

**Proposed residential development of 35 units
at land to the south of
Willowbrook Drive,
St Mellons
Cardiff**

Travel Plan

May 2024

Applicant: Wates Construction Ltd.

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Project name: Willowbrook Drive

Offices at:

Unit 9, Oak Tree Court
Mulberry Drive,
Cardiff Gate Business Park,
Cardiff, CF23 8RS
Tel: 029 2073 2652

Suite D, 1st Floor,
220 High Street,
Swansea,
SA1 1NW
Tel: 01792 480535

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1 INTRODUCTION

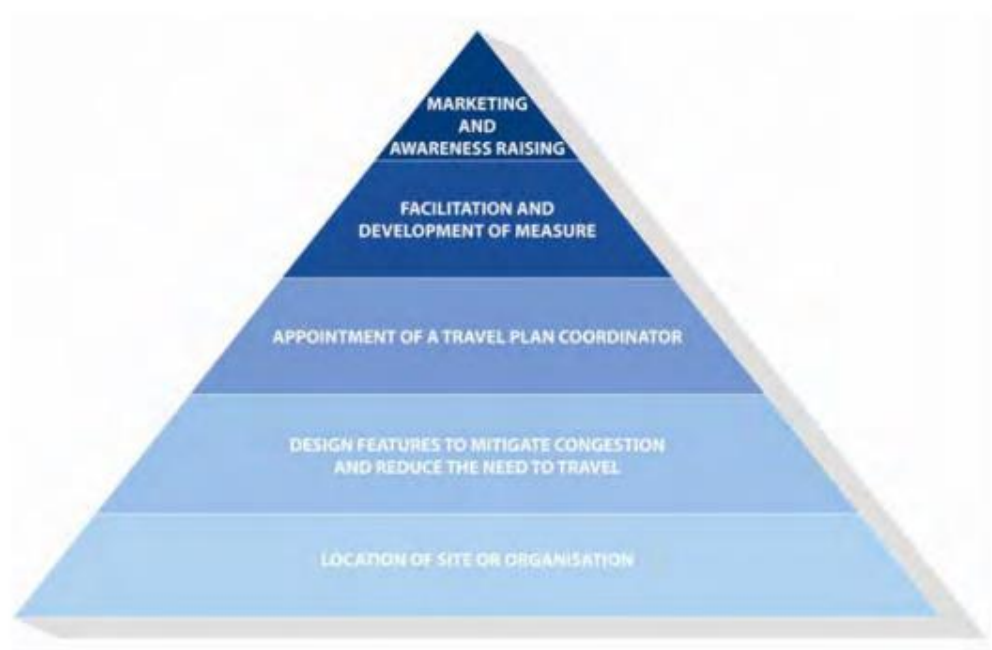
1.1 Background

1.1.1 Asbri Transport Ltd have been instructed by Wates Construction Ltd to produce a Transport Statement in support of a planning application for the proposed development of up to 35 residential dwellings, located on land to the south of Willowbrook Drive, to the south-west of St Mellons in Cardiff.

1.1.2 This Travel Plan follows the guidance provided in Appendix 3 to Cardiff's Managing Transportation Impacts Supplementary Planning Guidance (July 2018)

1.1.3 Asbri Transport have in producing this Travel Plan duly considered and adopted the guidance in the SPG Figure 1.1 of Appendix 3 of the SPG reproduced below

Figure 1.1: Travel Plan Pyramid



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 CO² 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 summarises the Active Travel and public transport infrastructure around the site;
- Chapter 4 details the development proposals;
- Chapter 5 lays out the objectives, targets and performance indicators for the site;
- Chapter 6 describes the Travel Plan strategy, including management roles and responsibilities;
- Chapter 7 details the measures to encourage sustainable travel and to help meet the targets; and
- Chapter 8 identifies the Travel Plan monitoring process.

2 EXISTING SITUATION

2.1 Introduction

2.1.1 This section of the report describes the existing highway network in the vicinity of the site.

2.2 Site Location

2.2.1 The application site is located to the south west of St Mellons and is made up of two parcels of land, located to the north and south of Willowbrook Drive. The is bounded by Crickhowell Road to the south and south east and Trefaser Crescent to the west. To the north lies playing fields and a woodland area.

