Hay Campus, Hay-on-Wye

Hay and District Sports & Community Association (HADSCAL)

Framework Travel Plan

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Executive Summary

This Framework Travel Plan (FTP) has been prepared on behalf of Hay and District Sports & Community Association (HADSCAL) in support of the commercial element of the proposed development at Hay Campus, Hay-on-Wye, comprising 10 business units.

The wider proposals also include a Leisure and Community Centre, which is supported by a separate Travel Plan, and a Transport Assessment has been submitted under separate cover. The business units will be served by a new priority junction from Forest Road, while pedestrian and cycle connections will also be available through the wider site.

The site is located on the southern edge of Hay-on-Wye, approximately 550m from the town centre, and is accessible by a range of sustainable travel modes. Footways along Forest Road connect the site with the wider pedestrian network, an additional route is available via Public Right of Way 023/8/1, and Forest Road forms part of National Cycle Network Route 42. A range of local services and amenities lies within walking and cycling distance, while the '*Hay Fire Station*' bus stops, approximately 700m from the site, provide services between Hereford and Brecon.

The FTP establishes a framework through which future occupiers will prepare bespoke Workplace Travel Plans once their businesses and travel characteristics are known. Its objectives are to raise awareness of sustainable travel options, increase walking and cycling, reduce reliance on single-occupancy car journeys and minimise transport impacts on the local area. The proposed measures include secure cycle parking, Travel Information Packs, staff travel information boards, promotion of walking and cycling routes and events, public transport information and journey-planning tools, cycle-to-work schemes, car sharing and local taxi services.

A site-wide Travel Plan Coordinator will be appointed no less than three months before first occupation to oversee implementation, liaise with occupiers and Powys County Council, and manage promotion, monitoring and review. Under the terms of this FTP, every end occupier will be required to sign onto a comprehensive Workplace Travel Plan. Within six months of occupation of the first unit, the Travel Plan Coordinator will undertake a baseline staff travel survey, with subsequent surveys and reporting at a frequency to be agreed with the Council; the results will inform occupier-specific targets and any necessary refinements to measures. The developer will fund the production of the comprehensive Workplace Travel Plan, Travel Plan Coordinator, measures, monitoring and reporting for the lifetime of the FTP and subsequent Workplace Travel Plan. Overall, the FTP provides a proportionate and adaptable strategy for encouraging sustainable staff and visitor travel from the outset.

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1 Introduction

1.1 Rappor Consultants Ltd. (Rappor) has been instructed by Hay and District Sports & Community Association (HADSCAL) to prepare a Framework Travel Plan (FTP) in support of a planning application for a proposed Leisure and Community Centre and 10 business units on land at Hay Campus, Hay-on-Wye.

1.2 The application site comprises an existing Football Club/Facilities which will be maintained/upgraded as part of the development proposals. However, the football pitches are not included within the application site boundary.

1.3 In addition to the improved Football Club facilities, a new combined use Leisure and Community Centre, and 10 business units are proposed at the site. Furthermore, parking provision for both the proposed uses and existing on-site use is to be provided as part of the proposals.

1.4 The proposed Leisure and Community Centre will comprise a swimming pool, sports hall, basketball court, changing areas, youth club, café, soft play area, two function rooms, terrace, fitness studio, gym, library, administration office, recording room, letting space, community growing space and dial-a-ride facility.

1.5 Access to the site will be provided from Forest Road via one existing access and one newly constructed access.

1.6 The site location, its context and its relationship with the immediately adjoining area are illustrated in **Appendix A**.

1.7 This FTP has been prepared to support the commercial element of the development proposals, which comprises 10 business units. A Travel Plan (TP) has been submitted under separate cover in support of the Leisure and Community Centre element of the development proposals.

1.8 An FTP is suitable for the commercial element because the end users of this element have not been finalised. This FTP has been prepared to assist in promoting sustainable travel modes, primarily among employees at the site, while also encouraging visitors to use sustainable modes.

