

P e l l F r i s c h m a n n

Land at Mwyndy

Framework Travel Plan

February 2026

This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.

Report Ref.	109837-PEF-XX-XX-T.RP-H-000003					
File Path	\\RSBGUKFS01\LONEngineering\101098--\10109837 - Land at Mwyndy\01 - WIP\Documents\Framework Travel Plan\109837-PEF-XX-XX-T.RP-H-000003-P01 - Framework Travel Plan.docx					
Rev	Suit	Description	Date	Originator	Checker	Approver
P01	S3	Draft for client / team review	12-Feb-26	PW / AT / HD	LC	LC
Ref. reference. Rev revision. Suit suitability.						

Prepared for

Talbot Green Developments Ltd

8a London Road
Alderley Edge
Cheshire
SK9 7JS

Prepared by

Pell Frischmann

Burrator House
Peninsula Park
Rydon Lane
Exeter
EX2 7NT

Pell Frischmann

Contents

1.	Introduction	1
1.1.	Overview.....	1
1.2.	Site Context.....	1
1.3.	Development Overview	1
1.4.	Purpose of a Framework Travel Plan.....	2
1.5.	Benefits of a Travel Plan	2
1.6.	Travel Plan Objectives	2
1.7.	Travel Plan Coordinator	3
2.	Site Context and Accessibility.....	4
2.1.	Introduction.....	4
2.2.	Highway Network	4
2.3.	Pedestrian Accessibility.....	7
2.4.	Cycle Accessibility	8
2.5.	Bus Accessibility.....	9
2.6.	Rail Accessibility.....	10
3.	Travel Plan Measures.....	11
3.1.	Introduction.....	11
3.2.	Travel Pack.....	11
3.3.	Measures to Encourage Cycling	12
3.4.	Promoting Car Sharing.....	12
3.5.	Measures to Encourage Public Transport Use	12
3.6.	Promoting Sustainable Travel Events	12
3.7.	Sustainable Transport Infrastructure.....	12
3.8.	Newsletter / Email	13
4.	Targets and Monitoring.....	14
4.1.	Monitoring and Review.....	14
4.2.	Travel Plan Targets	14
5.	Implementation Summary	17
6.	Summary.....	20

Figures

Figure 1.1:	Site location within the SSA 8 LDP Allocation.....	1
Figure 2.1:	Site location within local road network	4
Figure 2.2:	Local Public Rights of Way Network	6
Figure 2.3:	Walking Catchment up to 2km and Bus Stop Locations	7
Figure 2.4:	Cycling Catchment	9

Tables

Table 2.1:	CIHT Suggested Acceptable Walking Distances	7
Table 2.2:	Walking Distance to Local Residential Areas and Closest Public Transport Opportunities.....	8
Table 6.1:	Mode Share Targets.....	15
Table 5.1:	Action Plan.....	18

Appendices

Appendix A – Site Masterplans

1. Introduction

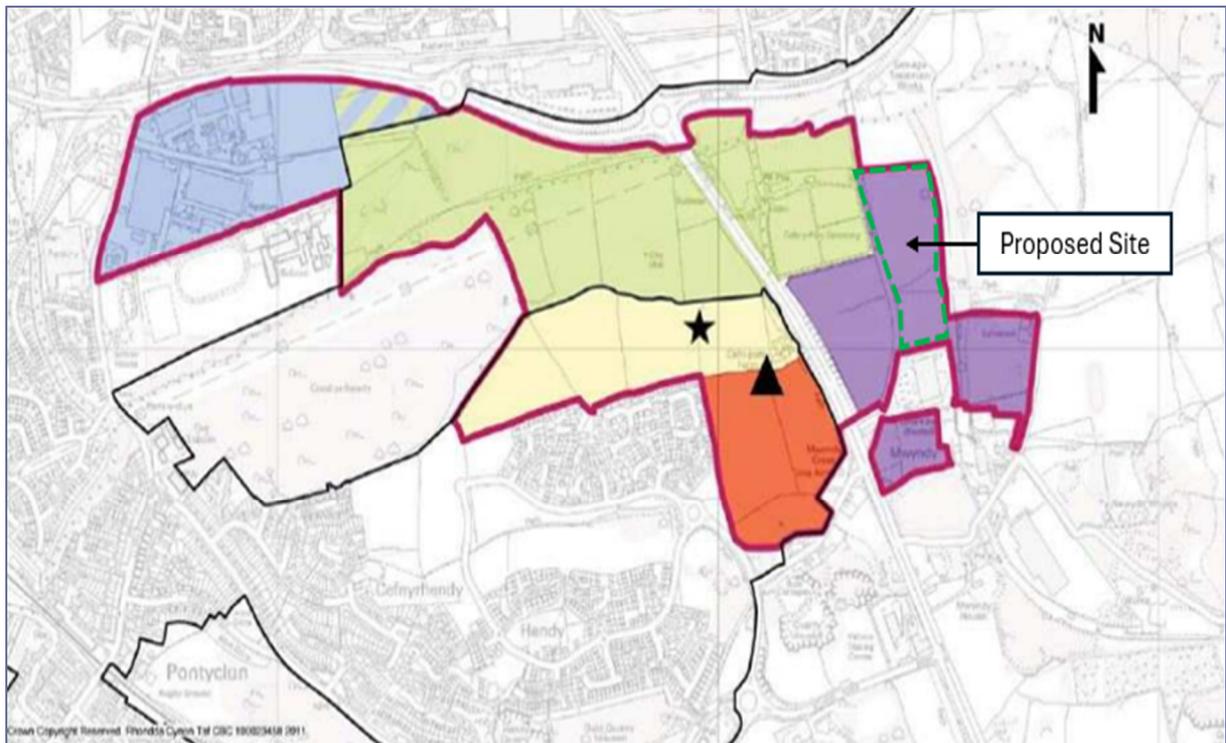
1.1. Overview

- 1.1.1. Pell Frischmann has been commissioned by Talbot Green Developments Ltd (the Client) to provide transport planning and highways advice in support of a proposed development of land at Mwyndy, east of the A4119 in Rhondda Cynon Taf.
- 1.1.2. The local Planning and Highway Authority is Rhondda Cynon Taf County Borough Council (RCTCBC).
- 1.1.3. This Framework Travel Plan (FTP) has been prepared in support of the proposed development.

1.2. Site Context

- 1.2.1. The site forms the eastern extent of the Mwyndy / Talbot Green allocation site, Local Development Plan Allocation SSA 8, and is located on the land to the south of the Cefyn-y-Parc Cemetery. The allocation consists of the construction of 500 dwellings, 15 hectares of employment land, 23,400sqm retail floor space, 10,000sqm of leisure floor space, a primary school, library/community facility and amenity space. The location of the site within the allocation area, consisting of approximately 5.3 hectares, is identified in **Figure 1.1**.

Figure 1.1: Site location within the SSA 8 LDP Allocation



Source: RCTCBC Local Development Plans with Pell Frischmann annotations

- 1.2.2. The A4119 junction serving the site and adjacent allocated employment land has recently been upgraded to introduce a signal control arrangement. This including signalling the A4119 / Ffordd Cefn-Yr-Hendy junction to form a single 4 arm staggered junction.

