

ASD Build

Land at Abernant Road

Framework Travel Plan

May 2023

(Revision B, September 2023)



**BANCROFT
CONSULTING**

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AUTHOR:	MB	CHECKED:	WM	APPROVED:	CJB	STATUS:	FINAL
REPORT REF:	F20029 Land at Abernant Road - Framework Travel Plan (Revision B, September 2023)						
<u>DOCUMENT ISSUE RECORD</u>							
REVISION	DATE	DESCRIPTION					
DRAFT	May 2023	Issued to Project Team for comments.					
REVISION A	Sept 2023	Updated following Project Team comments					
REVISION B	Sept 2023	Updated with Latest Site Masterplan					

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1.0 INTRODUCTION

- 1.1 This Framework Travel Plan has been prepared by Bancroft Consulting who were appointed by ASD Build to provide highways and transport advice in respect of a proposed residential development on land north of Abernant Road in Aberdare, Rhondda Cynon Taf. The report aims to promote sustainable travel at the development which comprises up to 250 dwellings. A general site location plan can be found in **Figure 1** whilst **Figure 2** shows the location of the site in the context of its local surroundings.
- 1.2 According to the South East Wales Valleys (includes Rhondda Cynon Taf area) Local Transport Plan (January 2015), Travel Plans are “*a package of actions set out by workplace, school, other organisations or new development to encourage sustainable travel by all users to and from the site*”.
- 1.3 TAN 18 (Welsh Assembly Government, March 2007) also states that Travel Plans “*should relate to targets for the reduction of road traffic and the promotion of walking, cycling and public transport contained in the local RTP*”.
- 1.4 By way of background, a Transport Assessment was produced by Bancroft Consulting in August 2023 to support a planning application for the proposed residential development. Section 2 of this report outlines the key findings of the submitted Transport Assessment.
- 1.5 The objective of this Framework Travel Plan is to set out a site-wide strategic framework for the promotion of sustainable travel and to encourage non-car travel at the proposed development. It will also provide clear objectives, modal split targets, a programme of monitoring and an action plan.
- 1.6 To inform the Transport Assessment and earlier stages of work on this project, various detailed site visits and meetings were completed. These included an initial site visit on 17th March 2020 and the most recent visit on 15th September 2022. This most recent visit allowed for a review of the existing sustainable transport opportunities in the vicinity of the site, which will be discussed in further detail throughout this report.

2.0 BACKGROUND INFORMATION

Aberdare Hospital Site

- 2.1 The proposed development is located immediately adjacent to the Aberdare Hospital site. This site was subject to a now approved Planning Application (Rhondda Cynon Taf Borough Council Planning Reference: 22/0676/10) for up to 299 dwellings.
- 2.2 The Highway Authority considered the Aberdare Hospital site to be in a *“highly sustainable location within walking distance of education facilities, Aberdare Town Centre which offers a variety of local facilities such as health care, small supermarkets and public transport”* as per their latest Consultee Comments. The submitted Transport Assessment identified improvements to the local Active Travel network, including a link from the wider site to the Aberdare Town Centre, which would form part of the NCN 478 Public Right of Way (PRoW). It would also provide a further link at the northern section of the site, connecting to RCTAT22i and NCN 478 via the PRoW currently extending along the northern edge of the boundary. Additionally, there would be potential to extend the footway link to the north as part of the future development.
- 2.3 The Highway Authority agreed that any future development to the north/west of the Aberdare Hospital site (the proposed development site) would be expected to deliver an improved and permanent link connecting to Moss Row and Abernant Road. This would potentially accommodate a bus route connection in the future.
- 2.4 The Applicant also agreed to provide a contribution of £75,000 towards further Active Travel improvements undertaken by the Council in the vicinity of the site, which would be secured via a Section 106 agreement. They would also provide an additional £500,000 in phased payments reflecting the completion of dwellings through a Section 106 agreement as part of a Travel Plan Bond. This would ensure that measures could be implemented to mitigate any impact on the highway network if modal targets are not met by the end of the Travel Plan period.

Findings from Transport Assessment

2.5 As noted within Section 1, a Transport Assessment was prepared by Bancroft Consulting in August 2023 to support the planning application for the proposed residential development. The following summarises the key findings from the Transport Assessment whilst **Appendix A** provides relevant extracts from the report.

- Section 4 confirmed that the proposed development could be accessed by a variety of sustainable transport modes and that Aberdare Town Centre is within a comfortable walking distance. It also outlined that bus stops are located approximately 350 metres from the centre of the site on Abernant Road. Aberdare Train Station is located approximately 1 kilometre from the centre of the site.
- Section 6 confirmed that the proposed development could generate up to 120 two-way vehicular movements during the morning peak hour period (0800 to 0900 hours) and up to 145 during the evening peak hour period (1700 to 1800 hours). In terms of daily trips (0700 to 1900 hours), it could generate up to 1164 two-way movements.
- Section 7 confirmed that the proposed development would be served by a new access from Abernant Road. This would provide a carriageway width of 6.75 metres and a 10 metres kerb radii. A 2 metres wide footway would be provided on one side of the carriageway and a 3 metres wide shared footway/cycleway provided on the other.
- Section 7 also confirmed that the internal layout would provide a spine road with a carriageway width of 6.75 metres. This would allow a bus route to be provided through the proposed development and adjacent Aberdare Hospital site if required in the future. Further into the site carriageway widths of 5.5 metres would be provided with 2-metre wide footways on both sides.
- The latest site masterplan is contained in **Appendix B**. This layout demonstrates that the proposed development would provide a total of 576 parking spaces.

Site Location and Existing Conditions

- 2.6 The site is located to the north of Abernant Road in Aberdare, Rhondda Cynon Taf and currently comprises undeveloped land with sections of woodland. It is immediately bound to the south by Abernant Road, to the west by land associated with the Aberdare Hospital development and to the north and east by more undeveloped land. There are also approximately 25 dwellings to the northwest of the site boundary, which borders both this and the Aberdare Hospital site. The general site location is shown in **Figure 1** and the detailed site location in the context of the local surroundings is shown in **Figure 2**.
- 2.7 Aberdare Town Centre is located approximately 1.6 kilometres west of the proposed site, whilst Cwmdare is approximately 4.1 kilometres to the northwest. Slightly further afield, Merthyr Tydfil is located approximately 12 kilometres to the northeast.
- 2.8 In the immediate vicinity of the site, Abernant Road extends in an east-to-west direction. The carriageway has a gradual bend at the southwestern boundary of the site and beyond this, it has a relatively straight alignment. A footway is provided along the southern edge of the carriageway measuring approximately 2 metres wide. Abernant Road is subject to a 30mph speed limit, with a 20mph school zone speed limit in place along the site frontage. Road markings and street lighting are provided throughout.

3.0 SUSTAINABLE TRAVEL OPPORTUNITIES

Pedestrian Accessibility

3.1 The document ‘Guidelines for Providing for Journeys on Foot’ (IHT, 2000) provides guidance on how to encourage pedestrian travel. Within Paragraph 3.31 it identifies how “*acceptable walking distances will depend on various factors including:*

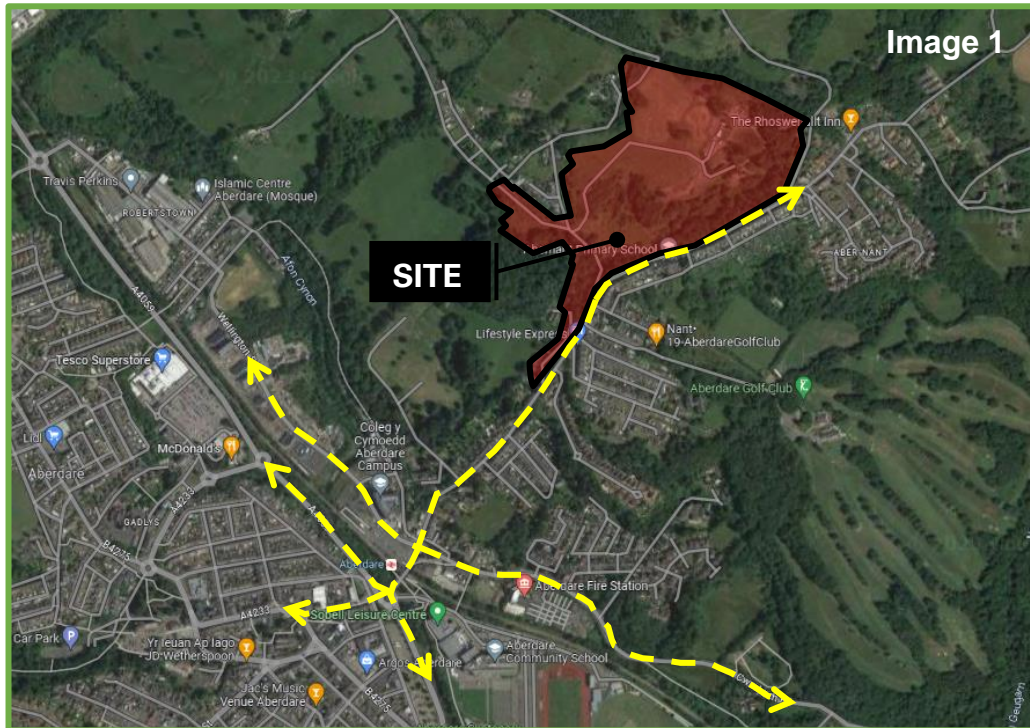
- *An individual’s fitness and physical ability*
- *encumbrances, e.g. shopping, pushchair*
- *availability, cost and convenience of alternative transport modes*
- *time savings*
- *journey purpose*
- *personal motivation*
- *general deterrents to walking.”*

3.2 Table 3.2 of this document also provides suitable walking distances for pedestrians without impaired mobility and this is summarised below:

	Commuting / School / Sight- seeing (m)
Desirable	500
Acceptable	1000
Preferred Maximum	2000

3.3 The key pedestrian desire line from the site is expected to be southwest towards Aberdare Town Centre. As shown in **Figure 3**, this is within a 2-kilometre/25-minute walk of the site (based on the average walk speed of 4.8km/hour contained within ‘Providing for Journeys on Foot’). This represents the ‘preferred maximum’ distance for commuting as set out above. **Figure 3** also confirms that Abernant and Roberstown are also within acceptable walking distance. These areas (along with Aberdare Town Centre) provide access to a range of amenities including a swimming pool, a supermarket, a train station, a library and several schools (such as Abernant Primary School, Aberdare Community School and Caradog Primary School). It also includes several sightseeing and recreational opportunities such as Aberdare Golf Club, Ron Jones Stadium and Aberdare Skate Park. Local

pedestrian routes in the surrounding area are shown in **Figure 4**. The majority of roads in the surrounding area of the site provide footways on at least one side of the carriageway.



3.4 **Image 1** above shows the key pedestrian desire lines from the site. As mentioned above, the main route is expected to be heading southwest towards Aberdare Town Centre. Alternatively, pedestrians could travel northwest or southeast from this roundabout towards Roberstown and Cwmbach respectively. For a pedestrian to travel to Aberdare Town Centre, they could use the footways provided on the southern edge of Abernant Road to head southwest (as shown in **Image 2**) towards the roundabout with Wellington Street and Cwmbach Road. From here pedestrians could cross Cwmbach Road using the Zebra Crossing (see **Image 3**) and continue southwest along Abernant Road into Aberdare. A pedestrian footbridge (see **Image 4**) is located approximately 130 metres from the roundabout mentioned above. It can be accessed using a Pelican Crossing across the Sobell Leisure Centre access road and provides a car-free route into Aberdare Town Centre.



3.5 **Figure 4** shows there are several Public Rights of Way surrounding the site, providing important links connecting to the wider area. The figure demonstrates how footpath ABD 46/1 extends along the eastern boundary of the site, connecting to Byway 101 64 which then extends to Heolgerrig. Footpath ABD 43/1 is located at the southern edge of the site and continues through the site to connect to footpaths extending to Llwydcoed. The intersection of Abernant Road and Footpath ABD 43/1 is shown in **Image 5** above.

3.6 As highlighted in Section 2 of this report, the consented development at the Aberdare Hospital site would provide improvements to the PRowS extending

towards Abernant Road. Additional improvements including the provision of a footway on the western edge of the carriageway might also be provided through the development of both sites.

Cycle Accessibility

- 3.7 It is generally accepted that up to 3 miles (or 5 kilometres) is an acceptable distance for cycle journeys. Therefore, **Figure 5** shows a 5 kilometres cycle catchment area from the site (representing approximately a 25-minute cycle). This demonstrates that areas including Aberdare, Llwydcoed, Penywaun, Abercanaid and a section of Ferndale can be accessed by bicycle.
- 3.8 The same route as that described in Section 3.4 of this report could be used by cyclists to access the centre of Aberdare. The site visit also indicated that the surrounding roads appear to be suitable for cyclists with various speed restraints (see **Image 6**) along Abernant Road and street lighting provided throughout.



- 3.9 **Figure 6** demonstrates that there are several walking and cycling routes planned for future development in the surrounding area. National Cycle Network Route Number 478 is located approximately 2 kilometres west of the site and connects the site to the Taff Trail to the south and the Brecon Beans and Heads of Valley cycle route to the north. **Image 7** above shows the intersection of National Cycle

Network Route Number 478 and Abernant Road with a tactile paving crossing provided at this point.

