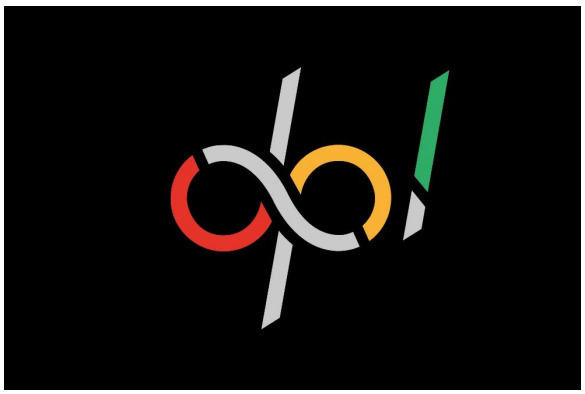

TRANSPORT STATEMENT

MAES EMLYN HOUSING
DCC

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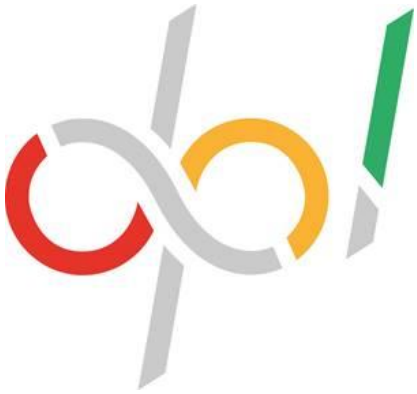

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1. EXECUTIVE SUMMARY

1.1.1 Development Planning Limited have been commissioned by DCC to provide a Transport Statement for the proposed redevelopment of the existing residential site at Maes Emlyn, Rhyl.

1.1.2 The site is location on Maes Emlyn, on the existing Maes Emlyn sheltered housing site.

1.1.3 The existing site consists of a total of 59 residential units, consisting mainly of 1 and 2 bedroom flats. The redevelopment of the Maes Emlyn shelter housing site to provide 35no. new family homes.

1.1.4 The proposed development incorporates a total of 62 car parking spaces, equivalent to 1 parking space per bedroom, plus 1 visitor space per 5 units.

1.1.5 Both national and local policy relating to transport require the transport hierarchy to be given priority as part of the consideration of new developments.

1.1.6 Consideration of walking and cycling, as the highest level of the hierarchy, is given specific consideration at a national level through the Active Travel Act Guidance, which in turn results from the Active Travel (Wales) Act 2013.

1.1.7 A detailed review of the options for sustainable access has been undertaken. The site is well located for access to the existing footway networks and, also, the bus and train routes which serve the key local and regional destinations.

1.1.8 For access further afield, Rhyl train station can be accessed by bus, foot, cycle or by being dropped off by car/ taxi and provides sustainable travel links across the region and beyond.

1.1.9 The site sits below the size for which either a full Travel Plan or a Travel Plan Statement are typically required. Even so, the developer is committed to encouraging sustainable travel to and from the site, which aligns with good practice and, in addition, national planning policy.

1.1.10 In order to deliver the Travel Plan and encourage the use of sustainable travel by residents, the developer will provide a commitment to undertaking a suite of SMART Travel Plan measures.

1.1.11 The access proposals to the site incorporate a number of measures to encourage sustainable travel, including:

- 2m wide footways to the east and west of the site access carriageway;
- Dropped-kerb tactile-paved crossing over site access and connectin to the existing foot/ cycle way;
- A new active travel connection, linking up to the existing foot/ cycle way which connect Maes Emlyn to Parc Esmoor;
- Improved layout and visibility along site access road;
- Shared use spaces within the site to provide active travel priority;
- Cycle storage for all properties; and
- Electric vehicle charging provision

1.1.12 The site is both well located for access by a range of sustainable travel modes and includes additional measures to encourage its use. The proposals could benefit existing residents local to the site, as well as residents of the site itself.

2. INTRODUCTION

2.1 BACKGROUND

2.1.1 Development Planning Limited have been commissioned by DCC to provide a Transport Statement for the proposed redevelopment of the existing residential site at Maes Emlyn, Rhyl.

2.1.2 This Transport Statement considers access to the development site by appropriate modes of transport and considers the implications on the wider transport networks.

2.1.3 This Transport Statement has been prepared for submission as part of a planning application package and should be read in conjunction with the documents and plans which have been submitted as part of that package.

2.1.4 This Transport Statement has been prepared in accordance with the principles set out within Planning Policy Wales (February 2021) and the Active Travel Act Guidance (July 2021)

2.1.5 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of any planning submission.

2.1.6 The redevelopment of the Maes Emlyn shelter housing site to provide 35no. new family homes. The site in Rhyl currently houses 59 flats that were used as accommodation for older people.

2.1.7 The proposals involve the phased demolition of the existing 2 storey flats and the erection of new dwellings in the form of 3 storey apartments housing 1 and 2 bedroom units and the erection of 2 storey 2 -3 bedroom houses.