2.2.2 The location of the site is shown in **Figure 2.1**.

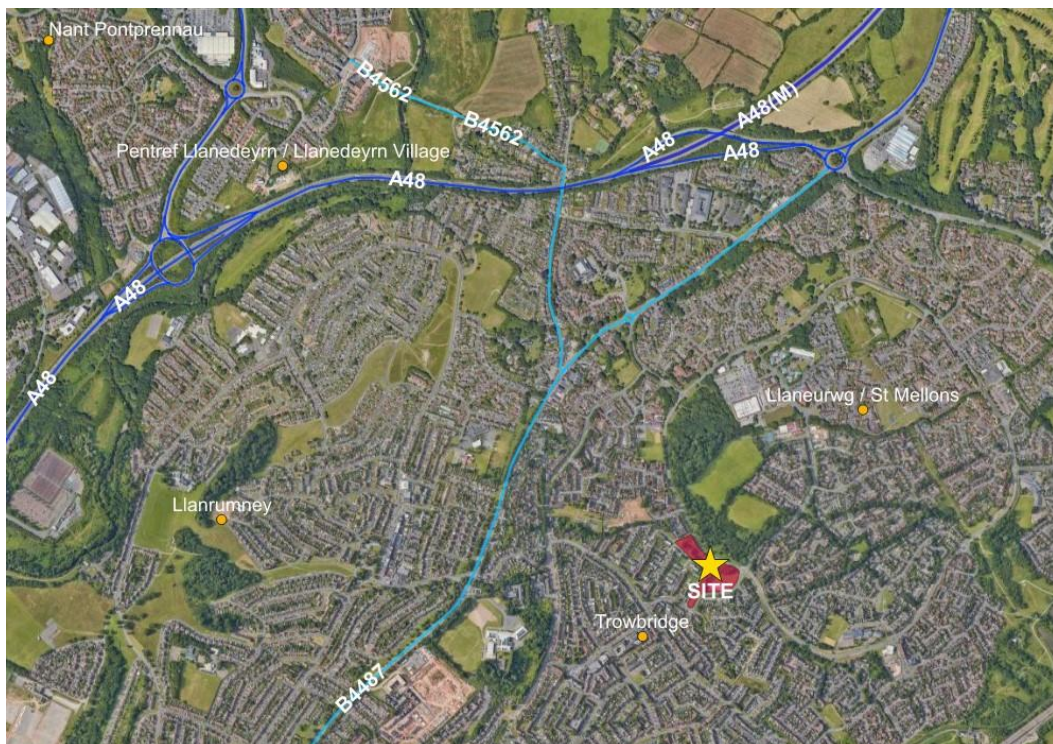


Figure 2.1 Site location

2.3 Local Highway Network

2.3.1 The local highway network surrounding the site is shown in **Figure 2.2**.



Figure 2.2 Local highway network

Willowbrook Drive

2.3.2 Willowbrook Drive forms a ring road around central St Mellons, providing access to the wider area of St Mellons. Willowbrook Drive segregates the application site.

2.3.3 Willowbrook Drive has an approximate carriageway width of 6m with a 2m shared pedestrian cyclist route provided along the western side of the carriageway. A raised zebra crossing is located approximately 200m to the north of the proposed site. At this location, a short span of footway is provided along the eastern side of Willowbrook Drive which provides a pedestrian and cyclist only access to Brockhampton Road, located within close proximity to a number of local amenities within St Mellons.

2.3.4 Willowbrook Drive is subject to a speed of 20mph within the vicinity of the site. To the north of the site, speed calming measures are in place in the form of speed tables. Double yellow lines are also demarcated on the eastern side of the carriageway heading northbound from Brookfield Drive.

Crickhowell Road

- 2.3.5 In the vicinity of the site, Crickhowell Road forms a 4-arm roundabout junction with Willowbrook Drive. To the north-east, Crickhowell Road provides access to St Mellon's district centre which provides a number of local amenities. From the roundabout junction with Willowbrook Drive, for approximately 230m footway provision is only initially present along the eastern side of the carriageway heading northbound towards the centre of St Mellons. From James Court onwards, footway is provided along both sides of the carriageway with shared use for cyclists.
- 2.3.6 To the south, Crickhowell Road provides access to a number of residential dwellings. Footway is provided along the eastern side of the carriageway.
- 2.3.7 Street lighting is present along the length of Crickhowell Road and a number of bus stops with shelter provision are also provided.
- 2.3.8 There are no parking restrictions present in the form of double yellow lines within the vicinity of the site. Crickhowell Road is subject to a 20mph speed limit.

3 SITE ACCESSIBILITY & SUSTAINABILITY

3.1 Active Travel

3.1.1 Active Travel infrastructure within the vicinity of the site is shown below in **Figure 3.1**.



Figure 3.1 Active Travel infrastructure

Walking

3.1.2 As discussed, there is a footway provided along the western/southern edge of Willowbrook Drive of approximately 2m in width. This carriageway has street lighting along its length which provides safe passage for pedestrian to the surrounding local areas and local nodes.

3.1.3 There is a Zebra crossing present in Willowbrook Drive to the north of the application site. This provides access to the shared pedestrian/cyclist route linking Willowbrook Drive to Brockhampton Road.

3.1.4 There is a pedestrian underpass that provides a segregated crossing of Willowbrook Drive located immediately east of the Crickhowell Road roundabout.

- 3.1.5 To the north of the roundabout a footway continues along the eastern side of Crickhowell Road. Approximately 300m north of the roundabout there is an uncontrolled crossing of Crickhowell Road with a central refuge.
- 3.1.6 There are a number of shared cycle/pedestrian routes throughout St Mellons, with one running along the western carriageway of Willowbrook Drive.
- 3.1.7 All of the facilities available in St Mellons and the surrounding suburban areas are within comfortable cycling distance of the application site.