1.3. Development Overview

- 1.3.1. The proposed development is for an employment scheme consisting of two different options as follows:
 - Option 1 – Erection of a 9,980sqm Class B1c light industrial building with associated access, parking, drainage, landscaping, services and utilities; and,
 - Option 2 – Erection of a 21,490sqm Class B8 data centre with associated access, parking, drainage, landscaping, services and utilities.

- 1.3.2. Access to the site is to be by way of a simple priority junction located on Mwyndy Cross, approximately 140m north of the customer access to Arthur Lewellyn Jenkins.
- 1.3.3. A single point of access into the site is proposed for pedestrians and cyclists, for both development options. The access for pedestrians consists of 2m wide footways proposed on both sides of the carriageway along the new access road from the proposed junction with Mwyndy Cross. Cyclists will be able to access the site using the main vehicular entrance.
- 1.3.4. A total of 89 car parking spaces are proposed for development Option 1, in addition to 10 motorcycle parking spaces. Of the 89 car parking spaces provided, 9 will be accessible spaces for the mobility impaired and 10 will have electric vehicle charging (EVC) provision in accordance with the Welsh Government's Future Wales Planning Policy Plan 2040, which requires a minimum of 10% of the car parking spaces to have EVC provision.
- 1.3.5. A total of 100 car parking spaces are proposed for development Option 2, in addition to 10 motorcycle parking spaces. Of the 100 car parking spaces provided, 5 will be accessible spaces for the mobility impaired and 10 will have electric vehicle charging (EVC) provision in accordance with the Welsh Government's Future Wales Planning Policy Plan 2040.
- 1.3.6. The proposed cycle parking provision is the same for both development options, with 5 short stay Sheffield style cycle stands (10 spaces) and a covered cycle storage facility to accommodate 24 cycles as long stay provision proposed.
- 1.3.7. Indicative masterplans for the site, for each of the two development options, including the proposed points of access are provided in **Appendix A**.

1.4. Purpose of a Framework Travel Plan

- 1.4.1. A Framework Travel Plan (FTP) seeks to provide a long-term travel strategy for the proposed development, and to encourage employees of the proposed development to travel by sustainable modes, as opposed to car based travel. This FTP provides a package of measures aimed at promoting sustainable travel and reducing car reliance of users of the proposed development, taking into consideration the existing and proposed opportunities for non-car based travel to and from the site. Travel habits among employees will be monitored on a medium to long-term basis and will seek to meet the targets set out in this FTP.

1.5. Benefits of a Travel Plan

- 1.5.1. Travel Plans (TP) are important management tools and, when implemented as part of a comprehensive transport strategy, make it possible to achieve modal shift away from private vehicles towards more sustainable forms of travel.
- 1.5.2. A TP can be provided as part of a development proposal to reduce private car-based travel to and from the site. A number of benefits for employees can arise from the introduction of a successful TP, including personal health benefits and improvements to air quality and noise.

1.6. Travel Plan Objectives

- 1.6.1. The aim of this Travel Plan is to seek to minimise the number of single occupancy staff car journeys made to and from the site, to promote travel by sustainable modes of transport, and to manage the overall transport impacts of the site.
- 1.6.2. The principal objectives of the Travel Plan are summarised below:
 - To achieve increases in the proportion of staff travelling by modes other than single occupancy car use;
 - To improve awareness of transport options and reduce the impact of traffic on the local environment; and,
 - To increase the proportion of journeys to and from the proposed development by sustainable modes of transport.

1.7. Travel Plan Coordinator

- 1.7.1. A Travel Plan Coordinator (TPC) will be appointed upon site occupation with the responsibility for implementing the 'soft' measures described in this FTP and encouraging sustainable forms of travel.
- 1.7.2. The TPC will be responsible for implementing the Travel Plan and providing the relevant details, including the delivery of the action plan measures to the Council. The TPC will also report against the Travel Plan targets and success or otherwise of the Action Plan to the Council.
- 1.7.3. The TPC will be a focal point for information for employees and will be responsible for:
- Promoting and encouraging travel modes other than single occupancy car travel;
 - Providing noticeboards in staff rooms;
 - Ensuring that all information relating to sustainable travel is displayed on staff notice boards and is kept accurate and up to date;
 - Engaging with other TPCs within the locality in order to identify any shared benefits or joint and coordinated promotion of sustainable travel events;
 - Promoting car sharing; and,
 - Incorporating the needs of the less mobile in the plan.
- 1.7.4. It is acknowledged that the light industrial development option (Option 1) may result in the building being separated into a number of individual units. As such, under this option it may be the case that a Site Wide Travel Plan Coordinator would be appointed, with Occupier Travel Plan Coordinators then appointed by each of the individual occupiers of the units.

2. Site Context and Accessibility

2.1. Introduction

- 2.1.1. The site is located approximately 1.8km south of Talbot Green¹ and consists of two fields. It is bound to the north by another field, the east by a wooded area, the south by Arthur Lewellyn Jenkins and to the west by a local access road – Mwyndy Cross. The site is currently accessed by vehicles via a gated field access, which includes a full height kerb junction, approximately 300m north of the A4119 / Mwyndy Cross junction. Pedestrians can also access the site using Public Right of Way (PROW) ANT/298/1, via a separate kissing gate immediately south of the gated vehicular access.
- 2.1.2. The current access road, Mwyndy Cross, also facilitates access to both the Cefyn y Parc Cemetery and Arthur Lewellyn Jenkins and will in due course facilitate access to the neighbouring employment plots in the SSA 8 allocations site. The site in the context of the local setting is presented in **Figure 2.1**.

Figure 2.1: Site location within local road network



Source: © OpenStreetMap with Pell Frischmann annotations

2.2. Highway Network

- 2.2.1. The key roads that enable access to the development site are shown on **Figure 2.1** and are described individually below.

M4 Motorway

- 2.2.2. The M4 motorway is a strategic road route extending from west London to southwest Wales. It provides connectivity to key cities such as Newport, Cardiff, Swansea, Reading, Swindon and Bristol. It is located approximately 3.6km southeast of Talbot Green, and 2.3km southeast of the proposed development, and follows a general east-west alignment. Locally it is accessed via Junction 34.

¹ Measured from the Talbot Road / Ely Valley Road / B4595 / A4119 signalised junction.

- 2.2.3. Junction 34, also known as the Miskin Interchange connects the M4 with the A4119, providing access to areas such as Llantrisant and the Rhondda Valleys. The interchange is a four-arm roundabout, with on and off slips provided on the alignment of the M4. The interchange consists of two-lane approaches on all arms and a two-lane circulatory carriageway - the latter being subject to the national speed limit. The junction is fully street lit and partially signalised in proximity to the westbound off slip.

