

**Redevelopment of the Grand Pavilion,
Porthcawl**

DRAFT

**Tavel Plan
September 2023**



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Project name: Porthcawl Pavilion

Offices at:

Unit 9, Oak Tree Court
Mulberry Drive,
Cardiff Gate Business Park,
Cardiff, CF23 8RS
Tel: 029 2073 2652

Suite D, 1st Floor,
220 High Street,
Swansea,
SA1 1NW
Tel: 01792 480535

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APPENDICES

Appendix A Site masterplan

1 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport Limited have been instructed by Awen Cultural Trust to produce a Transport Statement to accompany the planning application for the proposed re-development of Porthcawl Grand Pavilion, Porthcawl.

1.1.2 The Grand Pavilion remains a substantially intact example of Ard Deco se-front architecture in Wales.

1.1.3 The development proposes works to a C20 Grade II Listed ferro-crete structure. The three key objectives of the proposed development are the following:

- Effecting the beneficial and essential repair of the building to safe-guard its future.
- Enhancing its existing facilities to enable the Grand Pavilion to perform its original function as a performance venue more efficiently.
- The provision of additional facilities to enable the Pavilion to serve the needs of the community.

1.1.4 The development proposals have been informed by public and stakeholder consultation recently undertaken at the Pavilion.

1.1.5 The objective of this Travel Plan is to promote a range of measures that will help to reduce journeys made as the single occupant of a private vehicle and encourage an increase in the use of public transport, walking and cycling. It sets targets and identifies measures to achieve this.

1.1.6 The developer is fully committed to supporting and achieving the successful implementation of this Travel Plan so that travel to and from the development maximises the use of sustainable and active travel modes.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan is a package of measures tailored to the needs of individual development with the aim to promote sustainable travel choices and reduce reliance on vehicular use for travel to and from the development.

1.2.2 A Travel Plan typically focuses on journeys to the site made by staff and visitors of all types, but can also include business journeys and deliveries where appropriate. The Travel Plan is an on-going process, with continuous monitoring and review to ensure that the objectives are met.

1.2.3 Travel Plans are management tools that are designed to encourage individuals and entire organisations to rethink their travel choices and requirements in order to minimise adverse environmental impacts associated with travel.

1.3 Benefits of a Travel Plan

1.3.1 The introduction of a travel plan encourages the management of any transport associated impacts of the development on the environment and improves equality of access for all users. A travel plan has benefits for all users of the proposed site and the wider community and can;

- Reduce traffic congestion and pollution;
- Reduce parking demand;
- Improve access to the site;
- Improve all users' health and fitness;
- Increase use of sustainable and active travel; and,
- Route improvements to benefit the whole community through measures such as improved pedestrian and cyclist links, traffic calming and related highway safety measures.

1.4 Policy Context

1.4.1 Travel Plans are referenced in numerous pieces of national legislation including The Planning (Wales) Act 2015, the well-being of Future Generations (Wales) Act 2015, the Active Travel (Wales) Act 2013.

1.4.2 Similarly, guidance on Travel Plans is included in Planning Policy Wales (Edition 10, and Technical Advice Note 18 (Transport).

1.5 Structure of this Travel Plan

1.5.1 This Travel Plan has been divided into the following section:

- Chapter 2: Existing situation;
- Chapter 3: Development proposals;
- Chapter 4: Aims, objectives and targets;
- Chapter 5: Travel Plan strategy;
- Chapter 6: Travel Plan measures;
- Chapter 7: Monitoring and Review; and,
- Chapter 8: Conclusion

2 EXISTING SITUATION

2.1 Introduction

2.1.1 This section provides a summary of the site characteristics as well as the transport infrastructure within the local area.

2.2 Site location

2.2.1 The proposed development is located within Porthcawl Town Centre adjacent to the promenade. The site is bounded in all directions with Esplanade to the south, Mary Street to the east, Esplanade Avenue to the west, and residential properties to the north.

2.2.2 The site location and the local highway network are shown in **Figure 2.1**.

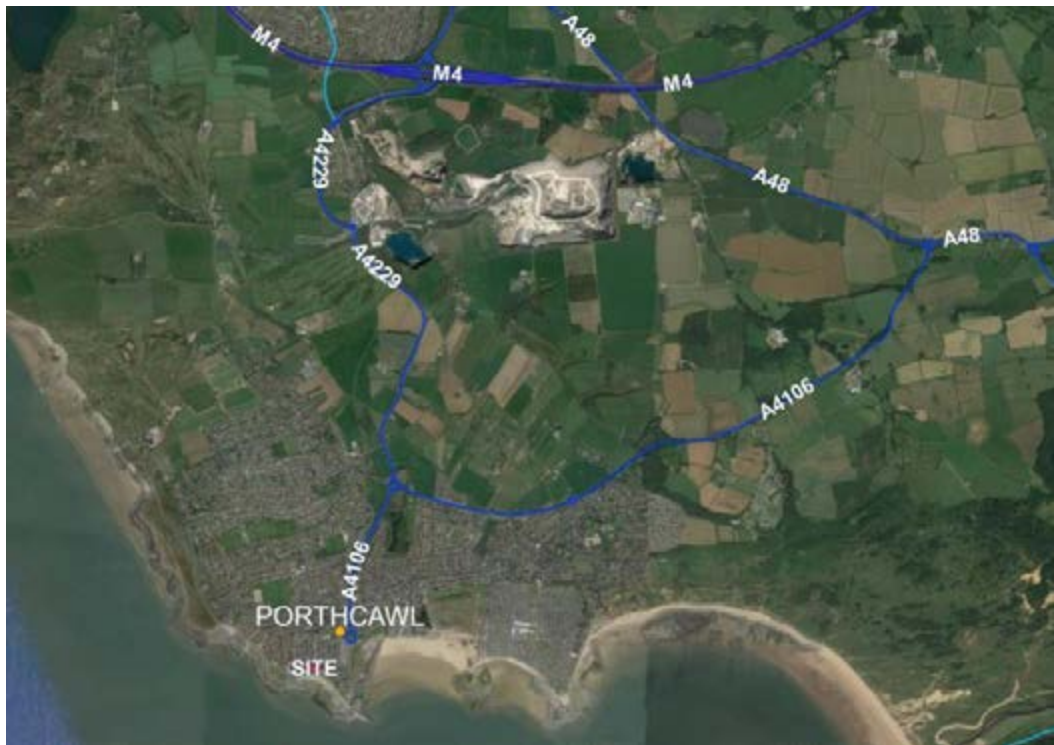


Figure 2.1 Site Location & Local Highway Network

2.3 Highway Network

2.3.1 This section of the report examines the local highway network in the vicinity of the site. The local highway network is shown in **Figure 2.2**.



Figure 2.2 Local highway network

The Portway

- 2.3.2 The Portway is a two-way single carriageway road with merges with Eastern Promenade to the south and forms a six-arm roundabout junction with Lias Road, A4106 and Eastern Promenade to the north, providing a main interchange within Porthcawl. The southwestern arm of the Portway Roundabout provides access to the Hillsboro Place car park, and the north western arm forms Lias Road leading towards the town centre.
- 2.3.3 Lias Road is a street lit single carriageway highway bounded by footways to both sides. Crossing points are provided on all arms of the Portway Roundabout. A controlled crossing point is provided on Lias Road approximately 60 metres from the roundabout.
- 2.3.4 Double yellow lines are in place along both sides of the carriageway of Portway for its length. Footways are present along both sides of the carriageway, segregated from traffic by a grass verge. At its southern end, The Portway has a Zebra crossing (approximately 250 metres south of the roundabout) with dropped kerbs and tactile paving. Street lighting is present and the road is subject to a 30mph speed limit.

Esplanade

2.3.5 The Esplanade links West Drive with the Eastern Promenade and abuts the sea-front. There is a mix of hotels, bed and breakfast accommodation, restaurants and hot food take-aways located along the Esplanade and the Porthcawl Grand Pavilion is located at its western end.

2.3.6 There is wide footway provision on both sides of the single carriageway road. With the southern side being the promenade. It is a single carriageway road that has several parallel parking bays located adjacent to the carriageway on its southern side. There are intermittent parking restrictions on its northern side and bollards are erected near the front edge of the footway on both sides of the carriageway.

