



Travel Plan

Land at Tremont Parc, Llandrindod Wells

R & P Knill

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1.0 Introduction

- 1.1 SLR Consulting Limited is appointed by R and P Knill ('The Client') to provide transport and highways advice in relation to a development of 122 dwellings split between two separate parcels of land in Llandrindod Wells, Powys. The northern parcel comprises 48 dwellings and the southern parcel comprises 74 dwellings.
- 1.2 The indicative site layout is provided at **Appendix A**.
- 1.3 This document is a residential Travel Plan (TP). The predominant aim of this TP is to put in place management tools deemed necessary to enable future residents to make more informed decisions about their travel, which at the same time minimises the adverse impacts of the development on the environment. This is achieved by setting out a strategy for eliminating the barriers preventing people from using sustainable modes which in effect self manages single-occupancy vehicle use. The site is located within Powys and details provided within the note have been provided as part of the pre application discussions with Powys County Council (PCC) as the Local Highway Authority (LHA).
- 1.4 This report has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor the Travel Plan itself.
- 1.5 The remainder of this document is structured as follows:
 - **Section 2** – outlines the options for accessing the site by sustainable modes;
 - **Section 3** – outlines the development proposals;
 - **Section 4** – outlines the baseline travel patterns for future residents;
 - **Section 5** – sets out the objectives and targets of the TP;
 - **Section 6** – sets out the measures and initiatives;
 - **Section 7** – outlines the TP strategy including how it will be managed;
 - **Section 8** – outlines the monitoring and review programme; and
 - **Section 9** – presents the Action Plan.



2.0 Existing Conditions

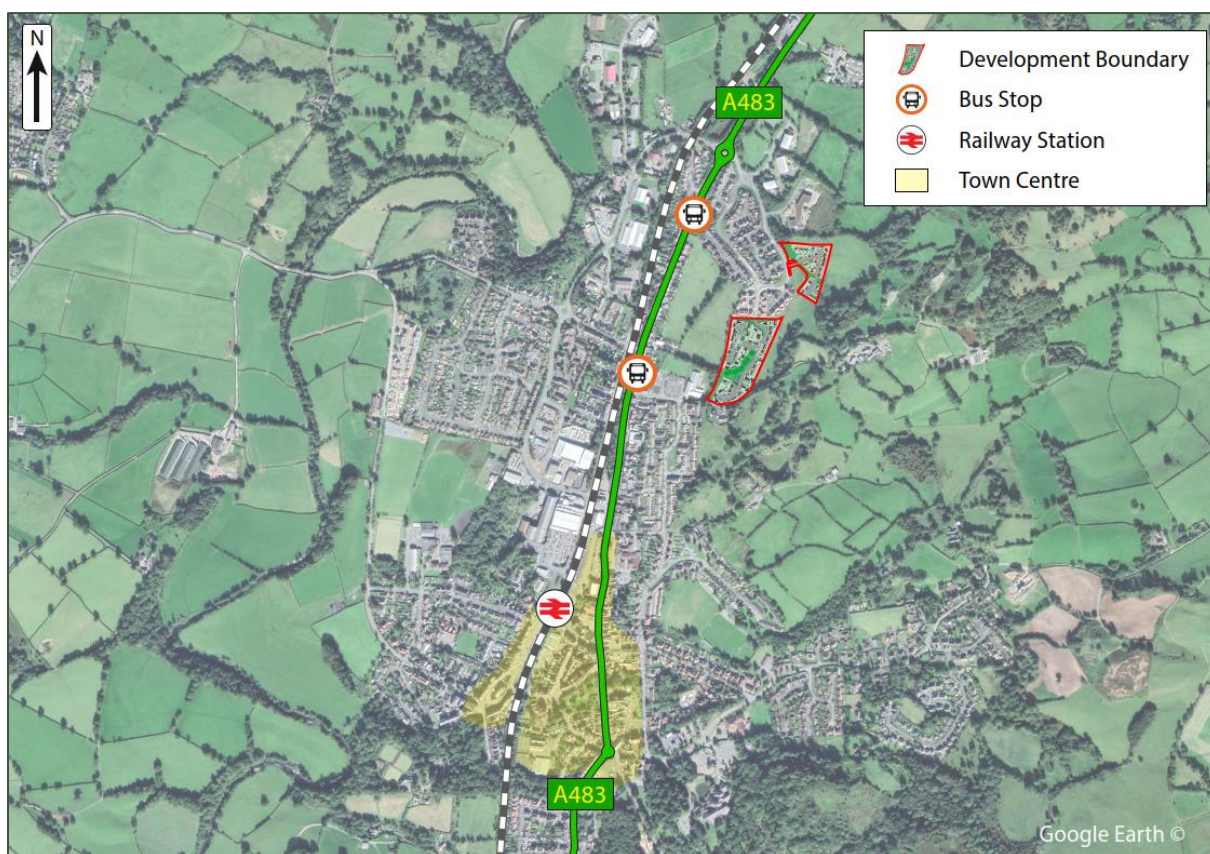
Overview

- 2.1 This section sets out the existing conditions associated with the site and as well as setting out the existing accessibility of the site by sustainable modes of travel, and a review of Personal Injury Collision (PIC) data for the local highway network.

Site Location

- 2.2 The site is located on the north east fringe of Llandrindod Wells as shown in **Figure 2.1**.