A4119

- 2.2.4. The A4119 is an important road in South Wales, linking several key locations. It begins at Junction 34 of the M4 motorway, extends northward, passing through areas such as Llantrisant, Talbot Green, Penygriag and Tonypany. This road serves as a vital connection for both local and regional traffic, enabling movement between Cardiff and the Rhondda Valleys.
- 2.2.5. The A4119 is a two-way dual carriageway with a posted 40mph speed limit in the vicinity of the site. It includes street lighting on both sides for the majority of its length, and locally footways are also present on both sides of the carriageway albeit the provision is only retained for approximately 120m on the eastern side of the carriageway, north of the Mwyndy Cross staggered signalised junction.
- 2.2.6. The recently upgraded signalised junction at Mwyndy Cross also includes a staggered pedestrian crossing on the northern arm of the junction to facilitate east-west pedestrian / cycle movements - the central reservation offering a refuge at this crossing point. Additionally, northbound and southbound bus stops are present on the A4119 in proximity to its junction with School Road - these being approximately 700m from the centre of the proposed development site.

School Road

- 2.2.7. The B4264 School Road connects to the A4119 at a signal-controlled junction southwest of the proposed development site and facilitates access to Miskin and Pontyclun. This road is a two-way single carriageway with a central median strip provided along the majority of its length west of the DVSA driving test centre. School Road is subject to a 30mph speed limit and is street lit. Pedestrian facilities are limited to the easternmost 100m (approximately) of the carriageway from the A4119, resulting in no continuous formal pedestrian connectivity along this route.

Unnamed Road between Ffordd Cefn-Yr-Hendy & A4119

- 2.2.8. The unnamed road located approximately 90m south of Mwyndy Cross that connects Ffordd Cefn-Yr-Hendy to the A4119 forms the southern arm of the recently upgraded signalised junction facilitating access to the site. It is a two-way single carriageway with double yellow lines on both sides for most of its length. A footway is available on both sides of the carriageway in proximity to the A4119 with this reducing to the southern side only from a point approximately 50m west of the junction. This providing a link between the wider pedestrian infrastructure on the A4119 and Ffordd Cefn-Yr-Hendy. The junction also includes a staggered controlled pedestrian crossing for north-south movements.
- 2.2.9. The road is subject to a 20mph speed limit, is street lit and provides direct pedestrian access to bus stops. The stop on the northern side of the carriageway consists of an on-road stop with a post and flag arrangement, while the stop on the southern side is in a layby equipped with a post and flag arrangement displaying limited service information. The road is lined by a small number of residential properties and several commercial businesses, including a garage. All have direct frontage access onto the unnamed road.

Mwyndy Cross / Park View

- 2.2.10. Mwyndy Cross / Park View is an adopted two-way single carriageway road immediately west of the proposed development site. It currently provides access to a small number of residential dwellings and the Arthur Lewellyn Jenkins retail unit on the eastern side of the carriageway in proximity to the A4119 and towards its northern extent the Cefn-Parc Cemetery – all accesses are via simple priority junction

arrangements. Parking associated with the cemetery takes place along its frontage but appears to be localised.

- 2.2.11. Mwyndy Cross / Park View is a non-through route for vehicular traffic and includes staggered pedestrian guard railing across the carriageway, in proximity to the A473 underpass, to prevent further progress by vehicles.
- 2.2.12. Footway provision is included on the eastern side of the carriageway along its full length with this connecting the A4119 to the southwest with Cardiff Road, and the nearest bus stops, to the north.
- 2.2.13. The road has a posted speed limit of 20mph and is street lit in proximity to the A4119 signalised junction only.

Public Rights of Way

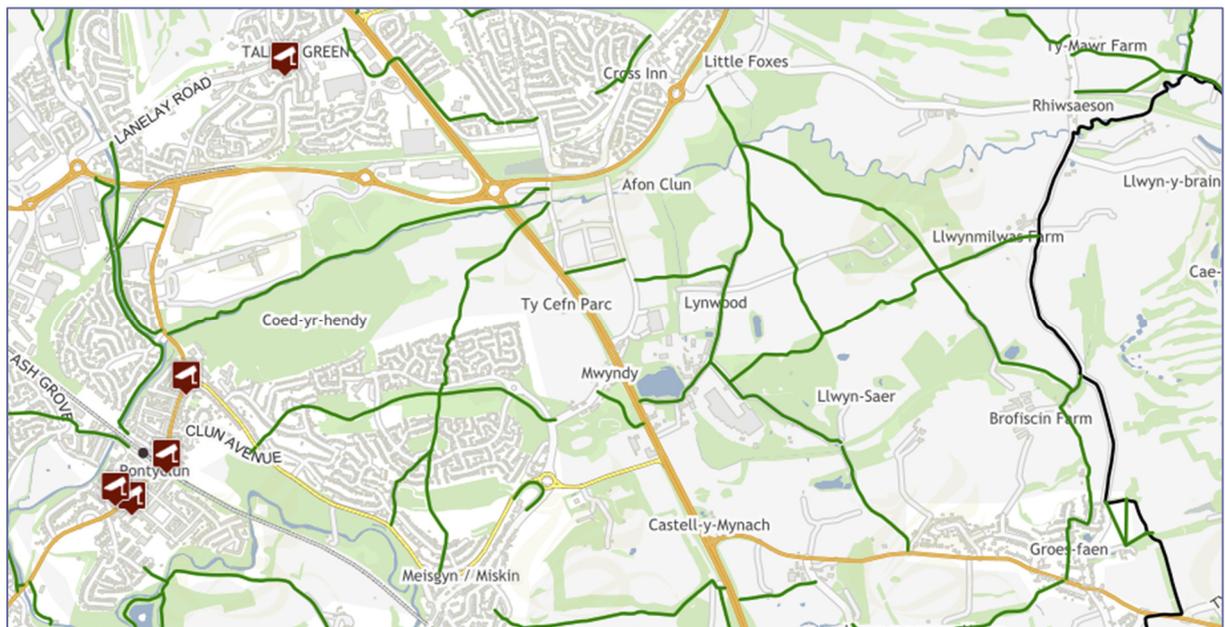
2.2.14. In addition to the existing footway network, the site benefits from access to a number of Public Rights of Way (PROW) with these both surrounding and bisecting the site. Based on the nature of the PROW it is anticipated that the majority will be used for recreational activities. However, they can be utilised, in combination with the existing footway network, to access local areas such as Miskin and Pontypool to the west, Llantrisant and Talbot Green to the north and Groes-faen to the east.

2.2.15. The closest PROW to the site are as follows:

- Footpath route ANT/318/1 to the west of the site running along the southern side of the cemetery and providing east-west connectivity;
- Footpath route ANT/298/1 running through the southern portion of the site, also providing east-west connectivity; and,
- Footpath route ANT/289/2 to the west of the site, and connecting to ANT/298/1, which follows a broadly north-south alignment connecting to Cross Inn to the north and the A4119 in proximity to Groes-faen to the south.

2.2.16. The PROW network in the vicinity of the site is illustrated in **Figure 2.2**.

Figure 2.2: Local Public Rights of Way Network



Source: © <https://maps.rctcbc.gov.uk>

2.2.17. The development proposals will retain Footpath ANT/298/1, on a revised alignment, and in doing so this provides pedestrian connectivity between the site and the wider area east, south and north of the allocation.