Cycling

- 3.1.8 There are no national cycle network routes within the immediate vicinity of the site, but the discussed shared pedestrian/cyclist route located to the north of the site which heading in a northeast direction, brings cyclists to the Cypress Drive/Fortran Road priority junction. From here, cyclists are an 800m cycle along carriageway to join NCN Route 88.
- 3.1.9 NCN Route 88 is a proposed coastal route between Newport, Cardiff, Bridgend and Margam Country Park which is currently open in sections.
- 3.1.10 To the southwest, there is intermittent cycle path provision to direct cyclists to Cardiff City Centre. Cardiff's Primary Cycle Network forms a web of links across the city centre. The extent of these links is shown in **Figure 3.2**.

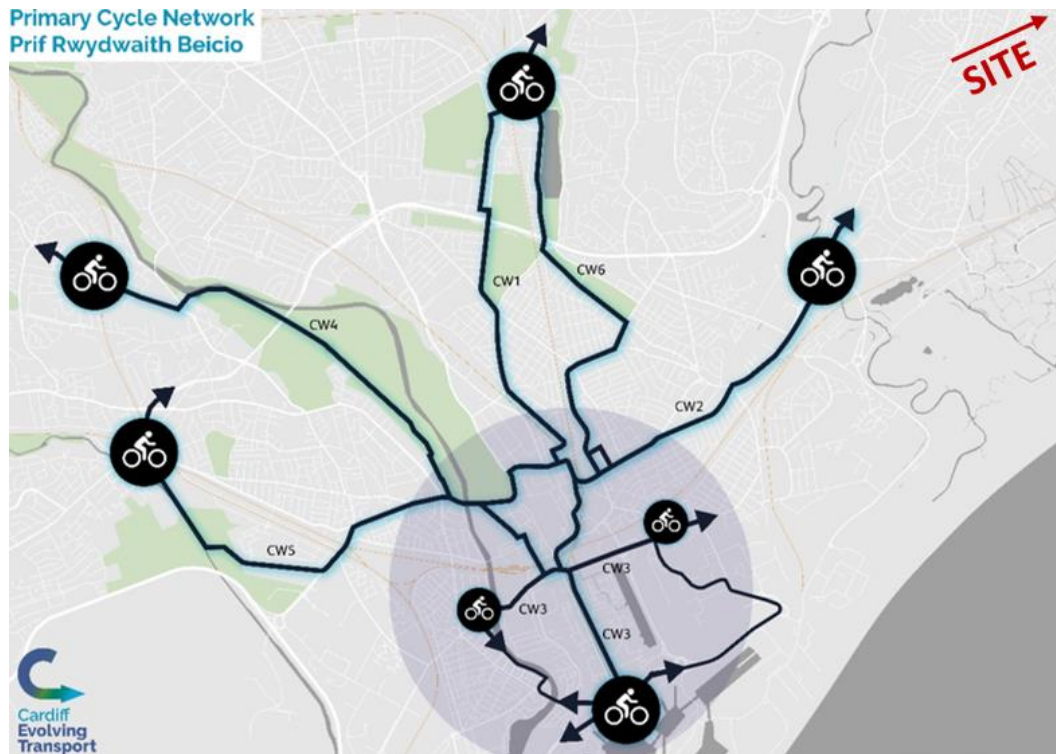


Figure 3.2 Cardiff Primary Cycle Network

3.2 Public Transport

3.2.1 The site is well served by public transport with a range of bus stops within walking distance. The CIHT Planning for Walking documents states that;

“For bus stops in residential areas, 400m has traditionally been regarded as a cut-off point and, in town centres, 200m. People will walk up to 800m to get to a railway station, which reflects the greater perceived quality or importance of rail services.”

3.2.2 Public transport infrastructure within the vicinity of the site has therefore been plotted in **Figure 3.3**.



Figure 3.3 Public transport infrastructure

Bus

3.2.3 The nearest bus stop to the site is located along Crickhowell Road and Willowbrook Drive and are within 200m walking distance of the proposed site access locations. The bus stops on Crickhowell Road operate in both and east and westbound direction and are both in the form of bus cage markings on the carriageway and bus flag. Bus timetable information is available via both the Cardiff Bus website and Traveline Cymru.

3.2.4 There are further bus stops in both directions on Willowbrook Drive which operate with bus flags and unmarked laybys.

3.2.5 **Table 3.1** details the bus services operating from here and other stops within walking distance of the site.

Route No.	Destination	Frequency
44/45	Cardiff City Centre - St Mellons (stop located 650m on Llanelwyr Way)	Mon-Sat: Every 10-20 mins from 06:27-22:41 then 23:51 Sun: ~ every 30 mins from 08:03-09:55 the half hourly until 23:51
	St Mellons - Cardiff City Centre	Mon-Sat: Every 10-20 mins from 05:01-21:17 then 22:17 Sun: ~ every 30 mins from 08:58 then every 10-20 mins until 17:41, then half hourly until 22:11-23:35
54	St. Mellons - Heath Hospital	Mon-Fri: 06:39
101/102	Pentrebanne - Llanrumney	Mon-Fri: Every 1-1.5 hrs from 06:34-19:14
815	Splott - Ysgol Bro Edern	Mon-Fri: 07:36
	Ysgol Bro Edern - Splott	Mon-Fri: 15:57

Table 3.1 Bus services operating within proximity

3.2.6 A bus route network map for Cardiff City Centre is shown in **Figure 3.4** which details the network of routes operating from the site. As can be seen, the services operating from the proximity of Willowbrook Drive facilitate a range of bus connections in and around the city centre.