Figure 2.1 – Site Location



- 2.3 Llandrindod Wells benefits from a good number of local facilities and amenities including retail, employment, leisure, education and access to public transport as set out within this chapter in more detail.
- 2.4 The site is split into two parcels; the 'Southern Parcel' to the south of Afon Way and the 'Northern Parcel' to the east of Tremont Park to the east of the built development ('Tremont Park').
- 2.5 The two parcels are adjacent to the existing residential properties at Tremont Parc, accessible from the A483 / Tremont Park / Ddole Road Enterprise Park roundabout.



Site Access

- 2.6 There are no existing points of access for either site. The primary vehicle access for the Southern Parcel will be an extension of Afon Way, whilst the Northern Parcel will be accessed via a new priority junction connecting directly onto Tremont Park.
- 2.7 The proposed site access locations are illustrated in **Figure 2.2**. This provides context for discussions within this chapter regarding walking and cycling routes / distances.

Figure 2.2 – Proposed Access Locations



Local Facilities

- 2.8 **Table 2.1** provides a summary of key services and facilities within walking and cycling distances from the site. This is not a comprehensive list but identifies the key services and amenities. Distances are calculated from the access to both the northern and southern parcels.

Table 2.1: Local Facilities

From centre of: Southern Parcel			
Local Facility	Distance (m)	Walking Time (mins)	Cycling Time (mins)
Ysgol Trefonen	300	4	1
Swiss Villa Bus Stops	450	6	2



From centre of: Southern Parcel			
Tremont Road Bus Stops	450	6	2
Tremont Road Post Office	550	7	2
Llandrindod Wells Hospital	850	11	4
ALDI	950	13	4
Llandrindod Railway Station	1,000	14	5
Tesco	1,000	14	5
Town Centre (including health facilities)	1,200	16	5
Llandrindod High School	1,700	23	6

From centre of: Northern Parcel			
Local Facility	Distance (m)	Walking Time (mins)	Cycling Time (mins)
Ysgol Trefonen	650	8	2
Swiss Villa Bus Stops	450	6	2
Tremont Road Bus Stops	800	10	3
Tremont Road Post Office	900	12	4
Llandrindod Wells Hospital	1,200	16	5
ALDI	1,250	17	5
Llandrindod Railway Station	1,350	18	5
Tesco	1,350	19	6
Town Centre (including health facilities)	1,550	20	6
Llandrindod High School	2,000	26	7

2.9 It is evident from the tables that there are a number of key facilities accessible by foot within a 15 minute walk of both the northern and southern parcels. This aligns with national and local policy in that active travel trips can be promoted above trips by private vehicle due to the highly accessible location of the site.

Active Travel

Walking

- 2.10 There is a good level of existing active travel infrastructure for pedestrians in the vicinity of the site.
- 2.11 Tremont Park is the main street running through the existing built development adjacent to the sites and provides a pedestrian route from both parcels towards the A483. Tremont Park