2.3.7 The Esplanade has a two zebra crossing points. One directly at the Grand Pavilion access and another 100m east of this.

2.4 Welsh Government 20mph speed reduction

2.4.1 From 17 September 2023, the Welsh Government are introduction a default 20mph speed limit on restricted roads across Wales. **Figure 2.3**, below shows that the carriageways surrounding the Grand Pavilion are to be subjected to 20mph limits.

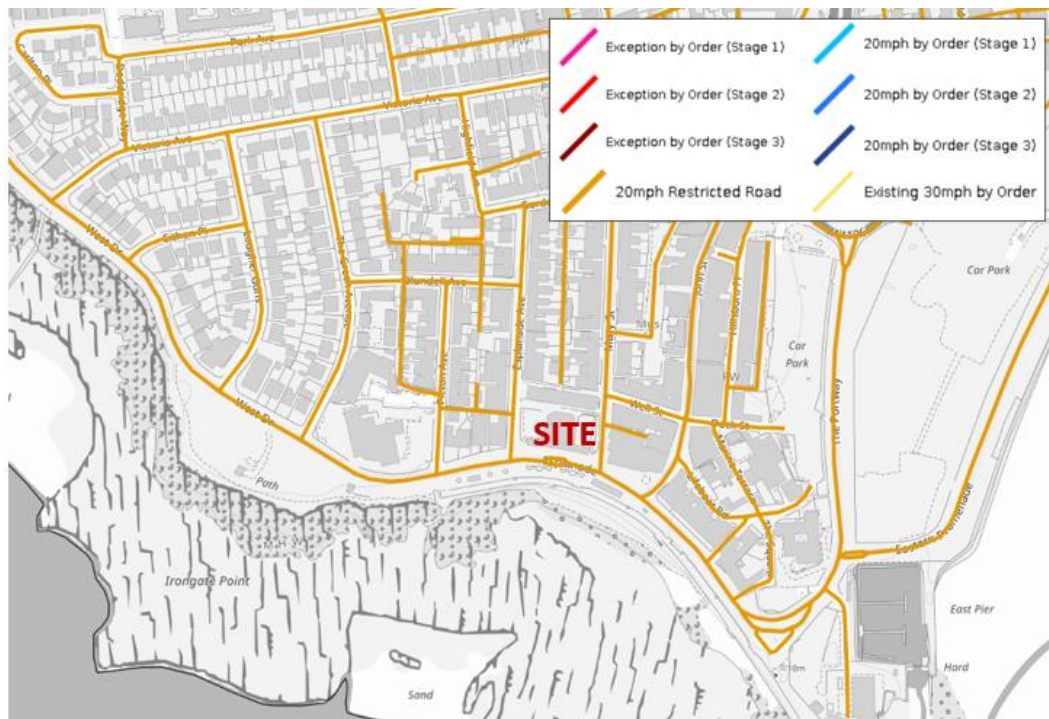


Figure 2.3 Welsh Government 20mph speed reduction

3 SITE ACCESSIBILITY

3.1 Active Travel

3.1.1 Pedestrian and cyclist infrastructure within proximity of the development site is shown in **Figure 3.1**



Figure 3.1 Pedestrian & cyclist infrastructure within proximity

Pedestrians

3.1.2 Pedestrians benefit with footways along the majority of the carriageways throughout Porthcawl town centre and these are generally of a good standard. As discussed in section 2, The Esplanade benefits from a promenade on the southern edge of carriageway, providing a route for pedestrians.

3.1.3 Informal crossing points are provided with dropped kerbs and tactile paving and The Esplanade benefits from two zebra crossing points, one of which is located at the Pavilion's main entrance.

3.1.4 The Grand Pavilion is signposted throughout Porthcawl with signs on The Esplanade directing pedestrian and cyclists. There is a signpost on the promenade adjacent to the Grand Pavilion with directions to the Grand Pavilion, Rest Bay, Museum & shops, harbour and Porthcawl Fairground & Beach, shown in **Photograph 3.1**.



Photograph 3.1 Public signposting

- 3.1.5 John Street is a pedestrianised high street to the northeast of the Grand Pavilion where an information board and map area available. Signposts with directions to the Grand Pavilion, harbour, toilets, promenade and Coney Beach are available at the north and southern end of John Street.

Cyclists

- 3.1.6 Currently, there are no National Cycle Network routes within Porthcawl, however, a local cycle routes runs along the coast of Porthcawl which is identified in **Figure 3.2**. This cycle route has signs with directions to Porthcawl Town Centre.



Figure 3.2 Local Cycle Route

3.2 Active Travel Network Map

- 3.2.1 In accordance with the Active Travel Wales (Wales) Act 2013, an Active Travel Network Map (ATNM) has been produced which contains details of the proposed anew and improvements to existing active travel routes that the Council will seek to deliver over the next 15 years. Proposals are subject to feasibility assessments.

- 3.2.2 The Active Travel Network Map within the locality of the site is shown in **Figure 3.3**

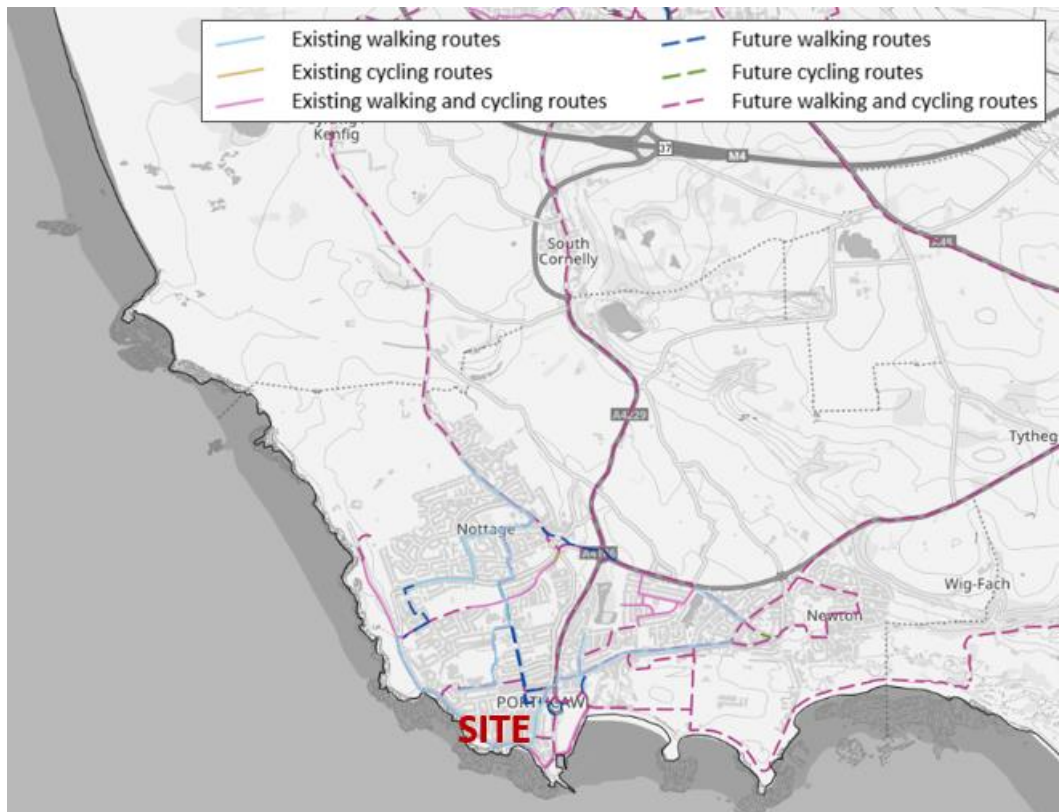


Figure 3.3 Active Travel Network Map

3.3 Public Transport

3.3.1 Public transport within proximity of the development site is shown in **Figure 3.4**.



Figure 3.4 Public transport infrastructure within proximity

Bus

3.3.2 The closest bus stop is located on the eastern boundary of the development site, on Mary Street, where a north and southbound bus stop is available.

