is identified within the Local Development Plan (LDP) as a Key Settlement and the application site lies outside of, but immediately adjacent to, the town's defined retail centre (SSA17).
- 2.17 In terms of accessibility and transport issues, policy AW2 requires that new development, amongst other things, has good access to key services and facilities. Policy AW5 requires that new development be accessible by a range of sustainable forms of transport, that dependency on the car is reduced, that safe access to the highway network is provided and that the development traffic can be accommodated without problems and that car parking provision accords with the Council's Supplementary Planning guidance (SPG).
- 2.18 Policy AW6 also requires that new development has a high level of connectivity and accessibility to existing centres by a wide range of sustainable transport modes.

[Access, Circulation & Parking Requirements SPG \(March 2011\)](#)

- 2.19 This document sets out the Council's recommendations in terms of parking provision within new development.
- 2.20 For dwellings a maximum of 2 car parking spaces is recommended for those that provide up to 2 bedrooms. For 3 bedroomed dwellings or larger the maximum recommendation is 3 parking spaces. Visitor parking provision of 1 per 5 dwellings is recommended.
- 2.21 For developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken.
- 2.22 In terms of the existing office building located within the application site, the recommendation for this land use is that a maximum of 1 car parking space per 25m² to 35m² of floor area is provided.

3 Existing Conditions

- 3.1 The site currently consists of a 37-unit block of flats and a three-storey office building that was most recently used as the Council's Principal Social Service Office. These buildings are due to be demolished imminently.
- 3.2 The application site is bounded by Court Street to the south, the bus station to the east, Berw Road to the north and Zion Terrace to the west.
- 3.3 The existing/former Mitchell Court flats is accessed from Court Street, with the access road into the site being designated as public highway. To the west of the highway, opposite the building there is room for some 14 cars to park perpendicular to the street. These parking spaces do not comply with current design standards, being only some 4.2m in length (rather than 4.8m) and having only 4.5m width of street (rather than 6m) to reverse to or from.
- 3.4 There are 9 lock-up garages located to the west of the building but, with internal dimensions of some 5.5m x 2.5m and only 5m road width in front of their doors, are too small to be considered as car parking spaces.



Figure 3 Existing Mitchell Court Parking Area & Lock-up Garages

- 3.5 At the southern end of the building, near the Court Street access, is a courtyard area capable of accommodating four parked cars.
- 3.6 In total therefore the 37 (one-bed) flats had 18 car parking spaces, with the majority being sub-standard in terms of their dimensions and layout. This equates to a parking provision of 1 per 2 bedrooms / flats, which is 50% of the maximum parking provision recommended by the Council's adopted Parking Standards.
- 3.7 The three-storey office building at the northeastern corner of the site provides around 750m² of floor area in total. It has a car park, accessed from the bus station that can accommodate up to around 20 cars. This equates to 1 space per 37.5m² of floor area and broadly aligns with the Council's adopted Parking Standards maximum of 1 car parking space per 25m² to 35m² of floor area.

4 Proximity to Services & Accessibility

4.1 The application site’s location and transport links are shown in context in Appendix 1.

Appendix 1 Site Context

Proximity to Services

4.2 The application site is located outside of, but immediately adjacent to, the town’s defined retail centre that provides access to a wide range of services and amenities. A selection of some of the facilities available in close proximity to the site is provided below.

Type	Location	Walk Distance
Food Outlet	Numerous food outlets on Llwynypia Road, De Winton Street & Dunraven Street	<500m
Access to cash	Spar, Llwynypia Road	<100m
Recreation	King George’s Park	400m
Post Office	40 Dunraven St.	600m
Convenience Store	Spar, Llwynypia Road	<100m
Suprmarket	Asda, Colliers Way	1100m
Pharmacy	Well Pharmacy, De Winton St & Sheppard Pharmacy, Llwynypia Rd	100m
School	Llwynypia Primary School	350m
Public Transport	Tonypandy Bus Station	Adjacent

Table 1 Local Amenities

Active Travel

4.3 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government’s *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.