2.2 SITE LOCATION

2.2.1 The site is location on Maes Emlyn, on the existing Maes Emlyn sheltered housing site.

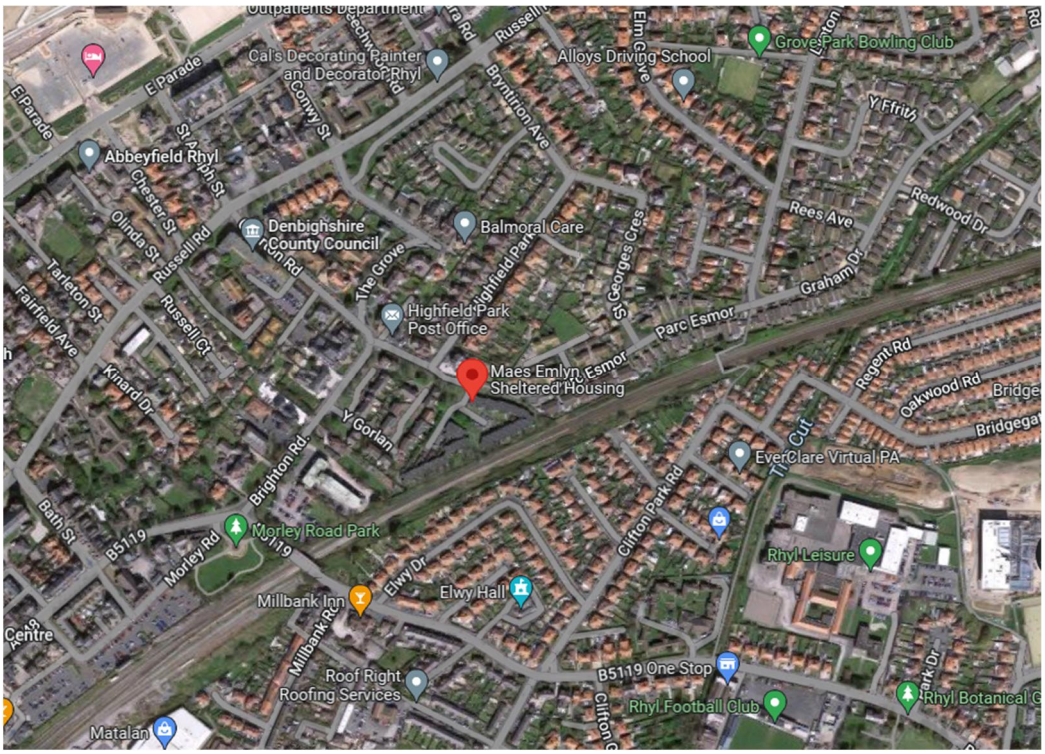
2.2.2 Access to the site for all modes of transport is via Maes Emlyn, which connect to Highfield Park/ Churton Road to the north of the site. Access on foot/ cycle can also be made via the shared cycleway/ footway which connects Maes Emlyn to Parc Esmoor.

2.2.3 To site is bound to the south by the railway line, the east, north and west by residential properties, as well as a commercial unit for a short length of the western site boundary.

2.2.4 Rhyl beach is located around 600m to the north of the site and the town centre around 700m to the west.

2.2.5 The site location plan forms part of the planning application package and the site location has been extracted below/ overleaf to provide a context to the local area:

Extract 2.1 Site Location Context



2.3 EXISTING LAND USE

2.3.1 The site in Rhyl currently houses 59 flats that were used as accommodation for older people.

2.3.2 The site has been vacant since early 2022, however there are current plans submitted under a separate planning application for the existing units in the western block to be used for temporary accommodation.

2.3.3 The existing site consists of a total of 59 residential units, as follows:

- 56 number 1 bedroom flats;
- 2 number 2 bedroom flats; and
- 1 number 4 bedroom warden flat.

2.3.4 The existing development accommodates 25 car parking spaces and on-site servicing.

2.4 DEVELOPMENT PROPOSAL

2.4.1 The redevelopment of the Maes Emlyn shelter housing site to provide 35no. new family homes.

2.4.2 The proposals involve the phased demolition of the existing 2 storey flats and the erection of new dwellings in the form of 3 storey apartments housing 1 and 2 bedroom units and the erection of 2 storey 2 -3 bedroom houses.

2.4.3 The proposed development reduces the overall number of properties, whilst providing a more diverse residential offer. The proposals are for a total of 35 residential units, as follows:

- 18 number 1 bedroom apartment;
- 3 number 2 bedroom apartment;
- 10 number 2 bedroom house; and

- 4 number 3 bedroom house.

2.4.4 The proposed development incorporates a total of 62 car parking spaces, equivalent to 1 parking space per bedroom, plus 1 visitor space per 5 units.

2.4.5 The site layout plan forms part of the planning application package and incorporates improvements to the site access arrangements and enhanced active travel linkages between the site and Parc Esmoor.

3. PLANNING POLICY

3.1 INTRODUCTION

3.1.1 Taking into account the information provided in Chapter 3, a review of pertinent current local and national planning policy has been undertaken to provide the context within which the proposals should be assessed. The review is summarised below.

3.2 PLANNING POLICY WALES

3.2.1 Planning Policy Wales (February 2021) states in the foreword that:

The planning system manages the development and use of land in the public interest, prioritising long term collective benefit, contributing to improving the economic, social, environmental and cultural well-being of Wales. It must reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, ensuring the sustainable management of natural resources and protecting, promoting, conserving and enhancing the built and historic environment.

3.2.2 Within the Paragraph 3.3 of the Strategic and Spatial Choices chapter, Planning Policy Wales states:

3.2.3 *Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area.*

3.2.4 Paragraphs 3.5 and 3.6 relate to Access and Inclusivity and state that:

3.5 Good design is inclusive design. Development proposals should place people at the heart of the design process, acknowledge diversity and difference, offer choice where a single design solution cannot accommodate all users, provide for flexibility in use and provide buildings and environments that are convenient and enjoyable to use for everyone.

3.6 Development proposals must address the issues of inclusivity and accessibility for all. This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children. There will often be wider benefits to be gained through the sensitive consideration of such provision, for example, whilst the presence of visual cues will be invaluable in assisting those with hearing loss to engage in a noisy environment, a navigable environment will benefit all. Good design can also encourage people to meet and interact with each other, helping to address issues surrounding loneliness. Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport.

3.2.5 Paragraphs 3.12 and 3.13 relate to Movement and state that:

3.12 Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and

sustainable links (including active travel networks) within and between developments using legal agreements where appropriate.

3.13 Existing infrastructure must be utilised and maximised, wherever possible. Where new infrastructure is necessary to mitigate transport impacts of a development and to maximise accessibility by sustainable non-car modes, it should be integrated within the development layout and beyond the boundary, as appropriate. This could include works to connect cycle routes within a site to a wider strategic cycling network or provision of bus priority measures on highway corridors serving a new development.