Bus Travel

3.10 **Figure 7** illustrates the closest bus stops to the site are the 'Post Office'. These bus stops are located on Abernant Road within the site frontage and are approximately 350 metres from the centre of the site. They are served by Bus Route Number 1 which is operated by Stagecoach South Wales. **Images 8** and **9** demonstrate that both stops comprise a flag and pole arrangement with supporting timetable information with the westbound stop also providing a shelter.



3.11 **Table 1** contains a summary of the local bus routes. It demonstrates that Bus Route Number 1 offers a combined total of up to 4 two-way services during the busier evening peak period. An hourly service is provided in both directions outside of peak hours and on Saturdays. This route connects the site to Aberdare and Abernant.

3.12 It is acknowledged that the limited stops visited by Bus Route Number 1 make it less suitable for commuters and therefore a commuter may need to travel to Aberdare Bus Station for a wider range of services. Considering a typical commuter journey from the proposed development to Merthyr Tydfil, a resident could leave the site and get on the 0759 hours bus (Route Number 1) from the 'Post Office' bus

stop. This would get them to Aberdare Bus Station at 0802 hours where they could then get the 0815 hours bus (Route Number 6) which would arrive at the 'RAFA Club' bus stop at 0843 hours. They would then have an approximately 5-minute walk to the centre of Merthyr Tydfil. Travelling back in the evening peak period, a resident could walk for approximately 4 minutes to the 'Ynysfach, Merthyr Tydfil College' bus stop where they could get on the 1720 hours bus (Route Number 9) which would get to the 'Palladium' bus stop at 1803 hours. They would then have an approximately 16-minute walk along Abernant Road to the site.

3.13 'Stagecoach South Wales' offer a variety of ticket prices for their routes, with some discounts offered. These include:

- Aberdare Adult Dayrider (one-day unlimited travel within the Aberdare area) - £6 available to purchase on the bus or the app
- Aberdare Group Dayrider (one-day unlimited travel within the Aberdare area for up to 5 people of any age) - £12 available to purchase on the bus or the app
- Aberdare Adult 7-Day Megarider (7 days of unlimited travel within the Aberdare area) - £15 available to purchase online/on the bus for a smart card or on the app
- Aberdare Adult Flexi5 (five days of unlimited travel within a 12-month period within the Aberdare area) - £24 available to purchase on the app
- Aberdare 28-Day Megarider (28 days of unlimited travel within the Aberdare area) - £54 available to purchase online for a smart card

Further details regarding the price of tickets and how to purchase them can be found at <https://www.stagecoachbus.com/tickets/all-tickets>.

3.14 As highlighted in Section 2 of this report, the Aberdare Hospital Site would provide funding for improvements to the bus infrastructure at Abernant Road, which would be secured through a Section 106 agreement. The internal layout of the Hospital development would also incorporate a spine road which could potentially accommodate a bus link in the future. There may be scope for this link to extend through to the proposed site in the future.

Rail Travel

- 3.15 The nearest train station is Aberdare which is located approximately 1 kilometre west of the site. According to Google Maps Route Planning Tool, it can be accessed by an 11-minute walk or 2-minute cycle.
- 3.16 The station is served by Transport for Wales and connects the site to key locations including Cardiff Central and Barry Island. On-site observations showed that sheltered cycle parking is provided at the station (as shown in **Image 10** below). The station also provides 41 car parking spaces (including 2 accessible) which are free of charge if using the train. Passengers must obtain a parking ticket when purchasing a travel ticket for this to be the case.



4.0 TRAVEL PLAN MANAGEMENT

Travel Plan Co-ordinator

4.1 At this stage, the Travel Plan Co-ordinator (TPC) will take control of the initial management of the Travel Plan. The TPC will undertake the following tasks:

- Implement and promote the Travel Plan.
- Monitor the success of the Travel Plan, using the results of future travel surveys at the Detailed Travel Plan stage.
- Liaise with public transport operators and members of the Council to improve the opportunities for sustainable travel.
- Be the point of contact for any queries associated with the Travel Plan.

4.2 Key responsibilities of the Travel Plan Co-ordinator will include:

- Overseeing the implementation of the Travel Plan and developing the Travel Plan through the monitoring stage.
- Setting up and implementing the various Travel Plan measures.
- Acting as the point of contact for Rhondda Cynon Taf Borough Council.

4.3 Chris Bancroft (of Bancroft Consulting) will be the initial point of contact relating to the Travel Plan. Following the occupation of the site, ASD Build will take over the responsibilities of the Travel Plan and appoint a TPC. The details for the initial point of contact are as follows:

Chris Bancroft

Director

Bancroft Consulting Limited

Jarodale House

7 Gregory Boulevard

Nottingham

NG7 6LB

Tel: 0115 960 2919

Email: chris@bancroftconsulting.co.uk

4.4 Following the occupation of the site, the newly appointed TPC should do the following:

- Act as the principal point of contact for and between management, stakeholders and partners (including any Transport Consultants retained by the organisation) for all Travel Plan matters.
- Undertake or coordinate the data gathering exercises and monitoring reviews - including the conduct of surveys, analysis of data and submission of regular reports and recommended further action to management and authorities as agreed in the plan.
- Develop and lead initiatives to promote sustainable travel awareness and sustainable mode use amongst all residents.
- Research and promote the introduction of suitable, practical, affordable alternatives to car-based travel for the residents.
- Implement and promote the Travel Plan at a site level.
- Give advice and information on transport-related subjects to residents.
- Liaise with third parties (i.e. public transport operators and the Council) on Travel Plan issues.
- Be the liaison between the development and the planning and highway authorities.

5.0 TRAVEL PLAN OBJECTIVES

5.1 The objectives of this Framework Travel Plan are to develop a set of initiatives and targets which seek to reduce the impact of travel on the environment arising from new development. The main objectives of this Framework Travel Plan are summarised in **Table 2** below:

Table 2 – Travel Plan Objectives

Objective Number	Objective
OBJ 1	Minimise single occupancy car trips by promoting and supporting alternative measures.
OBJ 2	Improve access to sustainable modes of transport and encourage residents to make more considered transport choices.
OBJ 3	Promote healthy lifestyles and a sustainable, vibrant local community.
OBJ 4	Achieve a reduction in the level of peak hour traffic generation associated with the development.

6.0 TARGETS

6.1 Targets are the measurable goals by which the performance of the Travel Plan and its implementation will be assessed. Targets are essential for monitoring the progress and success of the Travel Plan and should be SMART (Specific, Measurable, Achievable, Realistic and Time-related).

6.2 In order to achieve measurable outputs from the Travel Plan process, it is important to establish targets from the outset, against which progress can be measured. The initial targets will be based on an estimated modal split based on the Census data, as set out below. As the details of site operation are not yet known, the targets set out are provisional and would be subject to confirmation as part of the Detailed Travel Plan that will be developed. However, it is important that the Framework Travel Plan actively seeks to ensure that travel behaviour towards more sustainable modes is established early on, with initiatives in place from the day of opening.

Modal Split

6.3 The Transport Assessment prepared by Bancroft Consulting in May 2023, set out the estimated modal splits. This has been calculated from the Census 2011 'Method of Travel to Work' (QS701EW) dataset for the Rhonda Cynon Taf 004 Middle Super Output Area and is set out below (to the nearest whole number).

- Underground, metro, light rail or tram 0%
- Train 4%
- Bus, Minibus or Coach 4%
- Taxi 0%
- Motorcycle, scooter or moped 0%
- Driving a car or van 73%
- Passenger in a car or van 9%
- Bicycle 0%
- On foot 7%
- Work mainly at or from home 3%
- Other methods 0%

Primary Modal Share Targets (Outcome Targets)

6.4 The results of the targets shown in **Table 3** are based on the estimated modal split data set out above. The targets are based on a 5-year period, with ongoing monitoring outlined at a later stage of the report. The guidance document does not specify specific quantitative targets but emphasises the requirement for targets to be SMART. It is generally accepted that a 10% reduction in car-based modes should be used as the starting target for any development, this approach has therefore been taken in **Table 3** below. 'Other Methods' and 'Underground, metro, light rail or tram' have been removed for this part of the assessment as both modes had a 0% usage (outlined above) and there is no clear way for residents to use these modes.

Table 3 – Modal Share Targets

Mode of Travel	Existing Mode Share	Proposed Mode Share
Train	4%	5%
Bus, Minibus or Coach	4%	5%
Taxi	0%	0%
Motorcycle, scooter or moped	0%	0%
Driving a car or van	73%	63%
Passenger in a car or van	9%	11%
Bicycle	0%	2%
On foot	7%	11%
Work mainly at or from home	3%	3%

6.5 The table above sets out how the 10% reduction will be targeted towards a 4% increase in pedestrian travel, a 2% increase in those using public transport (train and bus), a 2% increase in those cycling to work and a 2% increase in car passengers. Section 2 of this report highlighted that the proposed development could generate up to 145 movements during the busier evening peak period. Of these 145 movements, 6 would need to take place by foot, 3 would need to take

place using public transport, 3 would need to take place on a bike and 3 would need to take place as part of a car share to meet the targets set out above.

Secondary “Action” Targets

6.6 The following secondary targets will also be adopted as part of the ongoing monitoring of the Travel Plan process. These targets will be reviewed following initial surveys as part of the Detailed Travel Plan, to establish baseline figures. The following secondary targets to be monitored are as follows:

- Car share registered members.
- Uptake of ‘incentive’ / discounted travel passes.

7.0 TRAVEL PLAN MEASURES

7.1 The proposed development is considered to be well located to access opportunities for sustainable travel modes via the existing walking, cycling and public transport facilities in the vicinity of the site. The purpose of the overall Travel Plan process is not to make it more difficult for people to drive, but to encourage non-essential car users to adopt a more appropriate mode of travel. At this stage in the Framework Travel Plan process, the key focus will be on reducing the need for car travel through softer measures that do not require any additional improvements to the existing off-site infrastructure.

7.2 **Table 4** below gives a summary of all key measures that will be introduced as part of this Framework Travel Plan. They have been selected where they could have a positive effect in shifting the modal split away from the private car. Each particular measure is subsequently explained in further detail below.

Table 4 – Summary of Travel Plan Measures

Measure	Brief description
Provision of appropriate infrastructure	<ul style="list-style-type: none"> • The internal road network will provide at least 2-metre wide footways on both sides of the carriageway where appropriate. • A dropped kerb tactile paving crossing will be provided at the site access. • Each property will be provided with suitable cycle parking facilities in the form of cycle stands in garages or separate cycle sheds in each plot.
Travel Plan Coordinator	<ul style="list-style-type: none"> • ASD Build will appoint a specific individual to implement and manage the Travel Plan over the first five years of its lifespan.
Residents' Newsletter and Promotional Material	<ul style="list-style-type: none"> • The residents' newsletter will be produced on a biannual basis and provide residents with relevant information relating to walking, cycling and public transport.

	<ul style="list-style-type: none"> The newsletter will also provide dates and locations of events that are taking place within the local area.
Residents Welcome Packs	<ul style="list-style-type: none"> Welcome packs will be distributed to each household prior to initial occupation. The pack will contain information and maps of local walking, cycling and public transport opportunities. The pack will also include website addresses and phone numbers of local taxi companies and officers at Rhondda Cynon Taf Borough Council within the sustainable travel team.
Walking Incentives	<ul style="list-style-type: none"> The Travel Plan Coordinator will liaise with local walking stores to see whether each household can be provided with discount vouchers for purchasing suitable walking gear. The Travel Plan Coordinator will set up a Walk Buddy scheme to make residents feel safer walking. The Travel Plan Coordinator will promote national and regional walking events.
Cycle Incentives	<ul style="list-style-type: none"> The Travel Plan Coordinator will promote the Government's 'Cycle to work' Scheme within the Residents' Welcome Packs. The Travel Plan Coordinator will look to set up a Bike User group or Buddy Scheme to make residents feel safer cycling. The Travel Plan Coordinator will liaise with local cycle stores to see whether each employee can be provided with discount vouchers for purchasing cycling equipment. The Travel Plan Coordinator will promote national and regional cycling events.
Bus incentives	<ul style="list-style-type: none"> Stagecoach South Wales will be contacted to see whether discounted tickets or free taster tickets

	<p>could be offered to each member of staff upon opening.</p> <ul style="list-style-type: none"> • Promotion of the nationwide free bus travel scheme for those at the age of retirement. • The Travel Plan Coordinator will liaise with the adjacent development to investigate the possibility of a new bus route connection.
Car share scheme	<ul style="list-style-type: none"> • The Travel Plan Coordinator will look to set up a car-sharing scheme within the proposed development which would provide a platform for residents to share their details to find others to car share with. • Each resident will be encouraged to sign up for the Liftshare Aberdare database and coordinate with other commuters.
Broadband	<ul style="list-style-type: none"> • Investigate opportunities to offer free or discounted broadband for residents for a limited time period, encourage online shopping and assist home working.
Communication and Marketing	<ul style="list-style-type: none"> • Consider a variety of marketing strategies including websites and a social media presence.

