

P e l l   F r i s c h m a n n

Talbot Green Town Centre

Travel Plan

December 2025

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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

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## 1. Introduction

## 1.1. Overview

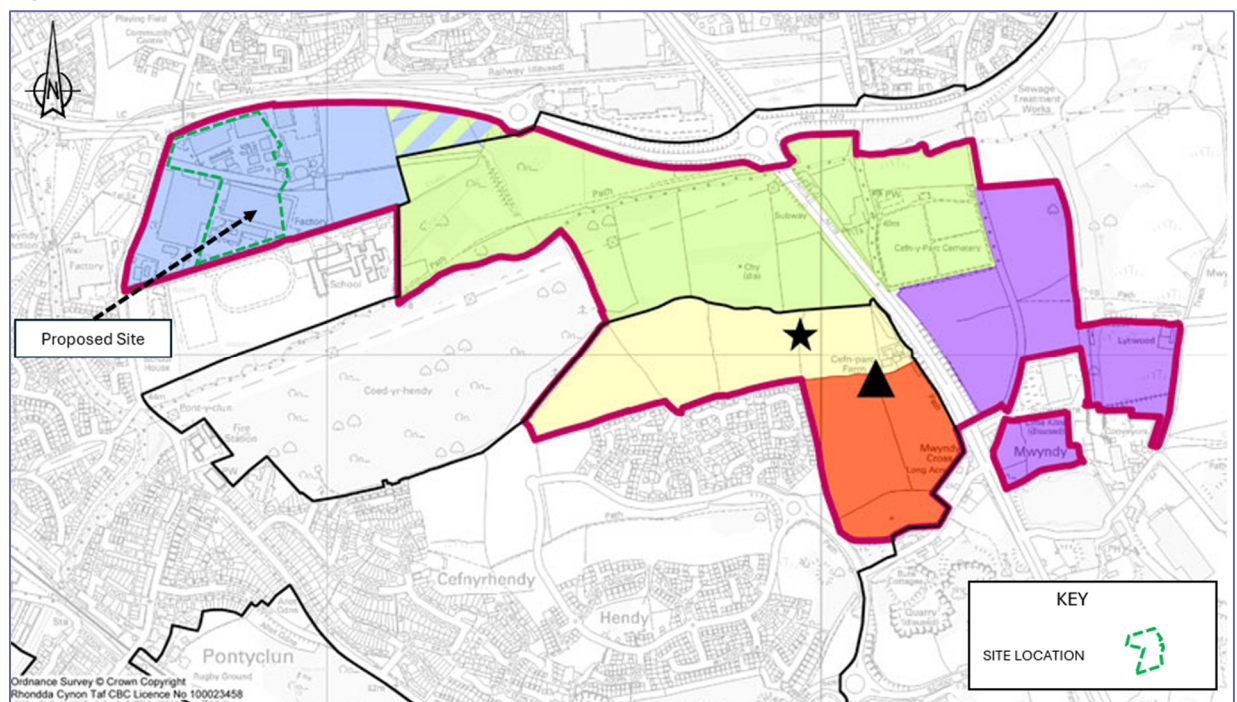
- 1.1.1. Pell Frischmann has been commissioned by Talbot Green Developments Ltd (the Client) to provide transport planning and highways advice in support of a proposed residential development on land at Talbot Green, south of the A473 in Rhondda Cynon Taf.
- 1.1.2. The local Planning and Highway Authority is Rhondda Cynon Taf County Borough Council (RCTCBC).
- 1.1.3. This Travel Plan (TP) should be read alongside the Transport Assessment (TA) report which also accompanies the planning application.

## 1.2. Site Context, Planning History and Pre-Application Advice

## Site Context

- 1.2.1. The site forms part of the north-western extent of the Development Plan Allocation SSA 8 and is located on the land to the south of the A473 and east of Cowbridge Road. 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 5.0 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

## Planning History

- 1.2.2. It can be seen from **Figure 1.1** that the proposed development site forms part of the Talbot Green Town Centre development area, that has been assessed under a series of previous planning applications. As confirmed by RCTCBC, during pre-application discussions in 2024, the only planning history considered relevant to this development is the following:
- Planning application 11/1330/OUT (granted permission 24/12/14) – Outline application for development of new town centre comprising: a 10,801sqm gross food store (Class A1); 8 pump

petrol filling station; 35,522 sqm gross retail floor space (Class A1); 600sqm gross cafe space (Class A1); 1,000sqm financial / professional service space (Class A2); 2,390sqm gross food and drink space (Class A3); 1,400sqm gross office space (Class B1); 750sqm gross Class D1 space; 8 screen cinema; 80 bed hotel; 64 dwellings (Class C2/C3); multi storey and surface level car parking; associated access infrastructure, re-profiling of land, landscaping and flood alleviation works.

- 1.2.3. Part of the Town Centre development area has recently been progressed with a Sainsbury's food store being opened in 2024. The proposed development is located on land to the south and west of the food store.

#### **Pre-application Advice**

- 1.2.4. Pre-application advice was obtained from RCTCBC in August 2024 with this including information relating to matters affecting transport and highways. In relation to Travel Plans the feedback confirmed that:

"A Travel Plan indicating incentives to reduce single occupancy trips and promote sustainable modes of transport will be required".

- 1.2.5. It is acknowledged that the development layout presented in the pre-application submission differs from the scheme currently being progressed and that the updated proposals now comprise residential development only, excluding the retail elements previously considered. Nevertheless, the highway observations provided by RCTCBC remain relevant and applicable to this planning application.

### **1.3. Development Overview**

- 1.3.1. The proposed development will deliver up to 180 dwellings, providing a mix of housing types and tenure to meet local needs. The site is located within the Mwyndy / Talbot Green allocation and benefits from good existing connectivity to local services, schools, and employment areas that will be enhanced through the development proposals.

#### **Access and Movement**

- 1.3.2. The development has been designed to prioritise safe, sustainable travel. A single vehicular access will be provided from Cowbridge Road, supported by an emergency access route to ensure resilience. Internal streets are designed as low-speed environments with shared surfaces and cul-de-sacs to encourage walking and cycling and create a safe, attractive residential setting.

#### **Walking and Cycling**

- 1.3.3. Active travel is central to the development. A 3m-wide shared-use route will run through the site, linking Cowbridge Road to the eastern boundary. The continuation of this route eastwards to Heol-y-Pant (and the Sainsbury's supermarket, Starbucks, and the bus stop on the northern side of Heol-y-Pant) will be delivered by the proposed retail development of that land, or secured separately by Grampian condition if required. This future link will provide onward connectivity to the Llantrisant Community Route, enabling further access to Talbot Green Town Centre, local schools, and public transport facilities. Additional pedestrian links will also connect to the A473 footbridge and surrounding networks, ensuring residents can reach key destinations without needing a car.

#### **Public Transport**

- 1.3.4. The site is well served by local bus routes and is within walking and cycling distance of Pontyclun Railway Station, offering sustainable travel options for commuting and leisure.

## Parking and EV Provision

- 1.3.5. Car parking will be provided in line with local standards, with electric vehicle charging infrastructure integrated into the design. Secure cycle storage will be available within individual plots, supporting active travel choices.
- 1.3.6. An indicative masterplan for the site including the proposed points of access is provided in **Appendix A**.

## 1.4. Purpose of a Travel Plan

- 1.4.1. A Travel Plan (TP) seeks to provide a long-term travel strategy for the proposed development, and to encourage residents of the development to travel by sustainable modes, as opposed to car-based travel.
- 1.4.2. This TP will provide a package of measures aimed at promoting sustainable travel and reducing car reliance among residents of the proposed development, taking into consideration the existing and proposed opportunities for non-car-based travel to and from the site.
- 1.4.3. Travel habits among residents will be monitored on a medium to long-term basis and will seek to meet the targets set out in this TP.
- 1.4.4. To be successful, TPs must be site-specific documents that are targeted to the residents and visitors of the development they represent. By being submitted prior to occupation, this document is intended to form a strategy for the site that will be developed further, and detail added following occupation of the site.

## 1.5. Benefits of a Travel Plan

- 1.5.1. TPs 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 number of benefits for residents can arise from the introduction of a successful TP, examples of these benefits include:
  - Better accessibility for residents and visitors by sustainable travel modes.
  - An improved environment for pedestrians and cyclists.
  - Increasing the health and fitness of residents and visitors by encouraging walking and cycling more, leading to an improved quality of life.
  - Reduced travel costs for residents and visitors.
  - More satisfied and happier residents and visitors increasing the attractiveness of the development.
  - Reducing emissions and improving air quality around the development.
  - Tackling climate change by reducing emissions.

## 1.6. Travel Plan Objectives

- 1.6.1. The aim of this TP is to seek to encourage both residents and visitors to minimise the number of single occupancy 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 this TP are summarised below:
  - To achieve decreases in the proportion of residents travelling by single occupancy cars.
  - To improve awareness of transport options and reduce the impact of traffic on the local environment.
  - 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. It is recommended that a Travel Plan Coordinator (TPC) is appointed prior to site occupation with the responsibility for implementing the 'soft' measures described in this TP and encouraging sustainable forms of travel.
- 1.7.2. The TPC role will be fulfilled by Talbot Green Developments Ltd, an appointed consultant, or a member of a relevant management company if used. It will be the responsibility of the developer to ensure that a TPC is appointed prior to the first occupation of the site.
- 1.7.3. The TPC will be a focal point for residents and will be responsible for:
- Implementation and management of the TP.
  - Promoting and encouraging travel modes other than single occupancy car travel.
  - Awareness-building and engagement with stakeholders.
  - Marketing and communications.
  - Engaging with other TPCs within the locality in order to identify any shared benefits or joint and coordinated promotion of sustainable travel events.
  - Incorporating the needs of the less mobile in the plan.
  - Providing a 'face' for the TP, that can explain its purpose and the opportunities on offer.
  - Measuring success and monitoring change.
- 1.7.4. The TPC will be responsible for the day-to-day management of the TP and will be the main point of contact for residents of the proposed development. The TPC will report on progress in delivering the Travel Plan against the agreed targets, in a manner to be agreed with RCTCBC.

## 1.8. Commitment to the Promotion of Sustainable Travel

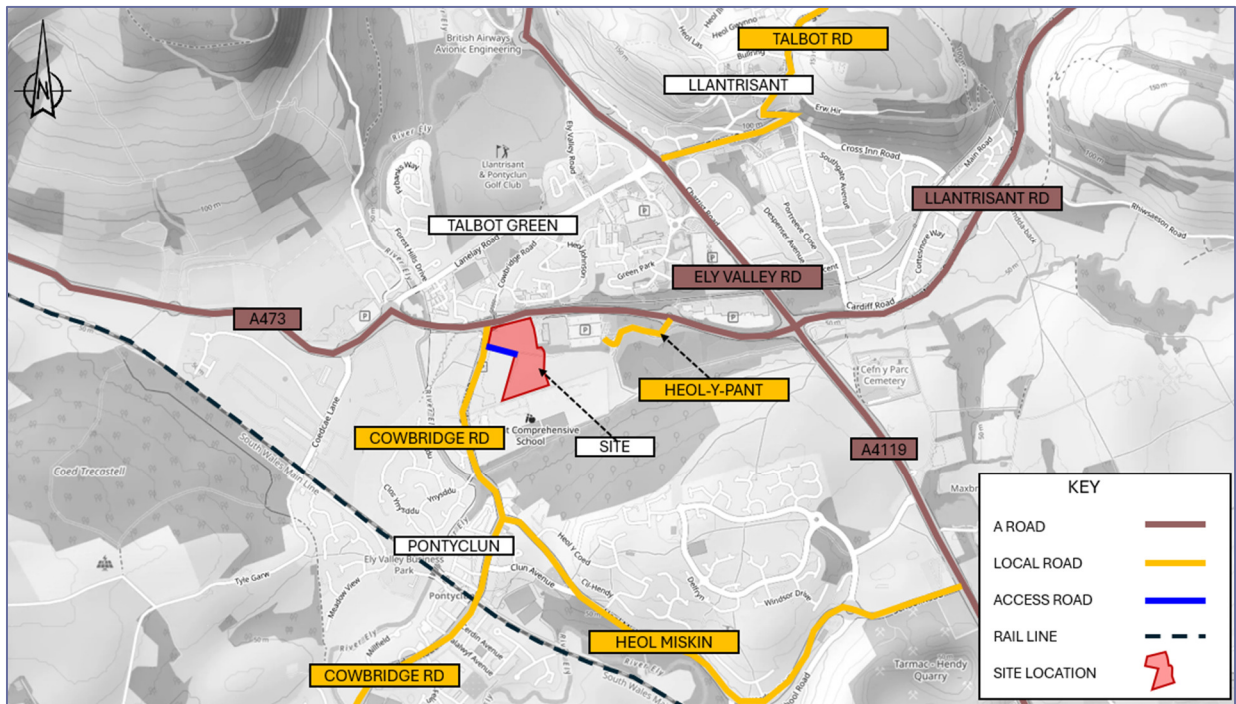
- 1.8.1. The developer confirms that the funding for all measures identified within this TP is available and will remain available during the life of the Travel Plan. The Travel Plan will be maintained for a period of 5 years from first occupation.