1.9 A comprehensive Workplace Travel Plan (WTP) will be submitted in due course, which will broadly comply with this FTP and set out bespoke measures and targets, appropriate to the occupiers of the 10 business units. The developer will be responsible for ensuring that the WTP is produced and submitted to Powys County Council (PCC) at least three months prior to first occupation. Future occupiers of the business units will be required by this FTP to sign onto the WTP at the signing of leases or sales agreement.

1.10 This strategy will adopt a centralised approach to travel planning through the appointment of a single Travel Plan Co-ordinator (TPC), with all future occupiers committing to support its implementation via nominated representatives.

1.11 A Transport Assessment (TA) has also been prepared and is submitted under separate cover in support of the planning application.

Site Location and Composition

1.12 The application site is located at the southern periphery of Hay-on-Wye, approximately 550m south of Hay-on-Wye Town Centre. The whole town lies within an approximate 1km radius.

1.13 The site is irregularly shaped and is bound by Hay and St Mary's Football Ground, a medical centre and Forest Road, from which access is taken by all modes. It currently comprises a football clubhouse and undeveloped land, together with associated parking, including the medical-centre overflow parking area, and ancillary buildings.

1.14 The site location is indicatively shown in **Figure 1.1** below.

Figure 1.1: Indicative Site Location Plan

1.15 Access to the site is currently provided at the eastern boundary in the form of an unnamed access road from Forest Road which terminates at the site boundary in the form of a field gate access.

Development Access Strategy

Active Travel Access

1.16 Pedestrian access to the site will be provided via Forest Road and the existing access point. The footway along Forest Road provides onward connectivity to the wider footway network throughout Hay-on-Wye.

1.17 Visitors and employees of the business units will be able to walk through the development to/from the existing access point from/to Forest Road (no vehicular access between the two separate on-site uses will be permitted and this is discussed further below). As demonstrated on the site layout plan attached at **Appendix B**, an internal footpath is provided from the business units to the unnamed access road and existing point from/to the wider site to/from Forest Road.

1.18 Pedestrian access will additionally be achievable via the PRoW network (detailed further in **Section 3**) in the vicinity of the site and via PRoW Footpath 023/8/1, which traverses the western side of the wider development. PRoW Footpath 023/8/1 provides an additional traffic-free leisure and recreational route between the site and the Brecon Road (B4350) / Church Street (B4350) / Forest Road junction. Although this route will not be suitable for all users and is not an all-weather route, it provides a viable alternative for some pedestrians to the primary access strategy via Forest Road.

1.19 The provision of two pedestrian routes between the site and the centre of Hay-on-Wye will create a permeable walking network for people in the local area accessing the proposed business units.

1.20 Cycle access to and from the site will also be provided from Forest Road, which forms part of NCN Route 42. This confirms that Forest Road provides an established route for cycle travel.

Vehicle Access

1.21 The proposed vehicular access strategy separates the two principal uses as follows:

a) Leisure and Community Centre – accessed via the existing access to/from Forest Road; and
b) Business units – accessed via a newly proposed priority junction to/from Forest Road.

1.22 The existing access from Forest Road is via the unnamed access road as previously mentioned. It will continue to serve the medical centre and associated parking, rear parking for dwellings on Forest Road, the football club, and the proposed Leisure and Community Centre.

1.23 The proposed access point from/to Forest Road will serve only the proposed business units.

1.24 No vehicular access will be permitted between the two separate areas serving the Leisure and Community Centre and the business units. A gated connection will provide emergency access and active-travel connectivity between the two principal uses.

Travel Plans

1.25 Travel planning has the ability to create more sustainable developments, which will assist the development to achieve the transport strategy and comply with national, regional, and local planning policies.

1.26 Employment FTPs detail how sustainable travel to and from the site by staff and visitors will be encouraged. This may be achieved by reducing the number of individual private vehicle trips and encouraging public transport, walking and cycling as alternatives. Success in this respect will help to mitigate the impact of additional traffic attracted to the proposed development, reduce its carbon footprint and encourage travel in a more sustainable and environmentally conscious way.