Provision of appropriate infrastructure

7.3 The latest site masterplan (contained within **Appendix B**) shows the provision of 2 metres wide footways along the edges of the internal carriageway and at the proposed site access. As highlighted in Section 2 of this report, a 3 metres wide shared footway/cycleway will also be provided on one side of the internal spine road. Dropped kerb tactile paving crossings will also be provided where appropriate throughout the site.

7.4 The development will also provide a suitable provision of cycle parking facilities. This will help to encourage residents to cycle, in particular journeys which are less than 5 kilometres in distance, and therefore achieve the 2% increase in cycle travel

needed to meet the targets of this Travel Plan. The cycle parking facilities could include wall-mounted cycle racks within garages or separate bike storage (boxes/sheds).

Travel Plan Co-ordinator

7.5 As discussed in Section 4 of this report, the TPC for the site should:

- Implement and promote the Travel Plan for the site from initial occupation.
- Monitor the Travel Plan (via the arrangement of the collection and collation of appropriate data).
- Give advice and information on transport-related subjects to residents.
- Liaise with third parties (i.e. public transport operators, the Council) on Travel Plan issues.

Residents' Newsletter and Promotional Material

7.6 To further promote sustainable travel opportunities, the TPC will distribute a newsletter to all residents every 6 months from the initial occupation. Following this, the newsletter will then be distributed to any household which is occupied on a 6-monthly basis until 1-year post-completion. This newsletter will contain up-to-date public transport timetables, details of taxi companies and current walking and cycling maps for the area.

7.7 The newsletter will also outline the benefits of travelling sustainably, in terms of the positive outcomes to an individual's health along with the financial savings it brings. It will also demonstrate the wider impacts that travelling sustainably has on the community. The newsletter will also present the negatives of using the car in terms of its expense and also its effects on the environment.

7.8 Details of upcoming national sustainable travel events will also be detailed within the newsletter. The following list identifies a number of (typically) national campaigns that could be publicised at the site to help promote sustainable travel:

- Walk to work week
- Walk to school week
- World environment day

- National Liftshare week
- Transport and Climate week
- Cycle to work week

7.9 The promotional material will also include website addresses that may be useful. These contain details of local initiatives in the area which are aimed at getting locals more active. They also contain a range of route planning tools to help locals complete the work commute via a different mode of travel, whether that is for walking, cycling or public transport. Useful websites include the following:

- <https://www.rctcbc.gov.uk/EN/Resident/SportsandLeisure/SportRCT> - information on how to get active and local clubs and events within the Rhondda Cynon Taf area.
- www.sustrans.org.uk – the UK’s leading sustainable transport charity, with a particular focus on cycling.
- www.cyclestreets.net – includes a useful cycle route journey planner
- www.lovetoride.net – for cycling rewards and incentives.
- <https://www.bikeabilitywales.org.uk> – Welsh cycling charity helping to provide free training and cycle skills.
- <http://bikeweek.org.uk/> - for details of the national cycling focus week.
- <https://www.traveline.info/> – up-to-date bus travel information and personal journey planner tool.
- www.nationalrail.co.uk – information for all rail services.
- <https://liftshare.com/uk/search/from/aberdare-uk> – free to use online car share database.

Residents’ Welcome Packs

7.10 Residents’ Welcome Packs will be provided within each property prior to initial occupation. These packs will comprise up-to-date sustainable transport information and several incentives to influence travel habits, including the following:

- Details of all bus routes that operate in the vicinity of the site, along with maps showing local walking and cycle routes and details of any forthcoming promotional events in the local area for sustainable travel.

- Details of any opportunities for discounted bus tickets could be provided once this has been discussed with Stagecoach South Wales (and other local bus operators) for an initial period to try and incentivise people to use the bus services.
- A summary of benefits that having a Travel Plan brings, to individuals, the community and the environment.
- Information on cycle safety.
- An initial feedback survey to gather early information about perceived transport choices (see 'Targets and Monitoring' section below for further details).
- A copy of this Travel Plan and contact details for relevant organisations, such as the TPC, local taxi companies and any teams within Rhondda Cynon Taf Borough Council that promote sustainable travel.

Walking Incentives

- 7.11 As well as providing appropriate infrastructure within the development, there are a variety of initiatives and incentives which the TPC could look at to achieve the 4% increase in walking.
- 7.12 The TPC will liaise with the local walking stores to see whether each household could be offered discounted vouchers for the purchasing of walking equipment. These vouchers could be used towards the purchasing of items such as walking boots/trainers and waterproof jackets/trousers.
- 7.13 The TPC will look to set up a 'Buddy Scheme' to help residents feel safer walking. The TPC could liaise with local schools to set up a 'walking to school club' which would be made available to all residents within the site. This will encourage parents and children to walk to nearby schools, such as Abernant Primary School and Caradog Primary School. As part of this club, the TPC could provide members with high-visibility vests and umbrellas. A similar scheme could be set up for residents working within Aberdare Town Centre.
- 7.14 The TPC will promote national and regional walking events including Walk to Work/School Week. These events will also be promoted in the Residents' newsletter.

Cycling Incentives

- 7.15 As well as providing appropriate infrastructure within the development, there are a variety of initiatives and incentives which the TPC could look at to achieve the 2% increase in cycle travel.
- 7.16 The Government's 'Cycle to Work' initiative allows employees to purchase bikes and cycle equipment tax-free through their employer, which provides a significant reduction in the overall cost to the employee for these purchases. Residents will be encouraged to sign up for the 'Cycle to Work' scheme, details of which will be outlined in the Residents' Welcome Pack. This will allow residents to liaise with employers to see whether there are any existing schemes operated at their workplace or if there is the potential for one to be introduced.
- 7.17 The TPC will liaise with a local cycle store to see whether each household could be offered discounted vouchers for the purchasing of cycle equipment. These vouchers could be used towards the purchasing of a new bike or equipment such as helmets, lights or clothing. Furthermore, discounts could be offered to residents for bicycle repairs.
- 7.18 A Bicycle User Group could also be set up at the site, meeting regularly to discuss cycling-related issues and identify ways to improve conditions for people who cycle. The remit of this group could include tasks such as organising events to promote cycling, providing free training and discussing how best to improve facilities for cyclists. A Bike Buddy Scheme could also be set up within the group which allows residents to cycle to work in groups, which would make individuals feel safer when travelling.
- 7.19 The TPC will promote national and regional cycling events including National Bike Week, Cycle to Work Day and the Sustrans Big Walk and Wheel. These events will also be promoted in the Residents' newsletter.

Bus Incentives

- 7.20 To achieve the 2% increase in public transport users, the TPC will liaise with Stagecoach South Wales as well as the other local bus operators to see whether tickets could be offered to residents as free tasters or at a discounted price for a set period. This could encourage residents to change their travel behaviours at an early stage of moving with the intention that they continue to do so after the free/discounted pass expires. The TPC could also provide residents with further information on seasonal passes which could encourage them to purchase a longer-term ticket. Section 3 of the Travel Plan outlines a variety of discounted ticket types.
- 7.21 The TPC will also promote the nationwide free bus travel scheme for those of retirement age, this is currently set at 66 years old. This can be applied for online, by phone or using a paper application form which can be collected from the local library.
- 7.22 It is acknowledged that the existing bus services, along Abernant Road, outlined in Section 3 of this report may not be ideal for those working. The TPC will therefore contact Stagecoach South Wales to see whether the existing services could be amended or new services be provided during the peak hour periods.
- 7.23 As highlighted in Section 2 of this report, the proposed development and Aberdare Hospital site will provide an internal spine road that will run throughout both sites. This spine road has been designed with a 6.75 metres carriageway width and 10 metres kerb radii to accommodate buses. The TPC will therefore investigate the potential to accommodate a new bus route connection between the two sites and Aberdare in the future.

Car share scheme

- 7.24 The TPC will look to set up a car-sharing scheme within the proposed development. This would provide a platform for residents to share details to find others travelling from a similar area and car-share with them and therefore help to achieve the required 2% increase in passenger car travel.

7.25 The TPC will also promote residents to sign up for the Liftshare database. The website contains details on various car journeys that are planned by its users across the country, allowing other users to identify opportunities to car share. All residents who drive will be encouraged to register for free on the database. By signing up to the database, they will be given login details with which they can access the journeys of other users, to see if there is potential for car sharing.

Broadband

7.26 The Developer will liaise with broadband providers to investigate the possibility of the provider offering a free or discounted broadband connection to new residents for a limited period, say three months, to encourage home working and online shopping. This could help to reduce the need for residents to travel by car. Further consideration will also be given to ensuring that all dwellings within the site have access to a high-quality internet connection for these purposes, in line with the Department for Digital, Culture, Media and Sport's current broadband delivery model (www.gov.uk/broadband-delivery-uk). As a minimum, the development will provide the necessary ducting within the site to facilitate Fibre to the Premises (FTTP).

Communication and Marketing

7.27 The Developer will consider a variety of marketing strategies. These will include the following:

- A site-based website, detailing all travel options for residents and visitors.
- A social media presence to facilitate communication between the TPC, residents and visitors.

8.0 MONITORING AND REVIEW

- 8.1 Travel Plans need to be seen as ‘living documents’ in order to stay relevant and remain effective. As such, this Framework Travel Plan (and the subsequent Detailed Travel Plan to be submitted following initial occupation) will be monitored. This will involve measuring the performance of the Detailed Travel Plan against the targets set out within this Framework Travel Plan. To monitor the targets of the Detailed Travel Plan, resident travel to work/school questionnaires, SAM multi-modal surveys and monitoring usage of the Carshare scheme would be completed.
- 8.2 As mentioned in Section 7, biannual newsletters and promotional material will be issued to residents at the site, which will form the basis for keeping residents up to date with information regarding public services, cycle links etc. These will be distributed to each household by the TPC. Furthermore, a Residents’ Welcome Pack will be distributed to each household prior to the initial occupation which will contain details of sustainable travel options and useful links to make residents more aware of the opportunities in the local area. The Pack will also contain a feedback survey which will allow data to be obtained about residents' perceived transport choices which should give an initial understanding of where improvements could be sought.
- 8.3 In terms of monitoring, residential travel to work/school questionnaires will be distributed to each household on an annual basis which will contain questions on the current method of travel and incentives that would encourage individuals to change their travel habits to using sustainable options. An example of a travel-to-work/school survey template is contained in **Appendix C**. SAM multi-modal surveys will also be undertaken on a biennial basis. The results of the surveys will feed into the development of the Detailed Travel Plan targets.
- 8.4 The results of the travel survey will be analysed and used by the TPC to produce a Detailed Travel Plan, which will identify more specific measures and associated SMART targets, including detailed aspirations for a reduction in single-occupancy car journeys. **Table 5** shows the monitoring timetable for different surveys.

Table 5 – Timetable for monitoring surveys

Year	SAM	Travel Survey
Baseline	No	Yes
1	Yes	Yes
2	No	Yes
3	Yes	Yes
4	No	Yes
5	Yes	Yes

8.5 If the targets are not achieved, then additional measures will be implemented.

These could be:

- Reasonable measures suggested by the residents.
- A review of the literature and promotional methods provided to the residents.
- Greater promotion of the car-sharing scheme and greater emphasis on the benefits of travelling sustainably within the biannual newsletters.