3.2.6 Section 4.1 specifically sets out the requirements for transport. Paragraph 4.1.6 provides guidance to planning authorities, stating that they must set out an integrated planning and transport strategy, which should:

- *integrate and co-ordinate sustainable transport and land use planning;*
- *facilitate and promote accessibility for all;*
- *reduce the need to travel;*
- *reduce dependency on private vehicles;*
- *prioritise and support walking, cycling and use of public transport;*
- *support the uptake of Ultra Low Emission Vehicles;*
- *reduce transport related airborne pollution; and*
- *facilitate the provision of transport infrastructure and necessary sustainable transport improvements and development.*

3.2.7 Specifically regarding sustainable travel, Paragraph 4.19 states that :

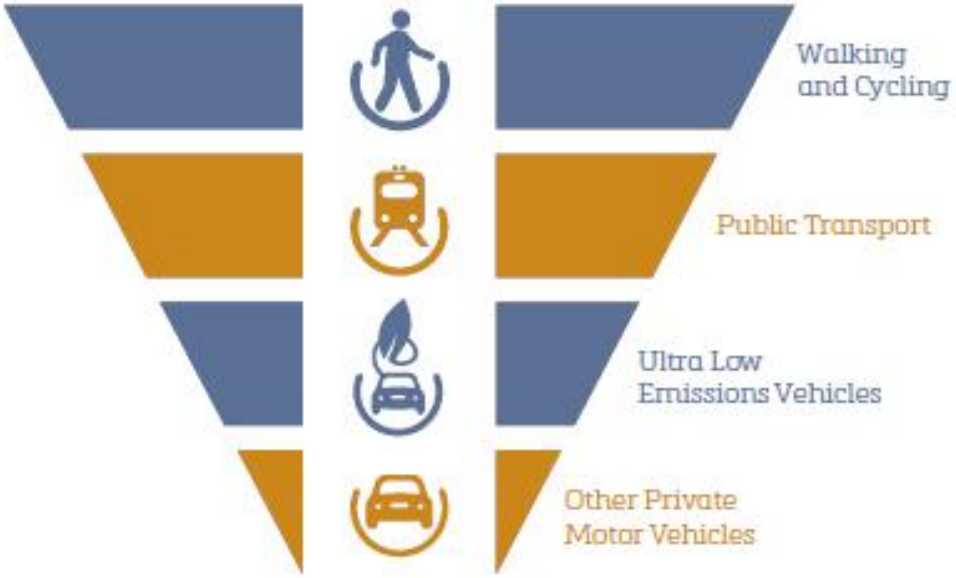
The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act.

3.2.8 And goes on to state in Paragraph 4.1.11 that:

Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.

3.2.9 The sustainable transport hierarchy is set out in Figure 9, as below/ overleaf:

Extract 3.1 Extract Showing Sustainable Transport Hierarchy



3.2.10 It is clear from Planning Policy Wales that the transport user hierarchy is a key consideration in the determination of planning applications, with the key focus being on the encouragement of active travel.

3.2.11 With regard to electric vehicle charging points, Paragraphs 4.1.40 and 4.1.41 state:

To encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system should encourage and support the provision of ULEV charging points as part of new development. Future Wales sets out the Welsh Government's requirements for the provision of electric vehicle charging points for non-residential development.

The provision of electric vehicle charging points should be planned as part of the overall design of a development. Charging points must not cause an obstruction to walking or cycling, should be resistant to vandalism, and located where there is good lighting and natural surveillance.

3.2.12 With regard to car parking, Paragraph 4.1.50 states:

Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

3.2.13 With Paragraph 4.1.51 stating:

A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

3.2.14 Technical Advice Note 18:Transport sets out further details on the requirements for transport relating to development. Technical Advice Note 18 sets out that housing schemes in excess of 100 units would require a Transport Assessment. As the proposals are significantly below this threshold, a Transport Statement is considered to be sufficient.

3.3 ACTIVE TRAVEL ACT GUIDANCE

3.3.1 Active Travel is a key priority in the Welsh Transport Strategy. The Active Travel Act Guidance sets out that:

The circumstances for active travel planning and delivery in Wales have changed significantly over the 7 years since the making of the Active Travel (Wales) Act in late 2013 and the publication in 2014 of the original two accompanying statutory guidance documents – the delivery guidance and the design guidance

3.3.2 The vision and ambitions for active travel are set out as:

Our Vision

Is for walking and cycling to be the natural mode of choice for short everyday journeys, or as part of a longer journey in combination with other sustainable modes.

Our 15-year ambitions

Are for a comprehensive network of safe, direct, cohesive, comfortable and attractive walking and cycling routes within and connecting to key settlements across Wales

3.3.3 There are wide-ranging priorities set out within the Active Travel Act Guidance, with the promotion and improvement of walking and cycling routes being a key issue.

3.4 LOCAL POLICY

3.4.1 The council's Local Development Plan covers the period 2006 to 2021 and was adopted on the 4th June 2013. The Replacement LDP covers the period 2018 to 2033 with the deposit consultations and consideration of representations currently programmed to May 2024.

3.4.2 Notwithstanding this, the council operates a number of adopted Supplementary Planning Guidance (SPG) documents. Those most pertinent to transport are:

- Access For All; and
- Parking Requirement in New Developments.

3.4.3 The Access For All requirements have been considered throughout the design process and the masterplan incorporates accessible areas, properties and parking spaces in line with the guidance.

3.4.4 With regard to parking spaces for new developments, the SPG requires standard parking spaces to be 4.8mx2.6m with additional space required for extra-wide accessible spaces. The scheme complies with these requirements.

3.4.5 The parking standards require development to provide 1 parking space per bedroom and 1 space per 5 units for visitors. The scheme complies with these requirements.

3.5 SUMMARY

3.5.1 Both national and local policy relating to transport require the transport hierarchy to be given priority as part of the consideration of new developments. The sustainable transport hierarchy is summarised graphically in Planning Policy Wales Figure 9, as follows:

Extract 3.1 Extract Showing Sustainable Transport Hierarchy

3.5.2 Consideration of walking and cycling, as the highest level of the hierarchy, is given specific consideration at a national level through the Active Travel Act Guidance, which in turn results from the Active Travel (Wales) Act 2013.

4. EXISTING TRAVEL

4.1 INTRODUCTION

4.1.1 Studies show that transportation accounts for one third of CO2 emissions in major cities and is the fastest growing source of greenhouse gases. Whilst this is being tackled through initiatives including C40 Cities, the transport hierarchy remains that active and low carbon travel modes are to be encouraged.

4.1.2 This chapter reviews the existing travel patterns to the site.

4.1.3 Changing technologies are likely to reflect the ways in which people travel and, as such, consideration should be given to how these may affect the way that homes are utilised into the future.

4.2 HOME LEARNING AND HOME WORKING

4.2.1 The most sustainable way of accessing education and employment is through home learning/ working. Home learning/ working would not involve travelling away from the home and, for some, there may be no travel at all.

4.2.2 A key element of home learning/ working will be the provision of appropriate internet connection being provided to the site. With an appropriate internet connection to the site there is an opportunity for home learning/ working to be encouraged.