1.27 The principal objective of the FTP is to provide a framework for promoting and providing information regarding alternative sustainable modes of transport to staff and visitors, with a particular emphasis on staff, and to ensure staff are fully aware of the sustainable travel options available to them.

Aims and Scope of the Framework Travel Plan

1.28 An FTP is the first stage of the Travel Planning process for a site with unconfirmed end occupiers. It includes basic principles for the entire site and a list of potential measures that could be implemented to effect modal shift. A management strategy for producing a future WTP in due course is also provided.

1.29 This FTP applies to the proposed business units and sets out the initiatives and measures to be provided before the development is occupied, as well as during the lifetime of the future WTP, in order to influence future staff and visitor travel behaviour at the outset, and therefore minimise single occupancy car journeys, and encourage staff and visitors to use other sustainable modes of travel.

1.30 The main aims of this FTP are:

a) To reduce the overall amount of car travel to the site;
b) To encourage the use of active travel modes; and
c) To minimise the impact of the development on the local area and transport infrastructure.

Structure of the Travel Plan

1.31 The structure of the remainder of the FTP is as follows:

a) **Section 2:** Travel Plan Context - sets the scene and details the policy context;
b) **Section 3:** Baseline Sustainability Audit - provides a site assessment in relation to sustainable transport modes;
c) **Section 4:** Objectives - provides detailed objectives of this FTP;
d) **Section 5:** Travel Plan Management and Measures - details the management structure in place to deliver the FTP;
e) **Section 6:** Action Plan - detailed list of measures and initiatives that will be implemented to achieve the objectives and targets of this FTP;
f) **Section 7:** Monitoring and Review - details the monitoring and review of the FTP; and
g) **Section 8:** Funding - provides detail of the funding of the FTP.

2 Travel Plan Context

2.1 An FTP sets out the long-term management strategy of a site and is built on a package of site-specific measures that seeks to deliver sustainable transport objectives, with an emphasis on reducing reliance on single occupancy car journeys and facilitating travel by sustainable modes. This is articulated in the FTP and regularly reviewed within the future WTP which will build on the FTP.

2.2 An FTP is an initial Travel Plan, which sets out a framework for the future WTP to follow once site occupiers are known. The purpose of the FTP is to identify potential sustainable travel options, identify key objectives and set out initial measures to achieve these objectives. A full WTP should be produced at the site once occupiers are known, to ensure all measures and targets are specific to the occupiers. This will be produced under the responsibility of the developer at least three months prior to first occupation.

2.3 To be successful, it is crucial that the travel-planning process is dynamic, allowing it to grow and develop over time. The FTP will need to remain flexible so that the future WTP can respond to the performance of the plan, changes in the circumstances and operating environment of the site, and the needs of staff and visitors. This flexibility will ensure that the targets and measures in the future WTP reflect and respond to current travel patterns.

Benefits of a Travel Plan

2.4 Travel Plans help to reduce the cost of travel for individuals and reduce the impact of travel on the local highway network as well as the environment. They also help to:

a) Inform the design and operation of development;
b) Improve the health of all users on-site through promoting walking and cycling measures;
c) Create improvements for public transport, pedestrians and cyclists;
d) Reduce reliance on the car through facilitating and promoting sustainable transport initiatives;
e) Reduce the cost of travelling to and from the site through promotion of car sharing or alternative travel modes;
f) Reduce congestion by minimising car use - thereby reducing local noise pollution and harmful vehicle emissions such as CO2; and
g) Save energy through reduced fossil fuel use.

2.5 In summary, Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

Policy, Guidance and Legislation

2.6 In developing this FTP, care has been taken to ensure that full regard has been given to best practice methods and these have been applied. A number of key policy documents (national and local) have been considered to help deliver the maximum possible uptake of sustainable transport modes.