3.2.7 The service no 44/45 calls within close proximity to Cardiff Central Railway Station allowing a connection to the wider rail network. This service also calls near Cardiff Queens Street Railway Station of which provides a direct service to Cardiff Bay.



Figure 3.4 Cardiff City Centre bus network

Rail

3.2.8 The closest train stations to the site are Cardiff Queen Street and Cardiff Central, located approximately 9.3km to the south west of the site of which as discussed above, is directly accessible via the bus service no 44/45.

3.2.9 Cardiff Queen street is served by Transport for Wales providing regular services to Cardiff Central, Cardiff Bay, Penarth, Barry and Merthyr Tydfil to name but a few.

South Wales Metro

3.2.10 As part of the South Wales Metro improvements, the following improvements are being implemented within Cardiff as immediate priorities:

- Rail: improvements to Cardiff Central railway station to alleviate overcrowding and congestion
- Bus: Cardiff Bus Interchange with 14 bus bays, cafes and shops
- Active Travel: 1,000 new high-quality cycle parking spaces to be delivered

3.2.11 The Cardiff Transport Hub is to be located directly adjacent to Cardiff Central railway station, on the site of Marland House and the NCP Marland car park, shown in **Figure 3.5** below.

3.2.12 The hub will provide a core for bus and rail infrastructure around Cardiff and will improve connectivity to the public transport network.



Figure 3.5 Cardiff Transport Interchange proposals

3.3 Local Amenities

- 3.3.1 The Chartered Institution of Highways and Transportation (CIHT) guidelines for ‘Providing for Journeys on Foot’ indicate that the desirable walking distance for commuting is 500 metres, the acceptable walking distance is 1km, and 2km is the preferred maximum. The desirable walking distance for ‘Elsewhere’ (this includes access to local amenities) is 330m, the acceptable distance is 800m and 1.2km is the preferred maximum.
- 3.3.2 **Figure 3.6** shows the locations of the amenities within range of the site with walking distances shown in **Table 3.2**.



Figure 3.6 Local amenities within proximity of site

Facility	Distance (m)	Walk Time (minutes)	Cycle Time (minutes)
Premier	700	8	6
Ysgol Gynradd Maes y Dderwen	700	8	6
The Beacon Centre	700	8	6
SPAR Trowbridge	750	9	6
Neighbourhood Centre (including Tesco Superstore, Morrisons Daily, St Mellons Library and Hub, St Mellons Pharmacy and Brynderwen Surgery)	800	10	6
Meadowlane Primary School	800	10	6
Bishop Childs CIW Primary School	1000	12	8
St John's College	1200	14	10
Ty'r Winch pub	1200	14	10
The Church Inn	1200	14	10
Ysgol Gynradd Pen-y-Bryn	1200	14	10

Table 3.2 Local amenities within proximity

3.3.3 As can be seen from the above, there are a good range of facilities within proximity of the site with St Mellons neighbourhood centre located an 850m walk to the north from the site.

3.3.4 The neighbourhood centre benefits from a Tesco Superstore, St Mellons Library and Hub, St Mellons Pharmacy and Brynderwen Surgery. This is accessible via the footways on both Willowbrook Drive and Crickhowell Road.

4 DEVELOPMENT PROPOSALS

4.1 Land Use

4.1.1 The proposed development is to accommodate up to 35 private and affordable residential dwellings made up of the following mix detailed in **Table 4.1**. The proposed layout of the development is included at **Appendix A**.

Social		
Name	Type	Quantity
A1	4P2B house	6
211	2P1B flat	8
322/	3P2B flat	2
321	1P1B acc. Flat	2
Subtotal		18
Private		
Name	Type	Quantity
2B1	Coach house	1
B	2-bed house	8
D	3-bed house	2
K	4-bed house	4
Subtotal		17
Overall total		35

Table 4.1 Accommodation schedule

4.2 Access

Vehicular

4.2.1 Vehicular access to the northern parcel of the site will be achieved via three access points; two priority junctions onto Willowbrook Drive and one junction onto Crickhowell Road.

Pedestrians & Cyclists

4.2.2 Pedestrian access to the site will be provided via the main vehicular access points. The vehicular access to the site will incorporate facilities for pedestrians with a 2m wide footway provided on the carriageway.

4.2.3 Existing footpath provision within the site will be maintained and new footpaths will link to these.

4.2.4 A new footway will be provided on the northern edge of the Crickhowell Road carriageway which will tie into existing footway provision.

Service Vehicle Access

4.2.5 All proposed access points have been designed to accommodate a range of vehicles that are likely to service the site. Service vehicles will only be required to enter the southernmost section of the site, and refuse collection will be kerb side for the northern sections.

4.2.6 Swept path analysis of the southern turning head has been undertaken with; an 11.2m refuge vehicle, a Mercedes Sprinter panel van and a DB32 fire appliance.