9.0 ACTION PLAN

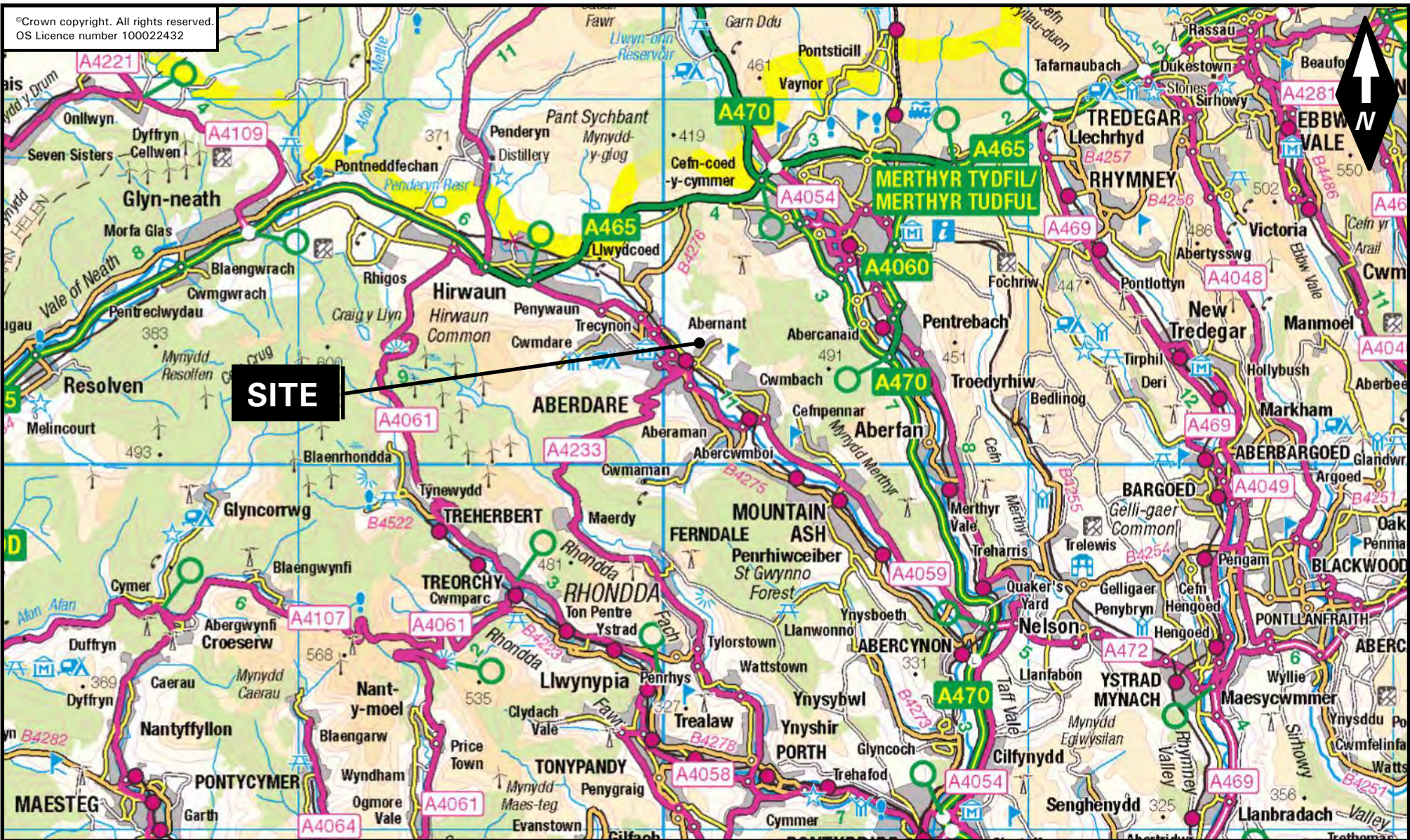
9.1 This section of the Travel Plan details the anticipated programme and timescales for developing the site-specific Detailed Travel Plan. This action plan, shown in **Table 6** below, draws together how the various elements and stages of the Detailed Travel Plan will be brought together.

Table 6 – Action Plan

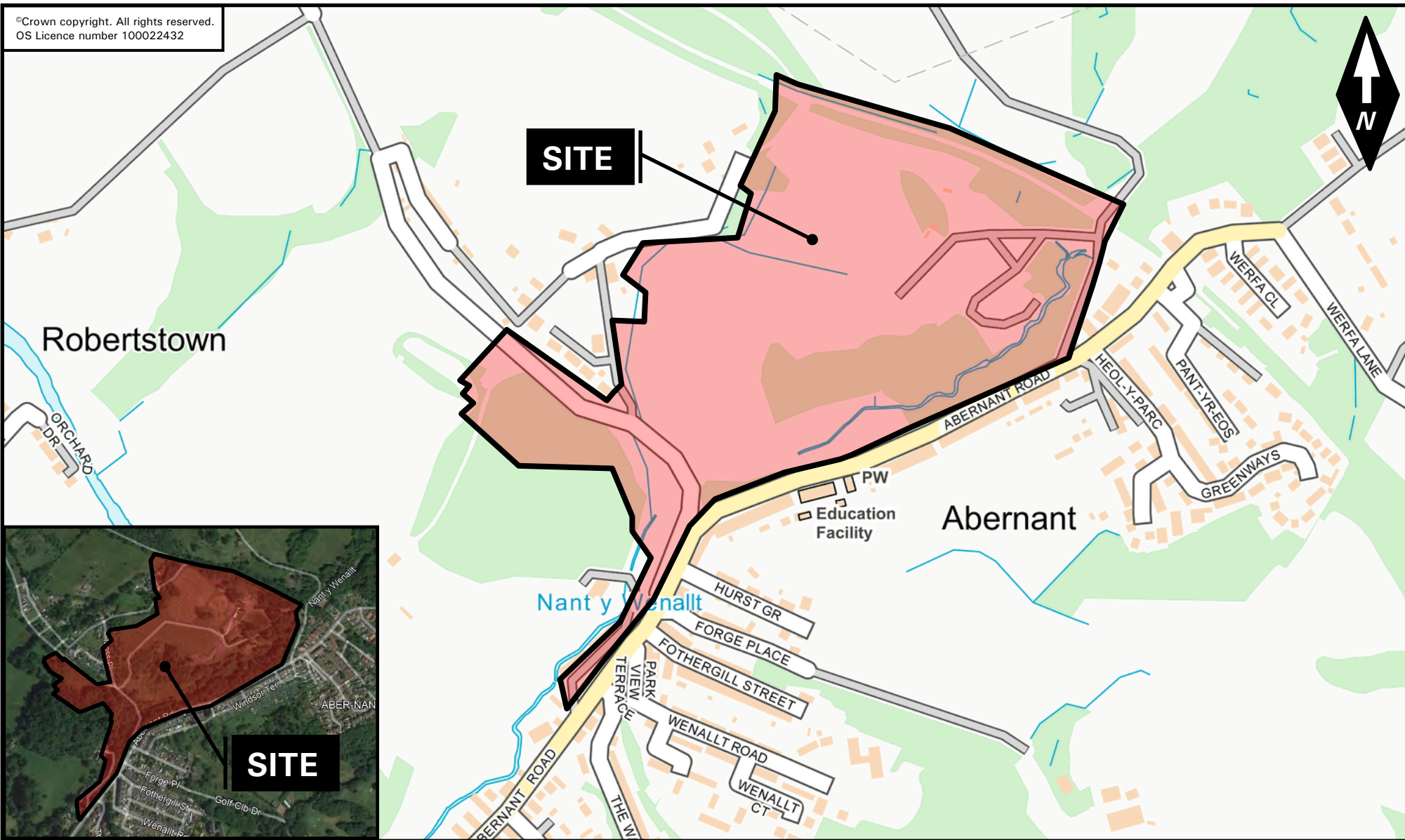
Action	Target Date	Responsibility
Appointment of Travel Plan Coordinator	Up to 3 months prior to the initial occupation of the site	ASD Build
Undertake baseline initial staff and visitor surveys	After 3 months of initial occupation	Travel Plan Coordinator
Compare baseline survey results with existing modal split data	Following receipt of baseline survey results	Travel Plan Coordinator
Opening a dialogue with RCTBC to agree on targets	Following analysis of baseline survey results	Travel Plan Coordinator
Revise the targets based on the above results	Following discussions and liaison with RCTBC	Travel Plan Coordinator
Prepare and finalise Detailed Site Travel Plan to incorporate the above surveys	Within 9 months of initial occupation	Travel Plan Coordinator
Information packs production and issue	Within 9 months of initial occupation	Travel Plan Coordinator
Undertake continued monitoring	SAM surveys – years 1, 3 and 5 Travel surveys – annually	Travel Plan Coordinator
Identify any requirements/amendments to the detailed Site Travel Plan	Ongoing	Travel Plan Coordinator

Route No.	Operator	Details	Frequency				
			Weekdays			Saturday	Sunday
			AM peak period (0730-0930)	PM peak period (1600-1800)	off peak frequency		
1	Stagecoach South Wales	Aberdare Bus Station - Post Office - Heol-y-Parc - Abernant	No service	2 Services	Hourly	Hourly	No service
		Abernant - Heol-y-Parc - Post Office - Aberdare Bus Station	1 Service	2 Services	Hourly	Hourly	No service

TABLE 1: SUMMARY OF LOCAL BUS SERVICES (TAKEN FROM BUSTIMES.ORG)

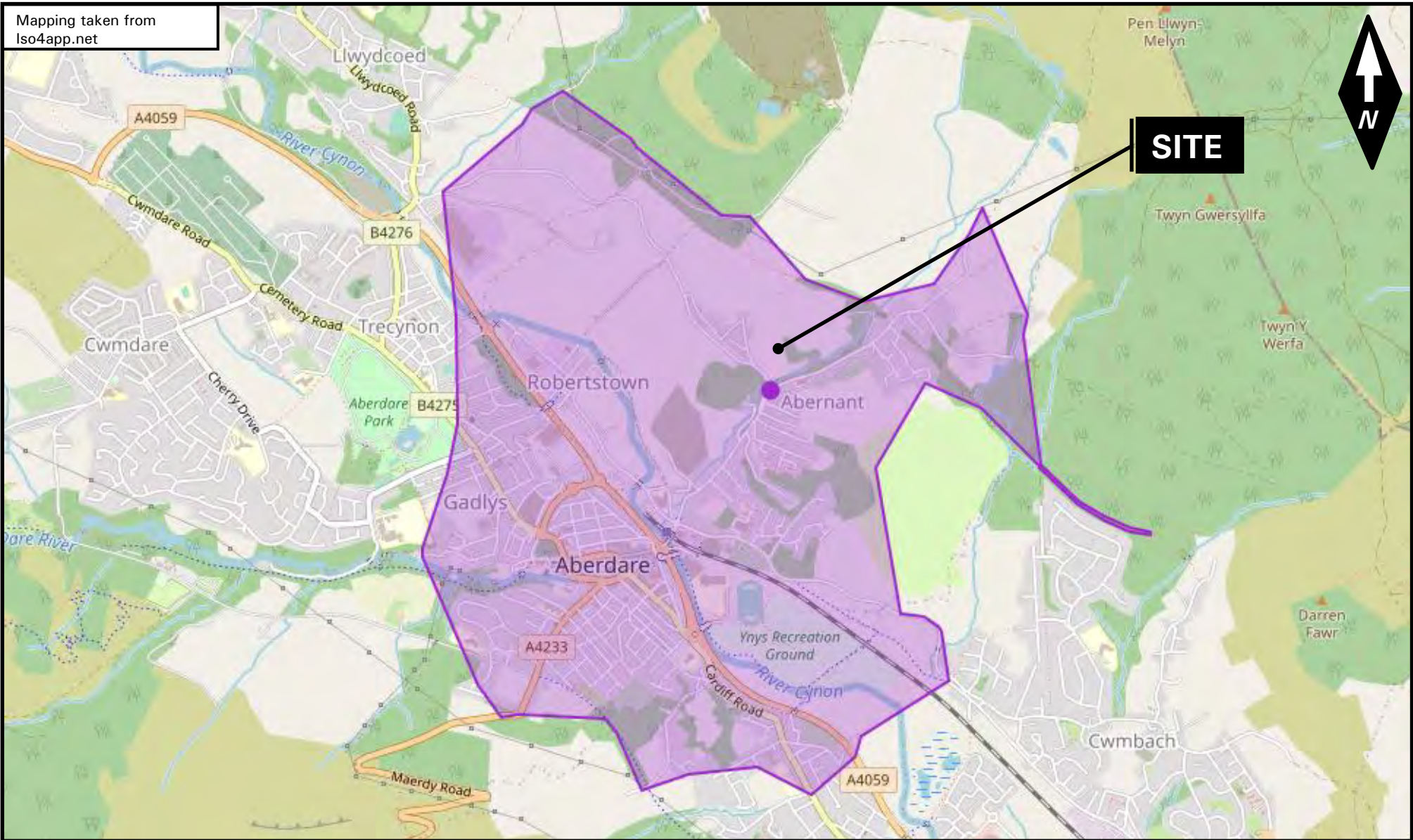


SCALE: Do Not Scale	CLIENT: ASD BUILD	JOB TITLE: LAND AT ABERNANT ROAD	
DATE: 22.07.22	TITLE: GENERAL SITE LOCATION PLAN	JOB NUMBER: F20029	
DRAWN: CAB			



SCALE: Do Not Scale	CLIENT: ASD BUILD	JOB TITLE: LAND AT ABERNANT ROAD	
DATE: 22.07.22	TITLE: DETAILED SITE LOCATION PLAN	JOB NUMBER: F20029	
DRAWN: CAB			

