



# Penallta Colliery, Hengoed

## TRAVEL PLAN

December 2025

The Power Hall Ltd



**RESIDENTIAL DEVELOPMENT  
PENALLTA COLLIERY  
HENGOED**

**TRAVEL PLAN**

**CONTROLLED DOCUMENT**

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# RESIDENTIAL DEVELOPMENT PENALLTA COLLIERY HENGOED

## TRAVEL PLAN

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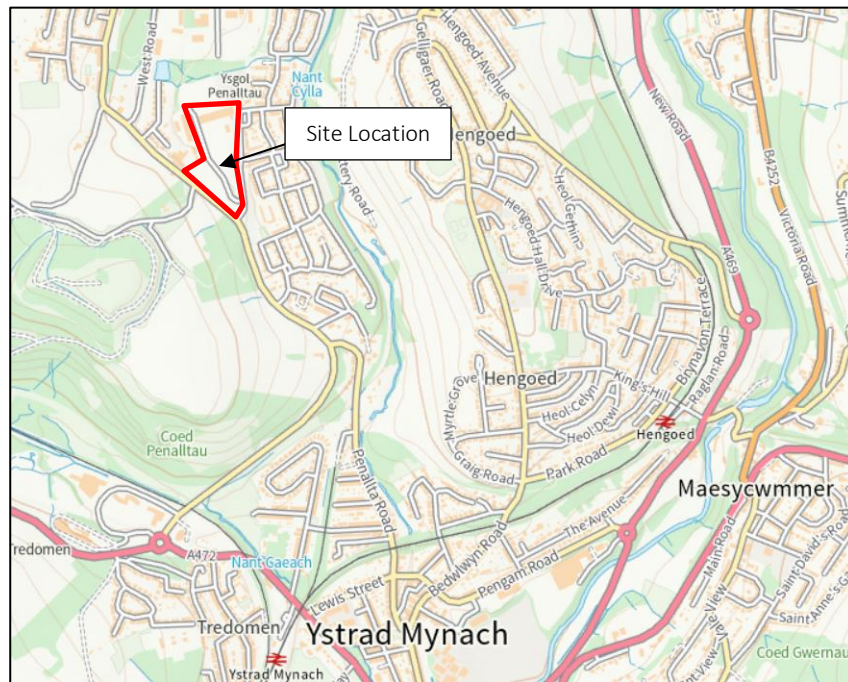
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## 1. INTRODUCTION

- 1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of The Power Hall Ltd to support the development of up to 175 dwellings at Penallta Colliery, Hengoed. The site location is demonstrated in **Figure 1**, with the site layout included in **Appendix A**.



**Figure 1:** Site Location

- 1.2 In addition to this Travel Plan a Transport Assessment has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Therefore, this Travel Plan should be read in conjunction with that document.

### **Purpose of the Travel Plan**

- 1.3 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.
- 1.4 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (The Power Hall Ltd) and the Local Authorities (Caerphilly County Borough Council). As such the TP will

develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

### **Travel Plan Principles**

- 1.5 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

### **Travel Plan Structure and Approach**

- 1.6 This TP will follow the following structure:
- Chapter 2 – Travel Plan Policy
  - Chapter 3 – Existing Conditions and Local Accessibility
  - Chapter 4 – Proposed Development
  - Chapter 5 – Indicative Baseline and Targets
  - Chapter 6 – Travel Plan Strategy
  - Chapter 7 – Implementation and Monitoring

## 2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- Planning Policy Wales (2024);
- Technical Advice Note 18 (2007);
- The Wales Transport Strategy (2021);
- South East Wales Valley Local Transport Plan (2015); and
- Caerphilly County Borough Council Local Development Plan (2010).

### Planning Policy Wales (2024)

2.2 Planning Policy Wales (2024) sets out the land use policies of the Welsh Government. The primary objective of the document is to ensure that the planning system contributes to the delivery of a sustainable development and improves the social, economic, environmental, and cultural well-being of Wales. Chapter 4 of the PPW relates to Active and Social Places with Section 4.1 relating to transport specifically:

#### Paragraph 4.1

The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:

- Bringing services to people to reduce the need to travel. This is not about preventing travel altogether, it is about planning ahead for better physical and digital connectivity to support access to more local services, and more home and remote working. If more people can walk and cycle for everyday trips, we will reduce our dependency on cars.
- Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport. To achieve this, we will need to invest in reliable, efficient and affordable transport services that people want to use, can use and do use. We also need the transport infrastructure to support those services. We will make sure our transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.
- Where we need new transport infrastructure, we will use the sustainable transport hierarchy to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.

#### Paragraph 4.1.11

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.

#### Paragraph 4.1.15

Careful consideration needs to be given in development plans to the allocation of new sites which are likely to generate significant levels of movement, to ensure that access provisions which enable walking and cycling, as well as for public transport, are included from the outset and that any implications associated with airborne pollution can be addressed.

#### Paragraph 4.1.27

The Active Travel (Wales) Act 2013/23 makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or education establishment, or in order to access health, leisure or

other services or facilities. The Active Travel Act requires local authorities to produce Active Travel Network Maps (ATNMs), identifying the walking and cycling routes required to create fully integrated networks for walking and cycling to access work, education, services and facilities.

### Technical Advice Note 18 (2007)

2.3 Technical Advice Note 18 (TAN) is a supplementary document to the PPW that focuses on transport.

The following paragraphs relate to this TP:

#### Paragraph 3.6

Developers should be able to demonstrate that:

- the development will facilitate access by new residents to public transport stops, local shops and facilities by walking and cycling;
- the walking, cycling, public transport and car routes through or adjacent to the site are integrated in accordance with expressed principles and in the context of their relationship with parking areas and public recreation spaces.

#### Paragraph 6.2

Local authorities should promote walking as the main mode of transport for shorter trips through the use of their planning and transport powers. Consideration should be given to ways in which areas and developments can be made more attractive and safer for pedestrians through the arrangement of land uses and design policy<sup>37 38</sup>. When preparing development plans, design guidance, master plans and in determining planning applications authorities should:

- ensure that new development encourages walking as a prime means for local journeys by giving careful consideration to location, access arrangements and design, including the siting of buildings close to the main footway, public transport stops and pedestrian desire lines;
- ensure that pedestrian routes provide a safe and fully inclusive pedestrian environment, particularly for routes to primary schools;
- ensure the adoption of suitable measures, such as wide pavements, adequate lighting, pedestrian friendly desire lines and road crossings, and traffic calming;

#### Paragraph 6.4

Local authorities should aim to develop an effective network of cycle routes, including safe routes to schools. Development plans, design guidance, and master plans should include encourage cycling through:

- ensuring that new development encourages cycling by giving careful consideration to location, design, access arrangements, travel 'desire lines' through a development, and integration with existing and potential off-site links;
- adopting minimum cycle parking standards within their parking strategies - for commercial premises these standards should include cycle parking for both employees and visitors; and
- ensuring new residential developments provide storage for bicycles so they are easily available for everyday use while secure enough to be left unattended for long periods of time.