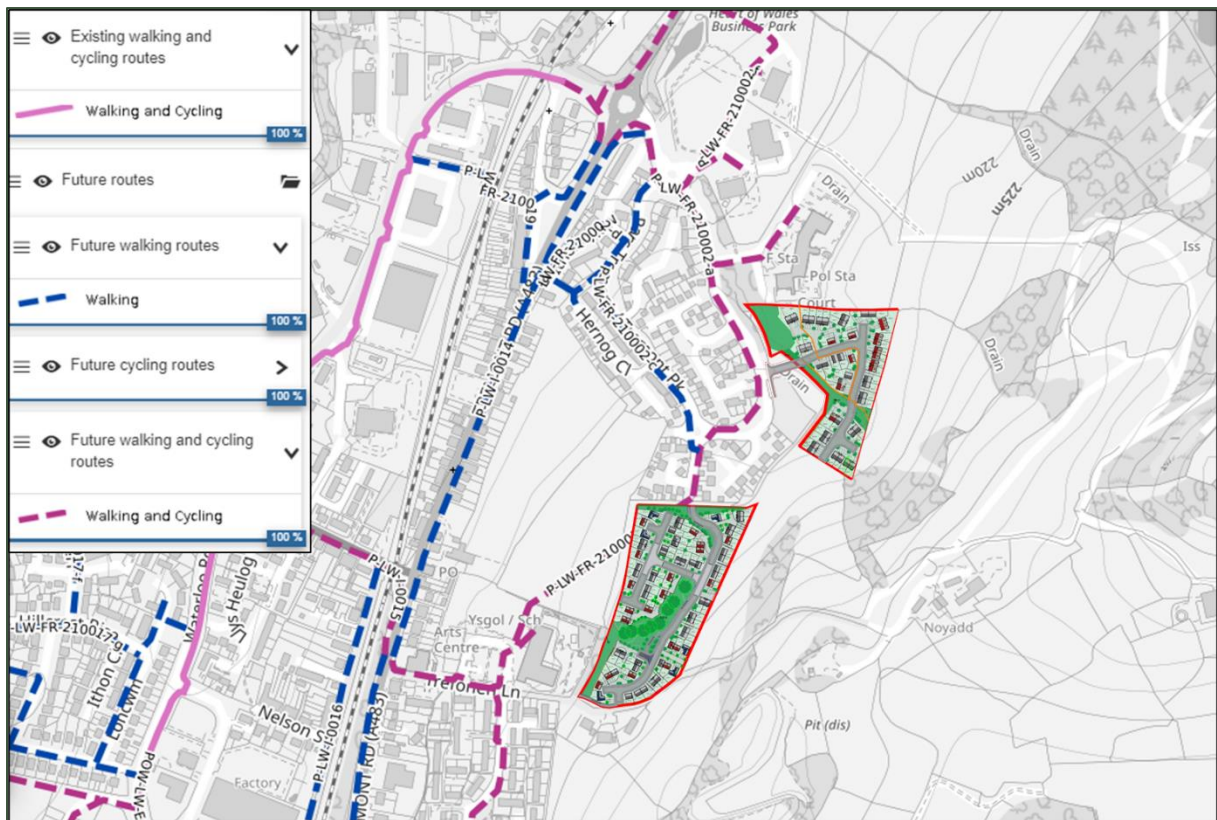


benefits from footways along both sides of the street and is well lit. There are dropped kerbs and tactile paving where appropriate, i.e., at the junction with Clywedog Drive. The road is subject to a 20mph speed limit, and benefits from speed calming features which take the form of the alignment of the road with bends and a raised table at the Tremont Park / Hernog Close junction.

- 2.12 The A483 runs in a north-south direction through Llandrindod Wells. There are footways along both sides of the A483 which lead towards the centre of Llandrindod Wells. The A483 benefits from street lighting, footways and various controlled and uncontrolled crossings enabling a direct link for pedestrians between the site and the town centre.
- 2.13 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as ATNMs. These maps are designed to show two main things:
- Existing routes – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
 - Future routes – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.
- 2.14 In the vicinity of the site, these ATNMs include the potential future walking and cycling route 'P-LW-FR-210003' which connect the Southern Parcel to Trefonen Lane, adjacent to Ysgol Trefonen. Whilst the status of this route is a 'potential future' route, the proposed development can aid in the delivery of this, realigned through the site. There are several designated Active Travel routes in the area as per the DataMapWales Active Travel Network Maps (ATNMs). Notwithstanding the above, the development provides an active travel link connecting Tremont Park with Trefonen Lane.
- 2.15 Route 'P-LW-FR-210003' has been incorporated within the site layout, though slightly diverted from what is shown on the ATNM. As stated, it connects to Trefonen Lane which in turn connects to the A483. A short 3m cycleway will be provided along the site frontage onto Trefonen Way. The existing provision along Trefonen Way comprises footways and street lighting, as well as a zebra crossing allowing access to the school.
- 2.16 Via Trefonen Way, Llandrindod railway station is just 1.1km or a 15 minute walk from the Southern parcel. This route also provides a much shorter connection towards the town centre and all facilities there.



Figure 2.3 – Active Travel Network Map Routes



Cycling

- 2.17 There is little formal cycling infrastructure in the vicinity of the site, however, this is balanced by the excellent levels of pedestrian provision. National Cycle Route (NCN) 825 runs in an east-west direction approximately 1km to the south of the site.
- 2.18 Despite this, the local roads are conducive to cycling due to low speed limits, wide carriageways to enable cars to pass cyclist safely and generally good visibility.

Public Transport

Bus

- 2.19 There are two sets of bus stops along the A483 which can be easily accessed from both parcels of the site. These are the ‘Swiss Villa’ and the ‘Tremont Road’ bus stops. Both bus stops are 450m from the centre of the southern site parcel. From the northern parcel, Swiss Villa is 450m and Tremont Road is 800m.
- 2.20 The Swiss Villa bus stops benefit from 1-2 services per hour in each direction, plus additional services during the typical AM and PM peak hours. They are equipped with a lay-by and marked bus cage, Kassel kerbs, a shelter with a bench, a flagpole and timetabling information.
- 2.21 The ‘Tremont Road’ bus stops are located on the A483, and will be accessible via Trefonen Lane as the proposals include a new active travel connection. These bus stops are equipped with a lay-by and marked bus cage, Kassel kerbs, a shelter (northbound), a flagpole and



timetabling information. There is also a zebra crossing to allow access for pedestrian across the carriageway.

2.22 The bus services from the Tremont Park bus stops are set out in **Table 2.2**. The Tremont

Table 2.2: Bus Services

#	Route	First Bus	Last Bus	Ave. Frequency (mins)			Operator
				M-F	S	S	
From "Tremont Road"							
48	Llandrindod Wells - Builth Wells - Llanwrtyd Wells	08:13	14:00	Four Daily	Three Daily	N/A	Celtic Travel
	Llanwrtyd Wells - Builth Wells - Llandrindod Wells	09:57	13:57	Three Daily	Three Daily	N/A	
461	Hereford – Llandrindod Wells	06:30	18:45	60	60	N/A	Sargeants Brothers
	Llandrindod Wells - Hereford	06:38	18:50	60	60	N/A	
T4	Newtown – Cardiff (via Llandrindod)	06:38	21:30	120	120	Four Daily	Stagecoach South Wales
	Cardiff – Newtown (via Llandrindod)	07:32	21:07	120	120	Four Daily	
X47	Llandrindod Wells - Aberystwyth	07:18	18:11	120	120	N/A	Celtic Travel
	Aberystwyth - Llandrindod Wells	07:12	17:42	120	120	N/A	

2.23 Bus service 58 run by Celtic Travel operates once daily from Monday to Friday. Bus service 462 run by Sargeants Brothers operates once daily from Monday to Friday

2.24 There are a good number of bus services which run Monday to Saturday which would benefit future residents of the proposed development. When combined, the bus services offer multiple routes/services per hour to a variety of destinations including the town centre, Builth Wells, Llanwrtyd Wells, Newton, and further destinations such as Cardiff and Aberystwyth.