3.3.3 The northbound stop benefits from a shelter with seating and timetable information. Both bus stops are in the form of cage markings on the carriageway and are shown in **Photograph 3.2**.



Photograph 3.2 Mary Street north & southbound bus stop

3.3.4 The existing Porthcawl Bus Station is located a 550m walk northeast from the development site and is shown in **Photograph 3.3**.



Photograph 3.3 Existing Porthcawl Bus Station

- 3.3.5 Currently, what serves as a bus station in Porthcawl is a series of bus stops that neither serve the purpose of a bus station nor give the impression of a bus station. A purpose-built bus terminus is proposed to improve the image of public transport in Porthcawl thereby encouraging wider use of buses.
- 3.3.6 The original South Wales Metro proposals identified Porthcawl as part of the network. The provision of a bus hub will therefore deliver the Metro aspiration.
- 3.3.7 The new Porthcawl Terminus is to be developed as part of the South East Wales Metro Plus initiative, shown in **Figure 3.5**.

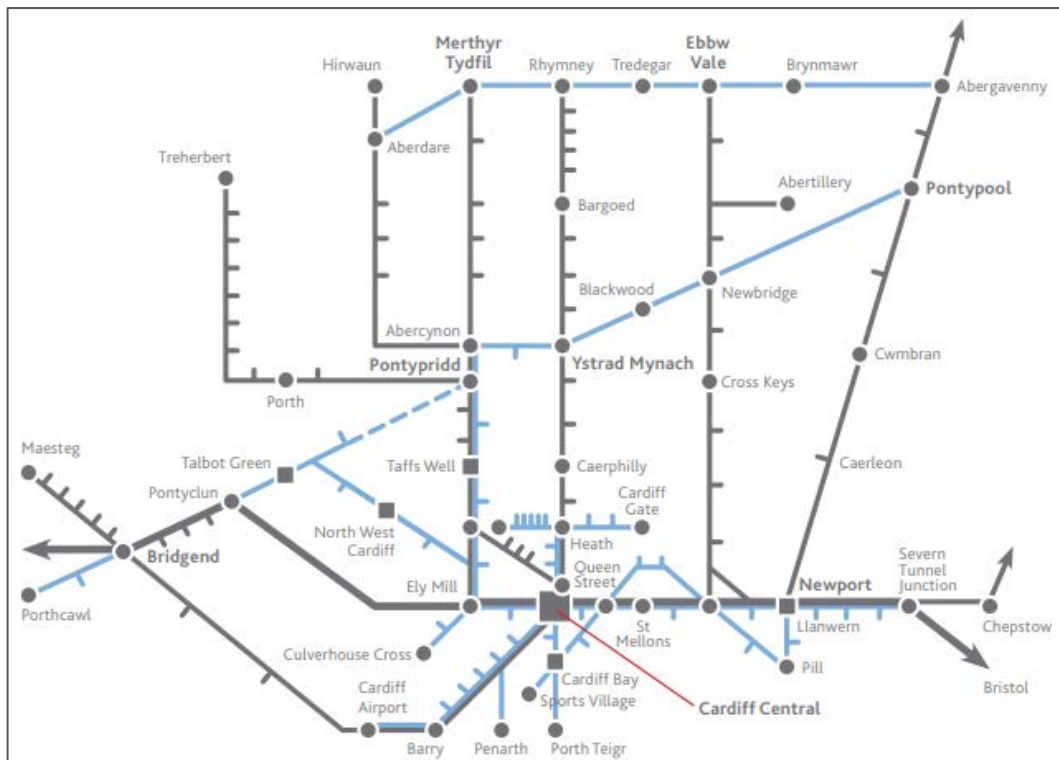


Figure 3.5 Proposed Metro Routes (Source: Capita A Cardiff Capital Region Metro: Impact Study)

- 3.3.8 Services operating within proximity of the development site are summarised in **Table 3.1**.

Route No.	Destination	Frequency
X2	Porthcawl – Cardiff via Bridgend & Cowbridge	Mon-Sat: ~ every 30 mins from 07:10-17:15 then ~ hourly from 17:55-21:20 Sun: Hourly from 10:25-20:25
	Cardiff – Porthcawl via Cowbridge & Bridgend	Mon-Sat: ~ every 30 mins from 07:30-20:35 then ~ hourly until 23:15 Sun: Hourly from 11:33-20:33
63	Porthcawl - Talbot Green via Bridgend	Mon-Sat: Every 20 mins from 06:15-18:25 then 21:15 Sun: Hourly from 08:40-17:40
	Talbot Green – Porthcawl via Bridgend	Mon-Sat: 07:45 then every 20 mins from 08:09-19:06 then 21:06 Sun: Hourly from 10:20-18:20

Table 3.1 Bus services operating within proximity

3.3.9 As can be seen from the above, the development site is well served by public transport options with frequent services linking to Talbot Green and Cardiff.

Rail

3.3.10 There is currently no railway station in Porthcawl. The nearest railway station is located in Pyle, approximately 7km to the north of Porthcawl town centre.

3.3.11 The bus service X2 calls at Cardiff Central railway station providing connections to the wider rail network.

Public transport connectivity

3.3.12 As shown above, there is a good range and frequency of bus services within the vicinity of Porthcawl Pavilion. The public transport connections surrounding Porthcawl are shown in **Figure 3.6**.

3.3.13 The service no. X2 calls at Bridgend Bus station, and accommodates for connections to railway stations; Bridgend Cardiff Bay and Cardiff Central. From Bridgend Bus Station, services are available to Swansea, Cardiff and Pontypridd.

3.3.14 The service no. 63 calls at Bridgend Bus Station and Talbot Green Bus Station and allows for connections to railway stations; Pyle, Sarn, Bridgend, Pencoed, Llanharan and Pontyclun.

3.3.15 The bus opportunities within the vicinity of the site and those offered by the Metrolink facility allow wider connections to the bus network from Porthcawl with opportunity for connections to the wider rail network.

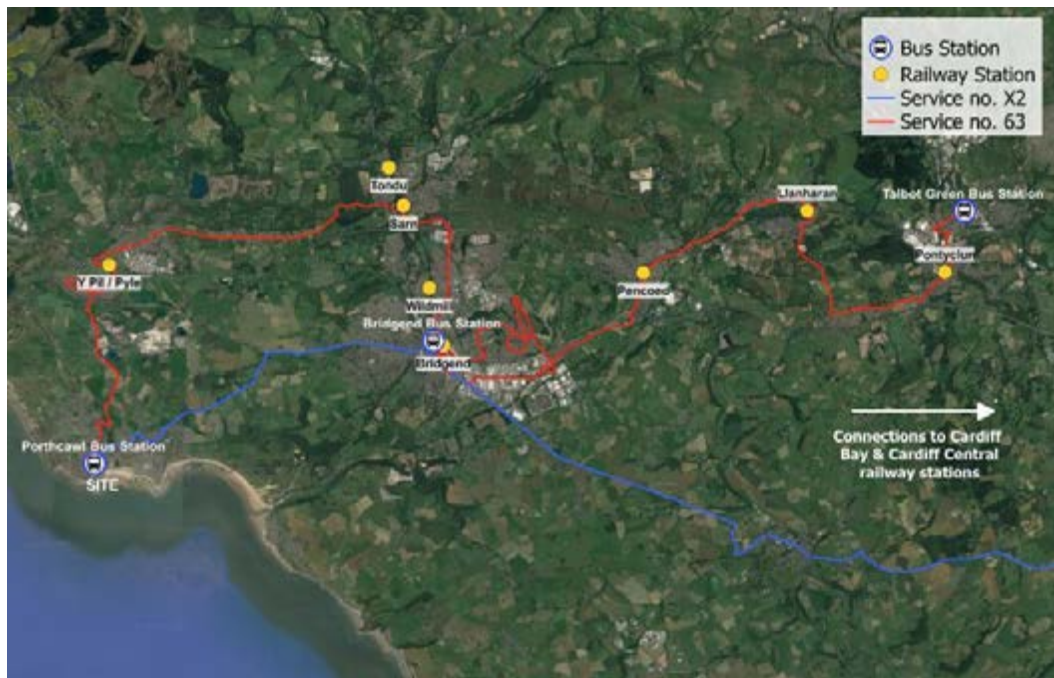


Figure 3.6 Public transport connectivity

3.4 Car Access & Parking

3.4.1 There is a car park at the existing Grand Pavilion, adjacent to the building. This car park is free and unrestricted and accessed via Esplanade Avenue. The car park has a capacity for 22 standard parking spaces plus 1 disabled space. Some spaces are occupied with bins as shown in **Photograph 3.4**.