## 2. Site Context and Accessibility

### 2.1. Introduction

- 2.1.1. The site is located approximately 1km south of Talbot Green town centre<sup>1</sup>. It is bound to the north by A473 and to the north/east by a Sainsbury's food store. To the west the site is bound by Cowbridge Road and a Leekes department store, and to the south by Y Pant Comprehensive School.
- 2.1.2. The site location in relation to the local highway network is presented in **Figure 2.1**.

**Figure 2.1: Site Location**



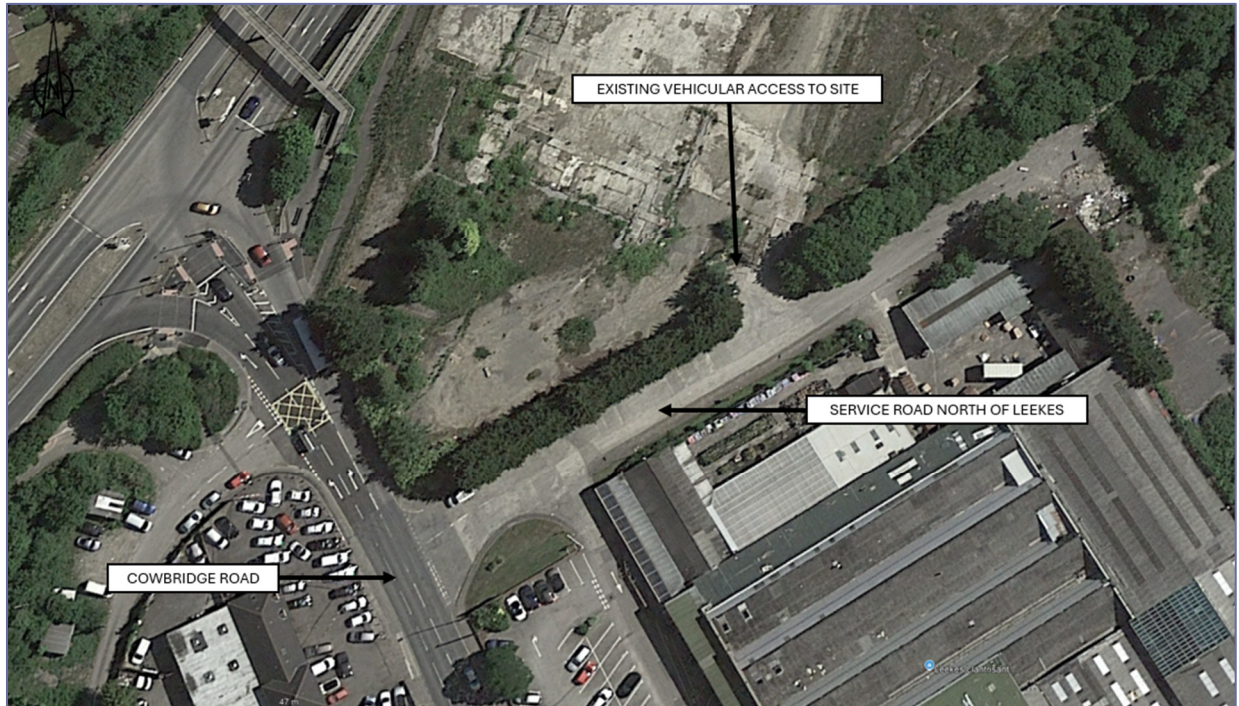
Source: © OpenStreetMap with Pell Frischmann annotations

- 2.1.3. Vehicular access to the site is currently taken from the service road located north of the Leekes department store. This service road connects to the A4222 Cowbridge Road via a simple priority junction, where Cowbridge Road forms the major arm and the service road the minor arm. The site access itself is positioned on the northern side of the service road and comprises a basic, unmarked opening leading into the development area. Historically, this entrance facilitated vehicle access to the former Purolite and Staedtler factory sites when they were operational. Although the hardstanding remains in place, the surface is now in poor condition and the verges flanking the access are overgrown, reflecting its current disused state.
- 2.1.4. The location of access is shown in **Figure 2.2**.

<sup>1</sup> Measured from the Talbot Green bus station.



**Figure 2.2: Existing Access Location**



Source: © Google Earth image © 2025 Airbus

## 2.2. Highway Network

### M4 Motorway

- 2.2.1. 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 4.0km – 4.5km southeast of the proposed development, and follows a general east-west alignment. Locally it is accessed via Junction 34.
- 2.2.2. 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

- 2.2.3. The A4119 is an important road within the region, linking several key locations. It begins at Junction 34 of the M4 motorway, extends northward, passing through areas such as Llantrisant, Talbot Green, Penygrig and Tonypany. This road serves as a vital connection for both local and regional traffic, enabling movement between Cardiff and the Rhondda Valleys.
- 2.2.4. 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 of the carriageway for the majority of its length, and locally a footway is present on the western side of the carriageway.
- 2.2.5. Approximately 1.3km east of the proposed access on Cowbridge Road, the A4119 can be accessed via the A4119 / A473 signalised roundabout. This junction is a key node in the Talbot Green area facilitating access to Llantrisant and the M4.
- 2.2.6. The northern, southern, and western arms of the roundabout each include four approach lanes, while the eastern arm includes three approach lanes. Both the eastern and western arms are configured with

two exit lanes, which merge into single lanes beyond the junction. The northern and southern arms maintain two exit lanes, which continue along the A4119 corridor in both directions.

- 2.2.7. The circulatory carriageway is multi-lane, designed to accommodate high traffic volumes. It features clear lane markings to promote better lane discipline, and support efficient signal phasing.
- 2.2.8. Pedestrian provision at the junction is limited with footways primarily situated on the western side of the carriageway. Consequently, the only formal crossing facility is located on the western arm (A473). This crossing is a toucan design, incorporating two refuge islands: one separating the approach and exit lanes of the roundabout, and another separating the left-turning lane for northbound traffic on the A4119.

### **A473**

- 2.2.9. The A473 is a key east-west route, linking the towns of Pontypridd and Bridgend. It begins at Upper Boat, near Pontypridd, at the junction with the A470, and follows a southwest alignment through Church Village, Llantwit Fardre, Beddau, and Llantrisant, bypassing several village centres to improve traffic flow. After Llantrisant, the road continues westward through Llanharan and Pencoed, eventually entering Bridgend from the southeast. It terminates at the junction with the A48 in Laleston, west of Bridgend.
- 2.2.10. Locally, the A473 comprises both single and dual carriageway sections and is characterised by several roundabout junctions and the signalised arrangement at Cowbridge Road. It functions as a key corridor for commuter, freight, and local traffic, providing an important link to the strategic road network via the M4 at Junction 35
- 2.2.11. North of the proposed development, the A473 connects to the A4119 via a four-arm signalised roundabout, to the east and to Lanelay Road via a standard four-arm roundabout to the west. Between these junctions, the A473 includes a four-arm roundabout providing access to Glamorgan Vale Retail Park to the north and the adjacent Sainsbury's food store to the south. The latter also accommodates a petrol filling station and a Starbucks coffee shop. Immediately northwest of the site the A473 includes a three-arm signalised junction with Cowbridge Road and to the northeast a priority arrangement facilitating access to the Sainsbury's delivery yard.
- 2.2.12. At the Vale Retail Park roundabout, pedestrian crossing facilities are provided on the eastern and northern arms, consisting of dropped kerbs with tactile paving. These crossings support pedestrian movement between Talbot Green, the Sainsbury's, and the proposed development site. Both Heol-y-Pant and the Vale Retail Park access road have posted speed limits of 30 mph.
- 2.2.13. The junction providing access to the Sainsbury's delivery yard currently operates as an uncontrolled priority arrangement, although originally designed to allow for signalisation. At present, the junction is used solely for servicing the Sainsbury's store with stub ends abutting the proposed development boundary.
- 2.2.14. The signalised junction with Cowbridge Road incorporates a toucan crossing on its southern arm, featuring two refuge islands to ensure safe and convenient east-west pedestrian and cycle movement. This facility is complemented by a pedestrian footbridge over the A473, providing north-south connectivity and aligns with inclusive access principles, with both stepped and ramped approaches to accommodate all users, including those with mobility impairments and dismounted cyclists.
- 2.2.15. To the west, the A473 connects with Lanelay Road at a four-arm roundabout. This junction provides access to Ynysmaerdy via the northern arm, Talbot Green via the northeastern arm, the A473 via the eastern arm, and onward connectivity toward Llanharan via the southwestern arm. All arms feature two-lane approaches and single-lane exits, except for the A473 southbound, which has a dual-lane exit. Pedestrian crossings are present on all arms, although those on the A473 south are located approximately 40m south of the give-way markings. These crossings consist of either dropped kerbs with tactile paving or dropped kerbs only. The northern and eastern arms have a posted speed limit of 20mph with the remaining arms being subject to a 40mph speed limit.

## Cowbridge Road

- 2.2.16. Cowbridge Road (A4222) runs parallel to the western boundary of the site and is a single carriageway road. Locally, it features two northbound lanes and one southbound lane. The road connects with the A473 at a signalised junction to the north and serves as a key route between Talbot Green and Cowbridge, passing through Pontyclun and Brynsadler, which lie to the southwest of the proposed development site.
- 2.2.17. Towards its northern end, Cowbridge Road provides access to several commercial premises, including Pontyclun Car Sales and Leekes, and Y Pant Comprehensive School. Moving southward, the road transitions into an area with a more residential character, particularly through Pontyclun and Brynsadler. Beyond Brynsadler and the M4, the road adopts a rural character, with hedgerows lining both sides.
- 2.2.18. In the vicinity of the site, Cowbridge Road benefits from footways on both sides of the carriageway and includes a toucan crossing at the signalised junction with the A473. Approximately 530m south of this junction, a pelican crossing enables additional pedestrian east-west connectivity. The road is subject to a 30mph speed limit near the site and features a static speed camera close to the entrance of Y Pant Comprehensive School. Street lighting is present along this section of the road.