Rail

2.25 Llandrindod railway station is an approximate 20 mins / 1600m walk from the two site accesses. Managed by Transport for Wales, the station facilitates travel to several key destinations, making it an important asset for both commuters and leisure travellers. It is served by five trains each way on Mondays to Saturdays, two each way on Sundays.

2.26 Destinations accessible from Llandrindod railway station include Shrewsbury (90 mins), Llanwrtyd (34 mins), Llandovery (50 mins), Ammanford (95 mins) and Swansea (147 mins).

2.27 The station features step-free access from the entrance to the platform, accommodating passengers with mobility challenges. It also offers seating areas, ticket vending machines, and real-time information displays, ensuring that all travellers can navigate the station easily. Tactile paving enhances accessibility for visually impaired passengers, and secure bike storage promotes sustainable transport options. Additionally, nearby parking facilities further support multimodal travel.



Accessibility Summary

- 2.28 The site is split into two parcels; the 'Southern Parcel' to the south of Afon Way and the 'Northern Parcel' to the east of Tremont Park to the east of the built development ('Tremont Park').
- 2.29 There are a number of key facilities accessible by foot and by bike from both parcels of the site within a 15 minute walk. Moreover, the town centre is easily accessible and has a plethora of facilities and services including education, employment, health, retail and leisure. There are also a good number of bus services which run Monday to Saturday which would benefit future residents of the proposed development. When combined, the bus services offer a good level of provision and a viable alternative to travel by private vehicle.
- 2.30 There is a good level of infrastructure for pedestrians in the vicinity of the site. Route P-LW-FR-210003' as defined by Wales's ATNMs will be incorporated into the site and will provide a connection to Trefonen Lane. There are a number of footways and crossing points providing access to local destinations.
- 2.31 In summary, the site is at a sustainable location which can promote active travel and sustainable modes, with good access to health, retail, leisure and education facilities.



3.0 Development Proposals

Overview

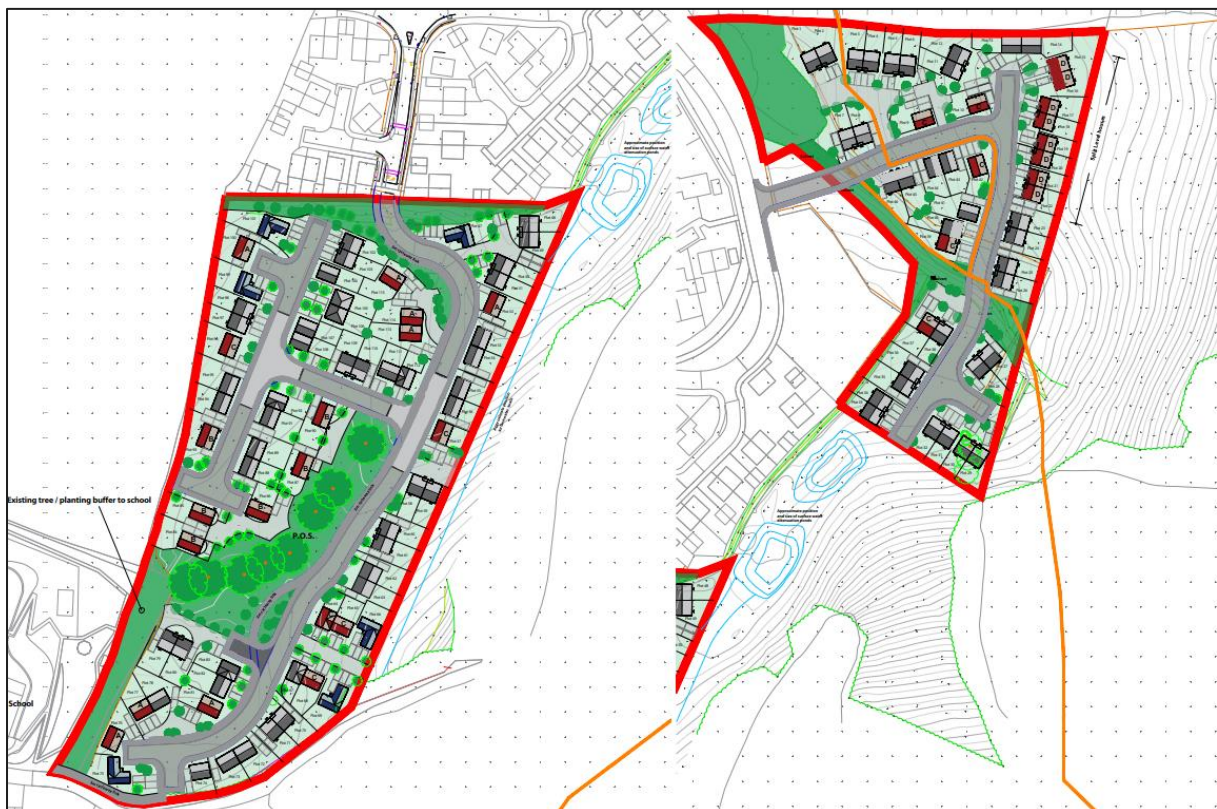
3.1 The development comprises a total of 122 dwellings split between two separate parcels of land. The northern parcel comprises 48 dwellings and the southern parcel comprises 74 dwellings. A schedule of accommodation is provided at **Table 4.1**.