National Policy

Future Wales: The National Plan 2040 (February 2021)

2.7 Future Wales is the national development framework, setting the direction for development in Wales to 2040. Published by the Welsh Government in February 2021, it is the first development plan for Wales. Future Wales provides a framework for managing change and planning development. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of the Welsh communities.

2.8 Future Wales is one of a number of documents concerned with infrastructure and development in Wales. Its specific purpose is to ensure that the planning system at all levels is consistent with, and supports the delivery of, the Welsh Government's strategic aims and policies.

Llwybr Newydd - the Wales Transport Strategy 2021 (March 2021)

2.9 Llwybr Newydd - the Wales Transport Strategy 2021 is the Welsh Government's strategy for the future of transport in Wales. It places people and climate change at the centre of how the Welsh transport system is designed, setting the vision for an accessible, sustainable and efficient transport system.

2.10 It also sets out short-term priorities and long-term ambitions, and how the transport system can help deliver these. The following are the three headline priorities for the next five years:

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

Planning Policy Wales (PPW) – Edition 12 (February 2024)

2.11 The national land use planning policies of the Welsh Government are set out in Planning Policy Wales, Edition 12 published in February 2024. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

2.12 PPW is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales. PPW, the TANs, Minerals TANs (MTANs) and policy clarification letters comprise national planning policy. TAN 18: Transport published in March 2007 is of particular relevance.

Planning Policy Wales – Technical Advice Note 18: Transport (March 2007)

2.13 TAN 18 was published in March 2007 by the Welsh Government to supplement PPW and provides further information and detail in relation to transport matters and the integration between land use planning and transport in Wales.

2.14 It states that the integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development (paragraph 2.3).

2.15 It goes on to say that integration can help achieve these environmental outcomes together with the Welsh Government's wider sustainable development policy objectives by:

a) "promoting resource and travel efficient settlement patterns;
b) ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
c) managing parking provision;
d) ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
e) encouraging the location of development near other related uses to encourage multi-purpose trips;
f) promoting cycling and walking;
g) supporting the provision of high quality, inclusive public transport;
h) supporting provision of a reliable and efficient freight network;
i) promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;
j) encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and
k) *ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions."*

2.16 Paragraph 2.4 recognises that the inter-relationships between land use planning and transport are complex and varied but summarises that:

> "*By influencing the location, scale, density and mix of land uses and new development, land use planning can help to reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle and use public transport."*

2.17 Paragraph 5.7 recognises a place for local standards and design guidance, with reference to Manual for Streets, and notes that the relevant design standard applicable to Trunk Roads remains the Design Manual for Roads and Bridges (DMRB).

National Legislation

Active Travel (Wales) Act 2013 (November 2013)

2.18 The Active Travel (Wales) Act 2013 was given Royal Assent in November 2013. It aims to promote sustainable travel and make active modes of travel attractive for shorter, local journeys. The term 'active travel' means walking and cycling for purposeful journeys to a destination and the Act focuses on walking and cycling for transport rather than leisure.

2.19 Increasing levels of active travel contributes to the achievement of all seven of Wales' Well-being Goals.

2.20 Local authorities and the Welsh Government are required to encourage walking and cycling as modes of transport. This is based on the principle that with improved connections between key facilities and local services the reliance on the use of the private car for local journeys can be reduced.

2.21 The Active Travel Act makes it a legal requirement for local authorities to map and plan suitable walking and cycling routes and to improve this infrastructure regularly. The Act also requires new road schemes to consider the needs of pedestrians and cyclists at the planning stage.