2.3. Pedestrian Accessibility

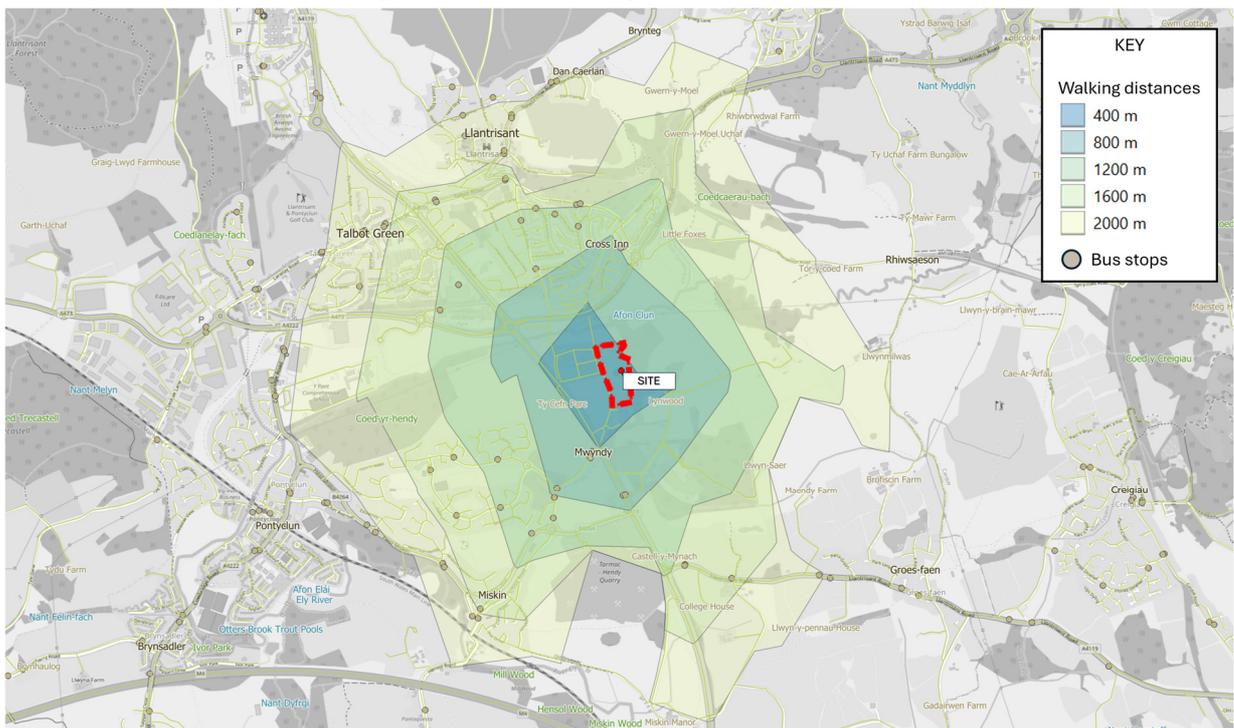
- 2.3.1. The development site is located east of a significant transport corridor in a semi-rural setting and has seen no new development in recent years. Therefore, whilst the local pedestrian network includes connectivity to the north, south, east and west the provisions currently in place reflect the level of local development, with footways generally included along active site frontages but not necessarily on both sides of the carriageway.
- 2.3.2. In the immediate vicinity of the site a 1.5m (approx.) wide footway is provided along the eastern side of Mwyndy Cross for its full length. This provides a continuous footway connection between the A4119 to the south and Cardiff Road in the Cross Inn area of Llantrisant to the north. Approximately 610m north of the Mwyndy Cross / A4119 staggered junction the footway passes over the Afon Clun. North of the river the footway widens to approximately 2m and at a point approximately 60m north of the river crossing, and preceding the A473 underpass, pedestrian guard railing is installed across the carriageway preventing vehicular access and effectively creating a shared use space for pedestrians and cyclists.
- 2.3.3. The Chartered Institute for Highways and Transportation (CIHT) document ‘Providing for Journeys on Foot’ states at paragraph 1.12 that:
- “walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile”
- 2.3.4. The document also provides suggested acceptable walking distances for a range of destinations. Those suggested walking distances have been reproduced in **Table 2.1**.

Table 2.1: CIHT Suggested Acceptable Walking Distances

Distance Category	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere (m)
Desired	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 2.3.5. **Figure 2.3** illustrates the identified walking catchments up to 2km walking distance (25-minute walk time) from the site.

Figure 2.3: Walking Catchment up to 2km and Bus Stop Locations



Source: © OpenStreetMap with Pell Frischmann annotations

- 2.3.6. It can be seen from **Figure 2.3** that there are a number of local towns and villages within an accessible 25-minute walking catchment of the site which provide opportunities for non-car-based travel. These include Miskin, Talbot Green, Cross Inn and Llantrisant, all of which have residential populations from which employees for the proposed development could be drawn. It can also be seen that there are a number of bus stops within the 400m and 800m walking distances of the site. **Table 2.2** identifies the closest bus stop facilities and population centres with walking and cycling access times.

Table 2.2: Walking Distance to Local Residential Areas and Closest Public Transport Opportunities

Destination	Distance From Site	Walking Time (mins)	Cycle Time (mins)
Mwyndy Cross northbound bus stop - rhogaja	350m	5 minutes	3 minutes
Mwyndy Cross southbound bus stop - rhogajd	400m	6 minutes	3 minutes
A4119 southbound bus stop - rhopjpa	600m	8 minutes	2 minutes
A4119 northbound bus stop - rhopjpd	650m	9 minutes	4 minutes
Talbot Green (Heol Y Gyfraith)	2.0km	28 minutes	8 minutes
Llantrisant (Heol-Y-Sarn)	2.0km	33 minutes	15 minutes
Miskin (Miskin Fields)	1.5km	21 minutes	9 minutes
Cross Inn (Main Road)	1.0km	15 minutes	4 minutes

- 2.3.7. As demonstrated in **Figure 2.3** and **Table 2.2** the close proximity of the development site to local population areas and public transport provides a genuine alternative to car-based travel to and from the site, and therefore provide opportunities to reduce the impact of the proposed development on the local highway network.