Photograph 3.4 Existing Porthcawl Pavilion car park

3.4.2 Parking within the vicinity of the Porthcawl Grand Pavilion is mostly unrestricted to the north outside of residential dwellings whilst restrictions are in place to the south/southeast.

3.4.3 Details of parking restrictions within the vicinity of the development site can be seen in **Figure 3.7**, below.



Figure 3.7 Parking restrictions within the vicinity

3.4.4 It can be seen from the above that there is a range of parking options surrounding the Grand Pavilion with provision in place for disabled users and restrictions for caravans and motorhomes fronting the promenade.

3.4.5 In addition to the above, there are pay and display car parks located to the east of the Grand Pavilion, the closest of which is John Street Car Park.

3.4.6 The Hillsboro car park is accessed via the southwestern arm of the A4106/The Portway roundabout and is signposted with directions.

3.4.7 With regards to vehicular access to the Grand Pavilion there are designated Brown Sign Route signposts on the Pyle Road arm of the Pyle Road / A4106 east/ A4106 south / Fulmar Road roundabout, as shown in **Photograph 3.5**



Photograph 3.5 Brown Sign Route signposts

3.5 Local Amenities

3.5.1 The Chartered Institution of Highways and Transportation (CIHT) guidance ‘*Providing for Journeys on Foot*’ (2000) sets out the desirable, acceptable and preferred maximum walking distances for different trip purposes. These are set out in **Table 3.2** below.

	Town Centre (m)	Commuting/School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

Table 3.2 CIHT suggested acceptable walking distances

3.5.2 **Table 3.3** and **Figure 3.8** detail the distances to a range of local facilities along with their walk and cycle times and their proximity to the site.

Facility	Distance (m)	Walk Time (minutes)	Cycle Time (minutes)
Supermarket / convenience store	400	5	3
Post office	400	5	3
Bank / ATM	400	5	3
School / education	750	9	6
Community centre / library	850	10	7
Sports centre / facility	750	9	6
GP / medical centre	450	5	4
Pharmacy	400	5	3
Café / restaurant	60	1	0
Bar / pub	110	1	1
Fast food / takeaway	270	3	2

Table 3.3 Local amenities within proximity



Figure 3.8 Local amenities within proximity

3.5.3 The development site benefits from an ideal location with a range of amenities within walking distance from the Grand Pavilion.

4 DEVELOPMENT PROPOSALS

4.1 Land Use

4.1.1 As discussed, the scheme proposes the re-development of Porthcawl Grand Pavilion, Porthcawl. The development proposes works to a C20 Grade II Listed ferro-crete structure of which is now in a critical state due to patch repairs and weathering. Long-term disuse during the pandemic emphasised the critical need for redevelopment.

4.1.2 The proposed site masterplan is shown at **Appendix B**. The development will provide:

- **Car park:** with reconfigurations discussed below
- **Multi-use space:** locally known as the 'Stage Door' with dedicated bar servery and storage provision for community events, exhibitions and workshops.
- **Studio Theatre:** a 145-seat studio theater
- **Commercial kitchen:** to serve upper-level café and function provisions
- **WCs:** publicly accessible
- **Back of house loading:** extension to the northwest corner to address existing loading issues
- **Staff offices:** alongside a dedicated meeting room and kitchenette
- **Foyer & Heritage interpretation:** reinstating the original entrance as the primary entrance with an integrated ramp
- **Multi-use community/function space:** a space for community events, exhibitions and workshops with its own kitchen and bar
- **Café:** improvements to the existing café
- **Gallery & studios:** gallery and two in-house studios for resident or rented artists
- **Auditorium:** minimal intervention with only necessary improvements

- **Rooftop pavilions:** a rooftop café and function space served via independent bars

4.2 Access

Vehicular

4.2.1 The development will make use of the existing vehicular entrance off Esplanade Avenue with reconfigurations to the car park with a controlled gates access. Theatre loading and bin stores will also be located at this entrance.

Pedestrian & Cyclist

4.2.2 Pedestrians will be able to access the site via the main entrance at the south of the development site. There will also be an entrance from street at the southeastern corner of the site, providing access to the café.

Disabled

4.2.3 The Grand Pavilion will be accessible to all by reinstating the central entrance and providing lift access.

4.3 Parking

Vehicular

4.3.1 The development proposes reconfiguration of the existing car park for 6 accessible spaces and 5 standard spaces reserved for ambulant and wheelchair using staff and performers, and served by EV charging points.

4.3.2 The car parking standards as per BCBC parking standards SPG is detailed in **Table 4.1**.

Type of development	Operational	Non-operational
Cinemas, Theatres & Conference Centres	1 commercial vehicle space	1 space per 5 seats

Table 4.1 Car parking standards

Parking for disabled people

4.3.3 A total of 6 spaces will be provided for disabled patrons who drive to the Pavilion.

4.3.4 This is in compliance with the adopted parking standards that require a minimum of one space for each disabled employee plus 6% of the total car park capacity.

Bicycle

4.3.5 A total of 30 cycle parking spaces are to be provided in accordance with the County Borough of Bridgend’s adopted parking standards for places of entertainment. These will be provided by way of Sheffield stands.

4.3.6 An extract of the parking standards is detailed below in **Table 4.2**.

Places of entertainment	Cycle parking provision	
	Long stay	Short stay
Cinemas, theatres & conference centres	1 per 10 staff	1 per 30 seats

Table 4.2 Bicycle parking standards

4.4 Travel Patterns

4.4.1 The likely modal share of travel for the residential and office element of the proposed site has been predicted by obtaining information provided in the 2011 Census. Table WU03EW - Location of usual residence and place of work by method of travel to work has been used to provide a snapshot of the existing travel behaviour of those in employment in the area.

4.4.2 The modal split excludes those who were not working at the time of the Census and those working from home. The middle super output area Bridgend 018 has been selected.

4.4.3 Due to the potential effect on data caused by the Coronavirus pandemic, both 2011 and 2021 data has been reviewed and summarised in **Table 4.3** below.

Method of travel to work	Mode share %	
	2011	2021
Driving a car or van	77%	55%
Passenger in a car or van	6%	4%
Motorcycle, scooter or moped	0%	0%
Taxi	0%	0%
On foot	12%	7%
Bicycle	1%	1%
Bus, minibus or coach	1%	1%
Train	1%	0%
Work mainly at or from home	0%	30%
Other method	0%	1%
Total	100%	100%

Table 4.3 Modal split

4.4.4 The data summarised in **Table 4.3** illustrates that the residents within Middle Layer Super Output Area (MSOA) Bridgend 018 currently travel to work predominantly by private car.

4.4.5 In the 2011 census, 77% of residents were traveling to work by private vehicle compared with 55% in the 2021 census. It should however be noted that the Coronavirus pandemic has influenced a pattern of working from home and that in the 2011 census, 0% worked mainly at or from home whilst in 2021 this increased to 30%.

4.4.6 When accessing data, Nomis states that;

“It is difficult to compare this variable with the 2011 Census because Census 2021 took place during a national lockdown. The government advice at the time was for people to work from home (if they can) and avoid public transport.”

4.4.7 Active travel trends have lowered with 12% and 7% travelling on foot in 2011 and 2021 respectively and 1% cycling in 2011 and 1% in 2021.

4.4.8 Public transport modes remain relatively low and have lowered from 1% travelling by bus in 2011 and 2021. In 2011, 1% travelled by train and this reduced to 0% in 2021. At the time of the census, use of public transport was actively discouraged by the Welsh Government, due to the Coronavirus pandemic.