### The Wales Transport Strategy

2.4 The Wales Transport Strategy (WTS) acts as the central guidance for Wales. It is identified as a key transport policy document for creating an integrated transport system for Wales as a whole. The WTS identified 3 priorities to achieve an accessible, sustainable and efficient transport system which are detailed below:

- **Priority 1:** Bring services to people in order to reduce the need to travel.
- **Priority 2:** Allow people and goods to move easily and from door to door by accessible, sustainable transport.
- **Priority 3:** Encourage people to make the change to more sustainable transport.

### **South East Wales Valley Local Transport Plan (LTP) 2015**

- 2.5 The five South East Wales Valleys local authorities (Blaenau Gwent, Caerphilly, Merthyr Tydfil, Rhondda Cynon Taf and Torfaen) have combined to prepare the Local Transport Plan. The LTP outlines some of the transport concerns and challenges that the valleys face with increasing pressure to develop vacant land.
- 2.6 This LTP has a number of core activities and interventions identified to ensure the delivery of the LTP is successful, as listed below:
- Develop innovative walking, cycling and Smarter Choices programmes;
  - Continuing investment in the regional rail system;
  - Improve the quality of bus services across the region;
  - Develop better public transport integration; and
  - Make better use of the regional road system.

### **Caerphilly County Borough Local Development Plan (LDP) 2010**

- 2.7 The LDP provides a 'statutory framework' for development and use of land within the Borough, with a focus on ensuring the land is efficiently utilised whilst also stimulating the local economy and safeguarding for the benefit of present and future generations. The aims of the LDP in relation to transport are:
- To ensure that new development minimises emissions of greenhouse gases as far as is practically possible in order to mitigate the effects of climate change;
  - To provide a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and protects the environment; where public transport, walking and cycling provide real travel alternatives; and
  - To contribute to improving public health, by promoting land use development that contribute to healthy lifestyles and wellbeing.

### **Caerphilly County Borough Local Development Plan Review (LDPR) (up to 2035)**

- 2.8 A review of the adopted LDP is currently being undertaken.
- 2.9 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within CCBC and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.



### 3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

#### Site Location

- 3.1 The site is located approximately 2km northwest of Hengoed and 1.7km north of Ystrad Mynach. The site is bordered by Ysgol Gymraeg Penalltau Primary School to the north, Cwm Calon Road and residential development to the east, and Penallta Road to the south and west. It should be noted that there are existing office/workshop uses at the site.

#### Local Road Network

- 3.2 The site will be accessed from Cwm Callon Road which facilitates travel north/south and has a variable speed limit of 30mph in the vicinity of the sites access and 20mph from the Heron Drive roundabout northwards. Cwm Callon Road is flanked on both sides by a shared footway/cycleway c.2m in width and has no parking restrictions along its extent with a c.120m long layby present on the western side of the carriageway north of the Heron Drive roundabout facilitating on-street parking. The existing conditions of Cwm Callon Road can be seen in **Photographs 1 and 2**.



**Photograph 1:** Existing conditions on Cwm Callon Road



**Photograph 2:** Existing conditions on Cwm Callon Road

- 3.3 Approximately 500m south of the site access, Cwm Callon Road connects with Penallta Road via a simple priority T-junction which also contains a refuge island with dropped kerbs and tactile paving. Penallta Road facilitates travel northwest/southeast and has a posted speed limit of 30mph. Approximately 100m northwest of the Cwm Callon Road junction, double yellow lines run to the northwest for the remainder of the road's extent. A footway is present along the northeastern side of the road which links to the footways on both sides of Cwm Callon Road. Approximately 300m south and 150m northwest of the junction a footway is also present on the western extent of the road a refuge island with dropped kerbs and tactile paving is present by the southern footway facilitating pedestrians crossing the road. The existing conditions of Penallta Road can be seen in **Photographs 3 and 4**.



**Photograph 3:** Existing conditions on Penallta Road



**Photograph 4:** Existing conditions on Penallta Road

### Local Facilities

- 3.4 There are several amenities and facilities located within close proximity to the site as seen in **Table 1**. Walking and cycling speeds are based upon the Chartered Institution for Highways and Transportation (CIHT) guidance with walking speeds of 80m/min and cycling speeds of 250m/min.

| Amenity                                | Distance from Site Access | Walking Time (80m per minute) | Cycle Time (250m per minute) |
|--|---------------------------|-------------------------------|------------------------------|
| Old Colliery bus stop                  | 350m                      | 4 minutes                     | 1 minute                     |
| Ysgol Gymraeg Penalltau Primary School | 350m                      | 4 minutes                     | 1 minute                     |
| Penbryn Community Centre               | 900m                      | 11 minutes                    | 4 minutes                    |
| The Fox & Hounds                       | 900m                      | 11 minutes                    | 4 minutes                    |
| Parc Penallta                          | 950m                      | 12 minutes                    | 4 minutes                    |
| Cefn Hengoed Post Office               | 1.4km                     | 18 minutes                    | 6 minutes                    |
| Ystrad Mynach Library                  | 1.4km                     | 18 minutes                    | 6 minutes                    |
| Allied Pharmacy                        | 1.5km                     | 19 minutes                    | 6 minutes                    |
| Ystrad Mynach Station                  | 1.7km                     | 21 minutes                    | 7 minutes                    |
| Tesco Superstore                       | 1.9km                     | 24 minutes                    | 8 minutes                    |
| Hengoed Primary School                 | 2km                       | 25 minutes                    | 8 minutes                    |

**Table 1:** Local Amenities and Facilities

- 3.5 Walking and Cycling Isochrone maps are illustrated in **Figures 2 and 3**.