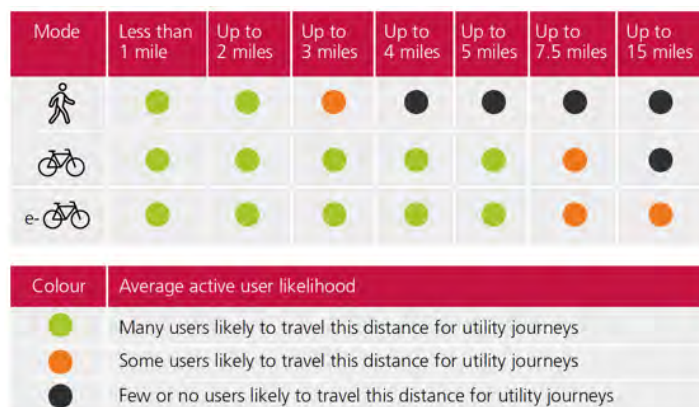


Figure 4 Typical Distance Range for Active Travel
(Source: Active Travel Guidance Table 4.1)

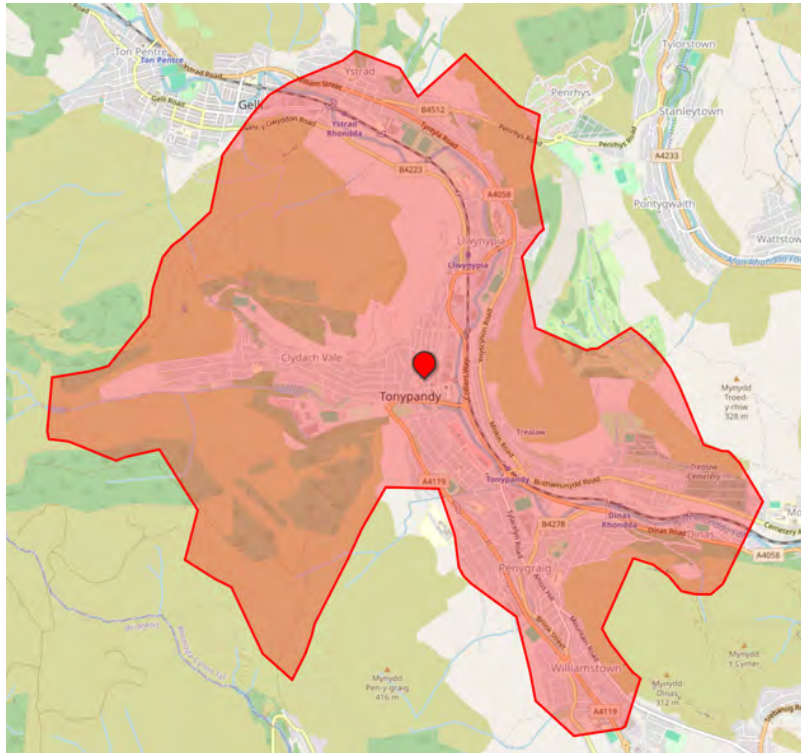


Figure 5 2-Mile Walk Catchment

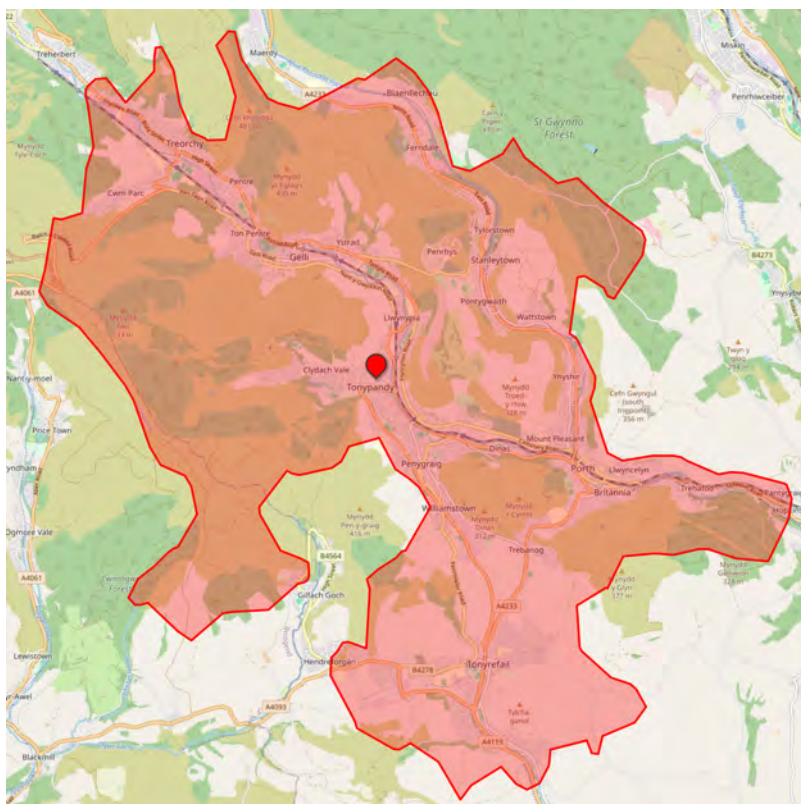


Figure 6 5-Mile Cycle Catchment

- 4.4 Figures 4 and 5 show the areas that are within a 2-mile walk or 5-mile cycle ride of the site and illustrate the locations where journeys to and from the application site may be viable by active travel modes.
- 4.5 There exists, therefore, a wide range of destinations and services within walking and cycling distance that will meet the daily needs of the development's residents. As a result, people are more likely to travel by active modes to access those services and will not be reliant on the car. This delivers many benefits including a reduction in road congestion, improved air quality, improved physical and mental health and improved social interaction and sense of community.
- 4.6 The site is accessible to pedestrians from Court Street, the bus station and Berw Road. There is also a public footpath that runs through the site, linking Court Road and Zion Terrace.
- 4.7 These footways and footpath link with the wider pedestrian network that provide segregated routes to the local amenities described earlier, providing a safe environment for pedestrians. The standard of footways and footpaths in all directions are good and there are no identified shortfalls in the pedestrian infrastructure network that serves the site that would discourage people, of all ages and abilities including those with visual impairment, from making journeys on foot.