4.2.3 The higher the proportion of home learner/ worker trips, the lower the overall offsite travel implications there are in relation to this site.

4.2.4 For some, access to education and employment is considered feasible by home working.

4.3 INTERNET SHOPPING

4.3.1 As with home working, access to the internet provides the opportunity for shopping to be undertaken from home. There are increasingly more efficient services for shopping online, which include:

- Some catalogue companies offering same day delivery on some products;
- Many national/ international sales sites offering next day delivery on the full range of products;
- Food shopping can be undertaken online and delivered to the home;
- Shopping can be reserved online and picked up at the shopper's convenience; and
- Fast food products can be ordered online and delivered to the door.

4.3.2 Access to the internet provides the opportunity for reduced numbers of shopping trips through these services, however even where shopping is undertaken on the high street there is opportunity to browse products in person and order them online. As such, when shopping isn't undertaken wholly online, the use of sustainable modes to access shopping (particularly where no products are required to be carried back to the house) is becoming increasingly more viable.

4.3.3 Even the availability of being able to stock check online reduces the number of wasted trips as people can check that a product is available before leaving the house.

4.4 ACCESS BY ULTRA LOW AND ZERO EMISSION VEHICLE

4.4.1 Anyone who can drive a car can drive and ultra-low or zero emission vehicle. Within the lifetime of the development these vehicle types will become increasingly utilised, until the Government phase out the sales of all polluting vehicles by 2030, or before.

4.4.2 It is now a requirement of building regulations for all new residential properties (where it is cost-effective) to be provided with electric vehicle charging points. As such, all properties across the development will aid with the drive towards the use of greener fuels for travelling.

4.5 ACCESS ON FOOT

4.5.1 Walking and cycling are affordable and safe transportation options that do not generate emissions, traffic noise or traffic congestion, and instead boost mental and physical health.

4.5.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled Providing for Journeys on Foot (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 4.1.

Table 4.1 Suggested Acceptable Walking Distances

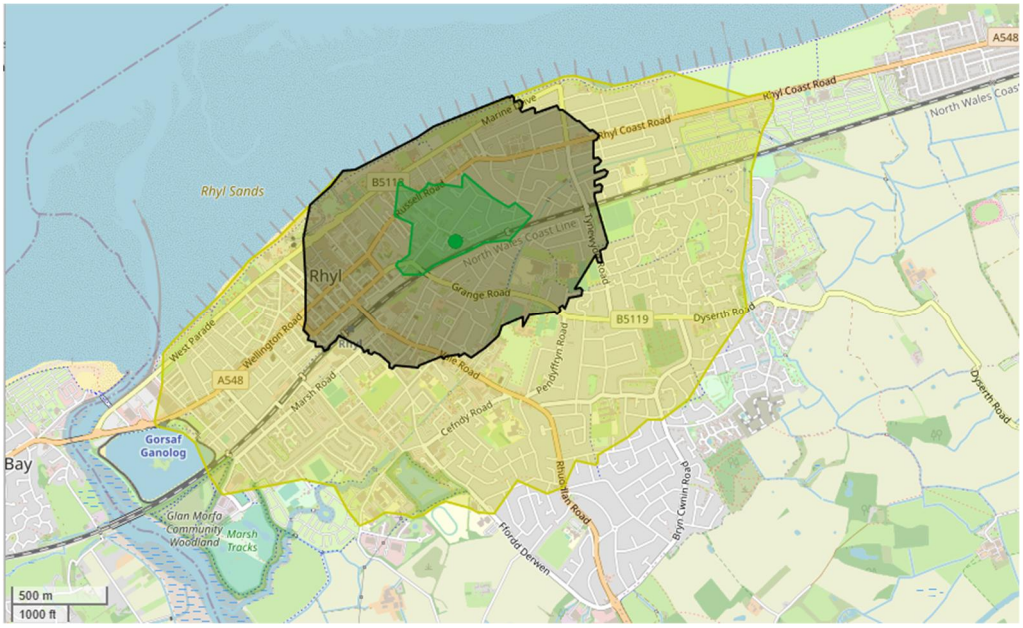
Criteria	Town Centres (m)	Commuting/ School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

4.5.3 Whilst Table 5.1 provides useful guidance on walking distances, Manual for Streets provides a context for interpreting them. Manual for Streets states that:

The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present.

4.5.4 For a residential site, it is reasonable to expect that many shorter journeys could be undertaken on foot, including education, leisure and day to day shopping. an assessment has been undertaken of the 400m (5-minute), 1km (12 minute) and 2km (25 minute) walking isochrones from the site. These are shown below/ overleaf in blue, orange and green, respectively:

Figure 4.1 Walking Isochrones – 400m (Green), 1km (Grey) and 2km (Yellow)



4.5.5 It can be seen that a significant local urban area is accessible within a reasonable walking distance of the site, including the town centre and the beach.

4.5.6 It is reasonable to conclude that there is appropriate provision for pedestrians within the local area.

4.6 ACCESS BY CYCLE

4.6.1 Cycling is an increasingly popular mode of transport, particularly for commuting and leisure pursuits. The Covid-19 pandemic saw a significant rise in the use of cycles by all age groups and the popularity of cycling continues to increase.

4.6.2 One of the contributing factors to the current popularity is the increase in availability and reduction in price of e-bikes. E-bikes provide opportunity for people of a much broader physical range to access cycling and utilise it for commuting, leisure, health and sightseeing purposes.