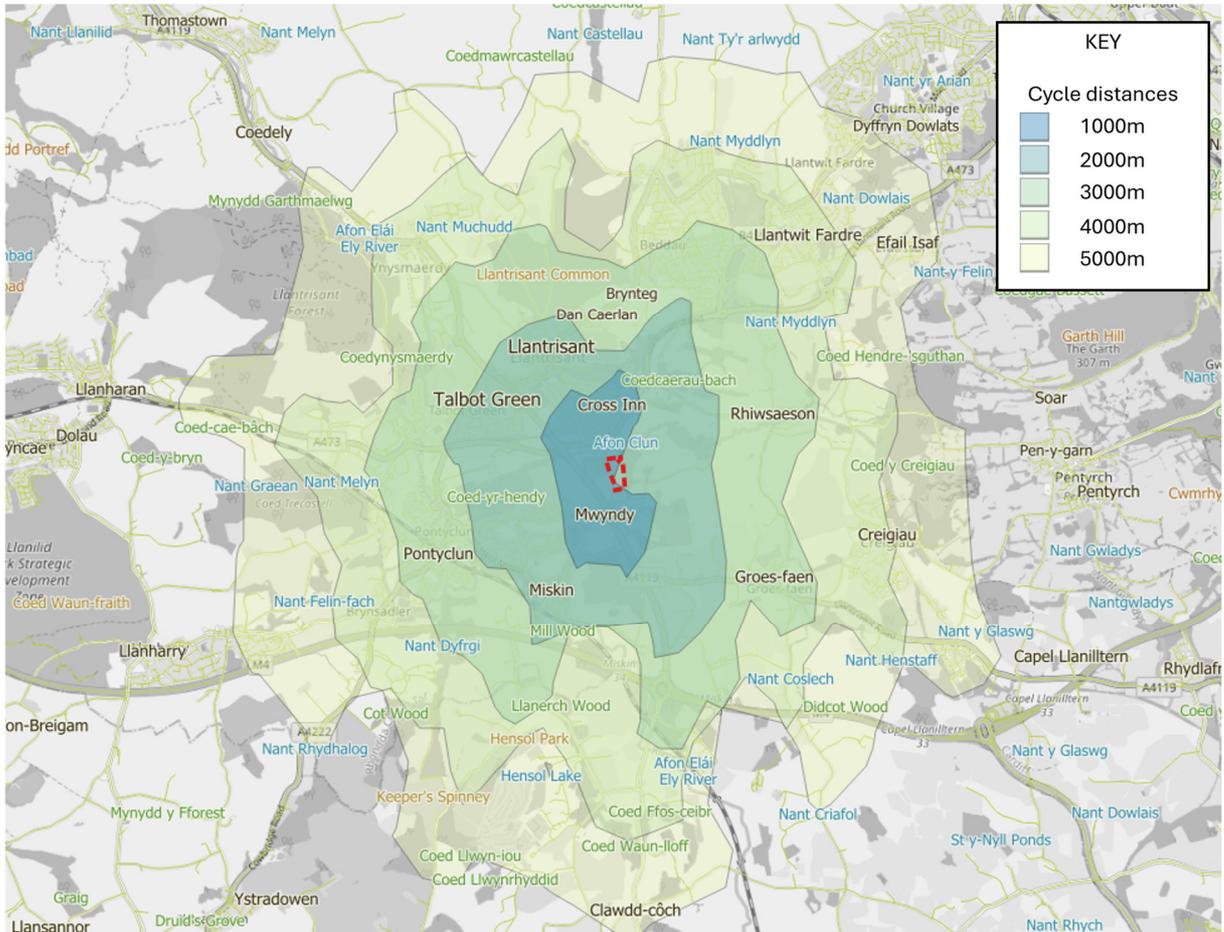
2.4. Cycle Accessibility

- 2.4.1. In relation to cycle accessibility the site shares similar characteristics to walking provisions i.e. the semi-rural setting and limited local development in recent years means that whilst cyclists can access the site from the north, south, east and west dedicated cycle provisions in the immediate vicinity of the site are limited and Cyclists currently routing along Mwyndy Cross do so by travelling along the carriageway.
- 2.4.2. Cycle infrastructure is provided at the Mwyndy Cross signalised junction. This consists of a section of off-road route on the western side of the carriageway and Toucan crossings on the northern and southern arms of the junction. A cycle transition from the off-road route onto the A4119, in a northbound direction, is also provided on the northern arm of the junction. This including a sign plate confirming to cyclists that they are to rejoin the carriageway. The local cycle provisions are well signposted.
- 2.4.3. The site also benefits from its close proximity to National Cycle Network Route 4 which passes through Cross Inn on a roughly east-west alignment and can be accessed from Cardiff Road approximately 850m north from the site - a 3-minute cycle.
- 2.4.4. National Route 4 is a long-distance cycle route extending from London in the east to Fishguard in the west. The section of Route 4 that passes through Cross Inn primarily follows quiet country lanes and traffic-free paths.
- 2.4.5. National and local policy encourages sustainable development and a shift away from private car use. However, there is no specific recommended maximum cycle distances for access to services from new developments stated within the NPPF or local planning policy. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local

Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point, with this indicating that an acceptable distance for general trips by cycle is considered to be up to 5km (5,000m). However, it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by bicycle.

2.4.6. **Figure 2.4** demonstrates the cycle catchment up to a 5km cycle distance (a 25-minute cycle time) from the site.

Figure 2.4: Cycling Catchment



2.4.7. It can be seen from **Figure 2.4** that multiple key regional locations outside Mwyndy, including numerous population centres, are accessible by bicycle from the site.

2.5. Bus Accessibility

2.5.1. As identified in **Figure 2.3** there are a number of local bus stops within walking distance of the site, the closest of which are located on the unnamed road linking Ffordd Cefy-Yr-Hendy and on the A4119 which also forms the western arm of the Mwyndy Cross junction.

2.5.2. The bus stops are currently accessible from the site using a combination of the footways on the eastern side of Mwyndy Cross, the Toucan crossings across the A4119 included at the Mwyndy Cross junction, and the footways on either side of the unnamed road. The unnamed road stop on the northern side of the carriageway consists of an on-road stop with a post and flag arrangement. The unnamed road stop on the southern side of the carriageway consists of a post and flag arrangement. Both stops are served by route 122 Tonypanyd to Talbot Green and Cardiff.

2.5.3. A further pair of accessible bus stops are located on the A4119 approximately 600-650m south of the site. These stops are accessible from the site via the pedestrian crossing provisions at the Mwyndy Cross junction and the footways provided on both sides of the A4119. Both of the stops consist of on-

road stops with raised kerbs and a post and flag arrangement. These stops are served by route 122 Tonypanydy to Talbot Green and Cardiff and, route 124 Maerdy to Porth and Cardiff.

2.6. Rail Accessibility

- 2.6.1. The closest railway station to Mwyndy is Pontyclun Railway Station. It is located approximately 2.9km west of the site and can be accessed by bicycle and on foot via Station Approach, National Cycle Network Route 4, Cardiff Road and Mwyndy Cross, making it a convenient travel option for commuters who combine rail and cycle travel. It is also accessible by car via the Mwyndy Cross junction, the B4264, Llantrisant Road and Station Approach - a six-minute drive.
- 2.6.2. Pontyclun Railway Station is an unstaffed, minor station and is a stop on the South Wales Main Line. It is served by trains on the Maesteg Line and occasionally by the Swanline Cardiff to Swansea regional services, with early-morning services to Manchester and late-night services to Carmarthen. The station has basic facilities including ticket machines, waiting areas, and customer help points. It is equipped with step-free access to both platforms, although access between platforms requires use of a footbridge or a longer detour via Station Terrace. The station includes a car park with 22 car parking spaces.
- 2.6.3. The station has a regular service frequency. On weekdays, there are approximately 37 trains per day, with early morning services running at 1 train per hour, morning peak at 3 trains per hour, off-peak at 2 trains per hour, evening peak at 3 trains per hour, and late evening at 1 train per hour. On weekends, the frequency is slightly reduced, with around 19 trains on Sundays.