Public Transport

- 4.8 The site is located adjacent to Tonypandy's bus station, which provides access to regular and frequent bus services. These are summarised in the table below.

Service No.	Route	General Frequency
120/130	Blaencwm - Caerphilly	6 Journeys - Bank Holiday Mondays
121	Tonypandy – Blaenrhondda	Hourly (Mon – Sat)
122	Tonypandy - Cardiff	Every 30 Mins (Mon – Sat)
170	Clydach Vale - Blaenllechau	Every 30 Mins (Mon – Sat)
172	Bridgend - Merthyr Tydfil	Hourly (Mon – Sat)
173	Porth – Clydach Vale	Hourly (Mon – Sat)
175	Clydach Vale - Porth	Hourly (Mon – Sat)

Table 2 Bus Services from Tonypandy Bus Station

- 4.9 The site is located approximately mid way between Tonypandy and Llwynypia railway stations, with each being approximately a 1km (15-minute) walk away. These provide access to half-hourly services south to Pontypridd and Cardiff and north to Treherbert.

Highway Access

- 4.10 The site is surrounded by Court Street to the south, the bus station to the east, Berw Road to the north. Access to various parts of the development will be taken from each of these streets. Zion Terrace on the site's west is elevated above the level of the site and no vehicular access to the site exists or is proposed.
- 4.11 There are double-yellow line markings adjacent to the site along Court Street, Berw Road and within the bus station that prohibit waiting at any time.