5 AIMS, OBJECTIVES & TARGETS

5.1 Introduction

5.1.1 This section of the Travel Plan details the aims, objectives and targets of the Travel Plan.

5.1.2 The objectives are high-level aims of the Travel Plan, they steer the Travel Plan and give it direction. The targets established in the Travel Plan are measurable so that progress can be assessed.

5.2 Aims & Objectives

5.2.1 The primary focus of this Travel Plan will be to reduce the number of single occupancy vehicle trips associated with travel to and from the development particularly by staff and visitors. This will be achieved by promoting and encouraging, a greater level of walking and cycling, the use of public transport and carsharing.

5.2.2 As discussed above, the Grand Pavilion benefits from being within close proximity of Porthcawl Bus Station and proposed Metro links and is in an ideal location for local pedestrian and cyclist routes.

5.2.3 The aim of the Travel Plan is to encourage both staff and visitors to travel to the proposed site by sustainable travel modes and developing sustainable travel habits from the outset.

- Increase the share of trips made to the site by walking;
- Increase the share of trips made by car sharing;
- Increase the share of trips to the site made by bicycle;
- Reduce the proportion of staff commuting by single occupancy vehicle;
- Increase the share of trips to the site by public transport; and
- Improve awareness amongst staff about different travel options.

5.2.4 The Travel Plan details a range of sustainable travel measures which will be introduced in conjunction with the proposed development.

5.3 Targets

5.3.1 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan.

5.3.2 Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related. They may be either qualitative ('action' targets) or quantitative ('aim' targets). Indicators are the elements which will be measured in order to progress towards meeting interim and final targets.

5.3.3 Using the 'Dft Smarter Choices Report' and our experience on the effectiveness of travel plan measures, the overarching target for the Travel Plan is as follows:

Headline target: The Travel Plan will aim to achieve a 10% shift away from car trips within five years of the initial travel survey to be undertaken within 3 months of full occupation.

5.3.4 In this case, definitive targets cannot be set until the initial travel survey has been undertaken. The targets will therefore be set by the Travel Plan Co-ordinator following the initial staff travel survey. These will be undertaken following full occupation of the site, which is envisaged to be no longer than 12 months after completion.

6 TRAVEL PLAN STRATEGY

6.1 Introduction

6.1.1 This section sets out the clear stages by which the Travel Plan is to be managed and marketed to achieve its aim, objectives and targets.

6.2 An on-going process

6.2.1 It is important to recognise that a Travel Plan is a practical management tool that sets out 'active' initiatives rather than a static document. This means that the Travel Plan will be a process of continual development, requiring regular review to monitor changes in travel patterns and assess the success of measures and target achievements. Therefore, the measures and related events may be altered over the life of the Travel Plan.

6.2.2 A management structure has been proposed involving a Travel Plan Co-ordinator (TPC). This structure will provide an overarching framework for the delivery of a successful and ongoing travel plan for the development.

6.2.3 The performance of the Travel Plan will have to be monitored so that the appropriate initiatives can be taken forward by the TPC, to encourage modal shift away from car-borne trips.

6.3 Travel Plan Co-Ordinator

6.3.1 A Travel Plan Co-ordinator (TPC) will be appointed by the developer and they will be responsible for implementing all travel plan measures.

6.3.2 The role of the TPC will be to provide focus for the Travel Plan, organising transport related events and encouraging involvement. They will be the first contact for staff for any matter to do with the Travel Plan. Their key responsibilities will include some of the following:

- Implementation and management;
- Ensure all information regarding walking and cycle routes/bus service time tables are kept up to date and readily available;

- Be responsible for the maintenance of a travel notice board;
- Arrange for travel surveys to be undertaken where necessary;
- Promotion of a car sharing data base; and,
- Measuring success and monitoring change.

6.3.3 The appointed individual will be the main driving force behind the plan and will be provided with sufficient time and resources to manage the plan effectively Transport Planning consultants could also assist with the Travel Plan Co-ordinator role.

6.3.4 The TPC would begin their role three months prior to the completion of the development in order to initiate the proposed measures. The TPC role should be in place for five years, for the life of the Travel Plan. Resources to assist in increasing promotion can be downloaded from many of the transport websites that run national events.

6.4 Action plan

6.4.1 An action plan in forming the Travel Plan's implementation will be developed and will accompany the final Travel Plan that will be completed before the occupation of the development.

6.4.2 The action plan will include a list of proposed measures. The measures aim to encourage the use of more sustainable travel modes. It will include a timetable that identifies anticipated dates for tasks.

6.5 Travel plan event programme

6.5.1 An event programme will also be prepared in relation to the final Travel Plan which looks to illustrate the range of transport events that are promoted annually to encourage sustainable travel to work.

6.5.2 The programme will identify certain measures that could be promoted and/or implemented in conjunction with these events. This will help to increase awareness and may provide some inspiration for TPC.

6.5.3 National campaigns (i.e., Walk to Work Week) often have websites with downloadable posters and other promotional items that will assist the TPC.

7 TRAVEL PLAN MEASURES

7.1 Introduction

7.1.1 This chapter identifies and provides details of the measures that will be implemented at the proposed development. These will be refined and become more specific in the full Travel Plan.

7.1.2 Note that in the long term, other measures could replace or supplement those proposed, depending on their needs and suitability. The need for any alteration will be evident from the proposed regular monitoring results.

7.1.3 It will be responsibility for the TPC to investigate other potential measures that will assist in meeting the targets set on the full Travel Plan.

7.2 Consultation

7.2.1 It is important for the businesses occupying the development to take ownership of the Travel Plan. To gain this level of ownership the regular monitoring undertaken by the TPC will involve consultation with all users of the site to ensure that the Travel Plan develops in a way most beneficial to them.

7.2.2 All staff will need to be involved in the Travel Plan at some stage. Below are some initiatives that the TPC could take on board to help to ensure staff understand the Travel Plan:

- Develop and update a travel plan notice board;
- Develop and design promotional materials;
- Produce an annual travel plan newsletter; and,
- Participate in walk/cycle to work national events.

7.2.3 The Travel Plan will evolve over time and the measures will alter according to the travel trends and attitudes at the time.

7.3 Marketing & travel information

7.3.1 Disseminating information on the Travel Plan, its benefits and measures will help to raise awareness of the travel options and facilities available. The following initiatives could be incorporated into the Travel Plan.

Travel Plan leaflets/information sheets

7.3.2 All staff will be provided with a Travel Plan leaflet/information sheet to introduce the Travel Plan and measures available.

7.3.3 This will include information about the benefits of sustainable travel in terms of health, time, costs and a location map of the site with walking and cycling facilities highlighted.

7.3.4 This should be provided to any new staff member throughout the life span of the Travel Plan.

7.3.5 Leaflets and information sheets can also be distributed to local holiday accommodation sites such as Trecco Bay Holiday Park and local hotels/B&Bs to encourage those visiting Porthcawl for holiday to travel via sustainable travel modes.

Noticeboards

7.3.6 A Travel Plan notice board should be installed in the reception area and café area of the renovated Grand Pavilion.

7.3.7 The boards are expected to increase both staff visitor awareness of the travel options available to them. The notice board will contain information about the Travel Plan and the reasons for it, advise staff and visitors of the available public transport provision in the vicinity, bus timetables and contact information, cycle routes and pedestrian access.

Website

7.3.8 The current Grand Pavilion website includes details on how to travel to the site via car, bus and train.

7.3.9 The website should be updated as part of the Travel Plan implementation to include further details on travelling to the site via sustainable modes, with information on local

bus routes, connections from railway stations and information about local pedestrian and cyclist infrastructure.

7.4 Walking & Cycling Measures

7.4.1 Nationally, walking accounts for 25% of all journeys and 80% of those less than one mile. It is the most sustainable method of travel, has a number of proven health benefits and is an important source of personal freedom.

7.4.2 As with walking, the promotion of cycling can lead to a healthier, more active population. Both walking and cycling are cheap, convenient and reliable methods of transport.

7.4.3 Cycling is especially important for tackling congestion and pollution as it can replace many journeys which otherwise would be made by vehicular transport.

7.4.4 Infrastructure measures are proposed within the development that will benefit both pedestrian and cycle movement within the site for staff and visitors.