## 2.2.19. Lanelay Road

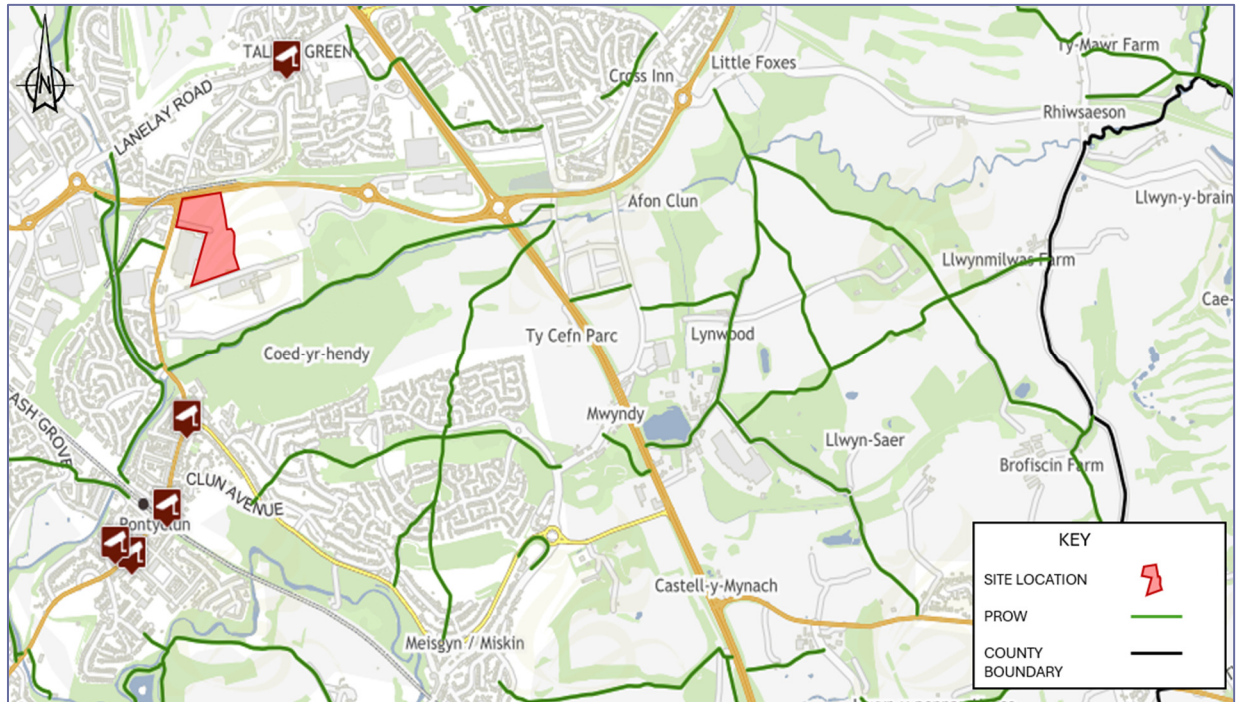
- 2.2.20. Lanelay Road is situated to the northwest of the proposed development site and functions as a local distributor road through Talbot Green. It plays a key role in linking residential areas with important local transport routes, including the A473, which it connects to via a four-arm roundabout. From this junction, Lanelay Road continues northward into Talbot Green town centre, where it meets Talbot Road at a mini-roundabout, facilitating access to local amenities and services.
- 2.2.21. The road is configured as a single carriageway, comprising one lane in each direction. It is equipped with street lighting and footways on both sides of the carriageway for its full length. Approximately 180m northeast of its junction with the A473, a puffin crossing is provided, enabling north-south pedestrian movements across Lanelay Road. The road is subject to a 20mph speed limit, reflecting its urban and residential character, and contributing to improved safety for all road users.

## 2.3. Public Rights of Way

- 2.3.1. In addition to the existing footway network, the site benefits from close proximity to a number of Public Rights of Way (PROW), with provisions to both the south and west.
- 2.3.2. The closest PROW to the site are as follows:
- Footpath route ANT/320/3 to the west of the proposed development which follows an east-west alignment along the northern boundary of the Concrete Canvas site and connects to footpath ANT/320/2.
  - Footpath ANT/320/2 which runs alongside the River Ely on a north-south alignment; and,
  - Footpath ANT/313/1 which runs along the southern boundary of Y Pant Comprehensive School.
- 2.3.3. The PROW network in the vicinity of the site is illustrated in **Figure 2.3**.
- 2.3.4. 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 Pontyclun to the south and Cross Inn to the east.



**Figure 2.3: Local Public Rights of Way Network**

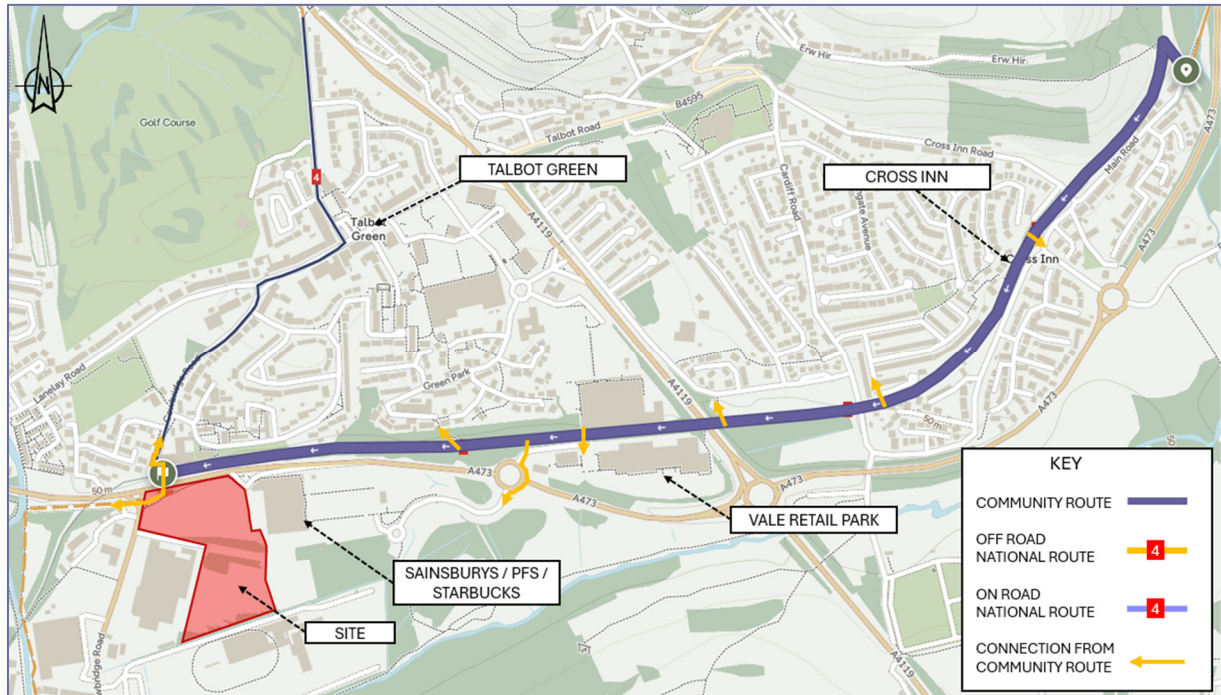


Source: © <https://maps.rctcbc.gov.uk>

## 2.4. Pedestrian Accessibility

- 2.4.1. The development site is located south of a significant transport corridor through Talbot Green and has seen limited new development in recent years – the most recent development being a Sainsbury's food store immediately north of the site. Therefore provisions reflect the level of local development, with footways generally included along active site frontages but not necessarily on both sides of the carriageway.
- 2.4.2. To the east of the proposed development, Heol-y-Pant includes a shared footway/cycleway along the northern side of the carriageway, extending from the Sainsbury's food store to the westbound bus stop constructed as part of the Sainsbury's development. The footway continues east for approximately 30m beyond the bus stop before the provision ends on the northern side of the carriageway. At the point at which the footway ends, pedestrians and cyclists are provided with a crossing point consisting of dropped kerbs and tactile paving as well as a central refuge island. On the southern side of Heol-y-Pant a pedestrian footway is provided between the stub end of the Sainsbury's roundabout and the Heol-y-Pant / A473 / Glamorgan Vale Retail Park roundabout. Crossings are provided on the eastern and northern arms of the Vale Retail Park junction with these including refuge islands, dropped kerbs, and tactile paving.
- 2.4.3. Although there are no dedicated footways east-west along the A473 near the Glamorgan Vale Retail Park roundabout, pedestrians and cyclists are able to use the existing crossings to access the 'Llantrisant Community Route'. The Llantrisant Community Route is a traffic-free, shared-use path forming part of the local active travel network. Extending for approximately 5 km, it provides a continuous link between Cross Inn and Talbot Green, following the alignment of a former railway corridor. The route is surfaced and generally level, making it suitable for walking, cycling, and pushchair use. It passes through lightly wooded areas, offering a safe and attractive alternative to the adjacent highway network. The path includes connection points to allow onward travel to key local destinations supporting everyday journeys as well as leisure trips. Its design aligns with Active Travel (Wales) Act principles by promoting sustainable, inclusive mobility and reducing reliance on private car travel. The path of the Community Route is identified in **Figure 2.4**.

**Figure 2.4: Llantrisant Community Route**



Source: © <https://maps.rctcbc.gov.uk> with Pell Frischmann annotations

- 2.4.4. It can be seen from **Figure 2.4** that the Community Route provides an important active travel link, offering access to Talbot Green Town Centre, the Glamorgan Vale Retail Park, and residential areas north of the A473. To the east, Heol-y-Pant includes existing pedestrian and cycle infrastructure providing access to Sainsbury's and facilities along the corridor, with a future connection from the development to this provision to be delivered by the adjacent retail scheme. To the north, the Community Route connects to the A473 footbridge, bringing it close to the site's north-western corner, where the development will provide further links into the local walking and cycling network. Within the site, the proposed 3 m-wide shared-use route will enhance east-west permeability and, once its eastern continuation is completed, integrate directly with the Heol-y-Pant infrastructure and wider Community Route.
- 2.4.5. Approximately 100 m north of the proposed Cowbridge Road site access, a pedestrian and cycle bridge spans the A473 just east of its signalised junction with Cowbridge Road. The bridge incorporates both ramped and stepped approaches on either side, ensuring accessibility for users with varying mobility needs. To the northwest of the site, the A473 also features a shared footway and cycleway along the southern side of the carriageway, starting at the bridge landing point and providing direct links to the wider walking and cycling network to the west and north. At the signalised junction itself, toucan crossing facilities are provided on the southern arm, complemented by dropped kerbs and tactile paving to enable safe east-west movement across Cowbridge Road.
- 2.4.6. In the immediate vicinity of the site, Cowbridge Road is served by continuous footways on both sides of the carriageway, providing direct pedestrian links to residential areas in Talbot Green south of the A473 and to Pontyclun further south. This corridor also offers convenient access to Y Pant Comprehensive School and Pontyclun railway station, the nearest rail connection, supporting multi-modal travel opportunities. Connectivity to the south is supported by a shared footway/cycleway along PROW - ANT/313/1 - , which follows the alignment of the River Ely.
- 2.4.7. 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"