- 4.12 There is a Council public car park adjacent to the bus station (Tonypany Square Car Park) where charges apply from 8am to 3pm on weekdays and 8am to 10am on Saturdays. Parking during those hours is limited to 2-hour stays with no return within 2-hours. Parking is free outside of those hours.
- 4.13 The existing/former Mitchell Court flats is accessed from Court Street, with the access road into the site being designated as public highway. Associated with the development will be the extinguishment of the public highway status for a section of this road. This will be subject to a statutory stopping-up process that is separate to the planning process. More detail is provided later within this document.
- 4.14 A review of injury accident records for the area around the site has been undertaken for latest five-year period for which data is available (2019 – 2023 inclusive).

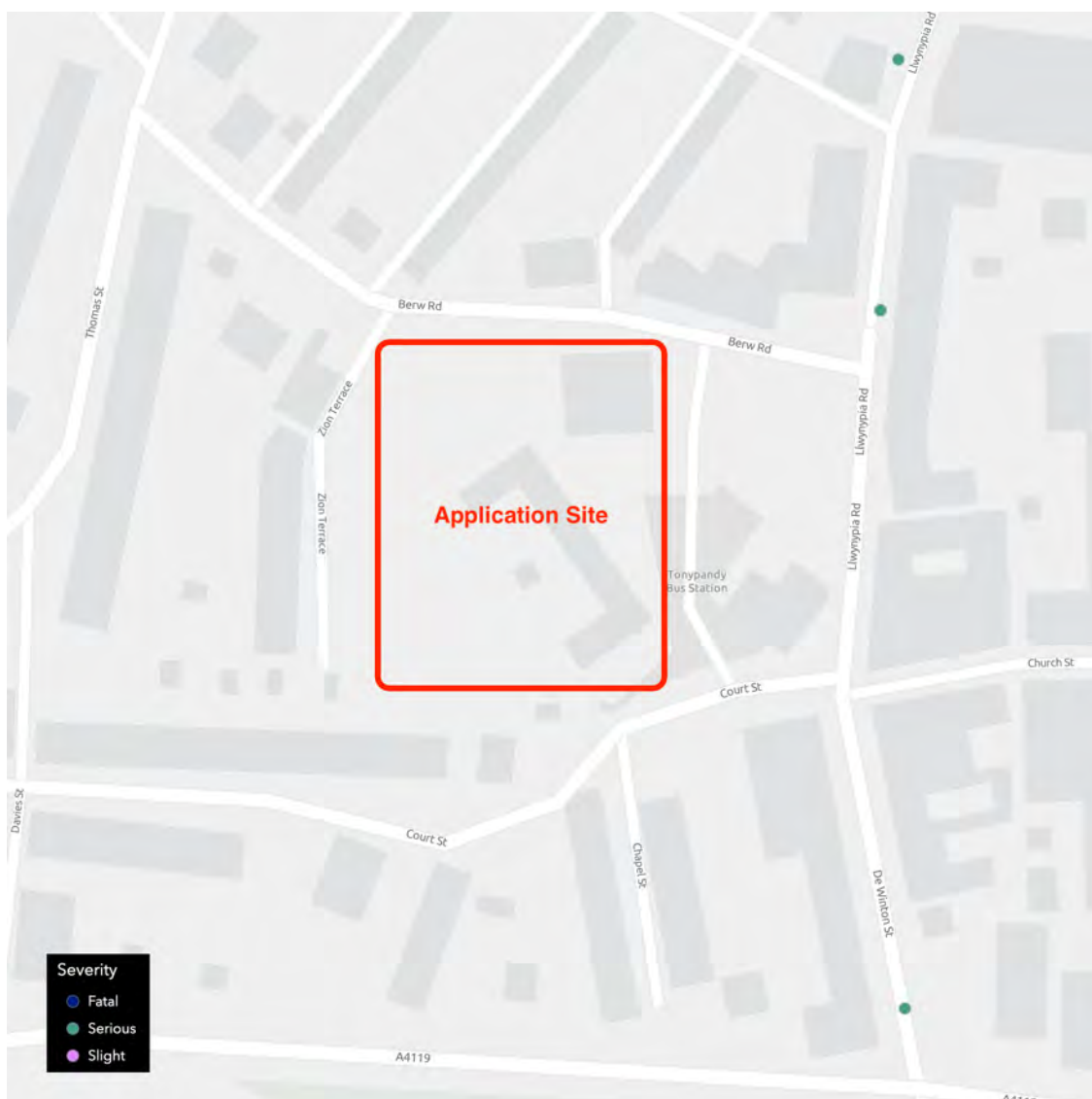


Figure 7 Injury Accident Location & Severity 2019 - 2023 (Source: DfT / MAVRIC)