7.4.5 The Grand Pavilion benefits from being situated adjacent to Porthcawl promenade where walking and cycling is encouraged.

7.4.6 There are publicly available Sheffield bicycle stands available within the vicinity (discussed in section 2) and proposals to provide cycle parking on-site in alignment with Bridgend County Borough Council cycle parking standards.

7.4.7 To promote walking and cycling to staff members, the following measures could be implemented:

Cycle training/proficiency

7.4.8 The TPC will liaise with the council to explore the possibility of providing cycle training and/or undertaking cycle proficiency for staff at the proposed development.

Discounts

7.4.9 The Grand Pavilion is located an 850m walk/cycle from ONITsports, a local bicycle shop. Efforts to secure discounts for bikes and associated servicing from local bike shops could be negotiated for staff.

Bike User Group (BUG)

7.4.10 A BUG could be set up between the TPC, staff and other members within the local community, who are keen to share advice and information.

Cycle to Work Scheme

7.4.11 The TPC will investigate the possibility of starting a cycle to work scheme for staff at the pavilion to encourage staff to purchase and use a bicycle.

7.5 Public Transport Measures

7.5.1 Increased use of public transport is a fundamental aspect of the government's sustainable transport strategy. The benefit of travelling by public transport includes:

- Being able to relax, read and work; and,
- Traffic free routes (with rail and where bus priority exists).

7.5.2 As discussed in section 2, the Grand Pavilion benefits from being within close proximity of Porthcawl Bus Station and proposed Metro links and therefore, public transport use will be actively encouraged.

Journey Planning

7.5.3 Details on public transport journey planning websites such as Traveline Cymru will be put on display for staff and visitors. For staff, information could be distributed or displayed in staff rooms and for visitors, information on 'how to get here' shown on websites to encourage visiting by alternative modes.

Discounts

7.5.4 Information about season ticket options providing cheaper travel will be put on display for staff.

7.5.5 A café discount could be considered for visitors to the site who are able to show proof of their arrival by public transport.

7.6 Car usage

7.6.1 Despite the alternatives to the private car, many people rely on their private car as their means of transport for some or all of the time. For example, if they have a disability or for certain types of trips, such as long-distance journeys.

7.6.2 However, there are means of reducing the number of cars on the road, and therefore congestion, by discouraging unnecessary car journeys and by encouraging people to share their journeys.

7.6.3 Due to the nature of the site, it is unlikely that working from home will be a viable alternative for staff, but the necessity to travel to and from the site for a full-time working week should be considered.

Car-sharing

7.6.4 Car-sharing involves two or more persons travelling in the same car from a different household. It is an important component of any travel plan, as it allows a number of benefits in addition to reducing congestion, including time and money savings to sharers. Identified benefits of sharing over driving alone are:

- Saving money and reduced maintenance costs;
- Time to relax without driving stress; and,
- Opportunity to socialise.

7.6.5 The establishment of a car sharing database to 'match' potential car sharers amongst staff will be investigated during the production of the final Travel Plan. Discount could then be considered for those who participate in a carsharing scheme.

8 MONITORING & REVIEW

8.1 Introduction

8.1.1 Monitoring is an essential element of any Travel Plan, by gaining an understanding of how staff travel to the site, specific measures can be implemented.

8.1.2 These aims to effectively change travel habits and encourage the use of more sustainable modes. The Travel Plan needs to 'buy-in' from its users and therefore regular consultation and an understanding of their needs and demand is crucial to its success.

8.1.3 Every Travel Plan, and its associated measures need to be bespoke and moulded around the people it is aiming to affect. This can only be achieved through regular monitoring to ensure it remains relevant to all users.

8.1.4 The ongoing commitment to the Travel Plan requires a suitable monitoring and evaluation mechanism, which is detailed below.

8.2 Travel Surveys

Initial Travel Surveys

8.2.1 Precise travel patterns need to be established through an initial travel survey which will be undertaken in the first 3 months of full occupation.

8.2.2 It is important that the actual modal split of the new development is determined as soon as possible to ensure that the targets are SMART and the measures are appropriate for implementation.

8.2.3 By establishing the modal split, the applicability of specific travel plan measures and targets can be revised accordingly, reflecting the actual needs and requirements of staff and visitors.

8.2.4 These amendments will form the full travel plan which will be more prescriptive than this Framework Travel Plan, with fixed targets and the exact mix of measures.

8.2.5 All information will be collated by the TPC and the results and any revisions in the Full Travel Plan will need to be agreed with the Local Authority.

Repeat Travel Surveys

8.2.6 The future monitoring process will involve undertaking staff and resident travel surveys annually. These will be undertaken during the same month as the initial survey, every year for a period of five years.

8.2.7 Note that the travel survey should remain broadly similar throughout the life of the Travel Plan to ensure consistency in the results and information.

8.2.8 The information will be collated by the TPC into a small monitoring report and submitted to the Local Authority on an annual basis.

8.3 Other useful monitoring tasks

8.3.1 The following monitoring tasks may also be useful, as indicated within the preliminary action plan;

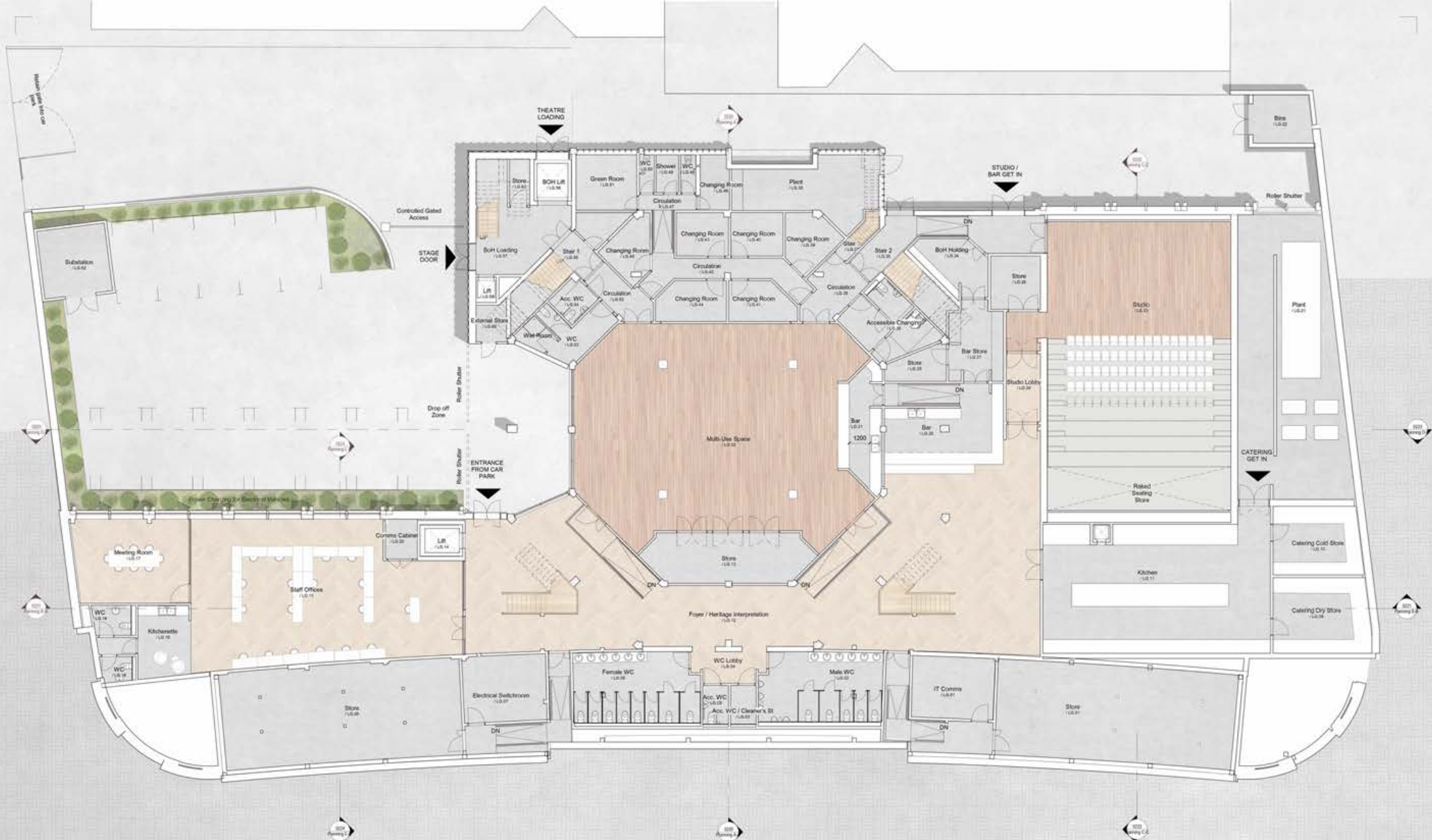
- Conduct counts several times a year to ascertain use of cycle parking facilities;
- Monitor levels of take up of specific measures;
- Ask for staff feedback on the take up of travel plan measures/matters;

8.4 Reporting structure

8.4.1 The TPC is responsible for planning the above. All details of the monitoring programme will be agreed with Bridgend County Borough Council prior to undertaking the surveys.