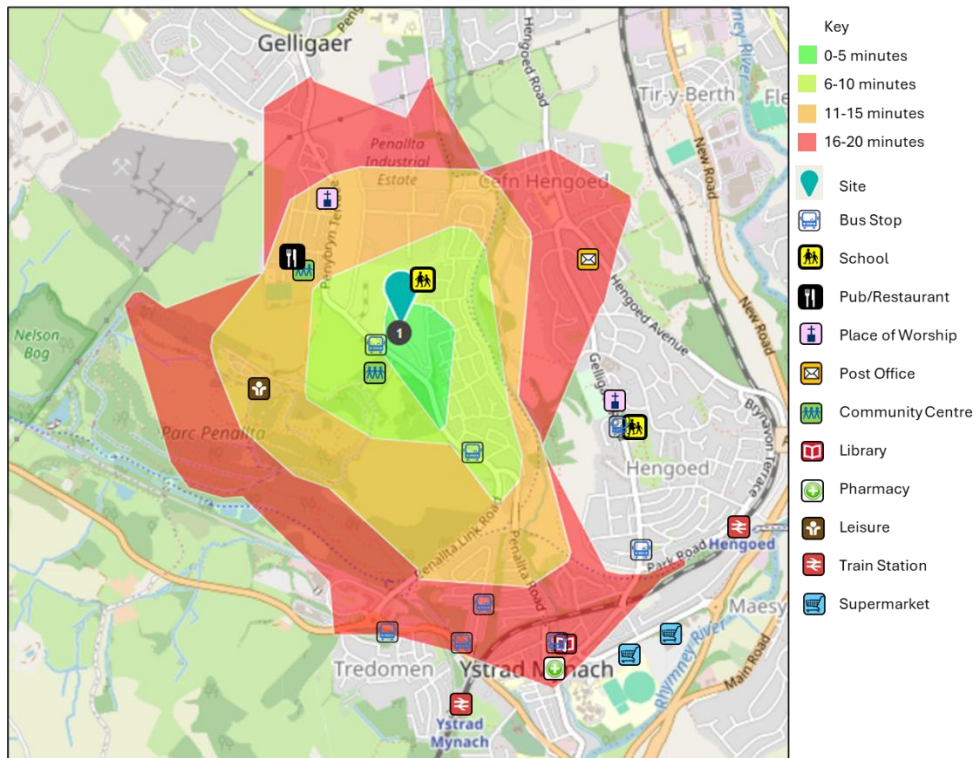


Figure 2: Walking Isochrone Map

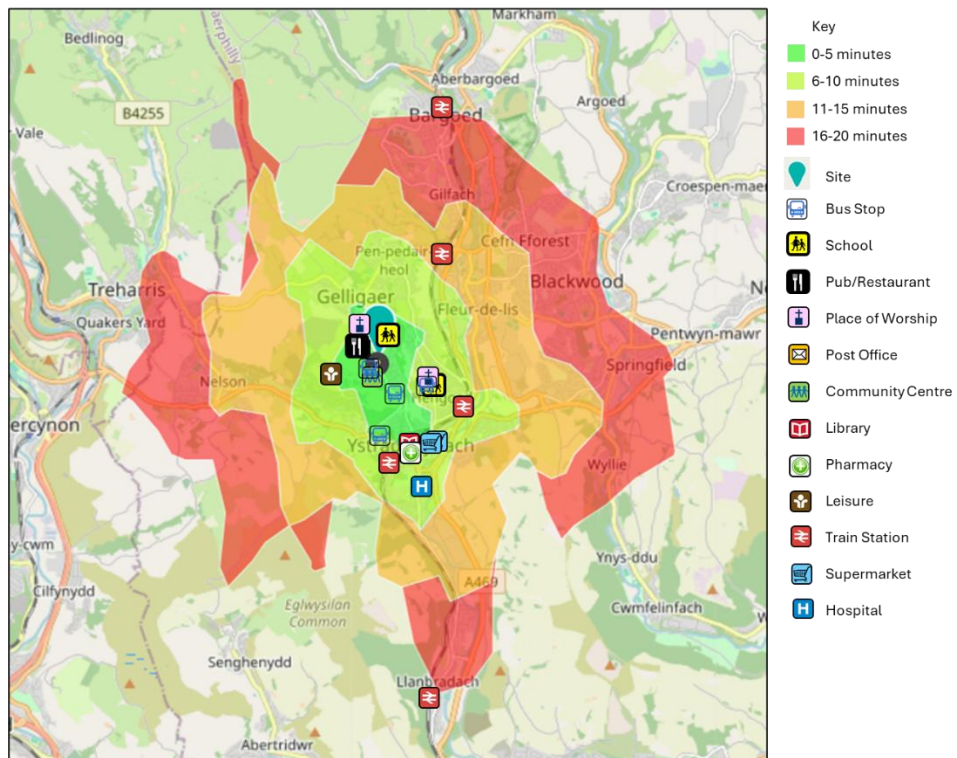


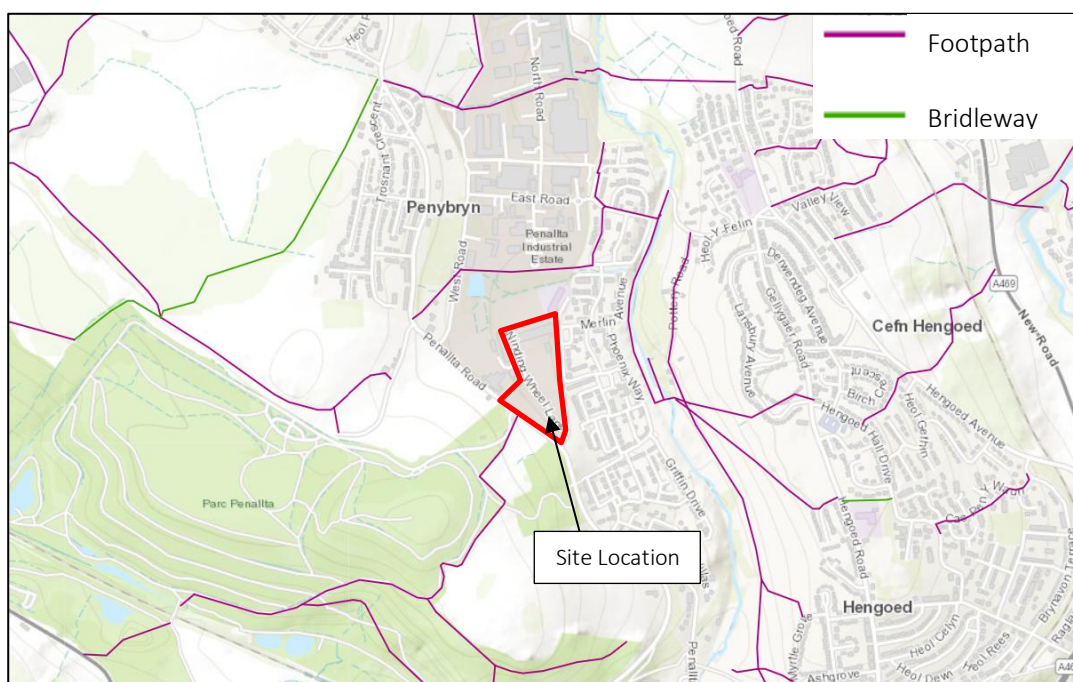
Figure 3: Cycling Isochrone Map



- 3.6 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) identifies that the average length of pedestrian journeys is now 1.37km (page 6). Just under half of the amenities within **Table 1** are within this distance, thus there are key amenities deemed accessible by foot, including a bus stop to facilitate further onward travel. In addition, **Figure 2** demonstrates that numerous facilities are accessible within a 20-minute walk of that site, and **Figure 3** shows that areas such as Treharris and Bargoed are within a 20-minute cycle of the site.
- 3.7 These guidelines indicate that the development is within walking distance of some key facilities, and active sustainable travel modes are realistic choices of travel in and around the site.