- 4.15 There are no recorded collision injuries on the streets and within the bus station that form the perimeter to the site. This indicates that these streets operate safely. There are three serious severity collisions recorded on De Winton Street and Llwynypia Road. The accidents are in disparate locations, suggesting that each is an isolated incident. On further investigation these all occurred between 2019 and 2021 and there were no recorded injury collisions in the last two years of the assessment period. Two of the three incidents resulted in injuries to pedestrians.
- 4.16 In September 2023 the speed limit on these streets reduced to 20mph as part of the Welsh Government's lowering of default speed limit on restricted roads. The evidence emerging since that change suggests that this has had a significant and positive impact in terms of reducing the number and severity of injury collisions on restricted roads.

Summary

- 4.17 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.
- 4.18 There is a good range of services and facilities that cater for the day-to-day needs of future residents of the site available within reach by sustainable methods of travel. This reduces the need to travel by car and ensures that future residents without access to cars are not socially excluded.
- 4.19 The highway network serving the site operates safely.

5 Proposed Development

- 5.1 The proposed development comprises of an apartment block containing 42, 1-bed, apartments and 8 semi-detached houses that front onto Berw Road.



Figure 8 Proposed Development

- 5.2 There are 4 proposed key pedestrian access points across the site. One from Zion Terrace to the north west which provides access through the west of the site dropping down to the main access road. This is an existing site access and the proposals intend to retain and enhance where required
- 5.3 A second is from the access road via Court Rd to the south. This is formed by the primary existing access to the upper areas of the site providing access to the pedestrian entrances of the apartment homes and the amenity spaces to the west.

- 5.4 A third is a new pedestrian access point half along the northern boundary via Berw Rd which cuts through a landscaped portion of the site connecting Berw Rd to the primary access road from the south. This access incorporates a new small pocket park and seating areas along Berw road adjacent to the proposed houses and will require a security gate and fence - details to landscape detail design.
- 5.5 The fourth is an existing access from Berw Road, this is another point where the site topography naturally meets that of the context. Pedestrians can access the terraced housing from the street or a path off Berw Rd.
- 5.6 Cyclists can access the site at two main points. The main point of access is along Court Rd via the access road. Cycle storage provision is provided at the ground floor of the apartment building which is easily accessed from this point.
- 5.7 Vehicular access to the apartment block will be provided from Court Street. It is intended that the initial length of the access road will be improved to provide a 5.5m wide carriageway with a 2m wide footway adjacent. This will remain as public highway. Two car parking spaces are provided to the east of this section of street and these are located either side of an area that is to provide access to a new sub-station.

Appendix 2 Proposed Access Arrangement

- 5.8 North of the southern corner of the apartment building it is the intention to extinguish the existing public highway and replace this with a shared surface courtyard area. Within this area there will be 14 car parking spaces.
- 5.9 Four houses are located to the east of the Zion Terrace / Berw Road junction, with each provided with two car parking spaces. Nearer the corner of Berw Road and the bus station there are another four dwellings. Pedestrian access is from Berw Road and car parking is provided (two spaces per property) in a car park area accessed from the bus station. This utilises the existing access that served the former office building.

Parking

- 5.10 Two car parking spaces each are provided for the 8 proposed houses. This aligns with the Council's car parking standards of providing no more than 2 or 3 spaces for 2 and 3-bed properties, respectively.
- 5.11 For the flats a total of 16 car parking spaces are provided. This is considered appropriate given the accessible location of the site, adjacent to the bus station and within a few minutes' walk of the town's amenities.
- 5.12 The parking provision is also reflective of the significantly lower than average car ownership rates exhibited in households that reside in social rented accommodation. This is by analysing 2021 Census data on car and van availability by tenure of accommodation for the Tonypandy and Llwynypia Wards. As an average, across all types of tenures within these wards, 75% of households have access to a car or van with only 25% having no access. However, the data for social rented households is markedly different, with only 42% of households having access to a vehicle. The majority (some 59%) of social rented households have no access to a car or van and therefore have no need for a parking space.