Table 3-1: Development Schedule

Beds	Units	Car Parking
2	63	126
3	53	159
4	6	24
Total	122	309

3.2 An illustrative layout is set out in **Figure 4.1** and also provided at **Appendix A**.

Figure 3.1 – Illustrative Site Layout



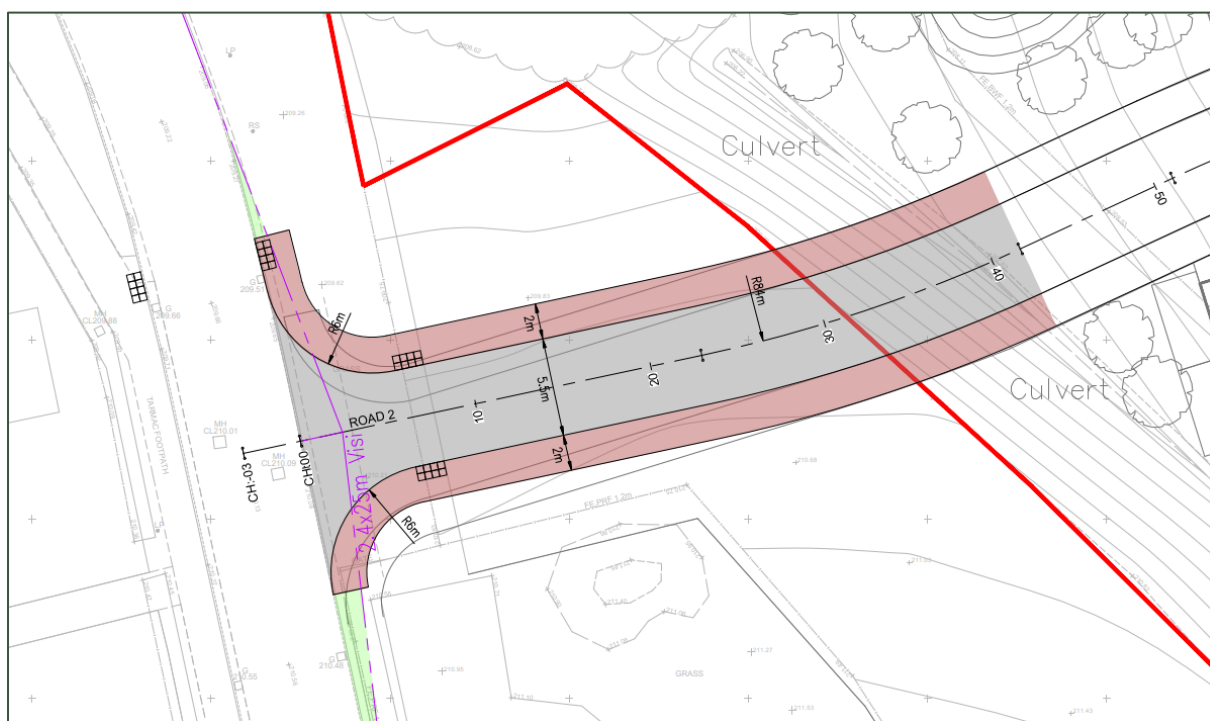
Access

- 3.3 The detailed access drawings are contained in **Appendix C**. It is noted that PCC are not currently providing the lateral extents of adopted highway, and therefore this cannot be shown on the plans.

Northern Parcel

- 3.4 Access to the northern parcel is via a simple priority-controlled junction which connects directly into Tremont Park. Visibility splays of 2.4m by 25m are achievable, and are in line with the requirements of Manual for Streets for a 20mph road.
- 3.5 The access road measures 5.5m wide and benefits from 2m wide footpaths on either side of the road. The access includes a footpath which extends to the south along Tremont Park which connects into existing footpath provision.
- 3.6 An extract of the detailed drawing is shown in **Figure 4.2**.