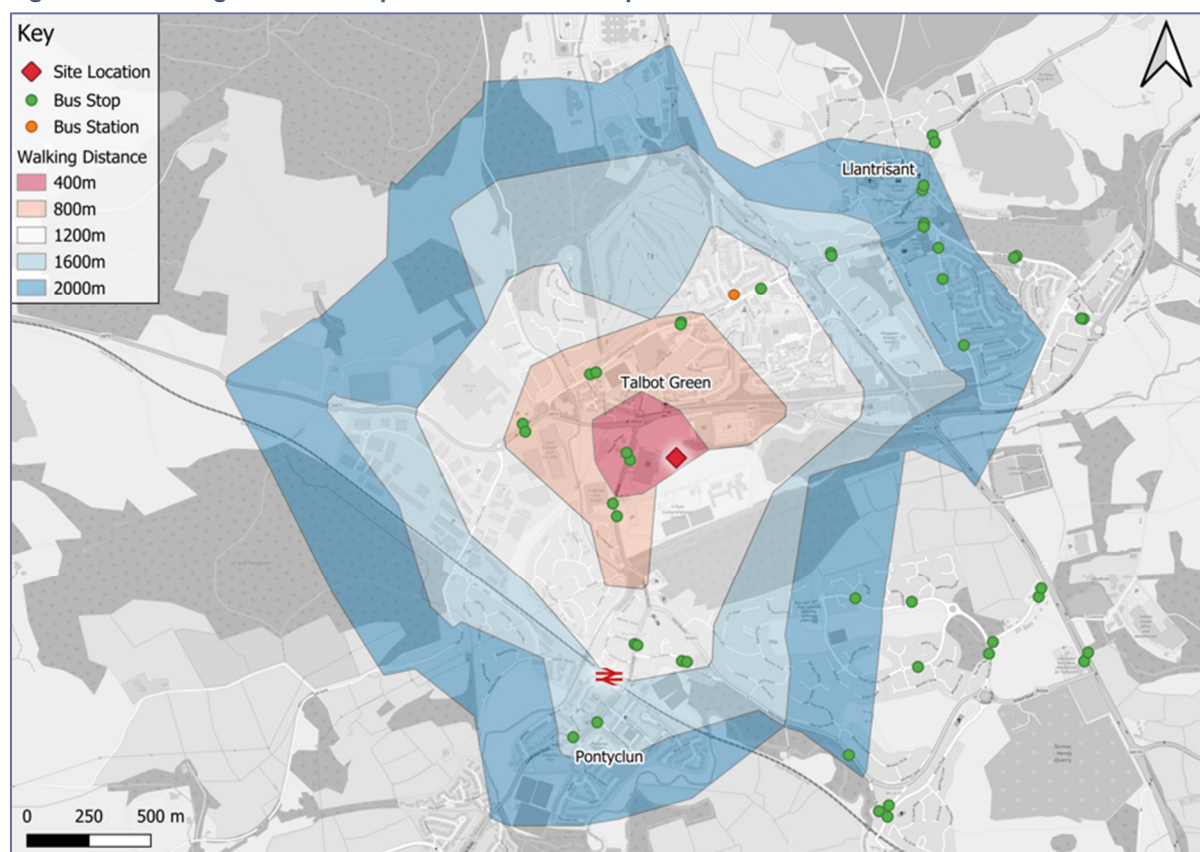
- 2.4.8. The document also provides suggested acceptable walking distances for a range of destinations. Those suggested walking distances have been reproduced in **Table 2.1**.

**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

- 2.4.9. **Figure 2.5** illustrates the identified walking catchments up to 2km walking distance (25-minute walk time) from the site.

**Figure 2.5: Walking Catchment up to 2km and Bus Stop Locations**



Source: © OpenStreetMap with Pell Frischmann annotations

- 2.4.10. It can be seen from **Figure 2.5** that the majority of Talbot Green is within a 1km walking distance of the Site, as well as the northern tip of Pontyclun - including Pontyclun Railway Station. It can also be seen that the majority of both Pontyclun and Llantrisant are within the preferred maximum walking distance of 2km when considering commuting, education and sightseeing.
- 2.4.11. With the local centres identified above within an accessible 25-minute walking catchment of the site it is considered that there is significant opportunity for residents to adopt non-car-based travel for local journeys.
- 2.4.12. It can also be seen from **Figure 2.5** that there are a number of bus stops within the 400m and 800m walking distances of the site<sup>2</sup>. **Table 2.2** identifies the closest bus stop facilities, local amenities and key day-day-services along with walking and cycling access times.

<sup>2</sup> Measured from the centre of the proposed development site.



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

Destination	Distance From Site	Walking Time (mins)	Cycle Time (mins)
Leekes northbound bus stop - rhogjwg	240m	3 minutes	1 minute
Leekes southbound bus stop - rhogjwj	240m	3 minutes	1 minute
Heo-y-Pant bus stop	500m	6 minutes	2 minutes
Pontyclun Railway Station	1.3km	17 minutes	6 minutes
Y Pant Comprehensive School	750m	10 minutes	2 minutes
Jollytots Day Nursery	1.5km	20 minutes	6 minutes
Bizziday Nursery	1.8km	26 minutes	9 minutes
Tonysguboriau Primary School	800m	11 minutes	6 minutes
Penygawsi Primary School	1.7km	23 minutes	9 minutes
Llantrisant Primary School	2.4km	40 minutes	18 minutes
Pontyclun Primary School	1.5km	21 minutes	5 minutes
Royal Glamorgan Hospital	2.4km	34 minutes	13 minutes
Talbot Green Health	1.9km	29 minutes	15 minutes
Talbot Green Practice	1.2km	17 minutes	8 minutes
Old School Surgery	1.2km	16 minutes	6 minutes
Talbot Pharmacy	1.2km	17 minutes	9 minutes
Boots	1.3km	19 minutes	10 minutes
Tesco Pharmacy	1.9km	27 minutes	7 minutes
Pontyclun Pharmacy	1.3km	18 minutes	5 minutes
Pure Gym	1.3km	19 minutes	9 minutes
Llantrisant Leisure Centre	1.7km	26 minutes	12 minutes
Snap Fitness Pontyclun	900m	12 minutes	4 minutes
Llantrisant Rugby Football Club	2.9km	40 minutes	20 minutes
Llantrisant Common	3.3km	45 minutes	17 minutes
Llantrisant & Pontyclun Golf Club	1km	15 minutes	8 minutes
Co-op Food	1.2km	17 minutes	5 minutes
Tesco	1.7km	24 minutes	13 minutes
Aldi	950m	12 minutes	3 minutes
Sainsbury's	150m	2 minutes	1 minute
Talbot Green Shopping Park	1.9km	26 minutes	7 minutes
Glamorgan Vale Retail Park	1km	12 minutes	3 minutes

- 2.4.13. As demonstrated in **Figure 2.5** and **Table 2.2** the close proximity of the development site to local population areas, amenities 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.

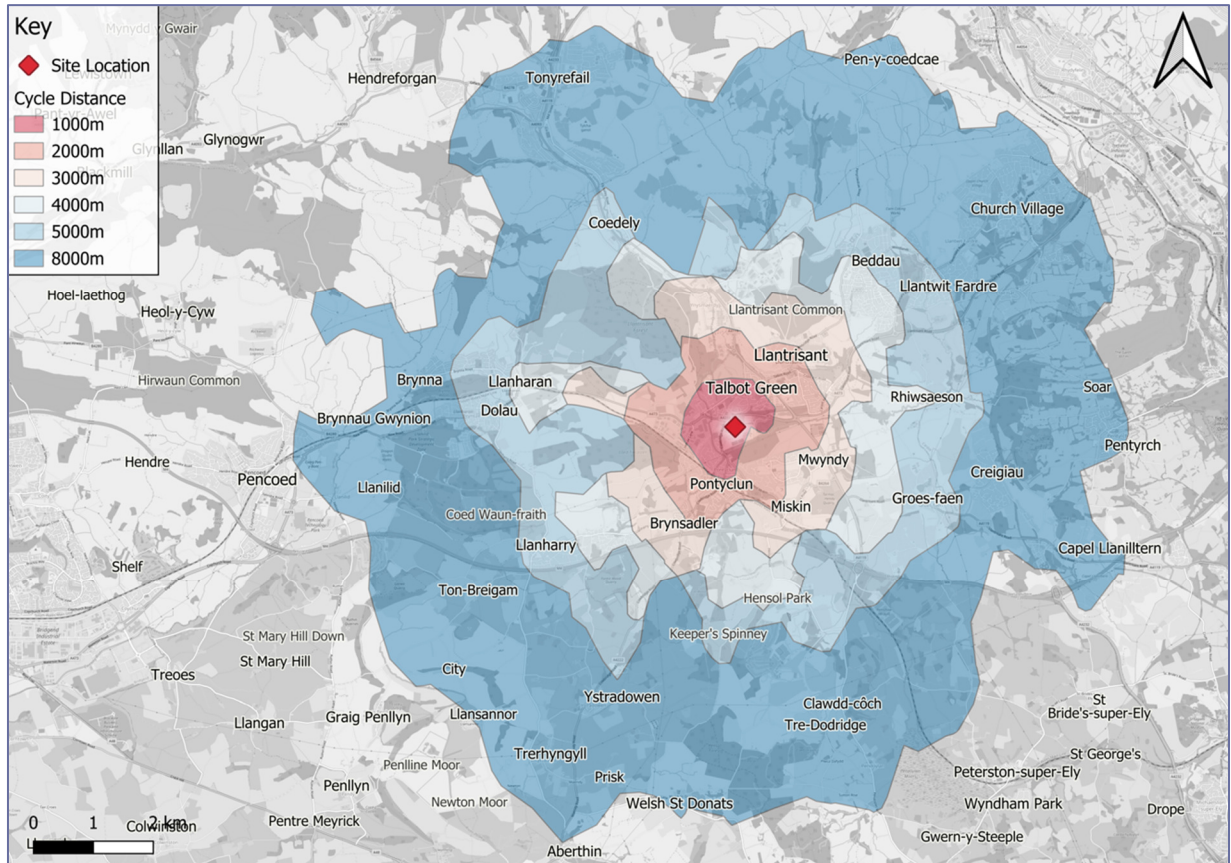
## 2.5. Cycle Accessibility

- 2.5.1. Llantrisant and Talbot Green benefit from a growing network of cycling infrastructure and community routes ranging from short local loops to longer regional connections. These include routes linking to Pontyclun, Pontypridd, and Tonyrefail, supporting both leisure and utility cycling.
- 2.5.2. The CIHT advises that the mean average length of cycling journeys in the UK is approximately 4 km (2.4 miles). Their Planning for Cycling guidance highlights that the majority of cycling trips are relatively short, with around 80% being less than 5 miles and 40% less than 2 miles. While 4 km is typical, regular commuters often undertake journeys of up to 12km (7.5 miles), indicating a range of travel

distances depending on purpose and rider experience. In addition, the Welsh Government's *Active Travel Act Guidance* (July 2021) indicates that utility cycling journeys - such as commuting or accessing services - can reasonably be undertaken over distances of up to 8 km (5 miles). This reflects the guidance's emphasis on enabling practical, everyday travel by bicycle within a distance range that is achievable for most users, particularly in urban and semi-urban contexts.

- 2.5.3. **Figure 2.6** demonstrates the cycle catchment up to a 8km cycle distance (a 30-minute cycle time) from the centre of the site.