National Guidance

Active Travel Act Guidance (July 2021)

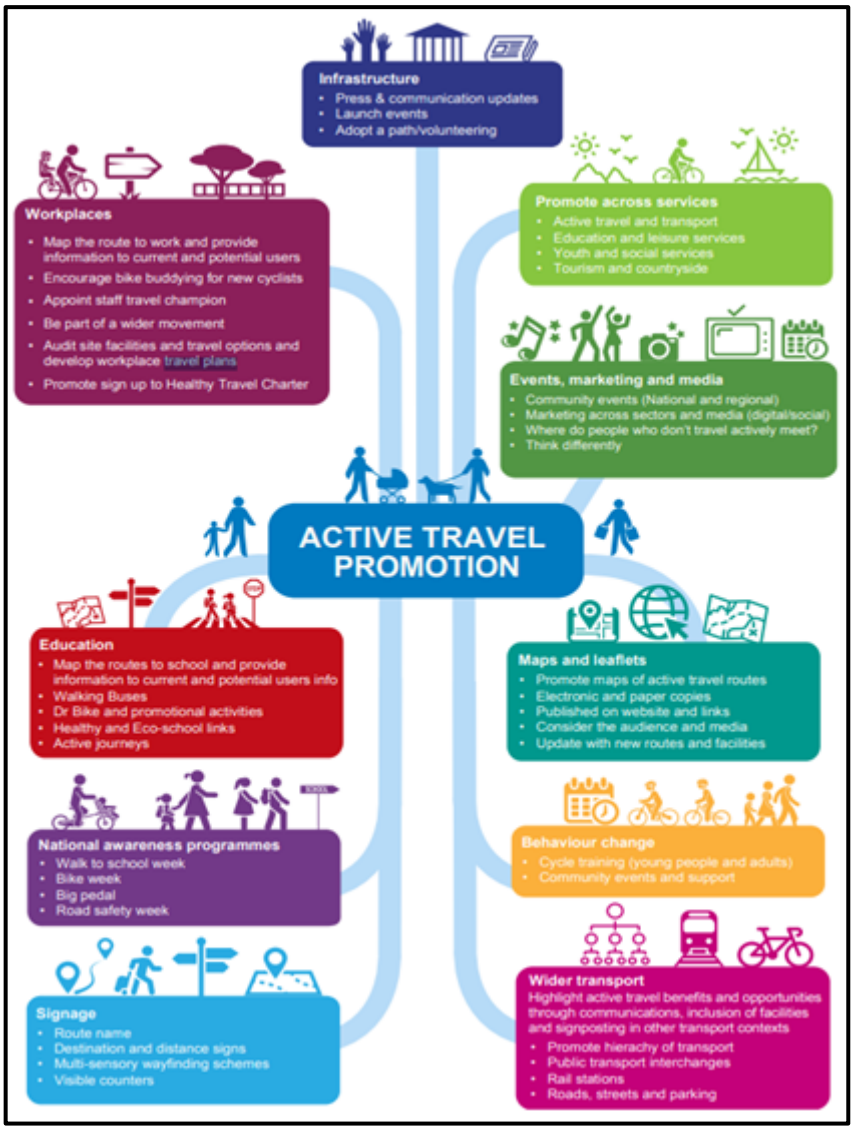
2.22 The Welsh Government's Active Travel Act Guidance published in July 2021 is guidance for local authorities planning and designing networks of walking and cycling routes. It includes best practice on infrastructure design and gives guidance on how to provide related facilities such as cycle parking.

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

2.24 *'Chapter 6: Monitoring and Reporting'* of the Active Travel Act Guidance states *"monitoring and reporting is key in evaluating the impact of improvements, justifying future improvements and providing evidence to support continuous development of good practice."*

2.25 Appendix J of the Active Travel Act Guidance states that *"plans also need to be integrated within a wider programme of measures to improve facilities for active travel" and that they should "encourage travel plans, which provide a strategy and action plan for facilitating and encouraging travel by sustainable modes, from all significant developments through the planning process".*

2.26 Figure 5.2 within the Active Travel Act Guidance, which is provided below in **Extract 2.1**, provides a diagram of suggested methods of promoting forms of active travel.