3. Travel Plan Measures

3.1. Introduction

- 3.1.1. The following section outlines a range of measures to be implemented to support travel by alternative modes to single-occupancy car travel for employees. With the proposed measures in place, the development will contribute towards national and local sustainability objectives, ensuring site users are aware of the choice of sustainable travel options available to them in this location.
- 3.1.2. To encourage sustainable travel amongst employees, the measures used must be considered attractive and convenient. These measures can be split into two types:
- 'Hard' or 'Physical' measures – engineering / architectural measures incorporated into the design of the proposed development e.g. cycle parking provision.
 - 'Soft' measures – marketing and management measures implemented as part of the proposed development on an on-going basis in order to maximise the uptake of sustainable travel measures and in order to reduce dependency on private cars, particularly single occupancy trips.
- 3.1.3. The developer will retain responsibility for the provision of 'hard' measures until the site is completed and ready for occupation. The hard measures, such as pedestrian and cycle infrastructure, throughout the development will be developed concurrently with each part of the site. The TP will identify the specific hard measures and ensure their incorporation within the site. The "soft" measures are described in this document.
- 3.1.4. Some, or all, elements of the TP may be passed to the occupier or a relevant management company who will appoint a Travel Plan Coordinator (TPC), who will then be responsible for direct contact with RCTCBC on the appointer's behalf.
- 3.1.5. TPs are evolving documents that respond to new travel and transport opportunities that may arise, including connecting to, and being influenced by, neighbouring developments that will bring with them new transport and connectivity infrastructure and opportunities. As such, future reviews will account for changes in the locality of the site and / or new promotional activities.
- 3.1.6. The range of measures and actions will be used to encourage car-sharing, public transport use, cycling and walking. Some measures are essential in meeting current standards - for example, the quantity of cycle and car parking provision. Other measures will be unique to the site and as such the following sections are intended to give an overview of the potential measures that could be implemented by the TPC.
- 3.1.7. The measures developed on site to discourage the use of the private car will be largely based on the outcomes of an initial travel survey. Further details of the survey and monitoring of the Travel Plan are provided in the next section.

3.2. Travel Pack

- 3.2.1. All new employees (first occupants only) will be provided with Travel Packs as a part of, or alongside, their employment paperwork. The packs will be used to raise awareness of sustainable initiatives being implemented throughout the lifecycle of the TP including the promotion of key services and facilities, car share databases and promotion of membership to local cycling clubs and campaigns.
- 3.2.2. The Travel Packs will include the following:
- An overview of the overarching aims and objectives of the TP, and why it is in place.
 - The benefits of the TP to employees and the wider community.
 - Incentives being offered to employees to encourage them to use sustainable and active forms of travel.
 - Local public transport timetables and routes to key destinations.
 - Local walking and cycling routes, including PRow.
 - Information on local car share and car club databases.

- Information on bike purchase schemes and bike maintenance.
- TPC details.
- Local services and facilities within walking / cycling distance of the development.

3.2.3. During preparation of the Travel Packs, the TPC will engage with RCTCBC to ensure that the most up to date information regarding sustainable travel, connectivity and relevant network information is provided within the packs to enable employees to make informed travel choices.

3.3. Measures to Encourage Cycling

3.3.1. Relevant measures to promote staff travel by bicycle include:

- Providing employees with information and advice regarding cycle routes to and from the site.
- Providing secure cycle parking.
- Providing changing facilities and storage for clothing and personal effects of employees; and,
- Details of relevant cycle discount schemes available to employees.

3.4. Promoting Car Sharing

3.4.1. Car sharing, where two or more people travel together in the same vehicle, is a useful way of reducing fuel and vehicle maintenance costs and may cut the stress of being behind the wheel every day. It also contributes to reducing congestion, air pollution and climate change.

3.4.2. The scale of the development does not lend itself to developing its own car share scheme. However, the TPC will ensure full details of relevant car share schemes are available to employees particularly www.liftshare.com/regional/wales. Liftshare Wales is a website that provides a free matching service for everyone who lives, works or travels in Wales. The website matches people with potential partners as either a driver or passenger. Once matched users can choose to journey share as little or as often as they wish.

3.4.3. Additionally, staff who state on their travel survey that they are interested in car sharing will be contacted by the TPC who will endeavour to match them with other site users depending on journey times and destination.

3.5. Measures to Encourage Public Transport Use

3.5.1. Relevant measures to promote staff travel by public transport include:

- Highlighting the proximity of the bus stops and Pontyclun Railway Station;
- Providing up-to-date timetable information; and,
- Advertising public transport websites including Traveline.

3.6. Promoting Sustainable Travel Events

3.6.1. The TPC will promote sustainable travel options and events. These events will be local and national events such as Bike Week, <https://www.cyclinguk.org/bikeweek>.

3.7. Sustainable Transport Infrastructure

3.7.1. As part of the development of the site, facilities will be introduced that assist and encourage travel to and from it by sustainable modes of transport, primarily cycling and car sharing. The facilities identified are summarised below:

- Cycle parking;
- Lockers for storage of cycling equipment; and,
- Provision of appropriate non-car travel information for staff on notice boards with travel options also being conveyed as part of the initial staff induction process.

3.8. Newsletter / Email

- 3.8.1. The TPC will produce a biannual newsletter during the active phase of the TP, which will detail the progress towards targets and results of the TP monitoring. The newsletter will be provided in either a leaflet or electronically.
- 3.8.2. The newsletter will act as a promotion tool for the TP by publicising any new measures, national sustainable travel campaigns and improvements to sustainable travel facilities in the local area.

4. Targets and Monitoring

4.1. Monitoring and Review

- 4.1.1. The TPC is responsible for reporting against the actions and targets set out in this TP via direct contact with the RCTCBC travel planning team. This includes registering the plan with the travel plan team and maintaining it through implementation and monitoring.
- 4.1.2. It is important to recognise that Travel Plans are live documents and as such develop over time with changing conditions. Regular monitoring will ensure that progress towards meeting the Travel Plan objectives and targets is measured and will help to identify those areas of the Travel Plan that may not be working as well as intended at the time of writing, and conversely, those aspects which are performing better than expected.
- 4.1.3. The TPC will carry out four reviews and ensure that the following items are examined and detailed:
- Dates of delivery of staff Travel Information Packs;
 - Modes of travel based on survey data and questionnaires;
 - Usage of the cycle parking facilities; and,
 - Details of the sustainable travel events promoted.
- 4.1.4. The Travel Plan will be monitored for 5 years, with the first survey completed either within three months of the first unit being brought into use or at 80% occupation - whichever is sooner. Subsequent reviews will be completed at the end of year 1, year 3 and year 5.
- 4.1.5. All staff employed will be asked to complete a survey during the survey period. The TPC will follow up with individual staff members where a response has not been provided to encourage a minimum response rate of 40%. Responses will be kept confidential with no locational or personal reference to the respondent included, only the response to the questions will be identified in any review completed.
- 4.1.6. A monitoring report will be prepared as part of this process. The monitoring report will provide the opportunity to review the current mode share against the targets. The monitoring report will be provided to RCTCBC within three months of the survey being completed. The report will also be made available to staff.
- 4.1.7. Where, through the ongoing monitoring programme, it is identified that targets are not being met it will be the responsibility of the TPC to identify suitable solutions and alternatives. Such measures will be agreed with RCTCBC through their review of the monitoring surveys.

Reporting

- 4.1.8. The TPC will report the monitoring survey results to RCTCBC within three months following each survey being completed. As appropriate, key survey and/or monitoring findings and associated sustainability messages will also be disseminated amongst occupants.