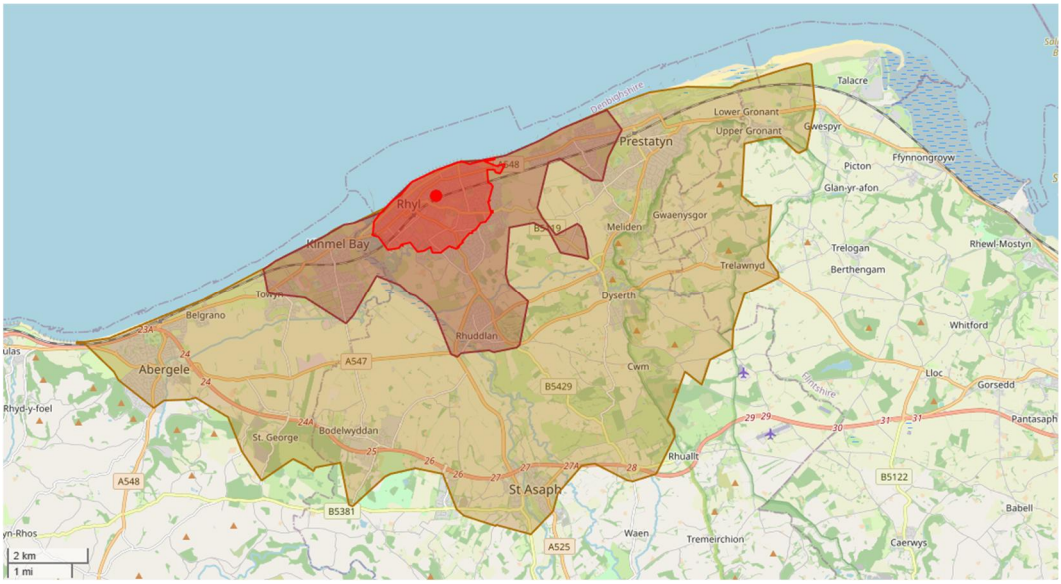
4.6.3 The range of electric bikes can be considerable, with power-assistance for a typical rider on a typical e-bike being in the region of up to 100km of range (for a circa 500w battery). That will be lower for some city and folding electric bikes, which often have smaller batteries to save weight.

4.6.4 Whilst not currently benefitting from type-approval on the UK roads, privately operated e-scooters are currently being assessed by UK Government and are likely to receive approval in the near future. Alongside e-bikes, e-scooters provide an innovative and unique opportunity for people of varying physical abilities to travel without the need for a car. Whilst this section focuses on cycles and e-bikes due to their legal status, the same opportunities could shortly apply to e-scooters.

4.6.5 Cycling is commonly accepted as accommodating longer-distance travel, including longer distance commuting and leisure trips. The commonly quoted typical cycling distance is around 5 km, however for leisure cycling these distances are frequently exceeded, with daily leisure cycle trips of 32km or more being quite common.

4.6.6 In order to consider the immediate accessibility of the site, the 2km (Red) and 5km (brown) and 10km (beige)isodistances have been assessed. These are shown below/ overleaf:

Figure 4.2 Cycle Isochrones 2km, 5km and 10km



4.6.7 It can be seen that the 2km isochrone covers the whole of Rhyl, with the 5km isochrone extending towards Prestatyn, to the east, Rhuddlan, to the south, and Towyn, to the west.

4.6.8 Abergele, St Aspeth, the whole of Prestatyn and a significant rural area are all within 10km cycle distance from the site.

4.6.9 It is reasonable to conclude that cycling is a viable and attractive mode of transport for some future residents of the site.

4.7 ACCESS BY BUS

4.7.1 The nearest bus stop to the site is on Highfield Park, around 200m to the north of the site entrance. The bus stop is served by Route 47.

4.7.2 The same Route 47 service can be accessed on Parc Esmoor, at around 230m to the east of the site entrance.

4.7.3 Route 47 operates Monday to Friday, at 9:30amd and 11:50AM in the direction of Rhyl. The journey takes 5 minutes to the bus station.

4.7.4 As the route is circular, it can also be used to depart the bus station, or Coast Road, at 09:20am and 11:40am, or 09:26am and 11:46am, respectively, to access the site.

4.7.5 Additional bus stops are available of Brighton Road (370m) and Russel Road (375m), providing access to additional services, as follows:

- 11C;
- 11D;
- 11F;
- 11M;
- 11S;
- 18;
- 19;
- 54;
- 84A;
- 85; and
- 140.

4.7.6 The combined frequency of buses on Brighton Road is around one per hour, operating from around 8:00am to 7:30pm westbound and 8:00am to 5:00pm eastbound.

4.7.7 The combined frequency of buses on Russel Road is around two to three per hour, operating from around 8:00am to midnight westbound and 5:00am to 10:30pm eastbound. The eastbound journeys are generally towards the employment areas towards Holywell.

4.7.8 Additional bus stops are available to the south of the railway line and along East Parade. Due to the level changes and distance, respectively, these bus stops may be less attractive to residents than the ones listed above.

4.7.9 Notwithstanding the nearby bus stops, Rhyl bus station itself is around 800m from the site entrance. Rhyl bus station provides direct access to destinations across the region.

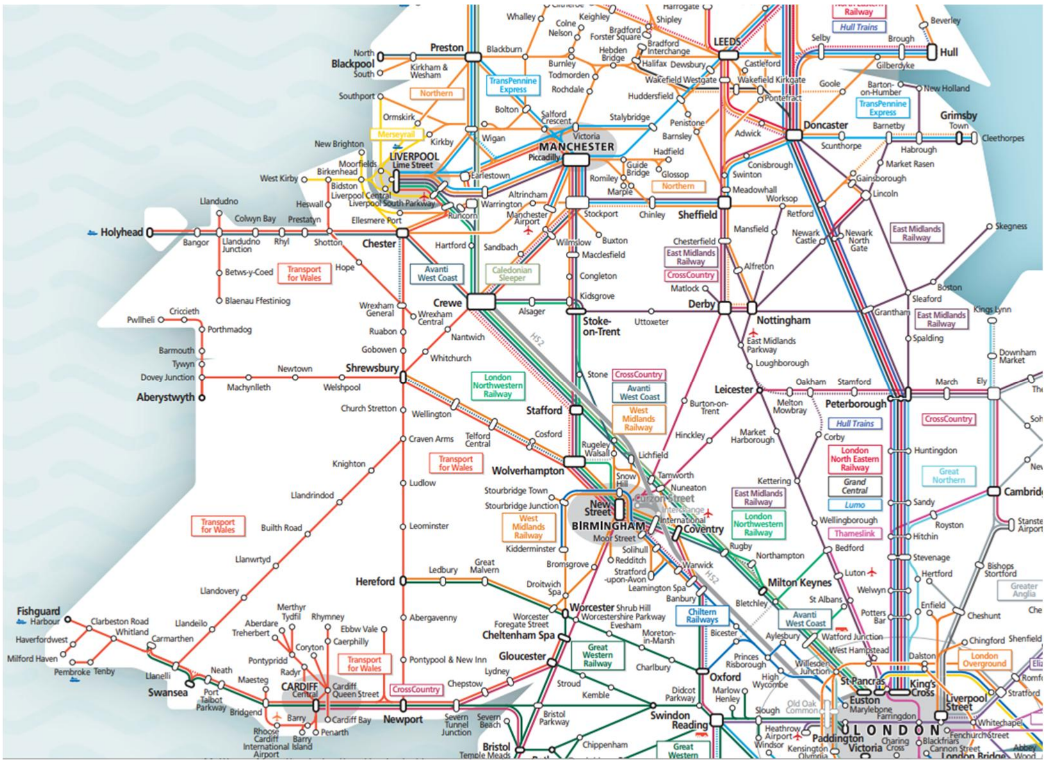
4.7.10 It is reasonable to conclude that bus travel is a viable and attractive mode of transport for some future residents of the site.