Number of cars or vans	All Tenure Types Total		Owned: Owns outright		Owned: Owns with a mortgage or loan or shared ownership		Rented: Social rented		Rented: Private rented or lives rent free	
Total	3,041		1,226		863		311		641	
No cars or vans in household	770	25%	294	24%	43	5%	183	59%*	250	39%
1 car or van in household	1,280	42%	599	49%	300	35%	98	32%*	283	44%
2 or more cars or vans in household	991	33%	333	27%	520	60%	30	10%*	108	17%

* Apparent errors in percentages not adding to 100% caused by rounding up

Table 3 2021 Census - Car / Van Availability by Tenure for Tonypandy & Llwynypia Wards

- 5.13 No visitor car parking is provided within the development. Visitor parking can instead be accommodated within the nearby Tonypandy Square public car park.
- 5.14 Cycle parking for the flats is provided internally and meets the adopted Parking Standards requirement of 1 space per 5 beds. The internal cycle store space also provides room for storage of mobility scooters.

Servicing

- 5.15 Swept path analysis has been undertaken to ensure that the development’s layout can accommodate delivery, refuse and emergency vehicles. This is provided as Appendix 3.
- 5.16 Refuse collections from the apartment block will involve the collection lorry reversing to the building’s corner. It is assumed that this has always been the arrangement for refuse collection given that there is no room to turn a large vehicle within the existing Mitchell Court. The collection vehicle’s movement will be contained entirely within the section of street that is to remain as public highway.
- 5.17 A turning area is provided within the apartment block courtyard for delivery vehicles visiting the site.

Trip Generation Modal Split

5.18 The 2011 Census¹ provides information on the method of travel to work for Tonypanydy and Llwynypia's² population, which is summarised below. Some 23% of trips are made by sustainable forms of transport and 77% by car (68% as a driver and 9% as a passenger).

Method of travel to work	Proportion
Public Transport	8%
Motorcycle, scooter or moped	0%
Driving a car or van	68%
Passenger in a car or van	9%
Bicycle	1%
On foot	14%

Table 4 2011 Census Data – Method of Travel to Work

5.19 It is assumed that, without intervention, the modal split of the proposed development will match the census data. It is considered reasonable to attempt to generate a modal shift that reduces the number of driven car journeys use by one-tenth i.e. from 68% to 61% over the course of the first 5-years of the development.

¹ 2021 Census travel to work data has not been used due to that Census taking place during Covid restrictions when travel patterns were greatly impacted.

² Super Output Middle Layer – Rhondda Cynon Taf 014 & 016

6 Travel Plan Aims

- 6.1 It is important that the Travel Plan has a focus and direction in what it is trying to achieve. This can be accomplished through the identification of Travel Plan aims, which are realistic and site specific. The aims of this Travel Plan are:
- To widen the travel options available to all users of the development. It is vitally important that the users of the development are made fully aware of the sustainable transport choices available to them from the opening of the site so that sustainable travel habits are established from the outset. The focus of the Travel Plan will be to inform the residents of the proposed development of the travel options available to them.
 - To improve the health of all residents. Current Government advice for living a healthier lifestyle is to engage in moderate exercise (that raises your breathing and heart rate) for 30 minutes a day. This Travel Plan aims to encourage greater take up of walking and cycling.
- 6.2 The objectives of the Travel Plan will be to:
- Reduce to a minimum the number of single-occupancy car traffic movements to and from the residential site;
 - Reduce the need for travel to and from the residential site;
 - Address the access needs of residents and visitors by supporting walking, cycling and the use of public transport;
 - Implement good urban design that opens up the site to walking, cycling and the use of public transport;
 - Enable residents and visitors to have an informed choice about their travel options.