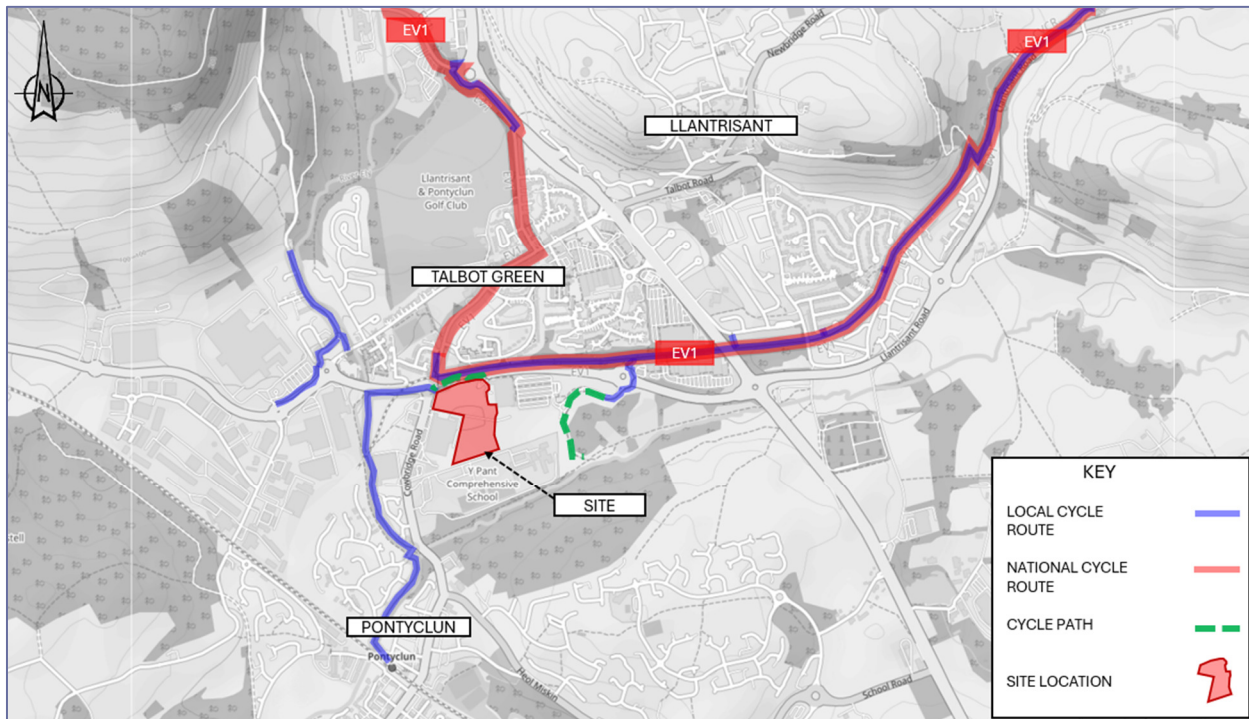
**Figure 2.6: Cycling Catchment**



Source: © OpenStreetMap with Pell Frischmann annotations

- 2.5.4. It can be seen from **Figure 2.6** that the whole of Talbot Green, Pontyclun and Llantrisant are accessible within 5km of the site and that the periphery of multiple key regional locations outside Talbot Green, including Llanharan, Ynysmaerdy, Beddau and Groes Faen and also accessible. It can also be seen that these areas are within the 8km cycle catchment.
- 2.5.5. When read in combination **Table 2.2** and **Figure 2.6** demonstrate that residents will be provided with convenient access to a range of local employment opportunities, amenities, services, including retail facilities in Talbot Green, and educational institutions. This ensures that future residents will benefit from a well-connected, sustainable location with key daily needs accessible by bicycle.
- 2.5.6. The site benefits from strong local cycle connectivity, with established routes linking from the north, northeast, and west/southwest. To the north, National Cycle Network Route 4 and the Llantrisant Community Route are accessible via the pedestrian and cycle bridge over the A473. From the northeast, the Community Route can be reached through the Vale Retail Park roundabout, while to the west a shared footway/cycleway runs parallel to the A473 before transitioning to a southerly alignment after approximately 200m and connecting to Pontyclun.
- 2.5.7. Local and national cycle routes are identified in **Figure 2.7** and **Figure 2.8** respectively.

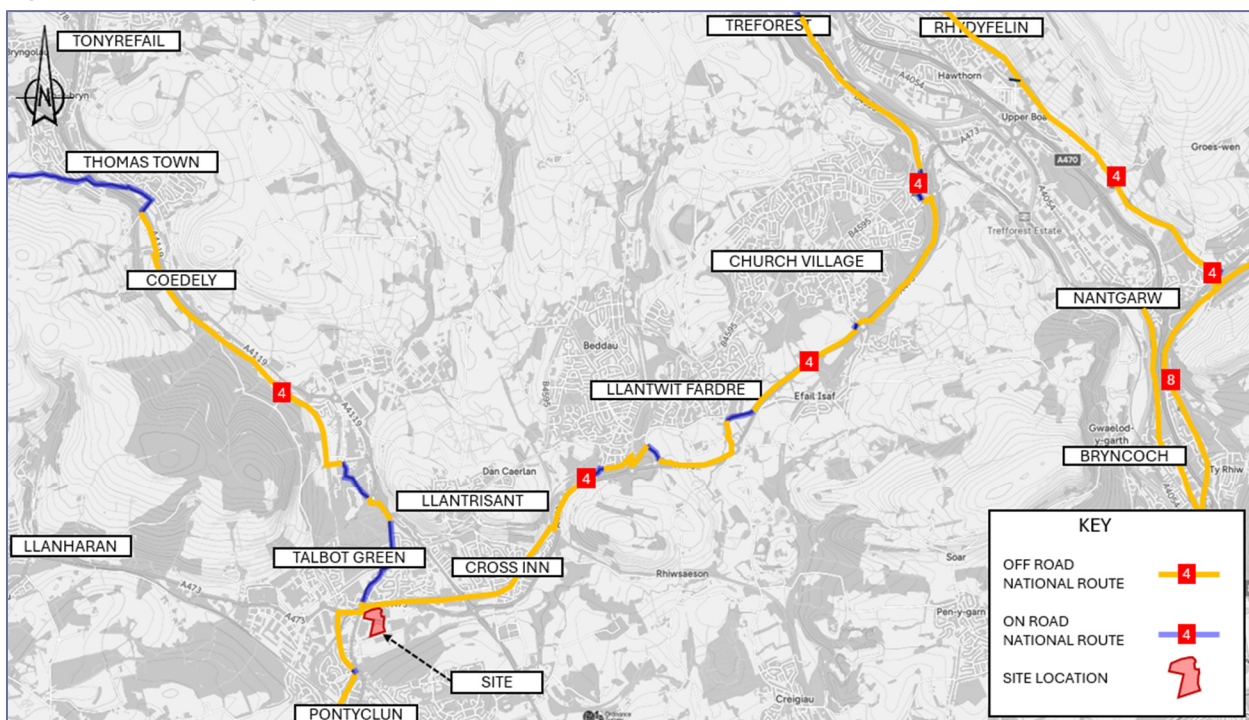
**Figure 2.7: Local Cycle Routes**



Source: © OpenStreetMap with Pell Frischmann annotations

- 2.5.8. Given the urban nature of nearby roads cycling offers a practical and sustainable way for residents to access local amenities, schools, healthcare services, and employment opportunities.

**Figure 2.8: National Cycle Routes**

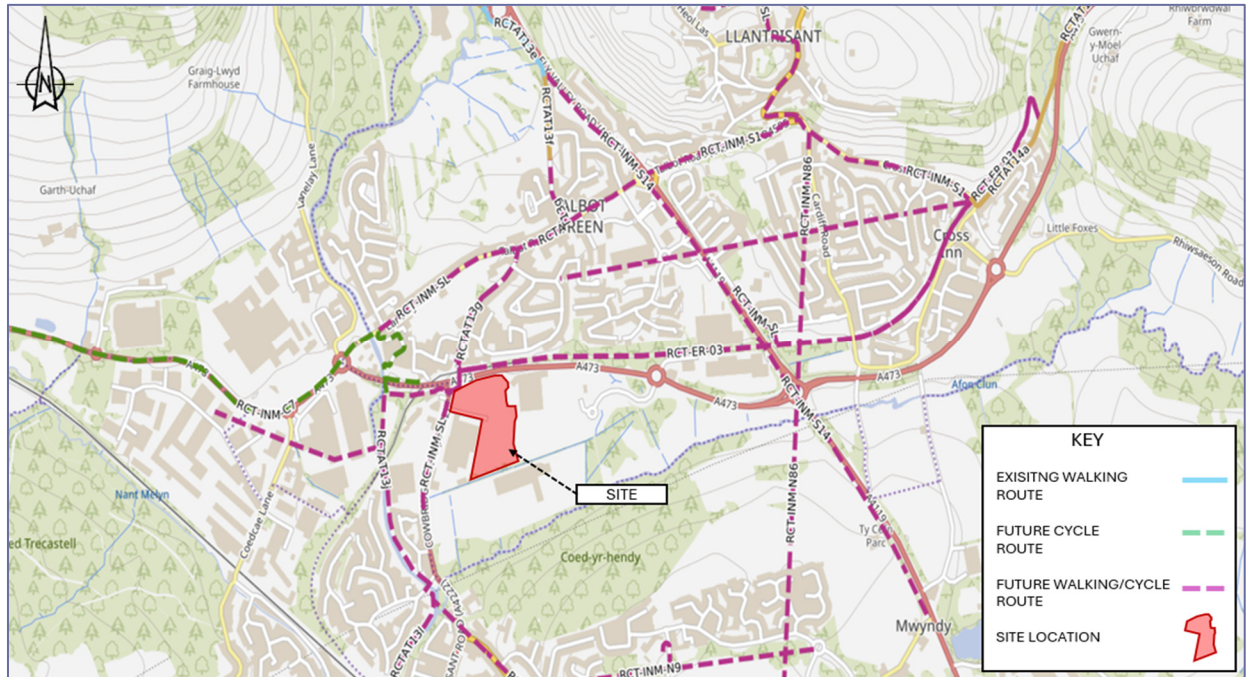


Source: Sustrans with Pell Frischmann annotations

- 2.5.9. In addition to existing infrastructure, investment from the Welsh Government's Active Travel Fund has supported the development of new cycling infrastructure, including a planned route between Talbot Green and Llanharan. This aligns with wider aspirations to improve active travel connectivity across Rhondda Cynon Taf, enhancing access to employment, education, and services. The local Active Travel network including extant and proposed walking and cycling routes is identified in **Figure 2.9**.



**Figure 2.9: Local Active Travel Network**



Source: datasmap.gov.wales with Pell Frischmann annotations

## 2.6. Bus Accessibility

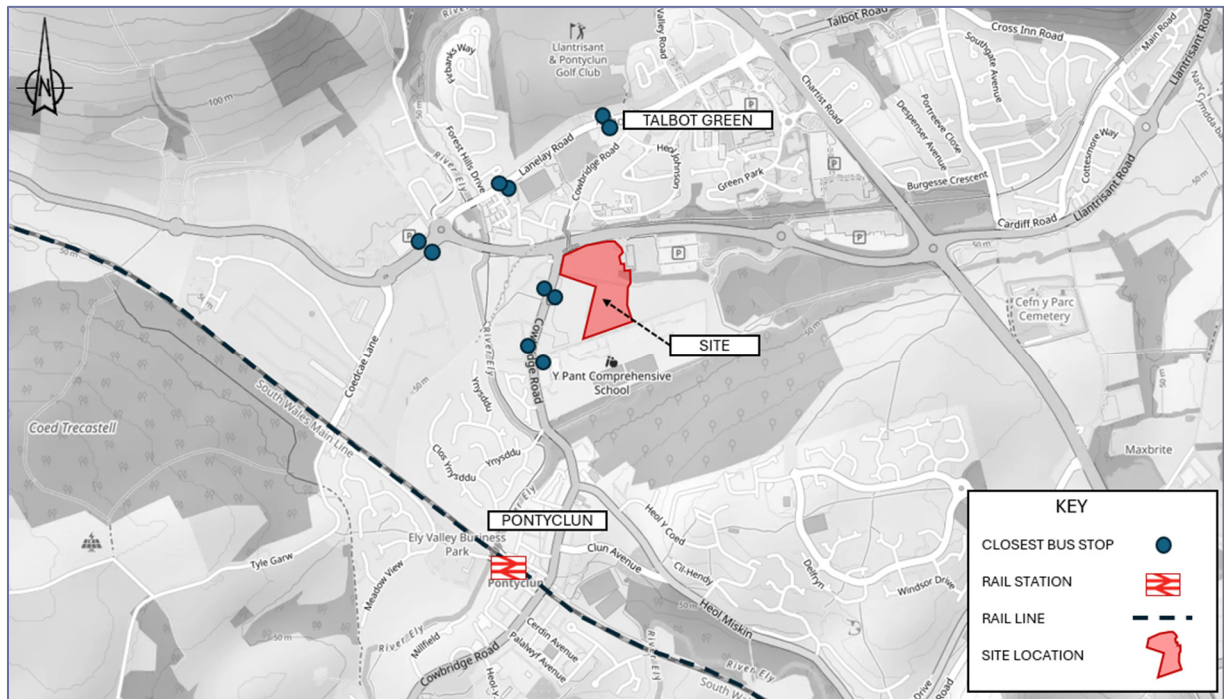
- 2.6.1. Several local bus stops are located within walking distance of the site. The nearest stop to the east is situated on Heol-y-Pant, to the east of the Sainsbury's store car park, with the nearest stop to the west being on the A4222 Cowbridge Road. The eastern stop is approximately 400m from the centre of the site, while the western stops are approximately 270m away. The stop on Heol-y-Pant includes a bus lay-by and shelter, while both stops on Cowbridge Road are equipped with post and flags, shelters, raised kerbs, timetable information and bus stop road markings. It should be noted that no bus services currently operate from the stop on Heol-y-Pant. Local bus services are summarised in **Table 2.3**.