4.2.7 All vehicles referenced above, can access and manoeuvre within the sites satisfactorily.

4.3 Parking

Vehicular

4.3.1 As part of the development proposals, it is intended to provide car parking spaces to the SPF standard. This level of car parking has been allocated taking into consideration Cardiff City Councils Supplementary Planning Guidance Parking Guidance and Standards 2018.

4.3.2 **Table 4.1** below outlines the maximum number of car parking spaces based on the adopted standards

Development type	Maximum car parking space per unit	Minimum cycle parking	Disabled parking provision
1-bedroom dwellings	1	1 per bedroom	Provided in car parking allocation
2+ person dwellings	2	1 per bedroom	

Table 4.2 Car parking SPG

4.3.3 Based on the above, the development is able to provide a total of 59 car parking spaces. The development proposes to provide this to standard; 59 car parking spaces with an additional 2 car parking spaces for visitors.

4.3.4 Regarding electric vehicles, the parking SPG states that;

“Where there is an opportunity for developments to include vehicle charging points the Council will encourage their provision and seek to secure an appropriate level of provision through the planning process.”

Bicycle

4.3.5 Cardiff’s cycle parking guidelines state a minimum of 1 cycle space per bedroom is to be provided.

4.3.6 Additionally, the SPG states that;

4.3.7 *“Residential and long stay cycle parking should be secure and sheltered. The shelter may be in the form of accommodation within buildings, in cycle sheds or other sheltered structures and can include cycle lockers or cages located in close proximity to the main building access. For houses, where cycle parking is not specifically accommodated within individual dwellings (e.g. where garages are not available), appropriate alternative secure and sheltered provision should be made. Where communal cycle parking is provided, it is often better to have several small groups of stands rather than one large facility.”*

4.3.8 It is therefore required that the residential development should provide minimum a total of 71 bicycle parking spaces; 14 for proposed flats and 55 for the proposed houses.

4.3.9 Secure sheds will be provided, as on other Cardiff Living projects, within the enclosed gardens/shared amenity spaces appended to each dwelling unit to provide 1 bicycle space per bedroom.

5 AIMS, OBJECTIVES & TARGETS

5.1 Introduction

5.1.1 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.

5.2 Aims

5.2.1 The main aims of the 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.

5.3 Objectives

5.3.1 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.

5.4 Targets

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

5.4.2 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.

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

5.4.4 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.

5.5 Modal Split

5.5.1 The development is situated in ward Cardiff 013. **Table 5.1** details the current ‘journey to work’ mode share for existing local residents within the MSOA for both the 2011 and 2021 census.

Method of travel to work	Mode share %			
	Cardiff 013		Cardiff	
	2011	2021	2011	2021
Work mainly at or from home	0%	20%	0%	36%
Driving a car or van	63%	54%	58%	40%
Passenger in a car or van	7%	6%	5%	3%
Motorcycle, scooter or moped	0%	1%	0%	0%
Taxi	0%	1%	0%	1%
On foot	10%	6%	17%	10%
Bicycle	2%	1%	4%	3%
Bus, minibuss or coach	18%	10%	11%	5%
Train	1%	0%	4%	1%
Underground, metro, light rail, tram	0%	0%	0%	0%
Other method of travel to work	0%	1%	0%	1%
Total	100%	100%	100%	100%

Table 5.1 Mode share

5.5.2 The data summarised in **Table 5.1** illustrates that the residents within the ward currently travel to work by private car.

5.5.3 In the 2011 census, it is evident that within the ward, 63% were travelling to work via car or van whilst in the 2021 census, this reduced to 54%. This is expected with the timing of the 2021 Census and the Covid 19 Pandemic. 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.”

5.5.4 Active Travel trends have lowered with 10% travelling to work on foot in 2011 and 6% travelling to work on foot in 2021. Bicycle trends have reduced from 2% to 1% in 2011 and 2021 respectively.

5.5.5 Public transport has significantly reduced showing 18% travelling to work by bus, minibus or coach in 2011 and 10% travelling to work by bus minibus or coach in 2021. This could be due to the Welsh Government actively discouraging public transport use unless necessary to reduce the spread of Covid 19.

5.5.6 During the 2011 census, it was reported that 0% living within Cardiff 013 were working mainly from home, and this has increased to 20% in 2021. This figure may now be less as workers are frequently returning to work either part-time or full-time.

5.5.7 When compared with the modal split for Cardiff as a whole, it can be observed that the mode split for private car is comparatively higher; 63% and 54% in Cardiff 013 for 2011 and 2021 respectively and 58% and 40% in Cardiff as a whole for 2011 and 2021 respectively.

5.6 Aim Targets

5.6.1 **Table 5.2** sets out the Travel Plan targets. These targets are based on the travel to work data set out in **Table 5.1**.

5.6.2 It should be noted that although 2021 Census data is available, 2011 data has been used to determine a mode split for residents. Commenting on the quality of information provided by Census 2021 travel to work information, the ONS state that;

“Travel data were expected to be substantially different from past censuses because of the pandemic, with changes in travel mode and increased home working. Behavioural change would vary across geographies, industries and personal characteristics, and responses from people on furlough would add further complexity to the data. Data collected would be a snapshot in time, but with limited utility in measuring pre- or post-pandemic travel patterns.”