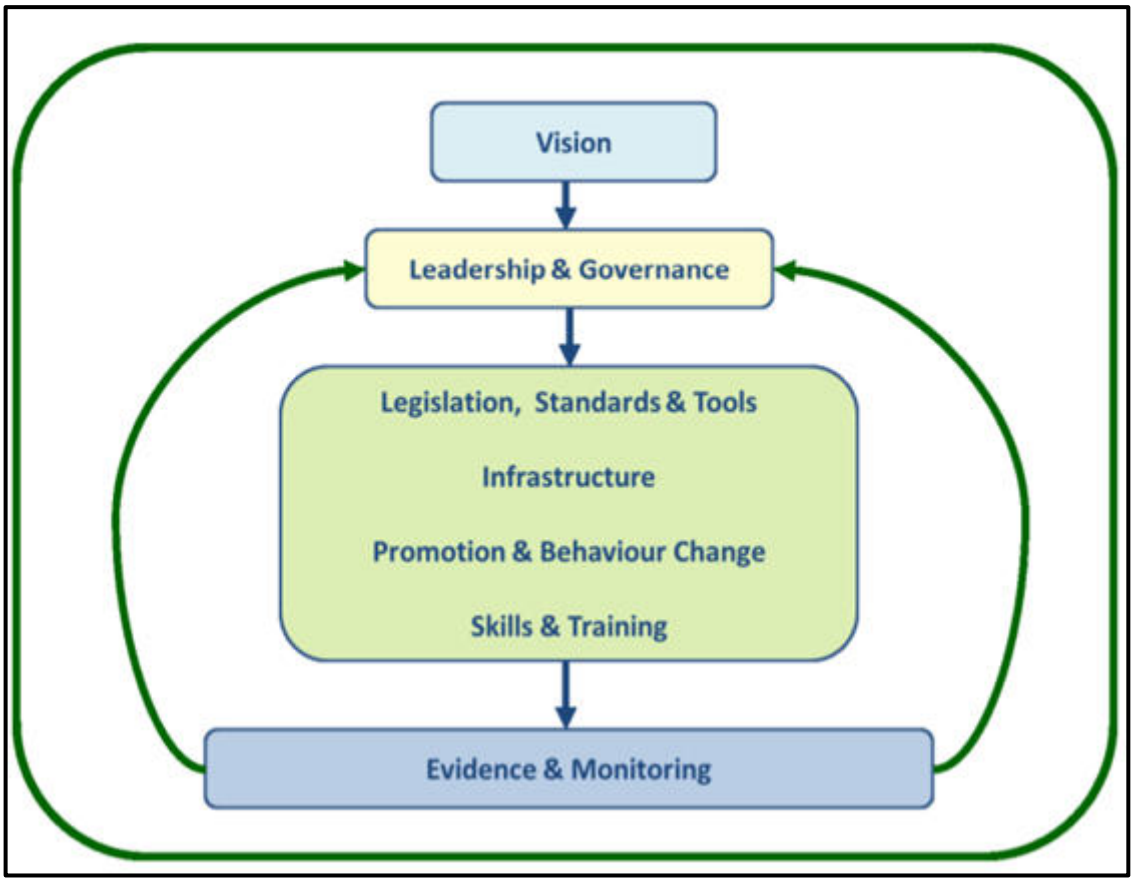
Extract 2.1: Methods of Promoting Active Travel – Active Travel Act Guidance (July 2021) (Figure 5.2)

2.27 The measures and approaches detailed later in this FTP shall follow those set out in **Extract 2.1** to encourage an ongoing, long-term shift towards more sustainable modes of travel to and from the application site.

Active Travel Action Plan for Wales (February 2016)

2.28 As per the introduction of the document, the Active Travel Act primarily *"focuses on walking and cycling as a mode of transport, i.e. for purposeful journeys. Purely recreational walking and cycling were not covered by the Act. The Welsh Government strongly supports recreational walking and cycling and cycle sport. Many of the actions included in this document will benefit recreational or competitive walking and cycling just as much as active travel journeys. As in the Act, 'walking' in this plan includes the use of wheelchairs and mobility scooters, and 'cycling' includes the use of electric bikes, but not motorcycles."*

2.29 Figure 1 of the Action Plan, which outlines its structure and interrelating stages to encourage sustainable modes of travel, is provided below as **Extract 2.2** of this FTP.