#### *Public Rights of Way (PROW)*

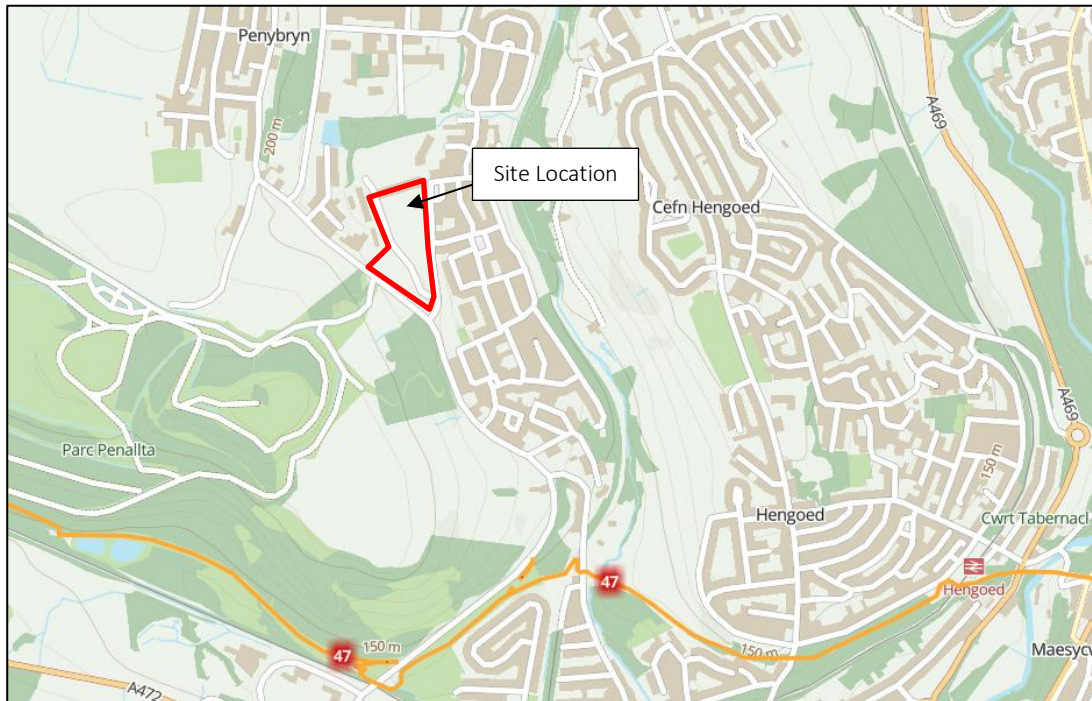
- 3.8 There are a number of Public Rights of Way (PROW) located near to the site as demonstrated in **Figure 4**.



**Figure 4:** Public Rights of Way (PROW) in the vicinity of the site

#### **Cycle Network**

- 3.9 The site is located approximately 1km north of National Cycle Route (NCR) 47 which starts at Newport and runs through Neath and Camarthen before finishing at Fishguard. The route also forms part of the Three Parks Trail which runs from Crosskeys to The Old Drift Mine c2.3km north of Trelewis and follows NCR 47. NCR 47 provides key pedestrian and cycle route for the site providing access to facilities within Hengoed and Ystrad Mynach. The location of NCR 47 in relation to the site is demonstrated in **Figure 5**.



**Figure 5:** Cycle facilities located within the vicinity of the site

## Public Transport Provision

### *Bus Network*

- 3.10 The closest bus stops to the site are the Old Colliery bus stops (seen in **Photographs 5** and **6**) located approximately 350m west of the site along Penallta Road and accessible via a 4-minute walk or 1-minute cycle. The eastbound stop is comprised of a bus shelter and contains a marked area for the bus to stop on the carriageway with the westbound stop containing only a shelter. The services available from the Old Colliery bus stop are shown in **Table 2**.



**Photograph 5:** The Old Colliery bus stop (southeastbound)



**Photograph 6:** The Old Colliery bus stop (northwestbound)

| Service | Operator       | Route                | Frequency                   |          |                                |
|---------|----------------|----------------------|-----------------------------|----------|--------------------------------|
|         |                |                      | Mon-Fri                     | Saturday | Sunday                         |
| C16     | Harris Coaches | Caerphilly – Nelson  | Every Hour<br>8:50 – 22:40  |          | Every 3 Hours<br>10:20 – 21:20 |
| C17     | Harris Coaches | Bargoed – Caerphilly | Every Hour<br>07:12 – 17:25 |          | No Service                     |

**Table 2:** Bus Services

#### *Rail Network*

- 3.11 The closest train station to the site is Ystrad Mynach Station (YSM) located approximately 2km from the site and accessible via a 25-minute walk, 8-minute cycle or 5-minute journey on the C16 or C17 bus service. The station is managed by Transport for Wales and offers services to key destinations such as Bargoed (13-minutes), Rhymney (28-minutes), Cardiff (34-minutes) and Penarth (50-minutes).
- 3.12 Ystrad Mynach Station has step-free access to both platforms and offers services such as accessible ticket machines, an induction loop, customer help points and 36 cycle parking spaces in the form of sheltered Sheffield stands.
- 3.13 Additionally, Hengoed Station (HNG) is also located c.2km from the site access and can be accessed directly for NCR47. The station is also accessible via a 25-minute walk, 8-minute cycle or 5-minute journey on the C16 or C17 bus service and is managed by Transport for Wales. Hengoed Station provides services to a number of key destinations such as Bargoed (13 minutes), Rhymney (21 minutes), Barry Island (1 hour 10 minutes) and Bridgend (1 hour 35 minutes).
- 3.14 Hengoed Station has step-free access to both platforms and offers services such as accessible ticket machines, an induction loop, a sheltered seating area and customer help points.