4.8 ACCESS BY RAIL

4.8.1 Adjacent to the bus station is Rhyl train station. The train station provides parking, ticketing, Wifi, step-free access and toilets. The train station provides regional and national access opportunities, including Llandudno, Chester, Cardiff, Manchester, Birmingham, Bangor and Holyhead. Through interchange, the whole of the national rail network can be accessed from Rhyl.

4.8.2 The national rail network map, showing Rhyl, has been extracted below/ overleaf:

Extract 4.1 National Rail Map



4.8.3 It is reasonable to conclude that rail travel could be a viable and attractive mode of transport for some future residents of the site to some destinations.

4.9 SUMMARY

4.9.1 A detailed review of the options for sustainable access has been undertaken. The site is well located for access to the existing footway networks and, also, the bus and train routes which serve the key local and regional destinations.

4.9.2 For access further afield, Rhyl train station can be accessed by bus, foot, cycle or by being dropped off by car/ taxi and provides sustainable travel links across the region and beyond.

5. TRAVEL PLAN

5.1 INTRODUCTION

5.1.1 The site sits below the size for which either a full Travel Plan or a Travel Plan Statement are required. A Travel Plan Statement is generally required for housing sites above 50 dwellings and a full Travel Plan above 80 dwellings.

5.1.2 Even so, the developer is committed to encouraging sustainable travel to and from the site, which aligns with good practice and, in addition, national planning policy.

5.1.3 As neither a Travel Plan or Travel Plan Statement are formally required, the Travel Plan Statement for the proposals has been produced as this Chapter (Chapter 5) of the Transport Statement.

5.1.4 This chapter provides details of the Travel Plan commitments being made by the developer.

5.2 TRAVEL PLAN PRINCIPLES

5.2.1 Good practice on Travel Plan Guidance sets out the principles for a Travel Plan as follows.

- Site assessment;
- Roles and responsibilities;
- Objectives and targets;
- Measures; and
- Monitoring and review.

5.2.2 Each of these issues is discussed in order, below.

5.3 SITE ASSESSMENT

5.3.1 Chapter 4 has set out the detailed assessment of the site's accessibility in terms of local travel networks and amenities within a sustainable journey of the site.

5.3.2 The summaries conclude that:

A detailed review of the options for sustainable access has been undertaken. The site is well located for access to the existing footway networks and, also, the bus and train routes which serve the key local and regional destinations.

For access further afield, Rhyl train station can be accessed by bus, foot, cycle or by being dropped off by car/ taxi and provides sustainable travel links across the region and beyond.

5.3.3 The implementation of this Travel Plan Statement could help to maximise the use of the sustainable travel networks, particularly as it would be in effect prior to residents first moving in.

5.3.4 The roles and responsibilities set out in Section 5.4 demonstrate how this knowledge will be shared, and the site's accessibility promoted, by sales centre staff.

5.4 ROLES AND RESPONSIBILITIES

5.4.1 There are three key stages to this Travel Plan Statement. These are:

- Pre-construction;
- Construction; and

- Implementation.

5.4.2 During pre-construction, the developer would need to be responsible for discharging planning conditions and ensuring that funding is in place for sustainable transport measures, including the provision of new footways and footpath connections to/ within the site.

5.4.3 The developer would also be responsible for funding the pedestrian access improvements.

5.4.4 The developer would be responsible for briefing the contractor and the administration staff on their responsibilities under the Travel Plan Statement, as summarised in Table 5.1.

5.4.5 The construction elements would need to be delivered by the contractor undertaking works on behalf of the developer. The contractor's requirements are set out clearly as SMART measures within Table 5.1.

5.4.6 The implementation elements would need to be delivered via the administrating centre for the site, as the key contact for potential and new occupiers. Similarly, their requirements are set out clearly as SMART measures within Table 5.1.

5.4.7 The staff at the administration centre will be knowledgeable about the local area and be able to provide prospective and new residents with information on local goods, services and shops, as well as the sustainable travel links to local destinations.

5.4.8 For the duration of the site's operation the administration staff will be available to provide travel information to help residents to make informed travel decisions.

5.5 TARGET

5.5.1 Travel to Work Census statistics show that around 33.3% of residents within the area of travel to work by sustainable travel modes(66.7% driving, 3.3% work from home, 6.7% car share, 10.0% cycle and 13.3% on foot).

5.5.2 Travel to Work data excludes travel information to potentially more local destinations such as leisure, health, shopping and education and, also, excludes those who are not in work. Even so, Travel to Work data is commonly used as a proxy for mode share.

5.5.3 The baseline mode share would be 33.3% by sustainable modes, with an interim target of 35% (i.e. a 5% increase from the baseline) and a stretch target of 36.5% by sustainable modes (i.e. a 10% increase from the baseline).

5.5.4 The timeframe for delivering the development is relatively short, at between one and two years. Consequently the ongoing monitoring of targets is unlikely to be viable. Even so, a residential travel survey would be undertaken at 85% of development occupation, i.e. on the occupation of the 30th unit at the site.

5.5.5 Details of the survey are discussed in Section 5.7, however the following targets would be aimed for:

- Trip generation of less than 18 two-way car movements per dwelling in the AM and PM peak hours (i.e. 1 car per two dwellings in the peak hours); and
- 35% mode share from the site during the period 8am to 6pm by sustainable travel modes.

5.5.6 Should the target not be met, discussion will be held with the council's Travel Plan officer to consider the opportunity for measures to help residents achieve the target.

5.6 TRAVEL PLAN COMMITMENTS

5.6.1 Any objectives set for the Travel Plan will need to be 'SMART' i.e. they must be:-

- Site-specific;
- Measurable;
- Achievable;
- Realistic; and
- Time related.