Mapping taken from
Iso4app.net



SCALE: **Do Not Scale**

DATE: **22.07.22**

DRAWN: **CAB**

CLIENT:
ASD BUILD

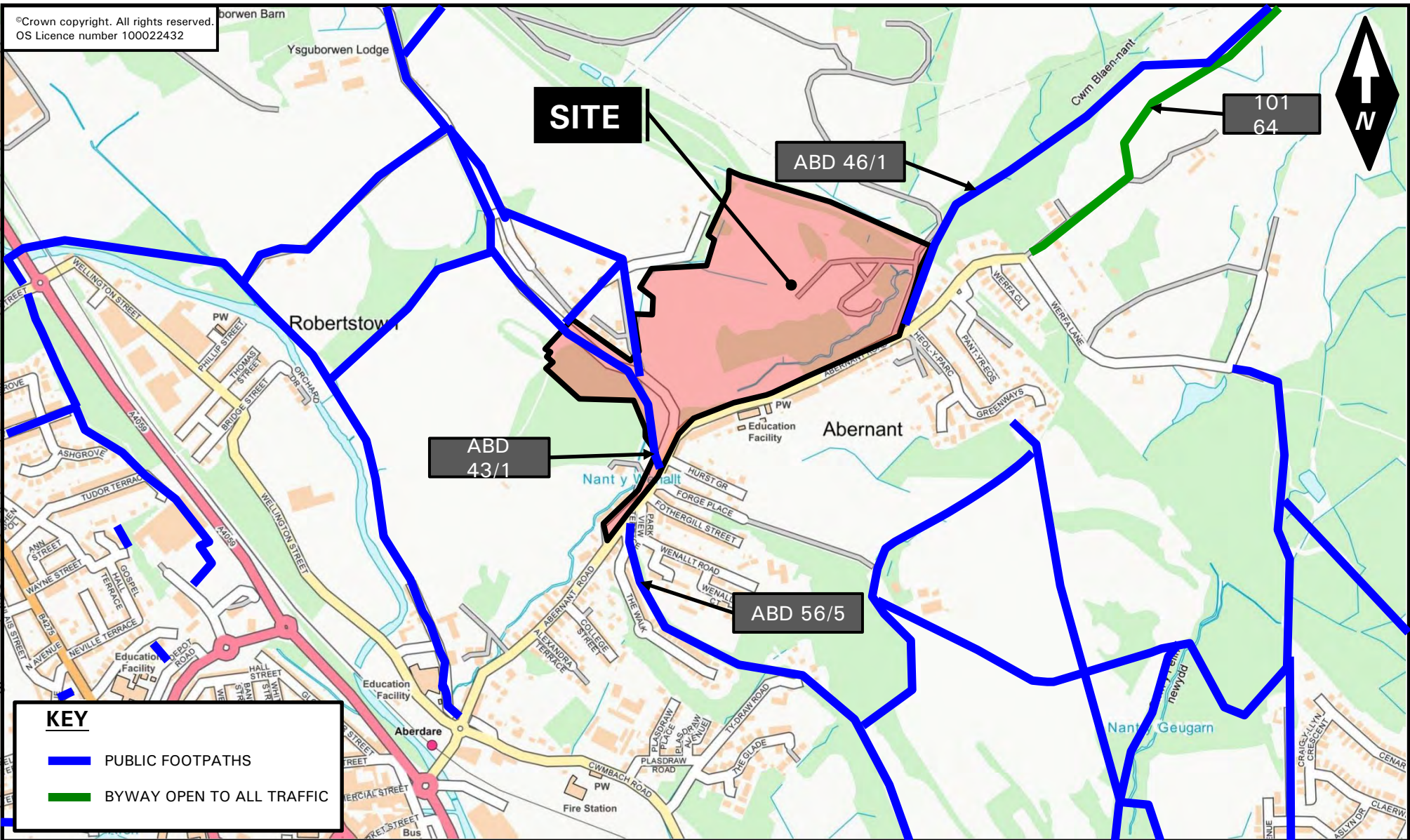
TITLE:
2KM PEDESTRIAN ISODISTANCE (TAKEN FROM ISO4APP.NET)

JOB TITLE:
LAND AT ABERNANT ROAD



bc BANCROFT
CONSULTING

JOB NUMBER:
F20029

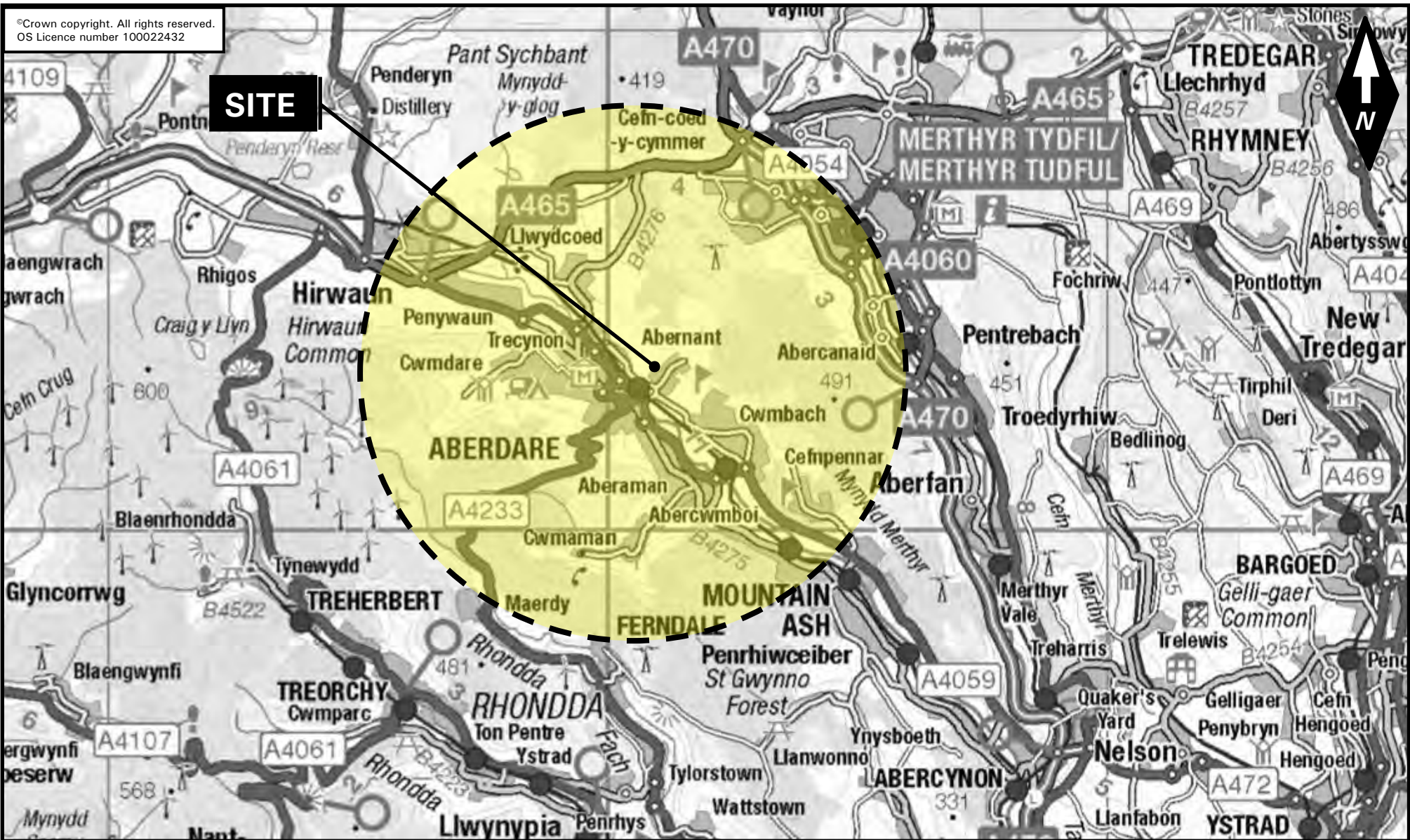
FIGURE:
3



KEY

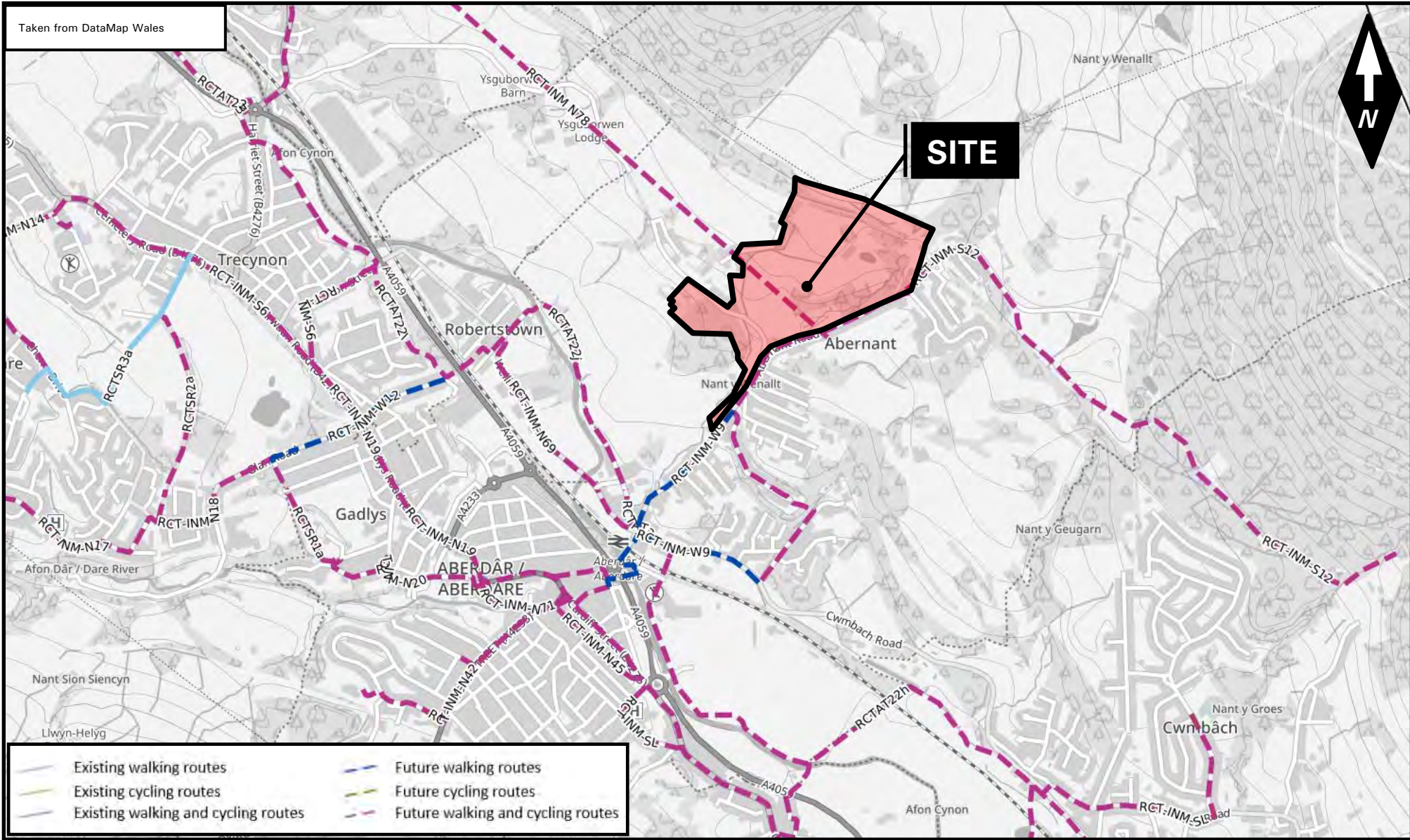
-  PUBLIC FOOTPATHS
-  BYWAY OPEN TO ALL TRAFFIC

SCALE: Do Not Scale	CLIENT: ASD BUILD	JOB TITLE: LAND AT ABERNANT ROAD	
DATE: 22.07.22	TITLE: PUBLIC RIGHTS OF WAY	JOB NUMBER: F20029	
DRAWN: CAB			



SCALE: Do Not Scale	CLIENT: ASD BUILD	JOB TITLE: LAND AT ABERNANT ROAD	
DATE: 22.07.22	TITLE: CYCLIST CATCHMENT AREA (5 KILOMETRES)	JOB NUMBER: F20029	
DRAWN: CAB			

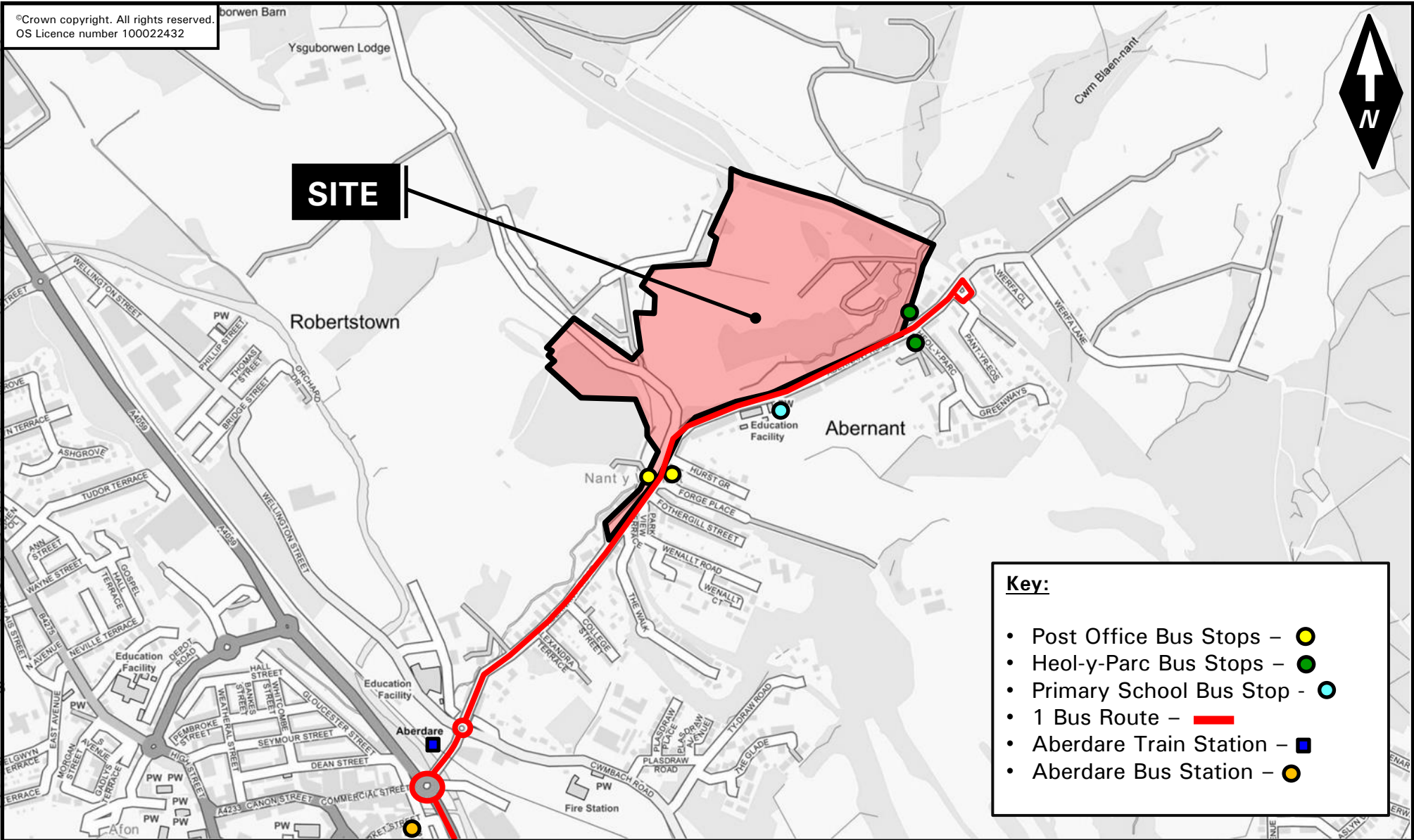
Taken from DataMap Wales



SITE

- Existing walking routes
- Existing cycling routes
- Existing walking and cycling routes
- Future walking routes
- Future cycling routes
- Future walking and cycling routes