#### **Summary**

- 3.15 In conclusion, the site is located in an accessible location with many amenities and facilities within 2km of the site. Good pedestrian infrastructure also facilitates more sustainable travel to these destinations with frequent bus services from the nearby bus stop allowing for even further sustainable travel. The nearby train stations are also easily accessible via a short bus journey and pedestrian and cycle routes and facilitate travel to destinations further afield.

## 4. PROPOSED DEVELOPMENT

- 4.1 This TP supports an application for the development of up to 175 dwellings at Penallta Colliery, Hengoed. The accommodation schedule is presented in **Table 3**.

| Dwelling Type   | No. of dwellings |
|-----------------|------------------|
| 1 Bedroom Flat  | 18               |
| 2 Bedroom Flat  | 67               |
| 3 Bedroom Flat  | 5                |
| 3 Bedroom House | 85               |
| <b>Total</b>    | <b>175</b>       |

**Table 3:** Accommodation Schedule

### Access Arrangements

- 4.2 It is proposed that access to the site as a whole will be taken from Winding Wheel Lane with the site split up into 3 parcels each with their own separate access in the form of 5.5m wide bellmouth junctions with 6m radii. Visibility splays at these junctions have been assessed to a design speed of 20mph and in accordance with Manual for Streets (MfS) guidance which has led to visibility splays of 2.4m x 25m in both directions.
- 4.3 Pedestrian access to the development will also be taken from Cwm Callon Road via Winding Wheel Lane. It is proposed that the existing footway cycleway on the road's eastern extent and 2m wide footway on the roads western extent will be retained and tie into the internal footway network within the site.

### Car Parking

- 4.4 Car parking provision at the site has been informed by CCBC's Car Parking Standards which require 1 space per bedroom up to a maximum of 3 spaces. In addition, 1 space per 5 units would need to be provided for visitor parking.
- 4.5 The proposed development provides 173 parking spaces which falls within the maximum allocation identified within CCBC's Car Parking Standards.

- 4.6 As identified in Section 3 of this report, the site is located in an accessible location with good public transport links and pedestrian and cycle infrastructure facilitating travel into Hengoed and Ystrad Mynach and the amenities and facilities located within. Within CCBC's car parking guidance, it is stated that parking provision will be assessed by taking into account a number of factors including accessibility by sustainable travel modes. Therefore, when considering the accessible nature of the site, the proposed parking provision is considered acceptable.

#### **Cycle Parking**

- 4.7 Cycle parking at the proposed development has also been informed by CCBC's Car Parking Standards which require 1 stand per 5 bedrooms to be provided for apartments in the form of long stay cycle parking with no short stay parking required. The proposed development will provide cycle parking in accordance with these standards with cycle parking provided in the form of sheltered and secure shared cycle storage for each block.

#### **Refuse and Servicing Arrangements**

- 4.8 Swept path analysis of an 11.2m long refuse vehicle and a fire tender has been undertaken and demonstrates that both vehicles are able to manoeuvre around the site in forward gear without issue. In addition, the refuse vehicle is able to get to within 10m distance from the refuse store for apartment blocks with eurobins in accordance with MfS guidance and the fire tender is able to get to within an 18m hose distance from the stairwell for apartment blocks to access a dry riser in accordance with Building Regulations.



## 5. INDICATIVE BASELINE AND TARGETS

### Travel Plan Aim

5.1 The overall aim of the TP is:

*‘to support a sustainable development by reducing the need for single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.’*

### Travel Plan Objectives

5.2 Specific to this TP, the objectives are:

- Reduce single occupancy vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users.

5.3 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

### Baseline Travel Patterns

5.4 Before setting specific targets, understanding how residents currently travel to work is essential. Using 2011 ‘Method of Travel to Work’ Census data (details of which can be found at **Appendix B**) a target to reduce single occupancy car trips by 10 percentage point is identified. The baseline modal splits are presented in **Table 4**.

| Mode of Travel | Indicative Baseline | Year 3 Target | Year 5 Target |
|----------------|---------------------|---------------|---------------|
| Car Alone      | 76%                 | 71%           | 66%           |
| Car Share      | 6%                  | 29%           | 34%           |
| Train          | 6%                  |               |               |
| Bus            | 2%                  |               |               |
| Cycle          | 0%                  |               |               |
| Walk           | 8%                  |               |               |
| Other          | 1%                  |               |               |
| <b>Total</b>   | <b>100%</b>         | <b>-</b>      | <b>-</b>      |

**Table 4:** Indicative Baseline Splits Based on 2011 Census Data

- 5.5 It is proposed that to determine the 'actual' travel patterns surveys would be completed within 3 months of 50% occupation. This would enable a sufficient sample size whilst also providing the opportunity to embed the residential TP before too many units are occupied.
- 5.6 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and CCBC Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 4**.

### Travel Plan Targets

- 5.7 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.
- 5.8 This Travel Plan proposes two targets which should be met over the lifetime of the TP, which we would expect to be implemented for both the residential and commercial elements of the site. These aims are set out in **Table 5** and represent the overarching goals of this TP.

| Target  | Timescale              |
|---|------------------------|
| Decrease the proportion of journeys made by single occupancy car by 5% / 10%        | End of Year 3 / Year 5 |
| Increase the proportion of trips made by active modes (walking/cycling) by 5% / 10% | End of Year 3 / Year 5 |

**Table 5:** Travel Plan Targets

- 5.9 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

## 6. TRAVEL PLAN STRATEGY

- 6.1 A Travel Plan is a useful tool produced to encourage residents to use alternative modes of transport to single occupancy vehicle journeys. The following provides a summary of the measures available to target users of the development site.

### Measures Package

- 6.2 The following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.
- 6.3 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 10% modal shift, which will help reduce greenhouse gas emissions. These measures have been identified through the master planning process, the Transport Assessment, Travel Plan and by drawing upon community transport solutions.

### Key Stages: Preliminary

- 6.4 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan (**Appendix C**). These include:
- Appoint a Travel Plan Coordinator (developer);
  - Set up the Travel Plan webpage;
  - Produce Resident Welcome Pack (TPC) including;
  - Walking and cycling routes;
  - Bus stop locations, prices and times;
  - Rail Station information;
  - Electric charging information;
  - Car sharing information and benefits; and
  - Details of the TPC.

### Key Stages: Five Years Following 50% Occupation of the Development

- 6.5 It is proposed that the TP period would become fully active upon occupation of the 50% of the development and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and CCBC have signed off the TP, ownership would pass to the local community.

- 6.6 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the site, CCBC and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan which is included in **Appendix C**.