Modal Shift Targets

- 6.3 It is assumed that, without intervention, the modal split of the proposed development will match the census data described earlier. It is considered reasonable to attempt to generate a modal shift that reduces the number of driven car journeys use by one-tenth i.e. from 68% to 62% over the course of the first 5-years of the development.

7 Travel Plan Measures

- 7.1 This Travel Plan comprises a range of initiatives and measures to promote sustainable travel choices. These measures will be funded by the developer for a period of 5 years following the point that 10% of the development becomes occupied.

Welcome Packs

- 7.2 The main elements of the Travel Plan will include the preparation and dissemination of information and publicity material to encourage walking, cycling and the use of public transport. These will take the form of a Welcome Pack that will be provided to all new residents of the development.

Measures to Encourage Active Travel

- Level access to the properties;
- Good quality paths within the development connecting to the footway on surrounding streets;
- Provision of safe and secure cycle storage space.
- Welcome Packs to include:
 - Promotion of the health benefits of active travel;
 - Map showing location of, and safe walking and cycling routes to, local amenities;
 - Links to websites that offer further advice on active travel e.g.
 - [SportRCT](#)
 - www.sustrans.org.uk

Measures to Encourage Public Transport Use

- Welcome Packs to include:
 - Promotion of public transport as a form of transport;
 - Details of bus stop locations, route maps, timetables and fare information;
 - Details of the Council's free school transport policies and relevant contact details provided;
 - Websites that provide bus service information and route planning will be promoted e.g.:
 - www.traveline.cymru

Measures to Reduce Car Use & Emissions

- Encourage residents to choose to travel on foot, by bicycle or on public transport wherever possible. Where journeys must be made by car the benefits of car-sharing will be promoted car-sharing.
- Potential car-sharers will be encouraged to visit car-sharing database websites, for example <https://liftshare.com/uk/community/wales>

8 Summary

8.1 The aims of this Travel Plan are:

- To widen the travel options available to all users of the development.
- To improve the health of all residents by encouraging greater take up of walking and cycling.

8.2 The objectives of the Travel Plan will be to:

- Reduce to a minimum the number of single-occupancy car traffic movements to and from the residential site;
- Reduce the need for travel to and from the residential site;
- Address the access needs of residents and visitors by supporting walking, cycling and the use of public transport;
- Implement good urban design that opens up the site to walking, cycling and the use of public transport;
- Enable residents and visitors to have an informed choice about their travel options.