5.6.3 And;

“Take care not to overinterpret the data from the travel to work topic. We are unsure whether people on furlough followed guidance as intended. Because of this and complications resulting from some inconsistency in the guidance, it is unclear how representative the method of travel, distance travelled, and derived variables are of Census Day.”

5.6.4 It has therefore been considered that the 2011 Census data is the most appropriate to set Travel Plan targets.

5.6.5 The Initial Travel Survey (ITS) will be conducted upon 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 5.2** may need to be adjusted to reflect the results of these base surveys.

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	63%	60%	57%	53%
	To increase the mode share for car passengers	7%	8%	9%	10%
Increase the proportion of walking and cycling trips to and from the site	To increase the mode share for walkers	10%	11%	12%	13%
	To increase the mode share for cyclists	2%	3%	4%	5%
Increase the proportion of public transport to and from the site	To increase the mode share for public transport users	19%	20%	21%	22%

Table 5.2 Travel Plan targets

5.6.6 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.

5.6.7 The 10% headline reduction in overall car use has been derived from existing workplace trends in Cardiff 013, 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.

5.7 Action Targets

5.7.1 '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.

5.7.2 The action targets for this site are to undertake the initial monitoring survey upon reaching 50% occupation of the residential units.

6 TRAVEL PLAN STRATEGY

6.1 Introduction

6.1.1 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.

6.2 Appointment of a Travel Plan Co-ordinator

6.2.1 The success of the Travel Plan is dependent on the appointment of a Travel Plan Co-ordinator (TPC) who has direct responsibility for the implementation of the Travel Plan.

6.2.2 The TPC will be responsible for the following:

- Liaison with the local planning and Highway Authorities;
- Ensuring physical measures are implemented before initial occupation;
- Establishing a timescale for the implementation of the Travel Plan measures;
- Providing travel options information to residents;
- Providing details of internet-based information/www sites on sustainable travel;
- Promoting the benefits of home delivery services;
- Marketing and publicising new initiatives relating to the Travel Plan;
- Monitoring of the Travel Plan, including organisation of travel surveys; and,
- Evaluating progress towards the Travel Plan targets and producing a progress report.

6.2.3 The TPC will play a key role in explaining the Travel Plan and its requirements to potential occupiers of the site. The TPC will be funded by the developer. The TPC will be continually in post from the opening of the development to oversee monitoring and development of the Travel Plan.

6.2.4 The role of TPC can be undertaken on a part-time basis, with some flexibility to allow for busier times, such as in the run up to, and immediately following, initial occupation of the site and during monitoring periods.

6.3 Travel Plan funding

6.3.1 The funding of the Travel Plan’s implementation will be the responsibility of the developer. Funding of the TPC role for the site will also be the responsibility of the developer for the first five years of the Travel Plan.

6.4 Implementation programme

6.4.1 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.

6.4.2 The implementation programme provides a clear timescale for how and when different aspects of the Travel Plan will be implemented, and by whom. **Table 6.1** sets out the implementation programme.

Travel Plan stage	Responsibility	Target date for completion
Implementation of infrastructure measures	Developer	During construction
Appointment of TPC	Developer	During March/April 2024
Production of marketing material	Developer/TPC	During March/April 2024
Launch of Travel Plan	Developer/TPC	During March/April 2024
Initial Travel Survey (ITS)	Developer/TPC	During March/April 2024
Ongoing monitoring	Developer/TPC	Ongoing following ITS

Table 6.1 Implementation programme

6.4.3 The Travel Behaviour Survey is to be distributed to residents at the site via the resident’s information pack which will include a link and QR code to the Travel Behaviour Survey.

7 TRAVEL PLAN MEASURES

7.1 Introduction

7.1.1 This chapter identifies and provides details of the measures that will be implemented at the development site.

7.1.2 It should be noted that in the long term, other measures may be included or replaced depending on the needs and suitability to the development site. The need for any alteration will be evident from the proposed regular monitoring results.

7.1.3 It will be responsibility for the TPC to investigate other potential measures that will assist in meeting the targets set out in this Travel Plan.

7.2 Marketing & Travel Information

7.2.1 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.

7.3 Active Travel Measures

Walking

7.3.1 Walking is a sustainable mode of travel, has a number of proven health benefits and is an important source of personal freedom. Walking is important for the vast majority of people, including those using public transport or without access to a car. It potentially has an important role to play in journeys to work and to access facilities, particularly for those living within 2km (approx. 1.25 miles).

7.3.2 It is not unusual for people to walk much further than this as walking is free, offers predictable journey times and is enjoyed by many as a healthy and stress-free way to travel. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g., emissions, pollutants, community severance, etc.).

7.3.3 Walking is a form of active travel, together with cycling, which can offer a range of physical and psychological benefits to the individual including improved concentration

upon arrival at their destination. Active travel is a means by which people can fit exercise into their busy lives.

7.3.4 As discussed earlier in the report, the site benefits from good quality footways and the surrounding local area have good quality crossing provision and connections to local nodes.