#### **Modal Measures: Walking and Cycling**

- 6.7 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents. These will be detailed to residents in their welcome pack and through the biannual newsletters (as discussed later in the report).
- 6.8 The accessibility review and baseline modal splits indicate that walking is a key travel mode for existing residents in the area due to well-lit, wide footways and a number of facilities and amenities within reasonable proximity to the proposed development.
- 6.9 Whilst the baseline modal splits do not indicate that cycling is a key travel mode for existing residents, it is hoped that the proposed improvements to the infrastructure will help this become a more favourable travel mode.
- 6.10 Secure covered cycle storage will be provided for residents and visitors to encourage cycling to and from the site and residents will be made aware of this provision when purchasing their home.
- 6.11 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.
- 6.12 The TPC will promote free health apps including (but not limited to) Better Points, NHS Better Health, Map My Walk, Strava and Footpath Route Planner to help encourage active travel.

#### **Modal Measures: Public Transport**

- 6.13 The baseline modal splits indicate that 2% of existing residents currently travel to work by bus and therefore it is considered that the development provides an opportunity to promote bus travel as an alternative mode.

- 6.14 The attractiveness of the bus services, particularly those from The Old Colliery bus stop would be supported and promoted through tailored promotions.
- 6.15 Maximising resident use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and regular newsletters.
- 6.16 The TPC will promote rail services from Ystrad Mynach station as well as the potential link-trip afforded by the C16 and C17 bus services which operates between the station and The Old Colliery bus stop.

#### **Modal Measures: Car Sharing**

- 6.17 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing resident interaction and creating a sense of community.
- 6.18 Liftshare is a well-established scheme and would be promoted to residents through the newsletters/welcome pack/webpage, to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

#### **Modal Measures: Sustainable Private Vehicle Use**

- 6.19 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.
- 6.20 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. The TPC would promote electric charging infrastructure both on and off-site.
- 6.21 Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC, where appropriate.

#### **Modal Measures: Home/ Remote Working and Other Modes**

- 6.22 The TPC would continue to remind residents of the benefits of this type of work, particularly now that many individuals are spending at least one day a week at home, rather than in the office.

- 6.23 Should monitoring exercises and communication with residents identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the CCBC Travel Plan Officer.

#### **Personalised Travel Planning**

- 6.24 Upon moving into their new home, households residents will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform residents on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

#### **Marketing and Communication - Travel Plan Webpage/Newsletters/Posters**

- 6.25 To ensure the ongoing promotion of the Travel Plan to residents, over its life a number of marketing and communication elements would be implemented.
- 6.26 Firstly, a dedicated Travel Plan webpage (e.g. <https://tpc-paulbashamassociates.com>) will be established prior to occupation, which provides residents with up to date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.
- 6.27 The TPC would also produce biannual newsletters for the five years of the Travel Plan, providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door.

#### **Local Area and Other Site Users**

- 6.28 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups, the schools' TPC, as well as local events and businesses. Engagement with any other local active residential Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

#### **Visitors and Deliveries**

- 6.29 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Residents' positive sustainable travel experiences should have a knock-on effect to visitors.

## 7. IMPLEMENTATION AND MONITORING

### Implementation

- 7.1 The Travel Plan would be secured through a Section 106 agreement, which would confirm the proposed measures as well as any monitoring costs, required by CCBC.

### Travel Plan Coordinator

- 7.2 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning on occupation of 50% of dwellings.
- 7.3 The TPC role and contact details will be finalised with CCBC prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.
- 7.4 More specifically, the role of the TPC requires:
- Overseeing the development and implementation of the TP and maintaining support;
  - Liaising with public transport operators, local interest groups, (CCBC);
  - Designing and implementing an effective marketing strategy and raising awareness;
  - Attending relevant networking events;
  - Organising travel-based events;
  - Acting as the point of call for all TP enquiries; and
  - Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

### Surveys and Feedback

- 7.5 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:
- Collect a representative and informative data account in accordance with the development timescales;
  - Develop an accurate understanding of local travel modal shares, perceptions and influencing factors;
  - Adoption of the TP by local residents beyond the TP's active period; and

- The successful delivery of the TP in co-ordination with other local developments and communities.

### Monitoring

- 7.6 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within the TP and is based on our experience of being TPC's on a number of sites across the country.
- 7.7 The resultant monitoring structure for the TP is therefore set out within **Table 6** and summarised in the subsequent paragraphs.

| Preliminary Period                                      | End of Year 1                              | End of Year 2 | End of Year 3                              | End of Year 4 | End of Year 5                              |
|---|--|---------------|--|---------------|--|
| Resident Questionnaire (occupation of 50% of dwellings) | Resident Questionnaire & Monitoring Report | -             | Resident Questionnaire & Monitoring Report | -             | Resident Questionnaire & Monitoring Report |

**Table 6:** Monitoring Strategy

- 7.8 A resident questionnaire is proposed to be undertaken within 3 months of the occupation of 50% of dwellings, and at the end of Years 1, 3 and 5. It is proposed that the survey will be completed electronically, although postal surveys may also be used. An example resident survey is included in **Appendix D**.
- 7.9 The results of the survey will be available for residents to view on the development's dedicated Travel Plan webpage and also included within newsletters, when appropriate.
- 7.10 An annual monitoring/progress report will be produced and submitted to CCBC within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

### Overcoming Barriers to Success

- 7.11 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with CCBC TPO will ensure that mismanagement does not occur.
- 7.12 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with CCBC Travel Plan Officers. The 5-year budget



for implementing the Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed.

- 7.13 If the five-year target is not achieved, the requirement for remedial measures would be explored with CCBC and would reflect the level of work already undertaken on the site.

#### **Community Embedding and Handover**

- 7.14 Following the successful completion of the TP's 5-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with residents over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TPC.
- 7.15 Local engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with CCBC TPO as the TP draws to an end.

## Appendix A



Penallta Industrial Estate



|            | Level | Flats<br>1 Bed | Flats<br>2 Bed | Flats<br>3 Bed | House<br>2 Bed | House<br>3 Bed | House<br>4 Bed | Total |
|------------|-------|----------------|----------------|----------------|----------------|----------------|----------------|-------|
| Power Hall | L4    | 2              | 12             | 1              |                |                |                | 15    |
|            | L3    | 2              | 12             | 1              |                |                |                | 15    |
|            | L2    | 2              | 12             | 1              |                |                |                | 15    |
|            | L1    | 2              | 12             | 1              |                |                |                | 15    |
| Block A    | L2    | 2              | 5              | 1              |                |                |                | 8     |
|            | L1    | 2              | 6              |                |                |                |                | 8     |
| Block B    | L3    | 2              | 2              |                |                |                |                | 4     |
|            | L2    | 2              | 3              |                |                |                |                | 5     |
|            | L1    | 2              | 3              |                |                |                |                | 5     |
| T1         |       |                |                |                |                | 54             |                | 54    |
| T4         |       |                |                |                |                | 31             |                | 31    |
|            |       | 18             | 67             |                | 0              | 85             | 0              | 175   |

Rev  
Project  
4459

Date  
Stage  
3

Details  
Drawing  
106

Rev  
G

Status  
PLANNING

Scale  
1:500

Size  
A1 P

Drawn  
JR

Check  
MSB

Creation

10

Former Penallta Colliery  
Winding Wheel Lane, Penallta

Proving Layout

bba architects & planners

Responsibility is not accepted for errors made by others in using this drawing.  
All construction information should be taken from signed dimensions only.  
Discrepancies must be reported to the architect before proceeding.