4.2. Travel Plan Targets

- 4.2.1. Targets are measurable goals by which the progress of the TP will be assessed. Targets are essential for monitoring the progress and success of the TP and are designed to be 'SMART' (**S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound).
- 4.2.2. **Specific** – the targets will aim to specifically promote walking and cycling for those staff working within a reasonable distance of the site. Those that can combine public transport travel will be actively encouraged. The targets will be set using the travel mode results from the Baseline Travel Survey.
- 4.2.3. **Measurable** – the targets would be measurable, based on the results of the Baseline Travel Survey and review of subsequent surveys thereafter, to be carried out at key milestones over the lifecycle of the TP.

- 4.2.4. **Achievable and Realistic** – the targets should be achievable and not unrealistic; they should be set in relation to the results of the Baseline Travel Survey.
- 4.2.5. **Time-bound** – the life span of the TP extends through construction and completion of the proposed development, with monitoring expected for 5 years post completion of site construction works.
- 4.2.6. Targets come in two forms – ‘Action’ and ‘Aim’ targets. Action targets are non-quantifiable actions that need to be achieved by a certain milestone, whereas Aim targets are quantifiable and generally relate to the degree of modal shift the TP seeks to achieve.

Action Targets

- 4.2.7. The key Action targets for the TP are set out below:
- Appoint a TPC.
 - Install physical ‘hard’ TP measures (that form part of the proposed development e.g. cycle parking) in advance of occupation.
 - Agree the scope of the Baseline Travel Survey with RCTCBC.
 - Undertake Travel Surveys with the first survey to occur within three months of the site occupation or at 80% occupation - whichever is sooner.
 - Undertake monitoring surveys in years 1, 3 and 5 on or around the anniversary of the Baseline Travel Survey.
 - Collate and submit monitoring survey results to RCTCBC, within three months of survey date, for review and consideration.

Aim Targets

- 4.2.8. The specific targets for measuring the progress of the plan will be set in agreement with RCTCBC once the Baseline Travel Survey has been undertaken. However, the provisional Aim Targets for the site will be as follows:
- Reduce the level of car driver trips.
 - Increase the number of people walking or cycling.
 - Increase the number of people using public transport.

Mode Share Targets

- 4.2.9. Baseline mode share figures from which mode share targets can be set, will be derived from the staff surveys to be completed within three months of the development being brought into use or at 80% occupation - whichever is sooner.
- 4.2.10. Initial targets have been set utilising place of work mode share data derived from the 2011 Census for the Rhondda Cynon Taf 031 Middle Super Output Area (MSOA), within which the site sits. Alongside the initial targets, mode share targets have been identified for the end of the 5-year monitoring period. This targets a 10% reduction in single occupancy vehicles and Taxi’s with one passenger, and a combined 10% increase in sustainable and active travel modes. These mode share targets are to be refined based on the findings of the baseline travel surveys to be undertaken shortly after first occupation. This information is summarised in **Table 4.1**.

Table 4.1: Mode Share Targets

Mode of Travel	Initial Target	5-Year Target
Train	1%	1%
Bus / coach	4%	6%
Taxi	0%	0%
Motorcycle	1%	1%
Driving a car / van	78%	70%

Passenger in a car / van	9%	12%
Bicycle	1%	2%
On foot	6%	8%
Total	100%	100%

- 4.2.11. The Census data in the table above shows that 78% of people travelling to work in the area do so by car on their own. The number of people walking to work is moderate at 6%, with 1% that cycle and 4% travelling by bus.
- 4.2.12. When developing the initial 5-year mode share targets the location of the proposed development has been considered alongside the recent local pedestrian / cycle improvements. The 5-year target for the reduction in single occupancy car use is 10%. The targets for public transport use, walking, cycling and car sharing have therefore been proportionally increased by 10%.
- 4.2.13. With the above in mind both the initial mode share targets and 5-year targets will be reviewed and refined following the first staff travel survey undertaken three months post occupation of the site or at 80% occupation – whichever is sooner. The TPC will collate the findings of the surveys undertaken and report back to RCTCBC. Through this approach the mode shares forecast within the planning application can be compared with the actual mode share being achieved, and appropriate action can be taken if the targets are not being met. Such remedial actions might include implementing personalised travel planning. The actions to be undertaken will depend on the actual mode shares achieved and how much they differ from the identified targets.

5. Implementation Summary

- 5.1.1. A series of measures to be provided across the proposed development are outlined in Section 3 of this FTP. The timing for implementation of these measures will vary with some required at, and some required prior to, the occupation of the development. Some measures will be continuous during the life of the travel plan. These measures will be provided in order to maximise the early uptake of sustainable travel options from the outset.
- 5.1.2. The TPC will be responsible for ensuring the delivery of each measure within a suitable timeframe. An FTP Action Plan, summarising the implementation timeline for the delivery of each measure, is provided in **Table 5.1**.

Table 5.1: Action Plan

Action	Target Values	Target Date	Funding	Indicator	Responsibility
Appointment of Travel Plan Coordinator (TPC)	N/A	TPC appointed at least three months prior to first occupation	TGD / Developer	Appointment of TPC on or before target date	TGD / Developer
Provision of Cycle Parking	5 x short stay cycle parking spaces and 24 x long stay cycle parking spaces	Prior to occupation	TGD / Developer	Provision of all cycle parking spaces	TGD / Developer
Provision of Motorcycle Parking	10 x motorcycle parking spaces	Prior to occupation	TGD / Developer	Provision of all motorcycle parking spaces	TGD / Developer
Electric Vehicle Charging Infrastructure	Of the total car parking spaces to be provided 10 x spaces (10% of the total) are to be equipped with EV charging points	Prior to occupation	TGD / Developer	Installation of charging infrastructure	TGD / Developer
Provision of Travel Information noticeboards	All businesses units to have a travel notice board available within each unit	Prior to occupation	TGD / Developer	Confirmation through travel survey / questionnaire	TGD / Developer
Provision of lockers and changing facilities	All relevant employment premises are to include, changing facilities and lockers to encourage sustainable travel	Prior to occupation	TGD / Developer	Installation of infrastructure	TGD / Developer
Production of Travel Packs	Produce Travel Pack prior to first occupation and distributed upon occupation.	Prior to occupation	TGD / Developer	Record of issue	TPC
Annual Walking / Cycling / Public Transport Promotion	Ensure that relevant walking, cycling and public transport promotion campaigns are promoted to employees.	Ongoing	TGD / Developer	TPC to monitor whether campaigns are effective	TPC

Baseline Multi-modal Travel Surveys	Completed survey, and monitoring report supplied to RCTCBC within 3 months of obtaining data	Three months following first occupation or at 80% occupation – whichever is sooner	TGD / Developer	Monitoring Report	TPC
Agree target values for Car Driver mode split with RCTCBC Travel Plan Officers	Targets subject to agreement with RCTCBC following baseline travel survey results	After baseline travel survey results being received	TGD / Developer	Receipt of written agreement of targets from RCTCBC	TPC
Multi-modal Travel Surveys at end of years 1, 3 and 5	Completed survey and monitoring report	Around the anniversary of baseline survey. To be submitted to RCTCBC within three months of data collection.	TGD / Developer	Monitoring Report	TPC
Updated Travel Plan	Following 5-year monitoring period provide an updated TP to RCTCBC informed by the outcomes of the Action Plan	At the end of 5-year monitoring program	TGD / Developer	Updated TP	TPC