Figure 3.2 – Northern Parcel Access

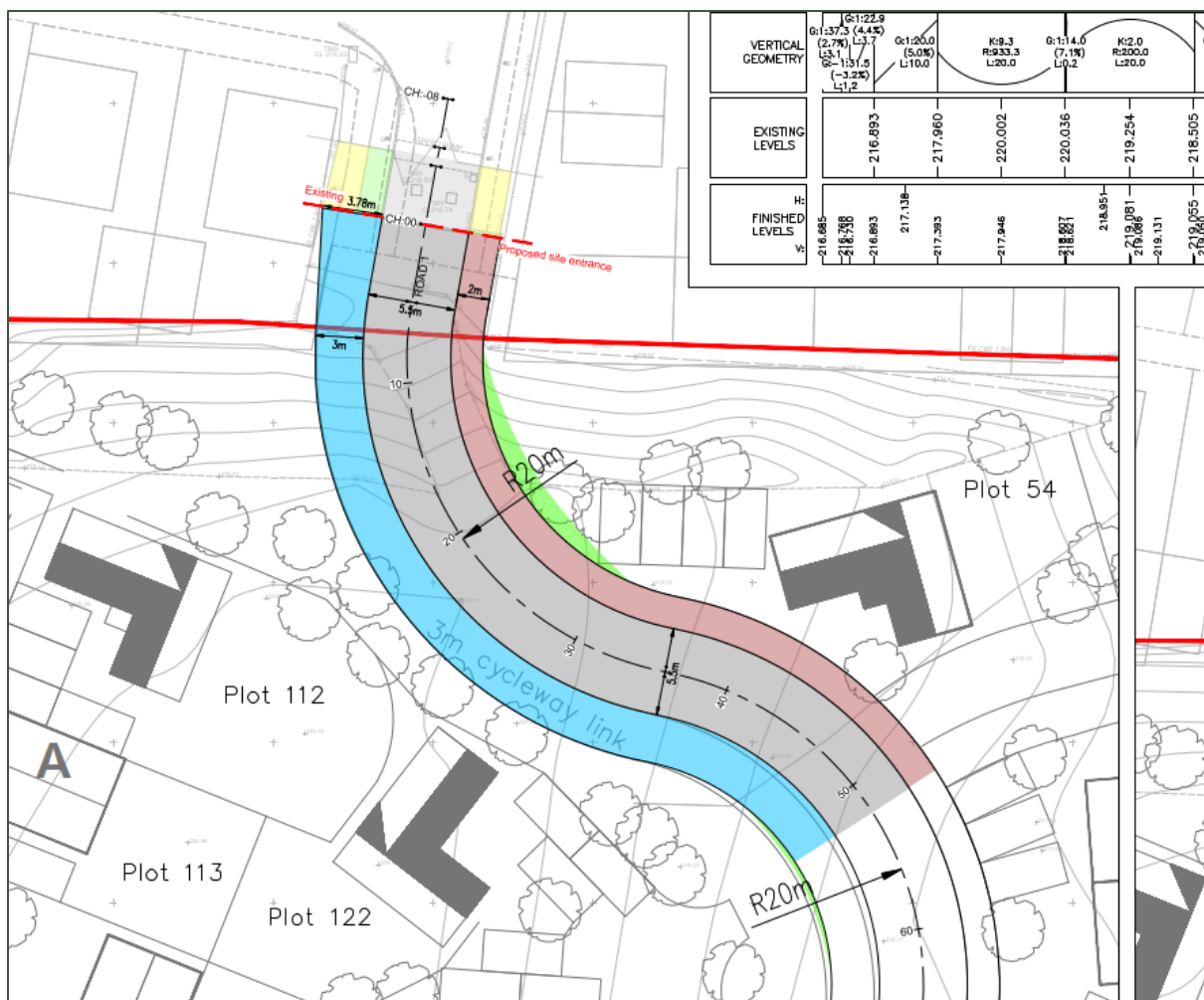


Southern Parcel

- 3.7 Access to the site is through the continuation of Afon Way into the site. The access road measures 5.5m wide and benefits from a 2m wide footpath on one side of the development spine road and a 3m wide shared use path on the other side of the road. The shared use path connects Tremont Park with Trefonen Lane which enhances active travel connections to Ysgol Trefonen.
- 3.8 An extract of the detailed access design is shown in **Figure 4.3**.



Figure 3.3 – Southern Parcel Access



Car Parking

- 3.9 The illustrative layout provides car parking in line with *CCS Wales Parking Standards (2008)*. For the purpose of applying the parking standard, the proposed development site is located in Zone 4.
- 3.10 The parking standards requires 1 space per bedroom for residents and a further space per 5 units for visitors. **Table 4.2** provides a summary of the proposed parking provision.

Table 3-2: Parking Provision

Beds	Units	Space per Unit	Car Parking Proposed
2	63	2	126
3	53	3	159
4	6	4	24
TOTAL	122		309



- 3.11 The development proposals includes 309 car parking spaces for residents which is in line with the CSS standards.
- 3.12 CSS requires 8 visitor parking spaces at the northern parcel and 15 visitor spaces at the southern parcel. We welcome discussions with PCC with regards to the provision of visitor spaces.

Cycle Parking

- 3.13 CSS Wales states that:

“ residential developments must be accessible by cycles and cycle storage must be a factor of dwelling design. In appropriate circumstances, convenient communal facilities may be provided. Guidance on this subject is available within Manual for Streets”.

- 3.14 Cycle parking will be provided in line with these standards.