## Appendix B

**QS701EW - Method of travel to work**

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|             |  |
|-------------|--|
| population  | All usual residents aged 16 to 74      |
| units       | Persons                                |
| area type   | 2011 super output areas - middle layer |
| area name   | W02000302 : Caerphilly 013             |
| rural urban | Total                                  |

| Method of Travel to Work         | 2011  |      |    |
|----------------------------------|-------|------|----|
| All categories: Method of travel | 7,064 |      |    |
| Underground, metro, light rail,  | 3     | 0%   |    |
| Train                            | 248   | 6%   |    |
| Bus, minibus or coach            | 92    | 2%   | 6% |
| Taxi                             | 9     | 0%   |    |
| Motorcycle, scooter or moped     | 12    | 0%   | 1% |
| Driving a car or van             | 3,236 | 76%  |    |
| Passenger in a car or van        | 258   | 6%   |    |
| Bicycle                          | 18    | 0%   |    |
| On foot                          | 340   | 8%   |    |
| Other method of travel to work   | 26    | 1%   |    |
|                                  | 4,242 | 100% |    |

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

## Appendix C

# PENALLTA COLLIERY, HENGOED TRAVEL PLAN ACTION PLAN



| Actions  | Responsibility   | Timescale                              |
|--|------------------|--|
| TPC to contact HCC and agree targets, monitoring and confirm Action Plan   | Miller Homes/TPC | Three months Prior to first occupation |
| Site Visit   | TPC              | Prior to first occupation              |
| Develop webpage  | TPC              | Prior to first occupation              |
| Prepare and distribute a Travel Welcome Pack   | TPC              | Prior to first occupation              |
| Determine communication strategy inc. newsletters  | TPC              | Prior to first occupation              |
| Travel Plan 'logo' and branding to be established  | TPC              | Prior to first occupation              |
| Prepare TP action database for logging/recording: Action Plans, Household details, Household Personal Travel Planning, Assistance/Communication, Local Key Players Contact Details, Survey Responses | TPC              | Prior to first occupation              |
| Liaison with Sales Representatives to introduce TP and incentives available  | TPC              | Prior to first occupation              |
| Monitoring Stages - Surveys and Feedback   |                  |  |
| Baseline Resident Travel Surveys   | TPC              | 50% occupation                         |
| End of Preliminary Phase Report and revise targets where necessary   | TPC/HCC          | End of Preliminary Phase               |

|                   |        |
|-------------------|--------|
| Preliminary Costs | £4,000 |
|-------------------|--------|

| Actions   | Responsibility | Timescale                     | Year 1 (start at 50% Occupation)   | Year 2    | Year 3  | Year 4  | Year 5  | Total     |
|---|----------------|-------------------------------|------------------------------------|-----------|---------|---------|---------|-----------|
| Personal Travel Planning (General TPC Activities)   |                |                               |                                    |           |         |         |         |           |
| Liaison with residents re: PTP and distribution of travel vouchers  | TPC            | Ongoing                       | £1,980.00                          | £1,650.00 | £990.00 | £990.00 | £990.00 | £6,600.00 |
| Attend Resident Association Event / Group meetings  | TPC            | Ongoing                       |                                    |           |         |         |         |           |
| Promote sustainable routes to school  | TPC            | Ongoing                       |                                    |           |         |         |         |           |
| Promote car sharing   | TPC            | Ongoing                       |                                    |           |         |         |         |           |
| Maintain dialogue with local public transport service operators for service changes and promotions  | TPC            | Ongoing                       |                                    |           |         |         |         |           |
| Maintenance of local area walking / cycling route map and public transport information  | TPC            | Ongoing                       |                                    |           |         |         |         |           |
| Keep up to date on local walking, cycling, public transport and car-sharing initiatives   | TPC            | Ongoing                       |                                    |           |         |         |         |           |
| Promote local area key facilities, including walking and cycling routes/access points   | TPC            | Ongoing                       |                                    |           |         |         |         |           |
| Promote Walk to Work Week   | TPC            | Ongoing                       |                                    |           |         |         |         |           |
| Cooperation and coordination with local, regional an national campaigns and events  | TPC            | Ongoing                       |                                    |           |         |         |         |           |
| Promote Bike Week and local cycling routes  | TPC            | Ongoing                       |                                    |           |         |         |         |           |
| Promote care sharing schemes such as Hampshire Lift share   | TPC            | Ongoing                       |                                    |           |         |         |         |           |
| Provision of information on local road network routes, cost comparison tables, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision | TPC            | Ongoing                       |                                    |           |         |         |         |           |
| Marketing and Communications  |                |                               |                                    |           |         |         |         |           |
| Newsletters/ Leaflets   | TPC            | Biannually                    | £ 500                              | £ 500     | £ 500   | £ 500   | £ 500   | £ 2,500   |
| Website   | TPC            | Minimum of 2 updates per year | £ 170                              | £ 170     | £ 170   | £ 170   | £ 170   | £ 850     |
| Site Visit/Audit/Event  | TPC            | Annual                        | £ 200                              | £ 200     | £ 200   | £ 200   | £ 200   | £ 300     |
| Monitoring Stages - Surveys and Feedback  |                |                               |                                    |           |         |         |         |           |
| Progress Review/Liaison with HCC  | TPC            | Annually                      | £ 750                              | £ 750     | £ 750   | £ 750   | £ 750   | £ 3,750   |
| Resident Travel Surveys   | TPC            | End of Years 1, 3 and 5       | £ 500                              |           | £ 500   |         | £ 500   | £ 1,500   |
| Handover  | TPC            | End of Year 5                 |                                    |           |         |         | £ 500   | £ 500     |
| Year Estimates  |                |                               | £ 4,100                            | £ 3,270   | £ 3,110 | £ 2,610 | £ 3,610 | £ 16,000  |
|   |                |                               | Preliminary Stage + Year Estimates |           |         |         |         | £ 20,000  |