Cycling

7.3.5 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.

7.3.6 Cycle infrastructure in the local area has been assessed and is of a good quality, with links to Cardiff City Centre.

7.3.7 The development proposes to provide secure sheds, as on other Cardiff Living projects, within the enclosed gardens/shared amenity spaces appended to each dwelling unit to provide 1 bicycle space per bedroom.

7.3.8 As discussed in section 3, the site benefits from good cycle connections and the relatively flat topography of the local area are ideal for cycling.

Measures

7.3.9 The active travel measures that could be considered as part of the site are summarised in **Table 7.1**.

1. Liaise with the Council regarding the upkeep of local footpaths, signage and improvements to security on routes around the site; promoting websites such as www.fixmystreet.com for flagging up specific problems to local authorities.
2. Set up a forum to encourage those who live nearby one another to walk or cycle together to work/school in groups
3. Share information about active travel within local community groups
4. Raise awareness of the health, financial, social and environmental benefits of walking and cycling.

5. Improve safety for pedestrians and cyclists on the site by ensuring adequate crossing facilities, lighting and infrastructure from the development stage.
6. Provide maps and information from third parties such as Sustrans as well as specific local information with cycle route.
7. Ensuring secure cycle parking is to be provided in accordance with the Local Planning Authority's Supplementary Planning from the development stage.
8. Encourage residents to participate in Walking Events such as 'Walk to Work' weeks, Pedometer Challenges and sponsored walks.
9. 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.

Table 7.1 Active travel measures

7.4 Public transport measures

7.4.1 Increased use of public transport is a fundamental aspect of the Welsh Government's sustainable transport strategy. It is important to recognise that where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys of more than 10km and play an important role in multi-modal journeys.

7.4.2 Convenience, availability of services and cost are generally the most popular reasons behind choosing to travel by public transport. However, in some cases, people may not be aware of what public transport is available to them and how convenient it may be for a range of trip purposes.

7.4.3 There are good quality bus stops within the local area which provide a broad range of services in and around the local area.

Measures

7.4.4 The public transport measures that could be considered as part of the site are summarised in **Table 7.2**.

1. Maintain dialogue with the Council and local bus operators regarding improving reliability, frequency and value of public transport.

2. Provide up-to-date information and promote public transport options, including routes, stops, timetables and costs (daily, weekly, monthly and annually) within residents' newsletters and community groups.
3. Promote interest-free season ticket loans for public transport users.
4. Maintain dialogue with local residents to understand their needs regarding public transport service.
5. Promoting the use of journey planners such as Waze, Google Maps and Trainline.
6. Working with local authorities / developers to ensure signage to public transport stops are clear with adequate facilities such as seating and timetable information.

Table 7.2 Public transport measures

7.5 Managing Car Use

7.5.1 It is important that car use and parking are managed in association with the Travel Plan, this includes within the development stage. Better management will help to ensure more efficient and equitable use of spaces.

7.5.2 Despite the alternatives to the private car, many people would rely on their private car as their means of transport for some or all of the time, for example if they have a disability or for certain types of trips.

Car parking

7.5.3 Section 5 details the car parking provision within the scope of the development. It is proposed to provide car parking to standard. These will be allocated to the residential dwellings which will prevent an excess of car parking and ownership.

Car sharing

7.5.4 Cars-sharing involves two or more persons travelling in the same car. It is an important component of any Travel Plan, as it allows several benefits in addition to reducing congestion, including time and money savings to sharers. Identified benefits of sharing over driving alone are:

- Saving money and reduced maintenance costs.

- Time to relax without driving stress; and,
- Opportunity to socialise with friends/colleagues.

7.5.5 The most popular measures to encourage car sharing are providing help to find car share partners, introducing incentives for car sharers and guaranteed lift home.

7.5.6 It was reported in the 2011 census that 63% of those living within the ward travelled to work as a passenger in a car or van. Car sharing should be considered for those travelling to the railway stations as part of multimodal trips as well as those travelling into the city centre.

Measures

7.5.7 The measures that could be considered as part of the sites to reduce car usage are summarised in **Table 7.3**.

- | |
|--|
| <ol style="list-style-type: none"> 1. Ensuring that dwellings have access to EV charging points where necessary. 2. Introduce postcode matching 'coffee breaks' to meet others in their local area who may be able to car share. 3. Promote the financial and time saving benefits of car sharing. 4. Introduce a car share database and promote this for commuting. 5. Introduce and encourage car sharing to local public transport nodes to promote multi-modal trips. |
|--|

Table 7.3 Managing car use measures

7.6 Reducing the need to travel

7.6.1 It is possible to reduce the need to travel by considering working practices and through the use of technology.

7.6.2 Working hours and practices can have an impact on the mode of transport staff choose to use, for example, when bus services are reduced outside of normal working hours.