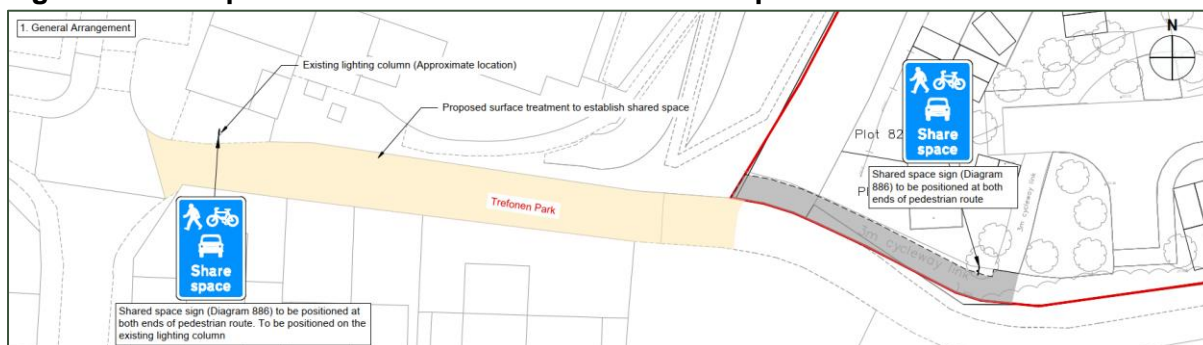
Active Travel Link

- 3.15 The development proposals includes a proposed active travel link from the southern border of the site along Trefonen Lane as requested by PCC. This is a route which not only connects the proposed development to Trefonen Lane but also the existing residential dwellings at Tremont Park. It incorporates the aspirational future route ‘P-LW-FR-210003’, thought slightly diverted from what is shown on the ATNM.
- 3.16 Adopted Highway data was requested from PCC in order to inform the design of a formal active travel link along Trefonen Lane. Trefonen Lane is constrained in terms of width, and as such the highway boundary data was requested in order to determine if a footway, separated from the carriageway, is feasible. The data was not provided. The response received from the land charges officer stated:

“Highways have informed us that unfortunately, due to resource issues and other work pressures, they have had to make the decision to suspend with immediate effect the service of providing lateral extent searches until further notice.”

- 3.17 As such we are limited with the information that is available to develop an active travel link., Therefore, a shared-space type arrangement has been proposed, as set out in **Figure 4.**, which we consider to be appropriate given that traffic flows are likely to be very low. We are unable to widen into the verge as the extend of adopted highway is unknown.

Figure 3.4 – Proposed Trefonen Lane Active Travel Improvements



- 3.18 The proposals comprise signage indicating that the route is to be shared space, with surface treatment along the carriageway for approximately 75m indicating this arrangement. The intention is to create an environment in which all active travel users feel comfortable on the carriageway, and that vehicle drivers will expect to see active travel users and that they will drive accordingly.



4.0 Baseline Travel Patterns

- 4.1 This section sets out the modal split for the residential aspect of the Site.
- 4.2 The baseline travel patterns for the site are based on the TRICS data as contained within the Transport Assessment (TA) associated with this application. The baseline mode split is provided in **Table 4.1**

Table 4.1 – Method of Travel to Work

Modes	12-Hour Mode Share
Walking	20%
Cycling	3%
Public Transport	5%
Car	63%
Other (taxi, passenger, moped etc)	10%
Total	100%



5.0 Objectives and Targets

5.1 This section sets out the overarching objectives for the TP, as well as targets. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review can be found in Section 8.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which should be reached within the period covered by the TP.

Objectives

5.2 The objectives of this TP are to increase awareness of sustainable travel modes available to residents. More specifically, the objectives of this TP are to:

- Increase resident awareness of the advantages and availability of sustainable modes of transport over the car;
- Introduce a package of physical and management measures that will facilitate resident travel by sustainable modes; and
- Limit unnecessary or unsustainable use of the car for journeys to and from the Site by residents.

5.3 The objectives will assist in reducing CO₂ emissions produced by residents of the Site and therefore mitigate against the impact of the proposed development.

Targets

5.4 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in Section 8) to ensure they remain SMART (Specific, Measurable, Achievable Realistic and Timed).

5.5 Targets come in two forms – Action Targets and Aim Targets:

- Action Targets are non-quantifiable actions that need to be achieved by a certain time.
- Aim Targets are quantifiable and in the case of this TP relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

5.6 The Action Targets for this TP are:

- To appoint a Travel Plan Coordinator (see Travel Plan Strategy, Section 7);
- To implement the Active Travel Pack (see Monitoring and Review, Section 8); and
- A progress report will be completed on a biennial (every other year) basis and will include surveys.



Aim Targets

- 5.7 The main target will be to reduce dependency on the private car whilst increasing the usage of sustainable modes of travel.
- 5.8 The aim targets are provided in **Table 5.1**.

Table 5.1 – Travel Plan Targets

Modes	12-Hour Mode Share	Mode Share Target
Walking	20%	23%
Cycling	3%	4%
Public Transport	5%	6%
Car	63%	58%
Other (taxi, passenger, moped etc)	10%	10%
Total	100%	100%



6.0 Measures and Initiatives

Introduction

- 6.1 This section of the TP outlines the specific physical and management measures to be implemented as part of the development. The implementation of these measures, including both 'hard' and 'soft' measures, is considered to be the core of the Plan.

Measures

Hard Measures

- 6.2 The implementation of these physical measures is the responsibility of with the construction and delivering these measures is the responsibility of the developer and or contractors.
- Design residential areas in accordance with the latest manual for streets guidance;
 - Provide car parking in line with CCS's standards;
 - Provide a cycle link from the existing Tremont Park residential dwellings through the proposed development to Trefonen Lane;
 - Subsequently downgrade Trefonen Lane to a shared-space type arrangement to create an environment more conducive to active travel; and
 - Provide safe, secure convenient cycle parking in line with MfS and CCS's Standards.

Design Residential areas in line with manual for streets guidance

- 6.3 The streets provided within the development will be delivered in line with the guidance provided in manual for streets (MfS). Manual for streets guidance provides principles that will provide safe and inclusive public spaces for future residents.