| Project Details                          |                                   |
|--|-----------------------------------|
| Scheme                                   | Penallta Colliery, Hengoed        |
| No. of Units                             | 110                               |
| Personal Travel Planning Budget per unit | £ 60                              |
| Total Personal Travel Planning Budget    | £ 6,600                           |
| Consent Date                             | TBC                               |
| 1st Unit Occupation Target               | TBC                               |
| Full Occupation Target                   | TBC                               |
| Applicant                                | The Power Hall Ltd                |
| Local Authority                          | Caerphilly County Borough Council |
| LA Travel Plan Officer                   | TBC                               |
| Travel Plan Author                       | OSC                               |
| Travel Plan Co-ordinator                 | TBC                               |

| Disbursements: | Amount (per voucher/survey) | Units | TOTAL |
|----------------|-----------------------------|-------|-------|
|                |                             |       |       |
|                |                             |       | £0    |

| Total including Disbursement |        |
|------------------------------|--------|
| £                            | 20,000 |

| Version | Date   | TPC Author | Comment |
|---------|--------|------------|---------|
| 1       | Nov-25 | OSC        |         |
|         |        |            |         |
|         |        |            |         |

## Appendix D



# #### – Resident Travel Survey

Thank you for taking the time to complete our residents travel survey. This will help us (your Travel Plan Coordinator) understand your travel needs and should only take a few minutes.

If you have any questions regarding our work, the survey or relating to the travel voucher, please do not hesitate to get in touch! And, don't forget to fill out your details at the end to receive your travel voucher!

You can send your completed survey to us via:

- ☐ Post using the pre-paid envelope: Paul Basham Associates, ###
- ☐ Survey Monkey at ####
- ☐ QR code

QR Code



## 1. How do you currently travel?

|                       | Daily | Couple of times a week | Weekly | Fortnightly | Monthly | Occasionally | Never |
|-----------------------|-------|------------------------|--------|-------------|---------|--------------|-------|
| Car (alone as driver) |       |                        |        |             |         |              |       |
| Car (with passengers) |       |                        |        |             |         |              |       |
| Walking               |       |                        |        |             |         |              |       |
| Cycling               |       |                        |        |             |         |              |       |
| Scooter               |       |                        |        |             |         |              |       |
| Bus                   |       |                        |        |             |         |              |       |
| Coach                 |       |                        |        |             |         |              |       |
| Overground Rail       |       |                        |        |             |         |              |       |
| Underground Rail      |       |                        |        |             |         |              |       |
| Ferry                 |       |                        |        |             |         |              |       |
| Motorbike             |       |                        |        |             |         |              |       |
| Other: _____          |       |                        |        |             |         |              |       |

## 2. For your most frequent journey how far do you travel?

- ☐ 0-2 miles
- ☐ 3-5 miles
- ☐ 6-10 miles
- ☐ 11-20 miles
- ☐ 21-30 miles
- ☐ 31+ miles

## 3. To which location do you travel to most frequently? (tick one)

- ☐ ##
- ☐ ##
- ☐ ##
- ☐ ##

☐ Other (Please specify)

## 4. What is your most frequent journey for? (please choose one)

- ☐ Work/Education
- ☐ Leisure/Retail
- ☐ Health (doctors/hospital)
- ☐ Visiting friends/family
- ☐ Other (please specify)

## 5. If you were to change your main mode of travel what mode would you most likely change to:

## 6. If you travel by car, why do you travel by car? (Please tick all that are relevant)

- ☐ 1. I don't own a car
- ☐ 2. Car essential to perform job
- ☐ 3. Reliability/ quicker than alternatives
- ☐ 4. Health reasons
- ☐ 5. Lack of alternatives
- ☐ 6. Cost
- ☐ 7. Comfort
- ☐ 8. Personal safety
- ☐ 9. Things to do on way home
- ☐ 10. Other (please specify)

## 7. Which of the above is the most important when travelling by car? (state the number)

## 8 If you usually travel by car, how do you travel when your car is unavailable (i.e. is being serviced)

Please Turn Over

9. Which of the following would most encourage you to use the listed travel modes (or use them more frequently if you do so already?)

|         | Discounts | More Information | Improved Reliability & Frequency | Increased Safety Measures | Cycle Storage/ Training | Better Facilities | Improved Routes | Knowledge of Local Clubs/ Events | Nothing | Other (please specify) |
|---------|-----------|------------------|----------------------------------|---------------------------|-------------------------|-------------------|-----------------|----------------------------------|---------|------------------------|
| Walking |           |                  |                                  |                           |                         |                   |                 |                                  |         |                        |
| Cycling |           |                  |                                  |                           |                         |                   |                 |                                  |         |                        |
| Bus     |           |                  |                                  |                           |                         |                   |                 |                                  |         |                        |
| Rail    |           |                  |                                  |                           |                         |                   |                 |                                  |         |                        |

10. How many cars do you own?

- ☐ 1  
☐ 2  
☐ 3+  
☐ N/A (do not own a car)

11. What type of cars do you own?

- ☐ Petrol  
☐ Diesel  
☐ Hybrid  
☐ Electric  
☐ N/A (do not own a car)

12. How many bicycles do you own?

- ☐ 1  
☐ 2  
☐ 3+  
☐ N/A (do not own one)

13. Is there any information you would like to see in future newsletters?

14. Is there anything else you would like to tell us about travel in your local area?

15. I would like to request: (Select One)

- ☐ £## Halfords Voucher \*  
☐ £## Bus Pass \*\*  
☐ I have already claimed

Please note all voucher requests will be reviewed before we can confirm a claim. One voucher available for each address. If a claim has already been made for your address you will not be eligible to receive a voucher. See Terms and Conditions for further details.

What have/will you use your voucher for:

In order for us to process your voucher request, we require the following information. Please write in capitals.

Name: \_\_\_\_\_

House/Flat number: \_\_\_\_\_

Street Name: \_\_\_\_\_

Postcode: \_\_\_\_\_

Email Address: \_\_\_\_\_

Please note that this information is kept in accordance with Data Protection policy found at: <https://paulbashamassociates.com/privacy-cookie-policy/>. Email [travelplan@paulbashamassociates.com](mailto:travelplan@paulbashamassociates.com) for further details.

Terms & Conditions

One voucher available per address within ##. If a previous resident has claimed you will not be eligible. To confirm eligibility please provide us with your address information. Sustainable Travel Vouchers are a gift from the developer and the offer(s) may be amended or removed at any time. ###

The full list of Terms and Conditions can be found at: ###