Extract 2.2: Structure of Active Travel Plan

2.30 Each of the stages illustrated above is considered fundamental to achieving long-term active travel behaviour in preference to single-occupancy vehicle trips. As detailed in the document, the Action Plan should not be considered applicable to one specific type of development; instead, it should apply to all forms of development and target residents, visitors, staff and customers alike.

Local Policy

Bannau Brycheiniog National Park Local Development Plan (2007-2022)

2.31 The Bannau Brycheiniog National Park Local Development Plan 2007–2022 establishes the planning policy framework for development within the National Park, seeking to balance appropriate development with the conservation and enhancement of its landscape, natural environment, cultural heritage and local communities. It directs development towards identified settlements and seeks to ensure that proposals are appropriate to their surroundings and consistent with the National Park's special qualities.

2.32 The Local Development Plan (2007–2022) identifies Hay-on-Wye as a Key Settlement in Policy K LP1 (Key Settlement), where employment opportunities and other appropriate development are encouraged to support the local community and surrounding area. Development should be accessible to local services and facilities, reducing reliance on private car travel where practicable.

2.33 Policy 59 (Impacts of Traffic) requires appropriate site access and seeks to avoid unacceptable impacts on highway safety, congestion and the environment. Transport Statements are required to consider the anticipated number of vehicle trips.

2.34 Policy 60 (Provision for Cycling and Walking) is also relevant, supporting measures that improve pedestrian and cycle safety and encourage sustainable travel.

Bannau Brycheiniog (Brecon Beacons) National Park Local Development Plan 2025 – 2045 Public Consultation

2.35 The National Park Authority is preparing a replacement Local Development Plan for the period 2025–2045. The Draft Delivery Agreement, published for consultation in 2025, identifies sustainable transportation and a Strategic Transport Assessment as part of the evidence base for the emerging Plan. The proposed development has therefore been considered in the context of the Authority's wider objectives for sustainable accessibility, reduced reliance on private car travel and the protection of the National Park's environmental character. As the replacement Plan remains in preparation, the adopted development plan and applicable national planning policy remain the principal policy considerations for this Transport Statement.

Hay Town Plan (September 2016)

2.36 The Hay Town Plan (2016), adopted as Supplementary Planning Guidance by the Brecon Beacons National Park Authority, identifies parking, roads and travel as important considerations for the sustainable development of Hay-on-Wye. Section 15.3.3 specifically states that "*Parking considerations must be an integral part of the planning process for future developments within the town whether business or residential.*" The Plan also recognises the need to balance parking provision with the vitality of local businesses and the needs of residents.

Y Bannau: The Future (2023-2028)

2.37 The Bannau Brycheiniog National Park Management Plan, *Y Bannau: The Future (2023–2028)*, establishes a long-term vision for a sustainable National Park, with a focus on climate change, nature recovery, community wellbeing and sustainable places, seeking to achieve net-zero greenhouse gas emissions across the National Park by 2035, including through a shift towards lower-carbon transport. The Plan also recognises the need for viable public transport and active travel options to reduce reliance on private cars.

3 Baseline Sustainability Audit

3.1 In order to ensure that the application site can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the application site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes, as well as identifying what local services and amenities are located in proximity of the application site, which may assist in promoting linked trips.

Proximity to Local Services and Amenities

3.2 The application site is located within walking and cycling distance of a selection of existing amenities and facilities within Hay-on-Wye. In the Powys Local Development Plan, Hay-on-Wye is classed as a Town, which is the highest category of settlement in the settlement hierarchy. Therefore, this demonstrates that Hay-on-Wye, and therefore the application site, benefits from being within a built-up settlement offering a reasonable selection of existing amenities and facilities.