Appendices

Appendix A



1 00 - Lower Ground Floor Planning
1: 100

Drawings are based on survey data and may not accurately represent what is physically present.
Do not scale from this drawing. All dimensions are to be verified on site before proceeding with the work.
All dimensions are in millimeters unless noted otherwise.
Purcell shall be notified in writing of any discrepancies.

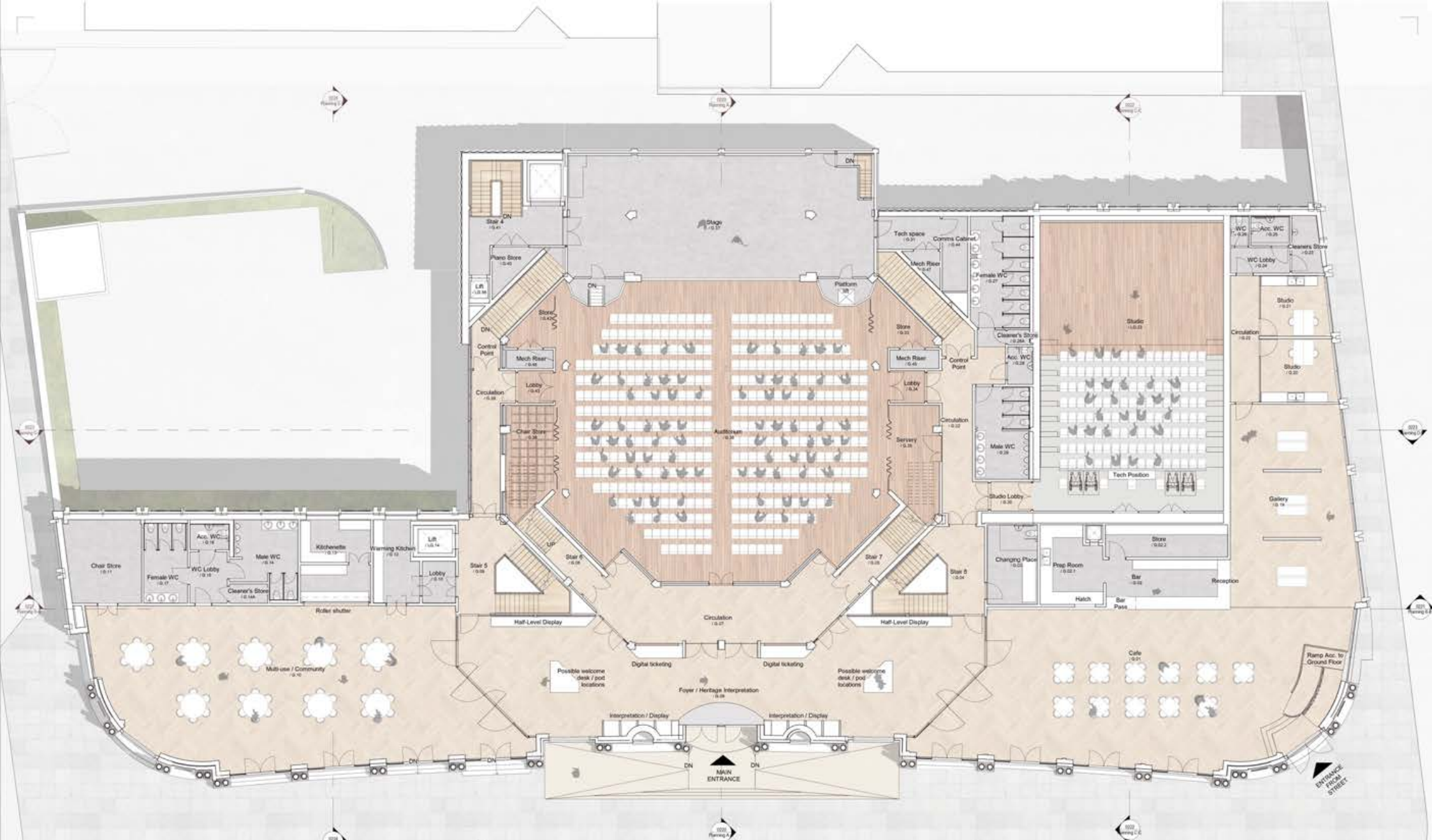


PI	04/08/23	Drawings issued to planning authority
PI	03/06/23	Drawings issued to client for sign off
REV	DATE	DESCRIPTION

CLIENT	AWEN Cultural Trust
JOB NUMBER	239541
PROJECT	Porthcawl Grand Pavilion
TITLE	Planning - Proposed - GA Lower Ground Floor

SIZE	SCALE	LAST REVISED	DRAWN	CHECKED
AIL	1: 100		GC	DB
REV	SUITABILITY REASON FOR ISSUE			
P2				
DRAWING NUMBER				
239541-PUR-01-BI-DR-A-0200				





1 00 - Ground Floor Planning
1 : 100

Drawings are based on survey data and may not accurately represent what is physically present.
Do not scale from this drawing. All dimensions are to be verified on site before proceeding with the work.
All dimensions are in millimeters unless noted otherwise.
Purcell shall be notified in writing of any discrepancies.