SCALE: Do Not Scale	CLIENT: ASD BUILD	JOB TITLE: LAND AT ABERNANT ROAD	
DATE: 22.07.22			
DRAWN: CAB	TITLE: WALKING AND CYCLING ROUTES (TAKEN FROM DATAMAP.GOV.WALES)		



Key:

- Post Office Bus Stops – ●
- Heol-y-Parc Bus Stops – ●
- Primary School Bus Stop – ●
- 1 Bus Route – —
- Aberdare Train Station – ■
- Aberdare Bus Station – ●

SCALE: **Do Not Scale**
DATE: **22.07.22**

CLIENT: **ASD BUILD**

JOB TITLE: **LAND AT ABERNANT ROAD**



DRAWN: **CAB**

TITLE: **LOCAL BUS ROUTES**

JOB NUMBER: **F20029**

FIGURE: **7**

**APPENDIX A – RELEVANT EXTRACTS FROM TRANSPORT
ASSESSMENT PRODUCED BY BANCROFT CONSULTING
LTD**

ASD Build

Land at Abernant Road

Transport Assessment

May 2023

(Revision B, September 2023)



**BANCROFT
CONSULTING**

bancroftconsulting.co.uk

ASD Build

Land at Abernant Road

Transport Assessment

May 2023

(Revision B, September 2023)



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REPORT REF:	F20029 Land at Abernant Road - Transport Assessment (Revision B, September 2023)						
<u>DOCUMENT ISSUE RECORD</u>							
REVISION	DATE	DESCRIPTION					
DRAFT	MAY 2023	ISSUED TO PROJECT TEAM FOR COMMENTS					
REVISION A	SEPT 2023	UPDATED FOLLOWING PROJECT TEAM COMMENTS					
REVISION B	SEPT 2023	UPDATED WITH LATEST SITE MASTERPLAN					

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APPENDICES

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4.0 EXISTING SUSTAINABLE TRAVEL INFRASTRUCTURE

4.1 Pedestrian Travel

4.1.1 Table 3.2 of The Institute of Highways & Transportation's publication 'Guidelines for Providing for Journeys on Foot' (2000) provides suitable walking distances and is summarised below:

	Commuting / School / Sight-seeing (m)
Desirable	500
Acceptable	1000
Preferred Maximum	2000

4.1.2 **Figure 4** shows a 2 kilometres pedestrian isodistance from the centre of the site. This is considered to be the 'preferred maximum' walking distance for "*commuting/schools/sight-seeing.*" It confirms the majority of Aberdare town centre, Abernant and Robertstown are all within an acceptable walking distance of the site. These areas provide access to a range of amenities including a swimming pool, a supermarket, a train station, a library and numerous schools (such as Abernant Primary School, Aberdare Community School and Caradog Primary School). It also includes several sightseeing and recreational opportunities such as Aberdare Golf Club, Ron Jones Stadium and Aberdare Skate Park.

4.1.3 At the site frontage, no footways are currently provided at the northern edge of the carriageway along Abernant Road. On the southern edge, there is a 2 metres wide footway which extends along Abernant Road towards Aberdare. On the northern edge, beginning immediately west of the Abernant Road / Moss Row T-junction, there is a footway measuring approximately 1 metre wide extending towards Aberdare. This footway widens to 2 metres approximately 60 metres west of the T-junction and this continues towards the town centre.

4.1.4 **Figure 5** shows there are currently several Public Rights of Way surrounding the site, providing important links connecting to the wider area. The figure

demonstrates how footpath ABD 46/1 extends along the eastern boundary of the site, connecting to Byway 101 64 which then extends to Heolgerrig. Footpath ABD 43/1 is located at the southern edge of the site and continues through the site to connect to footpaths extending to Llwydcoed. There is also a connection from the southern edge of the site to Aberdare Golf Club via footpath ABD 56/5.

4.1.5 As mentioned in Section 3 of this report, the proposed development at the Aberdare Hospital site would provide improvements to the PRoWs extending towards Abernant Road. As both developments would be connected, this improvement would benefit the proposed development with an alternate route to Aberdare. Additionally, the Highway Authority comments suggested that a footway link could be provided on the western edge of the carriageway between the accesses of each development in the future.

4.2 Cycle Travel

4.2.1 **Figure 6** shows that the site is within 5 kilometres cycle distance of Aberdare alongside Llwydcoed, Penywaun, Abercanaid and a section of Ferndale to the south. Whilst there are no dedicated cycle facilities in the area, it is considered that Abernant Road is suitable for cyclists due to the relatively light flow of traffic and low vehicle speeds, with 85th percentile speeds being lower than 30mph and an average of 80 two-way vehicles being recorded per hour during the speed survey. This is supported by **Figure 7**, which shows Abernant Road is part of a local cycle route.

4.2.2 **Figure 7** highlights local cycle routes in the surrounding area demonstrating an abundance in the immediate vicinity of the site and throughout Aberdare. Additionally, National Cycle Network route number '478' is located circa 2 kilometre west of the site and links the Taff Trail to the south and the Brecon Beacons and Heads of Valle cycle route ('46') to the north.

4.3 Bus Travel

4.3.1 **Figure 8** illustrates the closest bus stops to the site. According to the Google Maps route planning tool, the nearest bus stops are the 'Post Office' on Abernant Road (located approximately 350 metres from the centre of the site). The eastbound stop comprises a flag and pole arrangement while the westbound stop also provides a shelter. According to the BusTimes website (bustimes.org), this stop is served by Bus Route Number '1' which is operated by Stagecoach South Wales. This route provides an hourly service from Monday to Saturday between Abernant Terminus and Aberdare Bus Station. The bus stop is shown in **Image 5** below.



4.3.2 Slightly further afield, **Figure 8** demonstrates that bus stops are also provided further east along Abernant Road. The 'Primary School' bus stop is located on the edge of the site boundary and comprises a flag and pole arrangement. The 'Heol-y-Parc' bus stops are located near the eastern corner of the site boundary at Abernant Road. All of these stops are also served by Route Number '1'.

4.3.3 **Table 5** contains a summary of these bus routes and demonstrates how route '1' operates at a frequency of one service every hour between 0900 and 1900 hours (northbound) and between 0630 and 1900 hours (southbound) through the weekday and on Saturdays. There is a single service in the morning peak period (0730 to 0930 hours) and four services in the evening peak (1600 to 1800 hours).

4.3.4 Additionally, the Aberdare Hospital site would provide funding for improvements to the bus infrastructure at Abernant Road, which would be secured through a Section 106 agreement. The internal layout of the Hospital development would also incorporate a spine road which could potentially accommodate a bus link in the future. There may be scope for this link to extend through the proposed site in the future, although it is important to note that this review has confirmed that any future residents would not be reliant on this in order to access the site by bus.

4.4 Rail Travel

4.4.1 Aberdare Train Station is located to the west of the site. It is approximately a 1-kilometre walk or cycle from the centre of the site (approximately an 11-minute walk or 2-minute cycle).

4.4.2 The station is operated by Transport for Wales and includes services to Cardiff and Barry Island. A total of 41 car parking spaces are provided at the station which is free of charge, however, passengers must obtain a parking ticket when purchasing a travel ticket. This can be issued from the ticket machine in the car park or from the ticket office. The car park is open 24 hours a day during weekdays and at weekends. On-site observations show that there is also provision for cycle parking as shown in **Image 6** below.



Image 6

6.0 TRAFFIC GENERATION, DISTRIBUTION AND GROWTH

6.1 Proposed Development Traffic Generation

6.1.1 To understand the level of activity that could be generated by the development, the TRICS database was interrogated to determine suitable trip rates for up to 250 proposed dwellings (noting that the latest masterplan shows 247 dwellings, making the following assessment robust). The category 'Residential – Houses Privately Owned' was searched and a site in Margate, Kent (TRICS Reference: KC-03-A-06) which consists of 363 dwellings was considered an appropriate comparator due to the scale of the development and the similarity in its surrounding area such as access opportunities by sustainable modes.

6.1.2 The above selection process has identified the following trip rates (per dwelling):

- morning peak (0800 to 0900) 0.091 arrive 0.386 depart
- evening peak (1700 to 1800) 0.380 arrive 0.198 depart
- daily (0700 to 1900) 2.294 arrive 0.350 depart

6.1.3 The proposed development of up to 250 dwellings could generate up to the following peak hour and daily vehicle movements:

- morning peak (0800 to 0900) 23 arrive 97 depart 120 total
- evening peak (1700 to 1800) 95 arrive 50 depart 145 total
- daily (0700 to 1900) 574 arrive 590 depart 1164 total

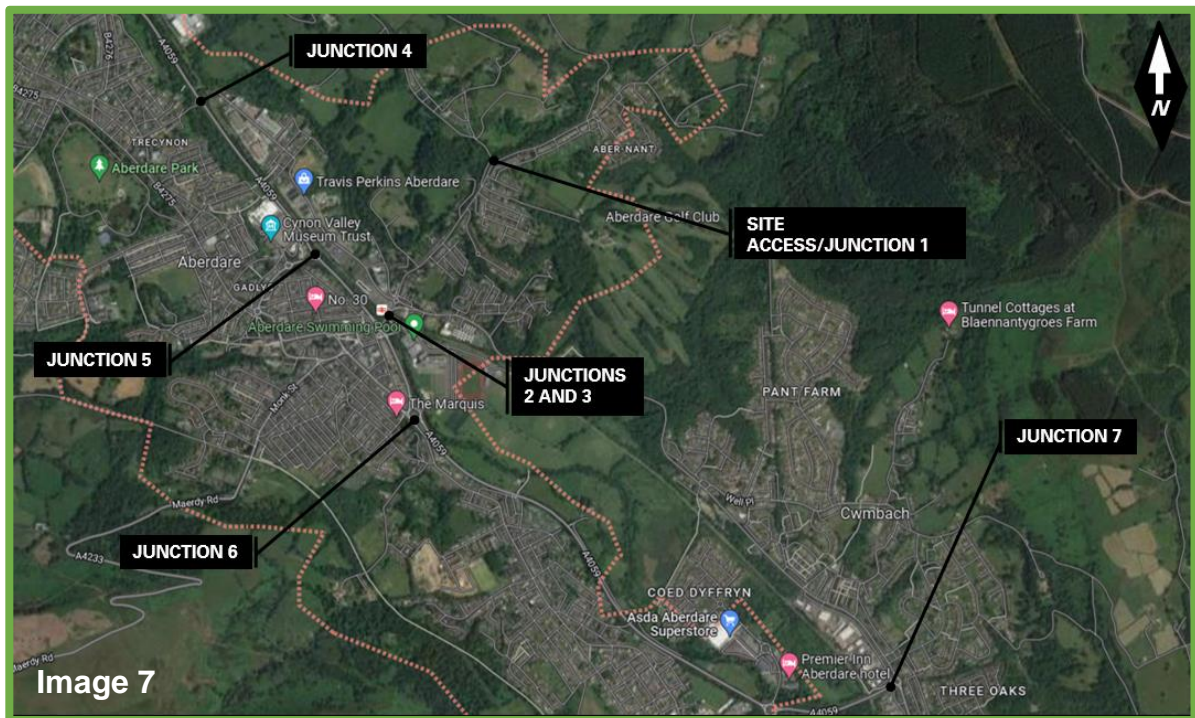
Table 6 shows the full daily traffic generation profile.