Car and Cycle Parking

- 6.4 Car parking for the development will provide 309 car parking spaces in line with CCS standards
- 6.5 Details of cycle parking will be provided as part of the planning submission.

Soft Measures

Travel Plan Management and Promotion

- 6.6 A Travel Plan Coordinator (TPC) will be appointed who will be responsible for overseeing the implementation of the Travel Plan. The TPC will provide personalised travel planning advice to residents should they require this service, as well as providing a Welcome Pack to all new residents.
- 6.7 This Welcome Pack will contain information regarding:
- Walking and cycling routes;



- Public transport timetables and routes;
- Public transport interchange locations;
- Public transport fare and season ticket information;
- Journey Planner tools;
- Contact details for the TPC;
- Brief overview of the Travel Plan.

6.8 The TPC will promote the Travel Plan and its initiatives and will be responsible for investigating new ways for residents to become involved. The TPC will also publicise the on-going progress and successes of the Travel Plan, in order to encourage residents to start to travel or continue to travel sustainably.

Promotion

6.9 The TPC will be responsible for promoting the benefits of walking to residents of the Site. As well as providing information regarding local walking routes on the notice boards and in Welcome Packs, the TPC will promote public health campaigns such as Change for Life, which highlight the health benefits associated with active travel.

6.10 As described previously, information regarding local cycle routes will be provided within Welcome Packs provided to residents upon occupation.



7.0 Travel Plan Strategy

Management

- 7.1 The role of the Travel Plan Co-ordinator (TPC) for the TP is currently allocated to SLR, until the allocation of a TPC from the site management company.
- 7.2 The allocated TPC, and the necessary costs for administering the Travel Plan, will be funded by the developer.

Travel Plan Co-ordinator

- 7.3 The TPC post will remain in post for five years following first meaningful occupation. The primary functions of the TPC will include;
- Organisation of travel surveys;
 - Production, distribution and monitoring of residential Travel Information Packs;
 - Acting as a single point of contact for all transport, access and travel related issues for residential units within the development.
 - Increasing travel awareness so that people can make informed travel choices is a key role of the TPC. The TPC will work closely with officers at PCC to promote initiatives the council may have.
 - Ensuring the incorporation of sustainable travel options into marketing material for the development;
- 7.4 The TPC will work with the developer to ensure that all residents receive sustainable travel information.
- 7.5 At this stage, it has not been agreed who will take responsibility for the TPC role. This will follow as detailed design of the scheme is progressed. It may be that a separate Management Company or a suitably qualified transport planning consultant, or similar is appointed to take on this role. The TPC, and the necessary costs for administering the Travel Plan, will be funded by the developer.
- 7.6 The lifetime of the TP following first occupation will be five years.

Marketing and Consultation

- 7.7 Prospective residents will, where possible, be encouraged to access the site via sustainable transport modes. Information will be provided to those enquiring about the properties and how to get to the site.

Reporting

- 7.8 The TPC will prepare a full monitoring report on a biennial basis on the progress of the Travel Plan. The reports will include the following:
- Progress on the implementation of measures and initiatives to promote sustainable transport use;



- Summary of the travel surveys.

7.9 The report will be provided to PCC Travel Plan Officers.



8.0 Monitoring and Review

- 8.1 This section of the report sets out how the aim and action targets will be monitored and reviewed.

Monitoring

- 8.2 The travel surveys will establish the current travel behaviour (baseline data) against which the objectives of the Travel Plan and targets for reducing car dependency can be set. The surveys will also help to raise awareness of the Travel Plan, obtain ideas and suggestions from the people it is intended for and identify potential car sharers or user groups.

Surveys

- 8.3 A travel survey (typically during May) in the form of a questionnaire for residents to complete will be undertaken at 75% occupation, which will be “Year 0”. The survey may be provided in the Welcome Pack or undertaken door-to-door. An analysis of the results will be undertaken at Year 0 then every two years, i.e., Years 2 and 4.

Reporting

- 8.4 Following the surveys undertaken at Years 0, 2 and 4, the TPC will produce monitoring report, to be submitted to PCC Travel Plan Officers, which will demonstrate the extent to which the agreed mode share targets (as set out within Section 3) are on track to being achieved.



9.0 Action Plan

9.1 The Action Plan outlined below in **Table 9.1** sets out the measures included within the Travel Plan that are directed at influencing residents' travel.

Table 9.1 – Action Plan

Action Type	Action	Responsibility	Timeframe
Management	Appointment of Travel Plan Coordinator (TPC)	Developer	Prior to first residential occupation
Measures, Monitoring, Review and Reporting	Baseline Surveys	TPC	At 75% occupation
	First review report	TPC	Following first survey (Year 0)
	Biennial Report	TPC	To produced biennially throughout the five-year period, i.e., years 2 and 4.
	Final review and reporting	TPC and PCC Travel Plan Officers	Provided in Year 5 monitoring report
Implementation	Implementation of measures	TPC with liaison with Management Company	From the start of construction and on-going
	Provision of Travel Packs to all residents	TPC	Upon occupation of each unit
	Cycle Parking located on-site	As part of development and TPC to monitor maintenance/ uptake	Within construction period and TPC to monitor uptake to ensure provision is sufficient



Appendix A Masterplan

Travel Plan

Land at Tremont Parc, Llandrindod Wells

R & P Knill

SLR Project No.: 407.064515.00001

14 November 2024





Making Sustainability Happen