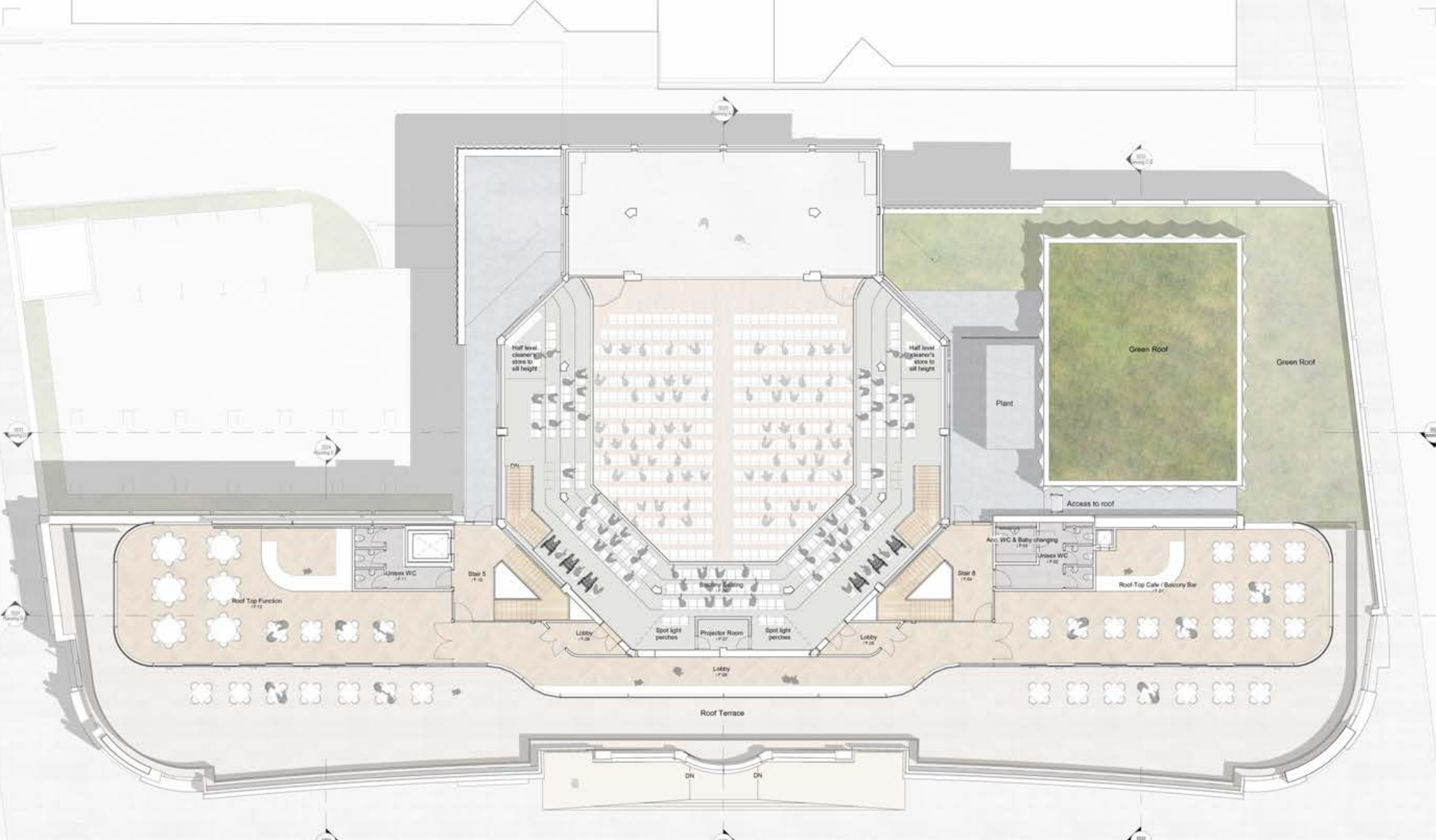


P2	01.08.23	Drawings issued to planning authority
P1	03.06.23	Drawings issued to client for sign-off
REV	DATE	DESCRIPTION

CLIENT
AWEN Cultural Trust
JOB NUMBER PROJECT
239541 Porthcawl Grand Pavilion
TITLE
Planning - Proposed - GA Ground Floor

SIZE	SCALE	LAST REVISED	DRAWN	CHECKED
AIL	1 : 100		GC	DB
P2	SUITABILITY/REASON FOR ISSUE			
DRAWING NUMBER 239541-PUR-01-00-DR-A-0201				





01 - First Floor Planning
1:100

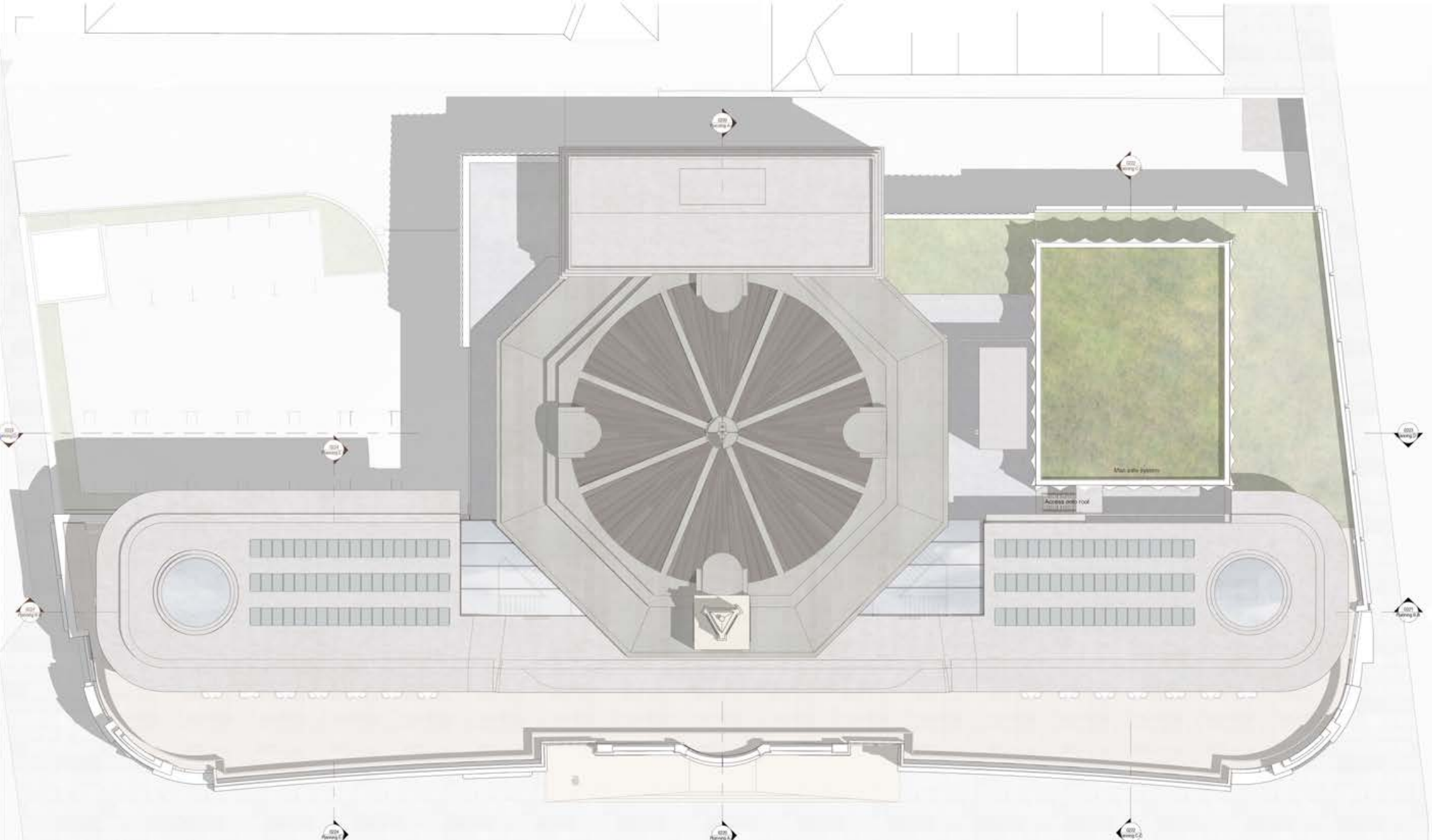
Drawings are based on survey data and may not accurately represent what is physically present.
Do not scale from this drawing. All dimensions are to be verified on site before proceeding with the work.
All dimensions are in millimeters unless noted otherwise.
Purcell shall be notified in writing of any discrepancies.

PL	06.09.23	Drawing issued to planning authority
PI	09.08.23	Drawing issued to client for sign off
REV	DATE	DESCRIPTION

CLIENT	AWEN Cultural Trust
JOB NUMBER	239541
PROJECT	Porthcawl Grand Pavilion
TITLE	Planning - Proposed - GA First Floor

SIZE	SCALE	LAST REVISED	DRAWN	CHECKED
AIL	1:100		GC	DB
REV	SUITABILITY/REASON FOR ISSUE			
P2				
DRAWING NUMBER				
239541-PUR-01-01-DR-A-0202				





1 02 - Roof Plan Planning
1 : 100

Drawings are based on survey data and may not accurately represent what is physically present.
Do not scale from this drawing. All dimensions are to be verified on site before proceeding with the work.
All dimensions are in millimeters unless noted otherwise.
Purcell shall be notified in writing of any discrepancies.

PS 04/02/23 Drawing issued to planning authority
PI 03/08/23 Drawing issued to client for sign off
REV DATE DESCRIPTION

CLIENT
AWEN Cultural Trust
JOB NUMBER PROJECT
239541 Porthcawl Grand Pavilion
TITLE
Planning - Proposed - GA Roof Plan

SIZE	SCALE	LAST REVISED	DRAWN	CHECKED
AIL	1 : 100		GC	DB
REV	SUITABILITY/REASON FOR ISSUE			
DRAWING NUMBER 239541-PUR-01-RF-DR-A-0203				