6.1.4 It should be noted that these trip rates are slightly higher than those submitted and agreed as part of the application for the hospital site so they should therefore be considered as a robust assessment. However, the trip rates used are considered to be appropriate to the proposed development as it is marginally further away from Aberdare Town Centre compared to the hospital site.

6.2 Traffic Distribution

6.2.1 The Census 2011 'Location of usual residence and place of work by method of travel to work' dataset (WU03EW) was utilised to identify an appropriate traffic distribution model for the proposed development. **Appendix G** contains the Census data used for the distribution calculations.

6.2.2 The study area beyond the site access includes six roundabouts located around Aberdare and Cwmbach. A plan of the junctions that have been modelled is shown in **Image 7** below. This study area was obtained from that agreed as part of the Aberdare Hospital Site TA.



6.3 Traffic Assignment

6.3.1 Using the percentages established from the Census data, the morning and evening peak hour traffic assignment is demonstrated in **Figures 9 and 10**. All movements associated with the development would travel to and from Aberdare so all movements would turn right from the site and left into the site. From this point, it has been calculated that 59% of traffic would continue to Abernant Road (S) at the Abernant Road/Cwmbach Road/Wellington Street roundabout and the remaining

41% would travel along Cwmbach Road (E) which extends towards Cardiff. Of the 59% who would travel on the Abernant Road (S) arm, 49% would travel on the A4059 (W) and the remaining 10% would use the A4059 (E).

6.4 Traffic Flows

6.4.1 The 'observed traffic flows' throughout the study area have been extracted for use from Appendix D of the Aberdare Hospital site TA and are contained at **Appendix H** of this report for reference. As detailed in Section 3.7.9 of the hospital site TA, turning count surveys were undertaken on 12 October 2021 at the hospital site access and each junction shown in **Image 7**. These surveys are still within the widely accepted 3-year shelf life and should remain appropriate. The results indicate that most traffic currently extends through the A4059, which is likely due to this being the primary through route which provides access to most of Aberdare. Wellington Street and Cwmbach Road appear to be more lightly trafficked is likely due to the more effective route being via the A4059.

6.4.2 The 2021 'observed traffic flows' identified above have been used to create baseline flows for all of the junctions using TEMPro growth factors from 2021 to 2023. The potential traffic associated with the Aberdare Hospital Site has also been included as part of the baseline flows for robustness. Full details in respect of the TEMPro growth factor calculations are contained in **Appendix I** and a summary is presented below:

- 2021 to 2023 AM Peak = 1.0175
- 2021 to 2023 PM Peak = 1.0168

6.4.3 The 2023 baseline flows were then used to create the '2028 Opening Year' and '2038 Future Year' traffic flow scenarios. This has been completed using TEMPro growth factors contained in **Appendix I** and summarised below:

- 2023 to 2028 AM Peak = 1.0405
- 2023 to 2028 PM Peak = 1.0395
- 2023 to 2038 AM Peak = 1.1199
- 2023 to 2038 PM Peak = 1.1164

6.4.4 Adopting the above growth factors, the figures outlined below present the following traffic scenarios which will be used within the capacity assessments detailed in Section 8 of this report:

- **Figure 11** - 2028 Opening Year (AM Peak)
- **Figure 12** - 2028 Opening Year (PM Peak)
- **Figure 13** - 2028 Opening Year with Proposed Development (AM Peak)
- **Figure 14** - 2028 Opening Year with Proposed Development (PM Peak)
- **Figure 15** - 2038 Future Year (AM Peak)
- **Figure 16** - 2038 Future Year (PM Peak)
- **Figure 17** - 2038 Future Year with Proposed Development (AM Peak)
- **Figure 18** - 2038 Future Year with Proposed Development (PM Peak)

7.0 HIGHWAY CONSIDERATIONS

7.1 Site Access

7.1.1 The proposed development would be served by a new access extending north from Abernant Road, which would be classified as a Distributor Road. Following discussions with RCTBC, it was established that to accommodate a potential bus route, the access would need to comprise a 6.75 metres wide carriageway with 10 metres kerb radii. Additionally, a 2 metres wide footway would need to be provided on one side of the carriageway and a 3 metres wide shared footway/cycleway provided on the other. This route would extend to the site boundary and offer a potential future connection to the Aberdare Hospital Site.

7.1.2 There is currently a significant level difference between Moss Row and Abernant Road at the proposed access point, which is illustrated in **Image 8** below. Topographical mapping indicates that there is an approximately 3.5 metres drop between Moss Row and Abernant Road at the proposed site access. Because of this, a cut-and-fill method of construction would be required to provide an access with a suitable gradient. The new access carriageway would follow the existing route of Moss Row (which would be stopped up for vehicular movements). Liaison with the Highway Authority has confirmed that the maximum acceptable gradient for an adopted 'Distributor Road', is no steeper than 1:20 (5%) for the first 15 metres from the junction and thereafter no steeper than 1:10 (10%).



- 7.1.3 Considering the above information, **Drawing Number F20029/10 Revision B** demonstrates a suitable access layout. The drawing also demonstrates how the access would gradually tie into the existing levels with a 1:3 gradient, where a cut-and-fill construction method could be used. The existing Moss Row carriageway would be stopped up as part of the development. Additionally, a spur would be provided from the new carriageway, which would serve the existing dwellings at Richmond Gardens. This would extend west from the main carriageway and would measure 5 metres wide with a 6 metres kerb radii. This is shown in the latest site masterplan and the proposed carriageway gradients are demonstrated in further detail within the Engineering Drawings contained in **Appendix J**.
- 7.1.4 To support the suitability of this layout, **Drawing Number F20029/10 Revision B** also contains a visibility assessment from the proposed site access. As shown, the required 33 metres of visibility is achievable to the north and the required 36 metres is achievable to the south based on the results of the speed survey detailed in Section 3 of this report. The assessment is taken from a point 2.4 metres back at the centreline of the access to the nearside edge of the carriageway.
- 7.1.5 Based on the above information and visibility assessment, the Highway Authority should be satisfied that a compliant access could be provided for the site and that the required visibility splays are achievable in both directions along Abernant Road.
- 7.1.6 To further demonstrate the suitability of the access layout, a swept path assessment has been completed using a single-decker bus (the largest bus anticipated to potentially serve the site). This is shown in **Drawing Number F20029/11 Revision B** and confirms that the vehicle could perform a left-turn in and left-turn-out manoeuvre (which is the worst-case scenario), as well as a right-turn in and right-turn out manoeuvre. Both turnings have been assessed as the details of any potential bus route have not yet been established. It should be noted that on-street parking was observed opposite the proposed site access as shown in **Image 9** below, which has been indicated in **Drawing Number F20029/11 Revision B**. The drawing also shows the vehicle using the proposed connection to the Aberdare Hospital site.



7.2 Internal Site Layout

- 7.2.1 The aim of the site masterplan (contained in **Appendix F**) was to deliver a road layout that is to adoptable standards and to ensure a bus route from Abernant Road through the site to the Hospital site could be provided if required in the future. With this considered, the development would be served by a spine road measuring 6.75 metres wide, which would connect to the Aberdare Hospital site to the west via a junction approximately 130 metres from the site access. To ensure it is designed to the adopted standards, the Highways Development Control guidance published by RCTBC has been considered. For a bus route, this presents a minimum acceptable centreline radius of 30 metres. This has been appropriately considered throughout the section of the development likely to accommodate a bus route.
- 7.2.2 Additionally, Section A of the Highways Development Control guidance requires a bus route to be served by a 2 metres wide footway on one side and a 3 metres wide shared footway/cycleway on the other. This has been considered and is shown throughout the development where appropriate.
- 7.2.3 Beyond the initial section of the carriageway which would serve the bus route, the site would be served by an 'Approach Road'. This would comprise a 5.5 metres-wide carriageway, with 2 metres-wide footways on both sides. The kerb radii have

not been provided in comments from RCTBC however standard practice would typically require 6 metres kerb radii. This has been shown in the latest site masterplan.

7.2.4 Regarding the emergency access, this would be provided in the southeastern corner of the site at its boundary with Abernant Road. The existing pedestrian link would be maintained and would tie into the development.

7.3 Parking Provision

7.3.1 To inform the parking requirements, the adopted standards contained in RCTBC Supplementary Planning Documents (Section 8) have been considered. The adopted standards for parking spaces are shown in Section 2 of this report.

7.3.2 The current proposed schedule of development (split by bedrooms) is shown in the table below, along with the corresponding maximum parking requirements:

Type of Dwelling	Number of Units	Maximum Number of Spaces	Visitor Parking (Maximum 1 Space per 5 Units)
House (2 bedrooms)	43	86	49
House (3 bedrooms)	91	273	
House (4 bedrooms)	49	147	
Apartment (1 bedroom)	58	116	
Apartment (2 bedrooms)	6	12	
Total	247	634	
Total Parking Spaces (With Visitor)	683		

7.3.3 The latest site masterplan contained in **Appendix F** indicates there would be a total of 576 spaces provided for the development. This is 107 fewer spaces than the adopted standards which are set out as maximums. The proposed level of parking provision aligns with the parking accumulation assessment contained within **Table 6** calculated using the TRICS data which indicates that the proposed development would have a maximum parking demand of 336 spaces occupied before 0700 hours. Based on this information, the number of spaces proposed should be acceptable and would support the objective of reducing reliance on single-occupancy private vehicles, which is viable given the sustainability credentials of the site.


7.3.4 It should be acknowledged that the proposed site masterplan follows the principles agreed as part of the hospital site, including the ability of visitor parking to occur on-street if required.

7.4 Servicing Requirements

7.4.1 The development would be required to accommodate refuse vehicle manoeuvres throughout. An indicative route has been plotted on **Drawing Number F20029/12 Revision B** which a refuse vehicle would be anticipated to take. As shown, an 11.2 metres long vehicle would be able to turn into the site, serve the site adequately reaching a point within the acceptable distance of each dwelling (reflecting Section 6.89 of Manual for Streets which recognises a maximum of 30 metres for residents to carry their waste to the storage point, where refuse vehicles should be able to reach a point within 25 metres of) and depart in a forward gear back onto Abernant Road.

7.4.2 Additionally, a Swept Path Assessment has also been completed of a fire tender which is shown in **Drawing Number F20029/13 Revision B**. This shows the vehicle successfully entering the driveways and reaching a point within 45 metres of all dwellings, as per Sections 13.1 and 13.2 of Approved Document B of the Building Regulations 2010. The drawing also shows the vehicle successfully entering and departing the site via the emergency access at the eastern edge of the development if required to do so.

7.4.3 Based on this information, the Highway Authority should be satisfied that the site could be served sufficiently by both refuse collection and emergency vehicles.

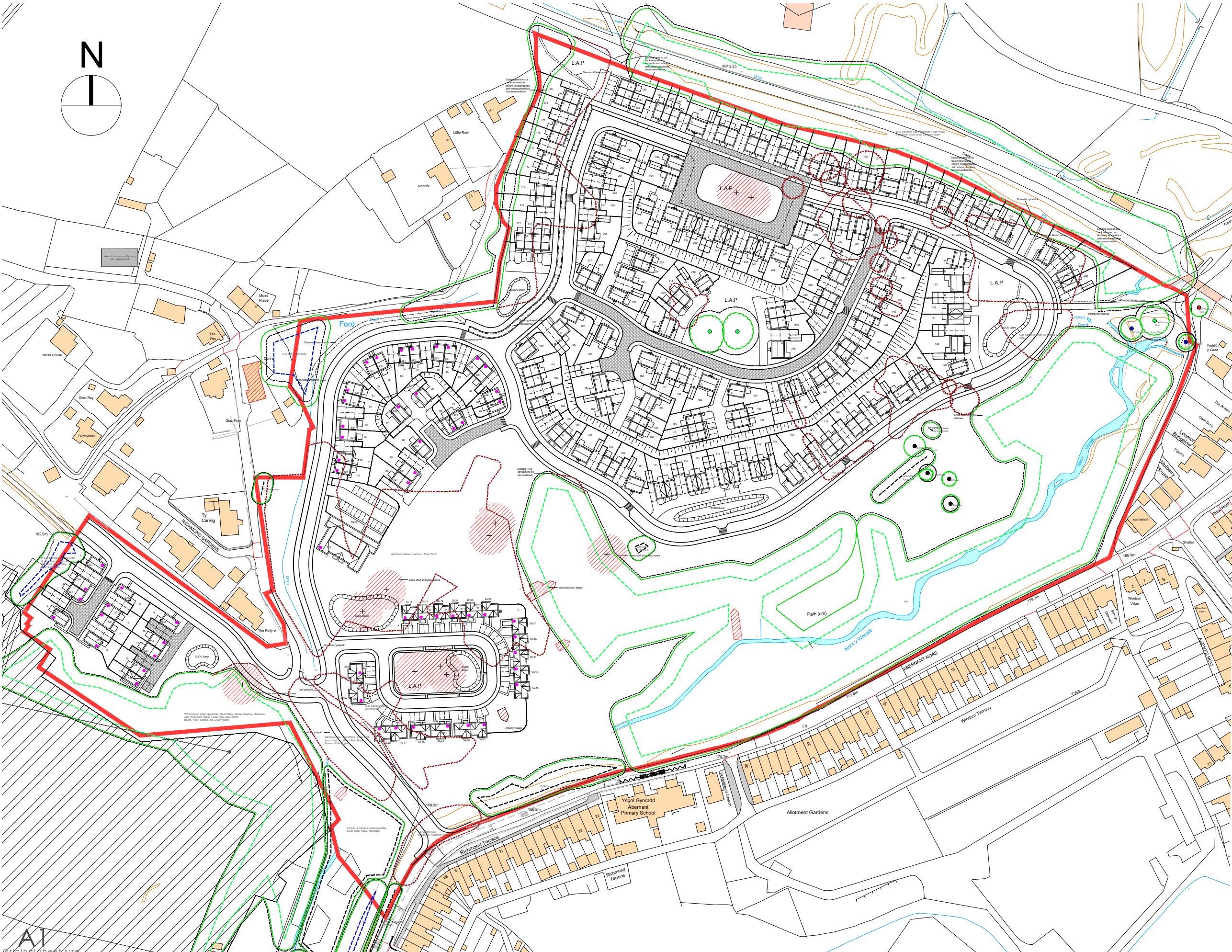
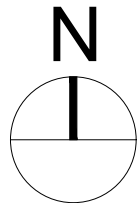