6. Summary

- 6.1.1. This Framework Travel Plan (FTP) has been created to support the planning application for a proposed employment development of land at Mwyndy, east of the A4119 in Rhondda Cynon Taf.
- 6.1.2. The development proposals comprise an employment scheme consisting of two different options as follows:
- Option 1 – Erection of a 9,980sqm Class B1c light industrial building with associated access, parking, drainage, landscaping, services and utilities; and,
 - Option 2 – Erection of a 21,490sqm Class B8 data centre with associated access, parking, drainage, landscaping, services and utilities.
- 6.1.3. This FTP sets out the strategy, aims and objectives for the continual improvement of the sustainability of travel to and from the proposed development. It sets the framework under which subordinate Travel Plans (TPs) will be created to implement the aims of the FTP at the occupier/freeholder level.
- 6.1.4. A baseline survey will be undertaken within three months of the site being first occupied with subsequent surveys being undertaken at the end of years 1, 3 and 5 on the anniversary of the baseline survey. The findings of the surveys will be reported to RCTCBC to provide an ongoing review of the mode share being achieved at the development.
- 6.1.5. This FTP provides a site-specific package of measures which can be used to promote access using sustainable modes to and from the proposed development.
- 6.1.6. Management and monitoring processes have been proposed through a Travel Plan Coordinator.
- 6.1.7. An action plan has been proposed to highlight the timescales and responsibility for all incentives and measures proposed in this FTP.

Appendix A – Site Masterplans



PROPOSED SITE PLAN

DATA CENTRE - Ground Floor 59,000 AOD
Proposed Site Plan
1:500 @ A0

PROJ 03 27/01/20 02 Planning application
 PFI 03 18/12/20 04 PAC Issue
 Rev: Status Date Check Description

HolderMathiasarchitects
 T +44 (0) 20 7287 0735
 www.holdermathias.com
 London Cardiff Manchester

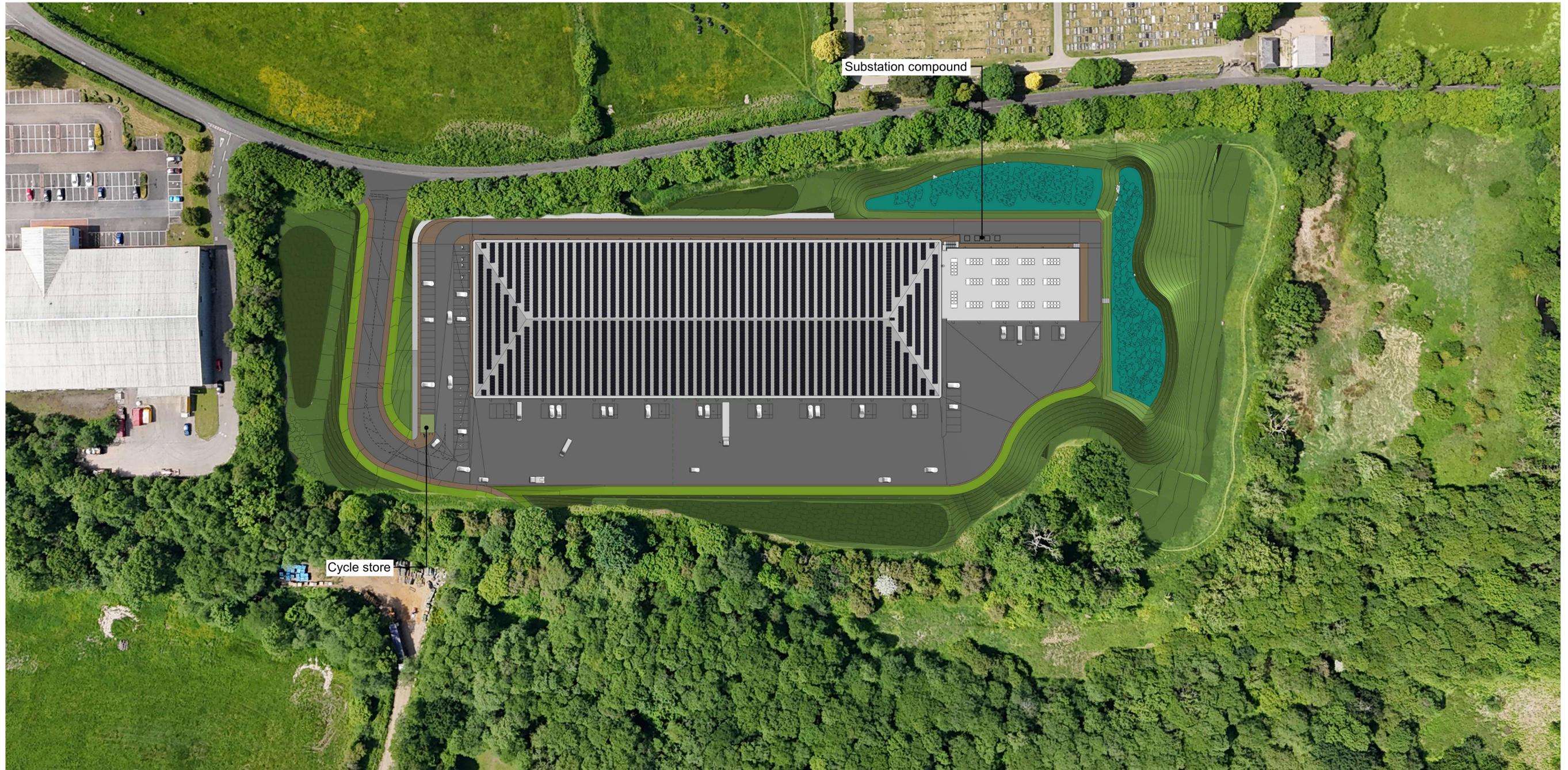
Project
 Mwyndy (Employment Development Site)

Title
 Data Centre - Site Plan Proposed
 Job No. Scale at A0
 4550 1:500
 Classification: SD PROJ
 Status: Revision

MEDS-HMA-ZZ-ZZ-D-A-90001



ISO 14001: 2015 ISO 9001: 2015 RIBA Chartered Practice
 Please consider the environment before printing this document
 Refer to dimensions where provided - do not scale from this drawing
 SCALE 1:500



PROPOSED SITE PLAN

LIGHT INDUSTRIAL - Ground Floor 59,000 AOD
Proposed Site Plan
1:500 @ A0

P02 20 27/01/20 02 Planning application
 P01 20 18/12/20 04 P02 Issue
 Rev. Status Date Check Description

HolderMathiasarchitects

T+44 (0)20 7287 8726
 www.holdermathias.com
 London Cardiff Munich

Project
 Mwyndy (Employment Development Site)

Title
 Light Industrial - Site Plan Proposed

Job No. Scale at A0 Classification Status Revision
 4599 1:500 SO P02

MEDS-HMA-ZZ-ZZ-D-A-90001

© Holder Mathias Architects 2019. All Rights Reserved.
 Please Consider the Environment before printing this document.
 Paper to be recycled where possible. Do not take from this drawing.