7.6.3 Following the Covid-19 pandemic, the Welsh Government have adopted a Remote Working strategy with the aim of having 30% of Welsh worked at or near home on a regular basis. Benefits of this include;

- **Social and well-being:** choice and flexibility of workspaces to improve well-being, work-life balance, job satisfaction and productivity;
- **Environmental:** Reduced work-related travel, congestion and carbon emissions. Creates a better environment for pedestrians and cyclists, and encourages sustainable travel;
- **Economic:** Creates job opportunities for those in any location, provides a diverse workforce and can reduce sickness absences

7.6.4 It is therefore considered that promoting homeworking within the Travel Plan coincides with Welsh Governments long-term goals on home working.

7.6.5 Those who are unable to work from home could make use of local remote working hubs as promoted by Welsh Government (<https://www.gov.wales/find-your-local-remote-working-hub>).

7.6.6 Both the Trade Street Desks and remote desks at 5 Neptune Court are located within Cardiff City Centre and could be encouraged

Measures

7.6.7 The following measures outlined in **Table 7.4** below, are to reduce the need to travel:

1. 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.
2. Journey planning apps and websites will be promoted as part of the Travel Plan Welcome Pack to help residents plan their trips ahead and reduce the number or journeys required.

Table 7.4 Travel Plan measures – reducing the need to travel

8 MONITORING

8.1 Introduction

8.1.1 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.

8.2 Monitoring

8.2.1 It is anticipated that the monitoring will be composed of informal occupier surveys or based on Internet-based occupier surveys including a set of travel behaviour questions. These surveys should be undertaken by the Travel Plan Co-ordinator or an appointed consultant and should be reported to both the development and Cardiff County Council.

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

8.3 Remedial measures

8.3.1 Should the monitoring process detail that travel behaviour at the development is falling short of the modal shift targets detailed in this Travel Plan then further measures will be introduced to achieve a greater level of sustainable and active travel.

8.3.2 Such measures will be discussed with officers of the LPA and may include:

- Provision of personal travel planning on a household demand basis.
- Investigation and implementation of a community travel web-site.
- Further dissemination of sustainable and active travel information.

Appendix A



SCHEDULE

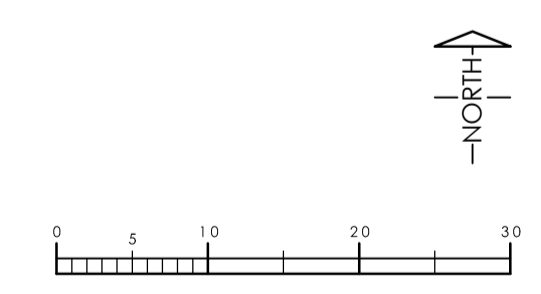
Social		
A1	4p2b House	06 No.
211	2p1b Flat	08 No.
322/	3p2b Flat	02 No.
321	1b1b acc. Flat	02 No.
TOTAL		18 No.
Sale		
2B1	Coach House	01 No.
B	2 Bed House	08 No.
C	3 Bed House	02 No.
D	3 Bed House	04 No.
K	4 Bed House	02 No.
TOTAL		17 No.
OVERALL TOTAL		35 No.

- Soft & Hard Landscape Principles**
- Public facing soft landscaping managed by SAB/CCC/ManCo
 - Public facing private frontage managed by residents/CCC/ManCo
 - Private rear gardens managed by residents/CCC/ManCo
 - Mastic asphalt adopted highway
 - Block paviors - opportunity for use in SuDS strategy
 - Private drives and other pathways - materials to be agreed

- Trees (subject to Tree Survey)**
- Existing trees & RPAs to be retained
 - Existing trees to be removed
 - Indicative strategic landscaping Landscape architect to confirm landscape design & specification

- Boundary Structures**
- 2.1m high screen wall
 - 0.6m high screen wall
 - 0.6m high screen wall topped with 1.2m high railings (1.8m o/a)
 - 0.6m high railings with access gate
 - 1.8m high Close-boarded fence
 - Garden gates

- Site furniture**
- 2.4 x 1.2m shed for 2/3 Bed units
 - 2.4 x 2m shed for 4 Bed units
 - Clothes drying rotary lines for Affordable units
 - "Broxap Wardle" secured cycle shelter for 8 cycles.
 - Electric Vehicle(EV) charging point



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rev	date	description	by
A	01.04.2022	Plots 29-30, 33-34 & 23-24 amended	BG
B	19.12.2022	Amended layout	JM
C	23.02.2023	Layout revised in response to CCC placemaking comments	JM
D	10.03.2023	Layout further revised in response to placemaking comments	JM
E	04.08.2023	Layout further revised in response to LPA comments 12/05/23	JM
F	24.10.2023	Revised in response to Landscape Arch & CCC Refuse comments	JM
G	31.10.2023	Revised in response to engineer's comments	JM
H	06.12.2023	Revised to accord with revised sales mix	JM
J2	19.04.2024	Revised to respond to engineer's SuDS strategy comments	JM
K	14.05.2024	Revised to accommodate mix & further SuDS requirements	JM
L	14.05.2024	Schedule corrected	JM

Status: **CONCEPT**

Drawn: CC
 Director: JM
 Date: December 2021
 Scale: 1:500 @ A1

Client: Wates Residential Limited
 Project: Willowbrook Drive -South Site
 Title: Site Layout
 Ref: 2485-00(02)101

Rev: L