5.6.2 In order to achieve the target, the following SMART measures are proposed.

Table 5.1 SMART Action Plan

Measures	Objective	Timescales	Owner
Undertake weekday travel survey 8am to 6 pm, including mode share by hour.	To provide council with feedback on the success of the Travel Plan Statement	Within 1 month of the occupation of the 30th dwelling	Developer
Fund improved access works, to include tactile paving	To improve walk route to bus stops, encouraging travel on foot and by bus	Prior to first occupation	Developer
Developer to brief contractor on their Travel Plan Commitments	To ensure that all measures are captured	Prior to construction progressing on site	Developer
Implement footway connection to Parc Esmoor	To connect the site to the existing footway networks, providing for access on foot and by bus	Prior to first occupation	Contractor
Implement electric vehicle charging, 1 external space per dwelling subject to building regulations	To encourage the sure of ultra-low and zero emission vehicles	Prior to first occupation and ongoing per plot	Contractor
Developer to brief admin centre staff on their Travel Plan commitments	To ensure that all measures are captured	Prior to admin centre marketing the units	Developer
Admin staff to review access options to the site on foot and cycle	Knowledgeable admin staff could encourage and promote walking and cycling	Prior to admin centre marketing the units	Admin staff
Sales admin to obtain copies of bus and rail timetables and Safe Journey Card	Knowledgeable admin staff could encourage and promote public transport use	Prior to admin centre marketing the units	Admin staff

5.7 MONITORING AND REVIEW

5.7.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and opportunities for improvement) and reinvigorates the process where necessary.

5.7.2 The Travel Plan Co-ordinator will offer an annual and less formal meetings with the council's Travel Plan officer.

5.7.3 The marketting period for the scheme is likely to be relatively short, in the region of one to two years. As such, only a single survey is likely to be achievable. The proposed survey would be undertaken at 85% of development occupation, i.e. on the occupation of the 30th unit at the site.

5.7.4 The survey would include the following:

- All modes count 8am to 6pm on a neutral weekday;
- Traffic count to be undertaken to assess trip generation rates against target;
- Mode share by hour to be surveyed as residents arrive/ leave, to assess the achieved vs target mode share.

5.7.5 The survey results will be provided to the council's Travel Plan co-ordinator and a meeting offered to discuss ways in which residents could be encouraged to travel sustainably in the future.

5.7.6 At the 30th dwelling, the expenditure of the Sustainable Travel Fund to date would be reviewed with the council's Travel Plan Officer and the expenditure of any remaining sums agreed.

5.8 SUMMARY

5.8.1 The site sits below the size for which either a full Travel Plan or a Travel Plan Statement are typically required,. A Travel Plan Statement is typically required for housing sites above 50 dwellings and a full Travel Plan above 80 dwellings.

5.8.2 Even so, the developer is committed to encouraging sustainable travel to and from the site, which aligns with good practice and, in addition, national planning policy.

5.8.3 Good practice Travel Plan Guidance sets out the principles for a Travel Plan as follows.

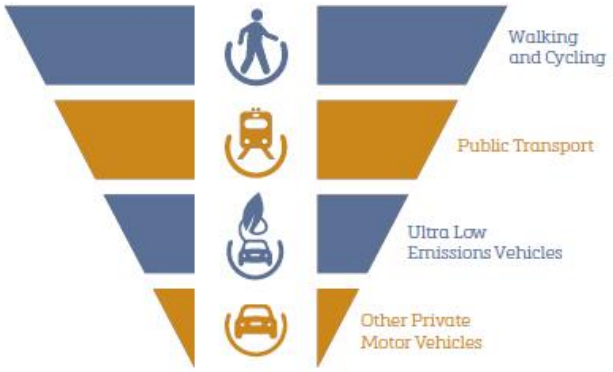
- Site assessment;
- Roles and responsibilities;
- Objectives and targets;
- Measures; and
- Monitoring and review.

5.8.4 In order to deliver the Travel Plan and encourage the use of sustainable travel by residents, the developer will provide a commitment to undertaking a suite of SMART Travel Plan measures.

6. PROPOSED ACCESS

6.1 INTRODUCTION

6.1.1 The transport hierarchy requires sustainable modes of transport to be afforded the highest priority in terms of access. This is clear from the national and local planning polices, which have been discussed in the Chapter 3, which sets out the hierarchical pyramid of transport as:



6.1.2 As such, the primary consideration for the site is access by sustainable modes.

6.1.3 Chapters 4 and 5 have demonstrated that the proposed development site meets with the sustainable access criteria, as set out in Planning Policy Wales.

6.1.4 This chapter considers the access proposals for the site, with the residual highway impacts considered within Section 6.6.

6.1.5 The development masterplan forms part of the planning application package and has been extracted below for ease of reference

Extract 6.1 Site Masterplan

6.2 PEDESTRIANS

6.2.1 Two pedestrian access routes are proposed in to the site. The northern pedestrian access would be via the existing footway to the west of the Maes Emlyn carriageway. The footway options are for a pedestrian to access via the existing route past the trees or to continue along the edge of the carriageway.

6.2.2 The footway along the edge of the carriageway provides direct linkages to the foot/ cycle way that leads to Parc Esmoor.

6.2.3 A second footway is proposed to be introduced along the eastern side of the Maes Emlyn Carriageway, connecting the site to the foot/cycle way that leads to Parc Esmoor.

6.2.4 The existing highway verge along the eastern side of Maes Emlyn would be reallocated as footway until it reaches the driveway access to the property at the corner of Highfield Park/ Maes Emlyn.

6.2.5 The eastern pedestrian access would be formed as an active travel-only continuation of the internal route network. This would provide active travel-only access between the site and Parc Esmoor, as well as tying in to the foot/ cycle way which runs along the eastern boundary of the site between Maes Emlyn and Parc Esmoor.

6.2.6 Within the site, shared use surfaces are proposed for access to the residential properties. The shared use surfaces reflect good practice and reflect local housing schemes such as Y Gorlan, immediately to the west of the site.