**Table 2.3: Bus Service Information (Cowbridge Road)**

Service No.	Operator	Route	Monday – Friday	Saturday	Sunday
64	First Bus	Bridgend Bus Station - Talbot Green Bus Station (B)	Hourly	Hourly	None
122	Stagecoach	Tonypandy - Cardiff	Hourly (Mon, Tues, Fri)	Hourly	Every 2 hours
320	First Bus	Talbot Green Bus Station - St. Fagan's - Cardiff, Westgate Street	5 x per day	5 x per day	None
321	First Bus	Llantwit Major Interchange - Cowbridge - Talbot Green Bus Station	4 x per day	4 x per day	None
404	Stagecoach	Ynysmaerdy Royal Glamorgan Hospital, o/s Bridgend Bus Station	Hourly	Hourly	5 x per day

- 2.6.2. Given the location of nearby bus stops, the frequency of services, and the range of destinations served, the site is considered to well-connected and accessible by bus.
- 2.6.3. The location of locally accessible public transport is identified in **Figure 2.10**.

**Figure 2.10: Local Public Transport Locations**



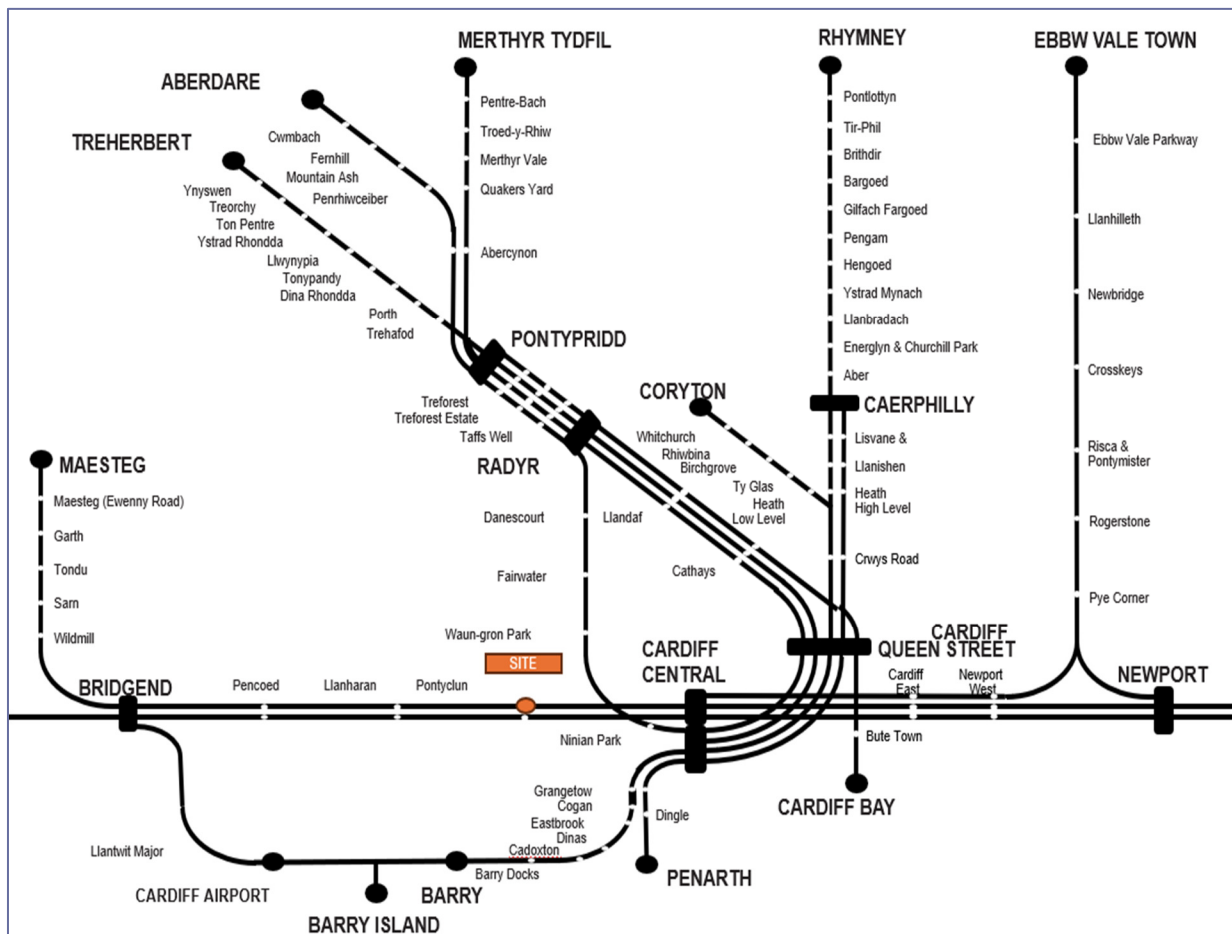
Source: © OpenStreetMap with Pell Frischmann annotation

## 2.7. Rail Accessibility

- 2.7.1. The nearest railway station to Talbot Green is Pontyclun Railway Station, located approximately 1.4 km south of the site. It is accessible on foot and by bicycle via Station Approach and Cowbridge Road. The station is also connected to National Cycle Network Route 4, offering a convenient option for residents who wish to combine cycling with rail travel. The walking journey takes around 19 minutes, while cycling typically takes approximately 5 minutes, making it a practical and sustainable transport choice for daily commuting. The station is also accessible by car via a combination of Cowbridge Road and Station Approach - a 5-minute car drive. The location of the station in relation to the development is identified on **Figure 2.11**.



**Figure 2.11: South-east Wales Rain Network**



- 2.7.2. Pontyclun Railway Station is an unstaffed, minor station on the South Wales Main Line. It is primarily served by Transport for Wales trains on the Maesteg Line and occasionally by Swanline services between Cardiff and Swansea, with one early-morning service to Manchester and a late-night service to Carmarthen. The station provides basic facilities, including ticket machines, seating areas, and customer help points. Step-free access is available to both platforms; however, moving between platforms requires use of a stepped footbridge or a detour via Station Terrace. The station also offers a small car park with 22 spaces.
- 2.7.3. The station has a regular service pattern. On weekdays, there are typically around 25–30 trains per day, with an hourly service during off-peak periods and occasional additional trains during peak times. Early morning and late evening services operate at approximately one train per hour, while peak periods can see up to two trains per hour. On Sundays, the frequency is reduced, with around 8–10 trains throughout the day.

## 3. Development Proposals

### 3.1. Introduction

- 3.1.1. The proposed development site forms the northwestern extent of the Mwyndy / Talbot Green allocation site, Local Development Plan Allocation SSA 8.
- 3.1.2. The proposed residential development consists of up to 180 dwellings (use class C) with a mix of housing types and tenure
- 3.1.3. The indicative masterplan for the site including the proposed points of access is provided in **Appendix A**.

### 3.2. Vehicle Access

- 3.2.1. Vehicular access to the site will be provided via the service road located north of the Leekes department store, along the western boundary. This access point connects to the A4222 Cowbridge Road via an existing simple priority junction, where the Cowbridge Road forms the major arm and the service road the minor arm.
- 3.2.2. As part of the development, the existing vehicular access will be upgraded to enhance safety. The works include improved junction visibility splays, relocation of the pedestrian crossing, and modifications to the northern junction radii. A 3 m-wide shared footway/cycleway will also be provided along the northern side of the junction and into the site to support sustainable travel.
- 3.2.3. The relocated crossing will be an inline, uncontrolled crossing with dropped kerbs and tactile paving, positioned to reduce the current crossing distance from approximately 18m to 11m and in doing so enhancing pedestrian safety and convenience.
- 3.2.4. From the proposed access the spine road runs eastwards through the development before splitting with one part of the spine road curving south and the other turning north toward the upper section of the site. The spine road is designed to accommodate two-way traffic and ensure efficient circulation for residents and service vehicles.
- 3.2.5. Branching from the spine road are a series of secondary streets that serve clusters of dwellings. These streets are shorter in length and designed for lower traffic volumes, promoting slower vehicle speeds and prioritising pedestrian safety. Within residential blocks, short cul-de-sacs and shared-surface areas provide direct frontage access to properties.
- 3.2.6. The proposed layout includes an emergency access to act as a contingency in the unlikely event that the primary access becomes fully blocked. The emergency access is located in the northeast corner of the site and connects to the Sainsbury's delivery yard access road. When not in use for an emergency it provides a further point of pedestrian cycle connectivity to/from the north.

### 3.3. Pedestrian and Cycle Access

- 3.3.1. Pedestrian and cyclist access will be provided from Cowbridge Road to the west, aligned with the primary vehicular access. A 3m-wide shared-use route is proposed along the northern side of the internal carriageway, extending eastwards through the site to the eastern boundary.
- 3.3.2. At the eastern boundary, the shared-use route will enable a future connection to Heol-y-Pant and nearby facilities. Continuation of this route eastwards to Heol-y-Pant will be provided by the proposed retail development on that land or secured separately by Grampian condition if required.
- 3.3.3. At the western end, the upgraded site access will incorporate a dropped-kerb crossing with tactile paving to improve connectivity along Cowbridge Road. In addition, a 3 m-wide pedestrian connection will be provided between the proposed access and the A4222 / Cowbridge Road signalised junction to the north, enhancing access to the footbridge over the A473.

- 3.3.4. Three new connections to the existing 2m wide pedestrian route along the northern edge of the development site, will be provided enhancing connectivity westbound towards the existing footbridge and signalised junction and eastwards towards Sainburys.
- 3.3.5. The proposed improvements to pedestrian infrastructure at the site access, south of the A473 and along Cowbridge Road, together with the provision of a new 3m-wide shared-use route through the development, will significantly enhance active travel opportunities. The continuation of this route eastwards to Heol-y-Pant, delivered by the adjacent retail development, will ultimately form a further active travel link providing residents an additional route to local amenities and key destinations such as Y Pant Comprehensive School, Pontyclun, and Talbot Green Town Centre. Collectively, these enhancements will support sustainable travel and contribute to a more integrated and accessible local transport network for the wider community.
- 3.3.6. It should be noted that the outline masterplan allows for future connection points from within the development to Y Pant Comprehensive School, through its northern perimeter, and into the neighbouring development parcel to the east. In relation to the former a connection point could be provided from the southwest corner near the proposed leap. This connection would require discourse with the School and would be subject to their decisions regarding security and safeguarding. In relation to the latter a footway stub end has been shown connecting to the development parcel to the east approximately 140m west of the Sainsbury's access junction.