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APPENDIX B – SITE MASTERPLAN



- Site key**
- Site Boundary (Gross Area = 38.13 Acres)
 - 1.8m High close boarded timber fence
 - SW 1.8m High brick screen wall with brick piers
 - Indicates potential locations for tree planting
 - Indicates Affordable units
 - Locations of existing mine shafts with exclusion zone
 - Locations of existing adits with exclusion zone

- Landscape Key**
- Public facing soft landscaping managed by management company
 - Public facing private frontage managed by residents
 - Private rear gardens managed by residents

- Surface Treatments**
- Adoptable Road to be finished in tarmacadam
 - Adoptable footpaths to be finished in tarmacadam
 - Adoptable highway to be finished in block paving
 - Private drives to be finished in permeable paving
 - Private footpaths & patios to be finished in concrete paving slabs

Schedule of Accommodation

Private					
Ref	Description	Sqft	M ²	No.	
A	2 Bed	732	68	30 No.	
B	3 Bed	836	77	16 No.	
C	3 Bed	924	85	40 No.	
D	3 Bed	1011	93	7 No.	
E	3 Bed	1024	95	7 No.	
F	4 Bed	1255	116	22 No.	
G	4 Bed	1259	117	19 No.	
H	4 Bed	1272	118	6 No.	
					Total 147 No.

Affordable					
Ref	Description	Sqft	M ²	No.	
211	1 Bed	570	53	30 No.	
212	1 Bed	538	50	12 No.	
213	1 Bed	538	50	16 No.	
321	2 Bed	699	65	6 No.	
421	2 Bed	882	82	9 No.	
422	2 Bed	882	82	4 No.	
531	3 Bed	1011	92	15 No.	
532	3 Bed	1011	92	1 No.	
533	3 Bed	1011	92	5 No.	
641	4 Bed	1184	110	2 No.	
					Total 100 No.

Total Units 247 No.

Revision History

Rev	Date	By	CHK	Description
A	26.04.23	CC	CC	Plots 63-84
B	09.05.23	CC	CC	Layout amended to engineers comments
C	14.05.23	CC	CC	Access to Richmond Gardens added
D	01.06.23	CC	CC	Access to Richmond Gardens amended
E	25.07.23	CC	CC	Tree constraints added
F	11.08.23	CC	CC	Patios & footpaths added

Client: ASD Build Limited	Project: Moss Place Abernant	Drawing Title: Sketch Layout
Drawing Status: CONCEPT DESIGN	Date: April 23	Drawn By: cc
Checked: cw	Director: cw	Scale: 1:1000 @ A1
Job No: 2696	Drawing No: (02) 100	Rev: F
Unit 2, Chapel Barns Merthyr Mawr Bridgend CF32 0LS		
t: 01656 656267 e: mail@spring-consultancy.co.uk		



**APPENDIX C – EXAMPLE TRAVEL TO
WORK/SCHOOL QUESTIONNAIRE**

Travel to Work Questionnaire

Dear Resident,

As part of ASD Builds commitment to providing travel choices to all residents, we would be extremely grateful if you could complete this questionnaire such that we can establish where improvements could be made.

1. Full Home Postcode

2. Gender

Male	<input type="checkbox"/>
Female	<input type="checkbox"/>

3. Age

Under 25	<input type="checkbox"/>
23-34	<input type="checkbox"/>
35-44	<input type="checkbox"/>
45-55	<input type="checkbox"/>
Over 55	<input type="checkbox"/>

4. Do you have any disability that affects your travel arrangements?

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

5. How many days in an average week do you work?

6. Do you normally work -

Whole Days e.g. 0900 - 1700	<input type="checkbox"/>
Mornings	<input type="checkbox"/>
Afternoons	<input type="checkbox"/>
Weekends	<input type="checkbox"/>
Others (please specify)	<input type="checkbox"/>

7. How far do you travel to work approximately?

Up to 1 mile	<input type="checkbox"/>
Over 1 mile up to 2 miles	<input type="checkbox"/>
Over 2 miles up to 4 miles	<input type="checkbox"/>
Over 4 miles up to 10 miles	<input type="checkbox"/>
Over 10 miles up to 20 miles	<input type="checkbox"/>
Over 20 miles	<input type="checkbox"/>

8. How long does it take you to get to work (on an average day)?

0 to 15 minutes	<input type="checkbox"/>
16 to 30 minutes	<input type="checkbox"/>
31 to 60 minutes	<input type="checkbox"/>
61 to 90 minutes	<input type="checkbox"/>
Longer than 90 minutes	<input type="checkbox"/>

9. How do you mostly travel to work?

Bus	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>
Car (on your own)	<input type="checkbox"/>
Car (as Passenger)	<input type="checkbox"/>
Motorbike	<input type="checkbox"/>
Train	<input type="checkbox"/>
Walk	<input type="checkbox"/>
Others (please specify)	<input type="checkbox"/>

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

Bus	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>
Car (on your own)	<input type="checkbox"/>
Car (as Passenger)	<input type="checkbox"/>
Motorbike	<input type="checkbox"/>
Train	<input type="checkbox"/>
Walk	<input type="checkbox"/>
None	<input type="checkbox"/>
Others (please specify)	<input type="checkbox"/>

11. If you travel to work by car, what is the reason for your choice? (Please tick no more than 2)

External meetings or visitings other offices	<input type="checkbox"/>
Dropping/collecting children	<input type="checkbox"/>
Guaranteed journey time	<input type="checkbox"/>
Health reasons	<input type="checkbox"/>
Personnel Security	<input type="checkbox"/>
Lack of alternative form of travel	<input type="checkbox"/>
Cost of using alternative forms of travel	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>

12. Would you be prepared to car share?

Yes	<input type="checkbox"/>
I already car share	<input type="checkbox"/>
No (please specify why)	<input type="checkbox"/>

13. Which of the following would most encourage you to car share? (Please tick no more than 2)

Help in finding car share partners	<input type="checkbox"/>
Free taxi home in the event of an emergency	<input type="checkbox"/>
Assistance in getting home if let down by partner	<input type="checkbox"/>
Reserved parking for car sharers	<input type="checkbox"/>
Reduced car parking charges for car sharers	<input type="checkbox"/>
Nothing	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>

Travel to Work Questionnaire

14. Which of the following changes would most encourage you to use public transport for your journey to work? (If you already use public transport, which would you most like to see?)
(Please tick no more than 2)

- More direct bus routes from home
- More frequent bus services
- Better public transport information
- Better Bus Shelters
- Discount travel tickets/passes
- More convenient bus stop locations
- Better connections with buses and trains
- Interest free loans for season tickets
- Nothing
- Other (please specify)

15. Which of the following changes would encourage you to cycle to work? (If you already cycle to work, which would you most like to see?)
(Please tick no more than 2)

- The provision of safe, well lit cycle paths
- Improved cycle paths on the journey to work
- Information on existing/proposed cycle paths
- New/Improved changing facilities at work
- A loan to help buy a bicycle
- Free bicycle training
- Nothing
- Other (please specify)

16. Which of the following changes would most encourage you to walk to work? (If you already walk to work, which would you most like to see?)
(Please tick no more than 2)

- Better lighting
- Safer crossing points
- Improved footpaths
- Nothing
- Other (please specify)

17. Do you have any other comments about your travel to work?
(Continue on a separate sheet if necessary)

Thank you for your co-operation in the completion of this survey.
Could you please return this form to the sales cabin
at your earliest convenience when completed.

Your answers will be treated in confidence.

Travel to School Questionnaire (if applicable)

TO BE COMPLETED BY PARENT OR GUARDIAN

Dear Resident,

As part of ASD Builds commitment to providing travel choices to all residents, we would be extremely grateful if you could complete this questionnaire with respect to pupil journeys to school.

1. Full Home Postcode

2. Number of students in your family attending school

3. Age of students in your family

	No.
0 to 3	<input type="checkbox"/>
4 to 11	<input type="checkbox"/>
12 to 15	<input type="checkbox"/>
16 to 18	<input type="checkbox"/>
Over 18	<input type="checkbox"/>

4. Do you (or the students) have any disability that affects your travel arrangements?

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

5. How far do they travel to school?

Up to 1 mile	<input type="checkbox"/>
Over 1 mile up to 2 miles	<input type="checkbox"/>
Over 2 miles up to 4 miles	<input type="checkbox"/>
Over 4 miles up to 10 miles	<input type="checkbox"/>
Over 10 miles up to 20 miles	<input type="checkbox"/>
Over 20 miles	<input type="checkbox"/>

6. How do they mostly travel to school?

Walk	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>
School Bus	<input type="checkbox"/>
Public Bus	<input type="checkbox"/>
Car (Driver)	<input type="checkbox"/>
Car (Parent or Guardian)	<input type="checkbox"/>
Car (Other)	<input type="checkbox"/>
Train	<input type="checkbox"/>
Taxi	<input type="checkbox"/>
Motorbike/Moped	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>

7. How long does it take them to get to school (on an average day)?

0 to 15 minutes	<input type="checkbox"/>
16 to 30 minutes	<input type="checkbox"/>
31 to 60 minutes	<input type="checkbox"/>
61 to 90 minutes	<input type="checkbox"/>
Longer than 90 minutes	<input type="checkbox"/>

8. Which of the following do they occasionally use instead of their usual form of transport?

Walk	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>
School Bus	<input type="checkbox"/>
Public Bus	<input type="checkbox"/>
Car (Driver)	<input type="checkbox"/>
Car (Parent or Guardian)	<input type="checkbox"/>
Car (Other)	<input type="checkbox"/>
Train	<input type="checkbox"/>
Taxi	<input type="checkbox"/>
Motorbike/Moped	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>

9. Why do they travel in the way that they do? (Please tick all statements that apply)

They live far away from the school	<input type="checkbox"/>
They live very close to the school	<input type="checkbox"/>
The roads are not safe	<input type="checkbox"/>
They may get bullied	<input type="checkbox"/>
Concern for personal safety	<input type="checkbox"/>
To keep fit and healthy	<input type="checkbox"/>
It's better for the environment	<input type="checkbox"/>
To travel with their friends	<input type="checkbox"/>
It's more convenient	<input type="checkbox"/>
To save money	<input type="checkbox"/>
They enjoy this method of travel the most	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>

If the student already travels by School Bus then please go to [Question 15](#)

10. Have you been offered to join a School Bus Service?

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

11. If available, why do they not use the School Bus Service or why wouldn't they use it?

12. Would the student be prepared to car share with other students?

Yes	<input type="checkbox"/>
They already car share	<input type="checkbox"/>
No (please specify why)	<input type="checkbox"/>

Travel to School Questionnaire (if applicable)

TO BE COMPLETED BY PARENT OR GUARDIAN

13. Which of the following would most encourage you to car share?
(Please tick no more than 2)

Help in finding car share partners	<input type="checkbox"/>
Free ride home for the pupil in the event of an emergency	<input type="checkbox"/>
Nothing	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>

16. Do you have any other comments about your travel to school?
(Continue on a separate sheet if necessary)

14. Which of the following changes would encourage them to cycle to school
(If they already cycle to school, which would you most like to see?)
(Please tick no more than 2)


The provision of safe, well lit cycle paths	<input type="checkbox"/>
Improved cycle paths on the journey to school	<input type="checkbox"/>
Information on existing/proposed cycle paths	<input type="checkbox"/>
New/improved changing facilities at school	<input type="checkbox"/>
School cycle club	<input type="checkbox"/>
Free cycle training	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>
Nothing	<input type="checkbox"/>

15. Which of the following changes would most encourage them to walk to school?
(If they already walk to school, which would you most like to see?)
(Please tick no more than 2)

Better lighting	<input type="checkbox"/>
Safer crossing points	<input type="checkbox"/>
Improved footpaths	<input type="checkbox"/>
Nothing	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>

Thank you for your co-operation in the completion of this survey. Could you please return this form to the sales cabin at your earliest convenience when completed.

Your answers will be treated in confidence.



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