6.2.7 In terms of appropriate guidance for pedestrians and vehicles sharing a space, Government guidance recommends that shared use spaces can work well with vehicle flows of up to 100 vehicles per hour. The guidance is provided within Manual for Streets (Department for Transport, 2007) which states on Page 83 that:

A study of public transport in London Borough Pedestrian Priority Areas (PPAs) undertaken by TRL for the Bus Priority Team at Transport for London concluded that there is a self-limiting factor on pedestrians sharing space with motorists, of around 100 vph. Above this, pedestrians treat the general path taken by motor vehicles as a 'road' to be crossed rather than as a space to occupy. The speed of vehicles also had a strong influence on how pedestrians used the shared area. Although this research project concentrated on PPAs, it is reasonable to assume that these factors are relevant to other shared space schemes.

6.2.8 As such, if vehicle flows are forecast to be up to 100 vehicles per hour or less, pedestrians have the opportunity to view the site roads as a shared space and have greater ownership of the space. The forecast vehicle flows within the site are materially below the 100 vehicle per hour threshold.

6.3 CYCLISTS

6.3.1 Each unit across the site is to be provided with cycle storage. For the apartment buildings the proposals include dedicated and covered secure cycle parking locations, which are shown within the masterplan.

6.3.2 For the houses, cycle storage provision would be within the unit's curtailage. These are shown on the site masterplan as cycle storage lockers within the garden of each housing unit across the site.

6.3.3 The scheme would be lightly trafficked and suitable for cyclists and other user groups to share the same space. The site access links to the residential street networks via Maes Emlyn (to the west) and the foot/ cycle way which connects Maes Emlyn to Parc Esmoor (to the east).

6.4 PUBLIC TRANSPORT

6.4.1 Public transport users from the site would benefit from the footway improvements discussed in Section 6.2 and the information provision discussed in Chapter 5, relating to the Travel Plan.

6.5 PRIVATE VEHICLES

6.5.1 Whilst private vehicles are the lowest mode of transport on the road user hierarchy, for the purposes of this Transport Statement, it is important to discuss these as traffic volumes to and within the site could have an influence on the way that the vulnerable road users and vehicles interact.

6.5.2 For the proposed development, the forecast traffic flows within the site are would be below 100 two-way vehicle movements on all internal routes.

6.5.3 Appropriate dropped crossing will be provided within the development to cross the internal roads, with adequate visibility for pedestrians and drivers at crossing points to ensure a safe design is delivered. The internal road network will also be subject to the Road Safety Audit process.

6.5.4 Internal road speeds will be managed through appropriate passive design, which aligns with Manual for Streets best practice. The site access road is to be widened to 5.5m and the access radius increased. The realigned access will provide a minimum of a 17m (15mph) forward visibility around the corner. The forward visibility is greater than is currently available, whilst helping to manage vehicle speeds entering and exiting the site.

6.5.5 Large turning heads, suitable for service vehicles, are provided within the main body of the scheme, with the cul-de-sacs being provided with turning heads suitable for private cars. The turning heads are shown with swept path analysis in DPL SK004, Appendix A.

6.5.6 There are considered to be no material highway safety issues relating to the interaction of vehicles and vulnerable users as part of the site's future street network proposals.

6.6 HIGHWAY IMPACT

6.6.1 The development proposals would see the existing 59 flats and 25 car parking spaces replaced by 35 new family homes with 62 car parking spaces.

6.6.2 Planning Policy Wales sets the criteria for requiring a Transport Assessment as part of the planning application package as 100 dwellings. The proposals are significantly below this threshold (at 35 dwellings) with the residual impact when taken against the existing development of 59 flats being smaller still.

6.6.3 Whilst there is no requirement for detailed highway assessment, this Transport Statement considers the pertinent transport issues relating to this application.

6.7 SERVICING AND DELIVERIES

6.7.1 The development proposals will be designed to appropriate standards to ensure that refuse vehicles and large rigid removals vehicles can access all properties.

6.7.2 Turning heads are incorporated into the layout design to allow for the manoeuvring of delivery and refuse vehicles in cul-de-sacs. The turning heads provide access within 45m of the bin locations for all units.

6.7.3 The swept path analysis for a large refuse vehicle is shown in DPL SK004, Appendix A.

6.7.4 The provision for servicing and deliveries is considered to be appropriate to meet with the needs of those users.

6.8 RESIDENTIAL PARKING

6.8.1 The proposals are for a total of 35 residential units, as follows:

- 18 number 1 bedroom apartment;
- 3 number 2 bedroom apartment;
- 10 number 2 bedroom house; and
- 4 number 3 bedroom house.

6.8.2 The proposed development incorporates a total of 62 car parking spaces, equivalent to 1 parking space per bedroom, plus 1 visitor space per 5 units.

6.8.3 Of the 62 car parking spaces, 10 are shown within the layout to be provided as extra-wide accessible spaces from the outset. The masterplan demonstrates how at least one space per house and one space per ground-floor accessible apartment could be provided with an extra-wide accessible space in the future, should it be required.

6.8.4 Electric vehicle charging points are to be provided in line with building regulations and council standards.

6.8.5 As a minimum, all parking spaces will be provided with passive provision for future electric vehicle charging, to include ducting.

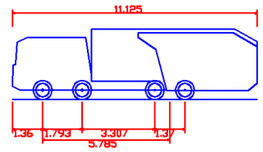
6.9 SUMMARY

6.9.1 The access proposals to the site incorporate a number of measures to encourage sustainable travel, including:

- 2m wide footways to the east and west of the site access carriageway;
- Dropped-kerb tactile-paved crossing over site access and connectin to the existing foot/ cycle way;
- A new active travel connection, linking up to the existing foot/ cycle way which connect Maes Emlyn to Parc Esmoor;
- Improved layout and visibility along site access road;
- Shared use spaces within the site to provide active travel priority;
- Cycle storage for all properties; and
- Electric vehicle charging provision

6.9.2 The site is both well located for access by a range of sustainable travel modes and includes additional measures to encourage its use. The proposals could benefit existing residents local to the site, as well as residents of the site itself.

APPENDIX A



Phoenix 2-25W (with Volvo FM12 chassis)

Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

Tel : 01924 684 000 Email : info@devplanning.co.uk
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CLIENT:
DCC

PROJECT:
MAES EMLYN

TITLE:
SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE
(CARS IN SMALL TURNING HEAD)

SCALE @ A3:	APPROVED:	DATE:
NTS	DRS	02/02/2023

PROJECT No:	DRAWING No:	REV:
2022280	DPL SK004	-

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