## 3.4. Local Accessibility Improvement proposals

### A473 Site Access

- 3.4.1. As part of the development proposals, it is intended to scale down the existing access on the A473, which currently serves the Sainsbury's delivery compound. The revised arrangement will continue to meet Sainsbury's delivery requirements, while removing the unused stub end of the existing junction protruding into the site
- 3.4.2. The reclaimed space will be reinstated as a combination landscaping with pedestrian connectivity, whilst also enabling the provision of road / turning area within northeast corner of the site.
- 3.4.3. The area to be reclaimed is identified on the site layout provided in **Appendix A**.

## 3.5. Parking

### Cycle Parking

- 3.5.1. The *Delivering Design and Placemaking: Access, Circulation and Parking Requirements (March 2011)* Supplementary Planning Guidance adopted by Rhondda Cynon Taf County Borough Council provides cycle parking guidance for apartments but does not prescribe formal cycle parking standards for the houses. However, each dwelling will be provided with the opportunity for secure cycle storage within the curtilage of the property, either through garages or garden sheds. This approach supporting the principles of the Active Travel (Wales) Act 2013, encouraging residents to adopt active modes of transport and reducing reliance on private cars.

### Motorcycle parking

- 3.5.2. The adopted SPG requires that motorcycle parking should be provided at a rate equivalent to 5% of the total car parking provision across all classes of residential development.
- 3.5.3. While the guidance does not prescribe specific design standards for motorcycle parking within private residential houses, it is considered appropriate for motorcycle parking to be accommodated within individual plot curtilages.
- 3.5.4. Accordingly, motorcycle parking for this development will be integrated into private driveways, garages, or secure garden areas, where practical. This approach ensures that provision is both secure and

convenient for residents, while remaining consistent with the intent of the guidance to support a range of transport modes.

### Car Parking

- 3.5.5. The parking provision for the proposed development is informed by the local authority's adopted parking standards, '*Delivering Design and Placemaking: Access, Circulation and Parking Requirements, March 2011*', which guide the appropriate level of parking based on land use, location, and accessibility.
- 3.5.6. The proposed development is located within Zone 2 (Urban). This zone includes the centres of Key Settlements as defined in the Local Development Plan (LDP), where a range of essential local facilities are typically accessible within a 400m walking distance. It also encompasses areas such as Llantrisant and Talbot Green. These locations are considered to benefit from regular and frequent bus services to a variety of destinations, offering practical access to most key day-to-day amenities.
- 3.5.7. Residential parking standards applicable to Zones 2 are outlined in **Table 3.1**.

**Table 3.1: Residential Car Parking Standards – Zone 2**

Type of Development	Maximum Requirements	
	Residents	Visitors
General purpose Houses and Apartments		
Houses (1 or 2 Bedrooms)	Maximum 2 spaces	Maximum 1 space per 5 units for all general purpose developments
Houses (3 or more Bedrooms)	Maximum 3 spaces	
Apartments (1 or 2 Bedrooms)	Maximum 2 spaces	
Apartments (3 or more Bedrooms)	Maximum 3 spaces	

- 3.5.8. These are maximum standards, allowing for the provision of fewer spaces where appropriate. Final parking numbers and their layout will be confirmed at the Reserved Matters stage or through the discharge of conditions.
- 3.5.9. In addition, electric vehicle (EV) charging provision will be incorporated in line with RCTCBC's Electric Vehicle Charging Strategy (2021–2030) and emerging Welsh Government guidance, whereby all new residential properties with off-street parking will be required to be "EV Ready".

## 4. Base Data and Prediction

### 4.1. Introduction

- 4.1.1. A robust trip generation and modal share assessment has been undertaken for the proposed development, and the full assessment is provided within the TA that accompanies this TP. A summary of the assessment is provided in the following section.

### 4.2. Trip Rates and Trip Generation

- 4.2.1. A trip generation assessment has been undertaken as part of the supporting TA to assess the potential number of trips that could be generated by the proposed development. Trip rates have been identified using the TRICS (v8.25.6) database, with survey sites which share similar characteristics to the proposed development in terms of land use, scale and accessibility. **Table 4.1** summarises the results for vehicle trips and total person trips respectively based on 180 dwellings.

**Table 4.1: Proposed Trip Rates and Trip Generation**

Time period	Trip Rates			Trip Generation		
	In	Out	Total	In	Out	Total
Total Vehicle Trips						
08:00-09:00	0.099	0.358	0.457	18	64	82
17:00 -18:00	0.341	0.162	0.503	61	29	91
07:00-19:00	2.069	2.118	4.187	372	381	754
Total People Trips						
08:00-09:00	0.182	0.864	1.046	32	156	188
17:00 -18:00	0.613	0.292	0.905	110	54	163
07:00-19:00	4.029	4.078	8.107	725	734	1459

Note: Total trip numbers are subject to rounding

- 4.2.2. The mode share accounting for the TRICs appraisal is as identified **Table 4.2**.

**Table 4.2: Residential Mode Split**

Mode	AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily		
	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total
Taxis	3%	1%	1%	0%	0%	0%	1%	1%	1%
Cyclists	6%	5%	5%	3%	7%	4%	4%	4%	4%
Vehicle occupants	10%	26%	23%	9%	4%	8%	20%	20%	20%
Pedestrians	31%	21%	23%	16%	20%	17%	19%	19%	20%
Bus / Tram	2%	5%	4%	5%	3%	4%	4%	5%	4%
Rail passengers	0%	3%	2%	0%	0%	3%	2%	2%	2%
Cars	49%	41%	42%	63%	64%	63%	48%	49%	49%
Motorcycles	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Note: Figures have been rounded to present whole numbers

## 5. Targets and Monitoring

### 5.1. Introduction

- 5.1.1. This chapter identifies the proposed monitoring strategy and mode share targets for the development with a view to achieving a reduction in car trips and an associated increase in use of sustainable modes.
- 5.1.2. This document is a TP and as such a high-level 5 year mode shift target has been provided, with detailed modal targets to be set following the baseline residential surveys. An initial 10% mode shift from the private car to sustainable travel modes is considered appropriate.

### 5.2. Travel Plan Targets

- 5.2.1. Targets are measurable goals by which the progress of the plan will be assessed. Targets are essential for monitoring the progress and success of the Plan and have been designed to be 'SMART' (**S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound).
- **Specific** – the targets will aim to specifically promote walking and cycling to those residents 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.
  - **Measurable** – the targets would be measurable, based on the results of the baseline travel survey and review surveys thereafter, to be carried out at key milestones over the lifecycle of the Travel Plan.
  - **Achievable and Realistic** – the targets should be achievable and realistic; they should be set in relation to the results of the baseline travel survey.
  - **Time-bound** – The lifetime of the Travel Plan will be continuous through the construction and completion of the proposed development, with monitoring expected on a biennial basis for five years.
- 5.2.2. 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 Travel Plan seeks to achieve.

### 5.3. Targets

- 5.3.1. Baseline mode share figures, from which mode share targets can be set, will be derived from resident surveys to be completed within one month of 50% occupation of the residential units.
- 5.3.2. Initial mode share targets have been set based on the mode split data derived from the TRICS trip generation analysis that informed the Transport Assessment accompanying this Travel Plan. Alongside these initial targets, mode share objectives have been identified for the end of the five-year monitoring period. These aim to achieve a 10% reduction in the car mode share calculated proportionally (i.e., 10% of its current value, not 10 percentage points) and a combined increase in sustainable and active travel modes redistributed proportionally across walking, cycling, public transport, and other non-car modes.
- 5.3.3. In relation to the proposed development the initial car share is approximately 49%, when reduced by 10% its value becomes approximately 44%, not 39%. This approach ensures that the reduction reflects a realistic proportional change rather than an absolute subtraction of 10 percentage points.

These targets will be refined following the results of baseline travel surveys undertaken shortly after first occupation. A summary of the initial and five-year targets is provided in **Table 5.1**.

**Table 5.1: Travel Plan Targets**

Mode of Travel	Initial Mode Share Target	5 year mode Share Target
Taxis	1%	1%
Cyclists	4%	5%
Vehicle occupants	20%	22%
Pedestrians	20%	21%
Bus / Tram	4%	5%
Rail passengers	2%	2%
Driver	49%	44%
Motorcycles	0%	1%
Total	100.00%	100.00%

Note: Figures have been rounded to present whole numbers

## 5.4. Monitoring and Review

- 5.4.1. The TPC will be responsible for reporting against the actions and targets set out in the TP via direct contact with the RCTCBC travel planning team. This includes registering the plan with the Travel Planning team and maintaining it through implementation and monitoring.
- 5.4.2. It is important to recognise that TPs are live documents and as such develop over time with changing conditions. Regular monitoring will ensure that progress towards meeting the TP objectives and targets is measured and will help to identify those areas of the TP that may not be working as well as intended at the time of writing, and conversely, those aspects which are performing better than expected.
- 5.4.3. The TP will be monitored biennially for 5 years, with the first survey completed within 6 months of first occupation or at 50% occupancy, whichever comes first. This timing ensures that there's a meaningful sample of residents to assess travel behaviour, while still being early enough to influence future measures and interventions. Subsequent reviews will be completed at the end of year 1, year 3 and year 5.
- 5.4.4. All residents will be asked to complete a survey during the survey period. 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.
- 5.4.5. 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 residents.
- 5.4.6. 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.



## 6. Travel Plan Measures

### 6.1. Introduction

- 6.1.1. The following section outlines a range of measures to be implemented to support travel by alternative modes to single-occupancy car travel for residents and visitors. 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.
- 6.1.2. To encourage sustainable travel amongst residents, 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.
- 6.1.3. 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 and its network reach throughout the development, will be developed concurrently with the proposed layout. The TPC will identify the specific hard measures and ensure their incorporation within the site. The "soft" measures are described in this document.
- 6.1.4. 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.
- 6.1.5. 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.
- 6.1.6. 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 TP are provided in the next section.

### 6.2. Marketing, Promotion and Publicity

- 6.2.1. To effectively promote and encourage sustainable travel choices, it is essential that residents receive clear, comprehensive information on all available options both prior to occupation and at the point of moving in. This will ensure that sustainable modes are understood and accessible from the outset.

### 6.3. Sales promotion

- 6.3.1. The site's accessibility by walking, cycling, and public transport will be actively promoted to prospective residents from the earliest stages. Sales teams will be made aware of the TP, and they will highlight the TP and ensure that its key information and sustainable travel options are clearly communicated during the marketing and purchase process.

### 6.4. Travel Pack

- 6.4.1. All new residents (first occupants only) will be provided with travel packs as a part of, or alongside, their welcome pack. 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, online shopping, car-share databases and promotion of membership to local cycling clubs and campaigns.

6.4.2. 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 residents and the wider community.
- Incentives being offered to residents to encourage them to use sustainable and active forms of travel.
- A map of the local area highlighting local schools, shops, major employment, hospitals, doctor's surgeries, dentists, bus and rail stations/stops and leisure facilities.
- Details about grocery home delivery services operated by local shops and supermarkets.
- Local public transport timetables and routes to key destinations.
- Local walking and cycling routes, including Public Rights of Way.
- Information on local car share and car club databases.
- Information on local Ultra Low Emission Vehicle (ULEV) infrastructure.
- Contact details for local taxi companies.
- Information on bike maintenance.
- TPC contact details.

6.4.3. 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 residents to make informed travel choices.