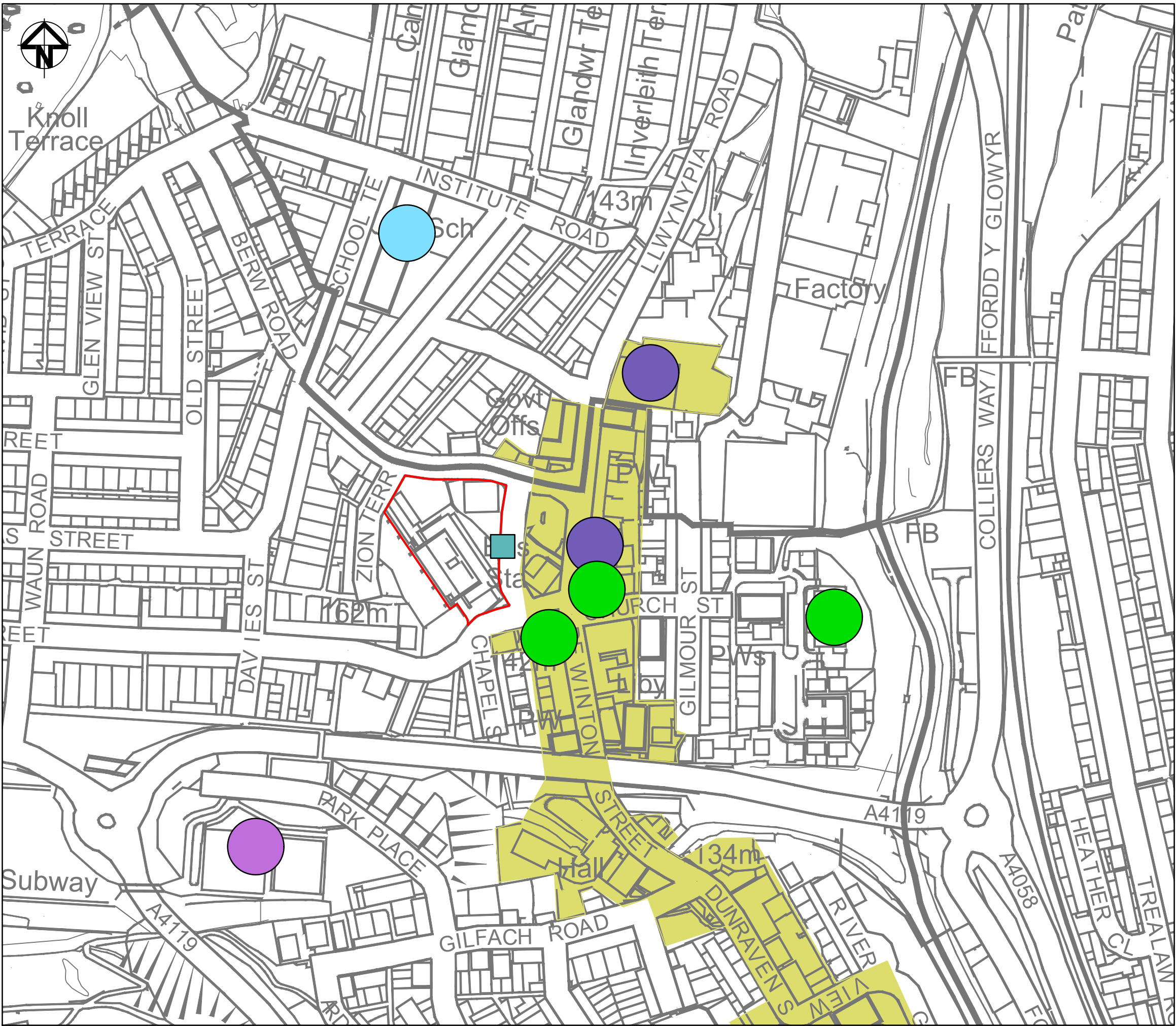
8.3 It is assumed that, without intervention, the modal split journeys made by residents will approximate to census data, which shows that some 22% of trips are made by sustainable forms of transport and 78% by car (65% as a driver and 13% as a passenger).

8.4 The target of this Travel Plan will be to reduce the number of driven car journeys by one-tenth i.e. from 65% to 59% over the course of the first 5-years of the development. To achieve this the following actions will be undertaken.

Timetable	Action
Prior to the first occupation of the development.	Prepare Travel Plan Welcome Packs
Upon occupation	Distribute Travel Plan Welcome Packs to new residents.
Ongoing from the start of the occupation	Promotion and marketing of the Travel Plan

Table 5 Travel Plan Actions

Appendix 1 Site Context



KEY

- Site
- Bus Stop
- Town/Retail Centre
- Convenience Store / Supermarket
- King George's Park
- Llwynypia Primary School
- GP Surgery / Pharmacy

A	First Issue	17-10-24
<p style="font-size: small; margin: 0;">Ty Penbryn, Salem, Llandello.SA19 7LT E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021</p>		
Project	MITCHELL COURT	
Drawing	SITE CONTEXT	
Drawing No.	1795-ACS-XX-ZZ-DR-T-004-A	
Scale	1:2500 @ A3	

Appendix 2 Proposed Access Arrangement



A	First Issue	22-11-24
 Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandeilo SA19 6BJ E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
Project	MITCHELL COURT, TONYPANDY	
Drawing	PROPOSED ACCESS ARRANGEMENT	
Drawing No.	1795-ACS-XX-ZZ-DR-T-005-A	
Scale	1:200 @ A1	

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