## 6.5. Measures to Encourage Walking and Wheeling

6.5.1. To maximise the attractiveness of cycling to future residents of the proposed development, the following measures will be included:

- Walking and cycling route maps will be included in the Travel Pack provided to all new occupants. These maps will contain comprehensive information on local walking and cycling routes, including distances to key services and facilities.
- Active Travel resources provided by Rhondda Cynon Taf County Borough Council will be shared with residents, including their dedicated walking routes webpage, which features maps and videos of key local routes. Further details can be accessed via the following link:  
<https://www.rctcbc.gov.uk/EN/Resident/SportsandLeisure/SportRCT/Whatsinmyarea/Walkingroutes.aspx>.
- The health and financial benefits of walking and cycling will be promoted in the welcome packs and newsletter.
- Promotion of a 'walking buddy' scheme for residents.
- Promotion of local ramblers / walking groups such as, but not limited to, Taff Ely Group.
- TPC to distribute contact details and information regarding local cycle groups and cycle shops. This being designed to encourage residents to cycle to work and local places of recreation with other residents.
- Provide details of Cycle to Work Week and other local bike events in collaboration with organisations such as Sustrans via the newsletter.
- Raise awareness of Bikability Wales, or similar, and the training it offers to children and adults, including road safety and confidence-building.
- Cycle parking will be provided in accordance with the relevant standards adopted by RCTCBC.

## 6.6. Promoting Car Sharing

6.6.1. 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.

- 6.6.2. The scale of the development does not lend itself to developing its own car share scheme and given the complexity of matching potential car sharers, residents will be encouraged to sign up to established car share clubs for people living and working the local area.
- 6.6.3. The TPC will ensure full details of relevant car share schemes are available to residents particularly [www.liftshare.com/regional/wales](http://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.
- 6.6.4. Future residents will be provided with the information regarding car clubs through the Travel Pack with reminders through the newsletter / email. The information provided will include how to sign-up and the benefits of joining a car club.

## 6.7. Measures to Promote Electric Vehicles

- 6.7.1. Where private car usage does occur, it is important to consider how any emissions generated by private vehicles can be reduced as much as possible through the promotion and eventual use of Electric Vehicles (EVs) and Ultra Low Emission Vehicles (ULEVs). Measures intended to promote the use of these vehicles include the following:
- Benefits – the TPC will ensure that residents of the proposed development are aware of the environmental benefits and financial incentives of ownership and use of EVs and ULEVs.
  - Infrastructure – the Travel Pack will provide information regarding the availability and support for EVs and ULEVs, such as local dealerships and garages for servicing and maintenance, and the locations and availability of off-site charging infrastructure.

## 6.8. Measures to Encourage Public Transport Use

- 6.8.1. The TP recognises the importance of promoting public transport as a practical and attractive alternative to private car use. Ensuring residents are aware of the range of services available will help position public transport as a viable alternative to private car use.
- 6.8.2. Enhancing the accessibility and use of public transport is a core objective of this TP. The site benefits from good public transport connections, with frequent bus services operating along Cowbridge Road and infrastructure for a future service on Heol-y-Pant. Both locations are within easy walking, wheeling, or cycling distance of all homes within the development. In addition, Pontyclun Railway Station is situated approximately 1.2km south of the site and is readily accessible on foot or by bicycle, providing residents with convenient rail links and further sustainable travel options.
- 6.8.3. Residents will receive comprehensive information on local bus and rail services, including timetables, routes, and fare details, to help them consider these options for both commuting and leisure travel. This information will be included in the Travel Pack provided to all households and will reference the relevant service providers' websites for up-to-date details.
- 6.8.4. Relevant measures to promote resident travel by public transport include:
- Highlighting the proximity of the bus stops and Pontyclun Railway Station.
  - Providing up-to-date timetable information.
  - Advertising public transport websites including Traveline.

## 6.9. Promoting Sustainable Travel Events

- 6.9.1. The TPC will actively promote sustainable travel initiatives by highlighting both local and national events that encourage walking, cycling, and other active modes. Examples include *National Walk to Work Day* (<https://www.active-together.org/campaigns/walk-to-work-day-1st-april>) and *Bike Week* (<https://www.cyclinguk.org/bikeweek>).

- 6.9.2. To maximise engagement, these events can be communicated through multiple channels, including:
- Resident newsletters and welcome packs featuring event details and benefits of participation.
  - Digital platforms, such as community websites or social media groups, to share reminders and links to resources.
  - On-site promotional materials, such as posters in communal areas or noticeboards, to raise awareness among residents.
- 6.9.3. The TPC will also encourage participation by highlighting the health, environmental, and cost-saving benefits of active travel, and where possible, will coordinate community activities such as group walks or cycle rides to foster a sense of involvement and support behavioural change.

## 6.10. Sustainable Transport Infrastructure

- 6.10.1. As part of the site's development, a range of facilities will be introduced to support and encourage sustainable travel, particularly walking and cycling. These include:
- Secure cycle parking at every dwelling, ensuring residents have convenient and safe storage for bicycles, in line with Active Travel (Wales) Act principles.
  - A 3m-wide shared-use route running through the development, linking Cowbridge Road to the eastern boundary. Its continuation to Heol-y-Pant and onward connection to the Llantrisant Community Route will be delivered by the adjacent retail development or secured separately if required. This link will provide residents further to access Talbot Green town centre, local schools, and other destinations via safe, traffic-free paths.
  - Enhanced pedestrian connections to the A473 footbridge, improving access to Talbot Green town centre and integrating the site with the wider active travel network.
  - Future-proofed opportunities for connections to Y Pant Comprehensive School and adjacent development parcels, supporting long-term integration with the local community.
- 6.10.2. These measures will significantly improve accessibility by sustainable modes and provide residents with safe, attractive alternatives to private car use.

## 6.11. Newsletter / Email

- 6.11.1. During the active phase of the TP, the TPC will issue a biannual newsletter to keep residents informed and engaged. Each edition will provide updates on progress towards TP targets, share results from monitoring activities, and highlight key achievements. The newsletter will be available in both digital and printed formats to ensure accessibility for all residents.
- 6.11.2. In addition to reporting progress, the newsletter will serve as a promotional tool for sustainable travel. It will feature details of new measures introduced under the TP, information on national and local sustainable travel campaigns, and updates on improvements to walking, cycling, and public transport facilities in the surrounding area. By regularly communicating these initiatives, the newsletter will help maintain awareness and encourage ongoing participation in sustainable travel choices.

## 6.12. Travel Website or Social Media Account

- 6.12.1. The TPC will explore the creation of a dedicated travel website or social media platform to provide residents with easy access to travel information and promote sustainable and active travel initiatives. This platform will serve as a central hub for site-wide communications, ensuring a consistent approach to branding and messaging. A link to the website will be included in all communications to residents. The website may feature:
- A map of local amenities.
  - Information on public transport services and active travel routes.
  - Details and promotion of incentives to encourage sustainable travel.
  - Updates on TP measures and initiatives.

- Ongoing promotion of local and national sustainable travel events.
- A downloadable PDF version of the Travel Plan for reference and circulation.

6.12.2. The TPC will be responsible for maintaining the website and ensuring that all content remains accurate, relevant, and up to date. Regular reviews will be undertaken to incorporate new measures, campaigns, and improvements to sustainable travel facilities.

## 7. Monitoring and Review

### 7.1. Monitoring plan

- 7.1.1. The hard measures will begin to be implemented as the site is built out and prior to occupation. Travel Plan soft measures will begin to be implemented within one month of first occupation of the site and remaining measures will be implemented gradually as more of the site is built-out and occupied.
- 7.1.2. With regard to the residential baseline travel survey, the TPC will arrange an initial multi-modal survey to be undertaken within one month of 50% occupation of the site. The full multi-modal travel surveys will then be undertaken on or around the first anniversary of the initial survey and biennially thereafter (for up to five years from the date of the baseline survey). These subsequent surveys will include the additional residents that have moved into the site in the meantime. Therefore, the survey sample will increase year-on-year and in turn become more representative of the site population as a whole.
- 7.1.3. The specification and scope of the multi-modal survey will be agreed with RCTCBC prior to the first one being undertaken, with consideration given to the consistency of each subsequent survey (in order that they remain comparable when monitoring takes place). The survey is likely to comprise of a questionnaire including enquiries regarding current modal choice and open questions focusing on reasons for car use, barriers and constraints to adopting sustainable travel modes, awareness of alternative options and views on potential incentives to encourage modal shift.

### 7.2. Reporting

- 7.2.1. The TPC will report the monitoring survey results to RCTCBC after each survey. As appropriate, key survey and/or monitoring findings and associated sustainability messages will also be disseminated amongst residents, potentially via the steering group.
- 7.2.2. At the end of the 5-year monitoring period the TP will be assessed against the following set of criteria to determine the level of success and what mitigation, if any, is required.
- The % by which targets within the TP have been missed / exceeded;
  - The resulting effect on capacity of key junctions;
  - The resulting effect on road safety; and,
  - The level of site occupancy.

### 7.3. Action Plan

- 7.3.1. A series of measures to be provided across the development have been outlined in Chapter 6 of this TP. Some of these measures would be provided either prior to or at occupation of the proposed development and others will be ongoing throughout the life TP. They will be timed in order to maximise the early uptake of sustainable travel options from the outset.
- 7.3.2. The key actions for the TP are set out below:
- To appoint the Travel Plan Coordinator (TPC) prior to occupation.
  - To install physical/hard Travel Plan measures (that form part of the proposed development e.g. cycle parking) at a time in conjunction with the development coming forward.
  - To agree the scope of the multi-modal site-wide baseline travel survey with RCTCBC prior to the first survey being undertaken and undertake that survey within one month of 50% occupation of residential units.
  - To undertake monitoring surveys on or around the anniversary of the baseline travel survey at years one, three and five after the initial baseline survey.
  - To collate and submit monitoring survey results to RCTCBC, within three months of the survey date, for review and consideration.

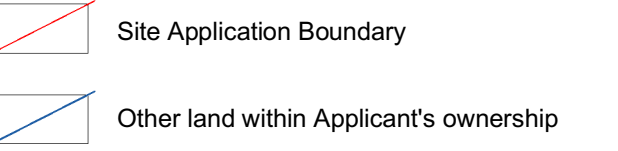
7.3.3. The TPC will be responsible for ensuring the delivery of each measure within a suitable timeframe. A Travel Plan action plan, summarising the implementation timeline for the delivery of each measure, is provided in **Table 7.1**.

**Table 7.1: Action Plan**

Action	Target Values	Target Date	Funding	Indicator	Responsibility
Appointment of Travel Plan Coordinator (TPC)	N/A	TPC appointed at least 1 month prior to first occupation	Developer	Appointment of TPC on or before target date	Developer
Provision of cycle parking	Cycle parking spaces	Prior to occupation	Developer	Provision of all cycle parking spaces	Developer
Electric vehicle charging infrastructure	EV charging infrastructure to be incorporated into residential units	Prior to occupation	Developer	Installation of charging infrastructure	Developer
Provision of broadband in homes	All homes to be broadband enabled	Prior to occupation	Developer	Site wide travel survey / questionnaire	Developer
Production of travel packs	Produce travel pack prior to first occupation and distributed upon occupation	Prior to occupation	Developer	Site Wide travel survey / questionnaire	Developer & TPC
Walking / cycling / public transport promotion	Ensure that relevant walking, cycling and public transport promotion campaigns are promoted to residents	Ongoing	Relevant TPC's Budget	TPC to monitor whether campaigns are effective	TPC
Promotion of car share	Promotion through the Travel Pack / Newsletter / Email	Prior to occupation then ongoing	TPC	TPC to monitor	TPC / Developer
Undertake baseline multi-modal travel surveys	N/A	Within one month of 50% occupation	Relevant TPC's Budget	Receipt of travel survey results	TPC
Agree target values for car driver mode split with Travel Plan Officers	Targets subject to negotiation following baseline travel survey results	After baseline travel survey results being received	Relevant TPC's Budget	Receipt of written agreement of targets from RCTCBC	TPC
Complete biennial monitoring surveys	N/A	Undertaken on the anniversary of the baseline travel survey	Relevant TPC's Budget	Receipt of travel survey results	TPC

## Appendix A – Illustrative Masterplan



**Holder Mathias**architects

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