3.3 **Table 3.1** summarises key services and facilities within 2km of the application site that staff and visitors could access during lunch breaks or as part of a linked trip to the Leisure and Community Centre before or after work, demonstrating the site's potential to support trip chaining and reduce single-purpose trips on the local highway network.

3.4 In addition to identifying existing services and facilities within 2km, **Table 3.1** provides walking and cycling distances and journey times measured along actual routes rather than '*as the crow flies*'. This demonstrates the typical distance that future staff and visitors would need to travel on foot or by cycle.

3.5 As set out in **Section 2** of this FTP, PPW strongly advocates that Planning Authorities, in allocating major generators of travel demand such as housing, employment, retailing, leisure and recreation, and community facilities (including libraries, schools, doctor's surgeries and hospitals), should ensure that they are within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.

3.6 Paragraph 4.1.1 of PPW also states that 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.

3.7 To ensure a robust assessment the walking and cycling distances and corresponding journey times have been measured from the centre of the site via two methods. Firstly, in accordance with the Institution of Highways and Transportation (IHT) (now the Chartered Institution of Highways and Transportation) guidelines, which provide a walking speed of 1.4m/s, and guidance contained within the Active Travel Act Guidance (July 2021) (ATAG), which provides in paragraph 9.4 an average cycling speed for commuting of 10-20mph (6.7m/s) and for leisure of 7-15mph (4.9m/s). Secondly, Google Maps has been utilised, which provides travel times additionally accounting for the gradient of the route when undertaking such journeys. Where Google Maps gives different travel times for the journeys to and from an amenity, these have been averaged to provide a representative each-way travel time for a 'round trip' journey.

3.8 Due to the varying topography of the area, there are discrepancies between the journey times calculated using the IHT and ATAG methods and those provided by Google Maps.

Service/ Facility/ Amenity	Approx. distance	Approx. Walking Time		Approx. Cycling Time		
		IHT	Google	ATAG – Adult Commuting	ATAG – Adult & Child Leisure	Google
Medical Centre	60m	1 min	1 min	1 min	1 min	1 min
Drover Cycles	140m	2 mins	2 mins	1 min	1 min	1 min
The Wobbly Owl Farmshop	650m	8 mins	9 mins	2 mins	2 mins	3 mins
The Blue Boar Pub	650m	8 mins	10 mins	2 mins	2 mins	3 mins
Hay Fire Station Bus Stops	700m	8 mins	9 mins	2 mins	2 mins	2 mins
Red Indigo Restaurant	700m	8 mins	10 mins	2 mins	2 mins	3 mins
Café Hay	700m	8 mins	10 mins	2 mins	2 mins	3 mins
Hay-on-Wye Post Office	750m	9 mins	11 mins	2 mins	3 mins	4 mins
Castle Greengrocers	750m	9 mins	10 mins	2 mins	3 mins	3 mins
SPAR	750m	9 mins	11 mins	2 mins	3 mins	3 mins
RM Jones Pharmacy	850m	10 mins	12 mins	2 mins	3 mins	3 mins
Tomatitos (Tapas Bar)	850m	10 mins	12 mins	2 mins	3 mins	3 mins
Dugan's Food & Wine Hay-on-Wye (Bakery)	900m	11 mins	12 mins	2 mins	3 mins	3 mins
Hay-on-Wye Library	900m	11 mins	13 mins	2 mins	3 mins	4 mins

Table 3.1: Services, facilities, and amenities within 2km of the site

3.9 **Table 3.1** demonstrates that there is a range of facilities and amenities located within reasonable walking and cycling distance of the site.

3.10 In addition to the above, it should be noted that all of Hay-on-Wye is located within 2km of the site and there are a number of residential areas within proximity to the application site; therefore, the location of the application site affords an opportunity for future staff and visitors to travel to the application site by modes other than private car.

3.11 Settlements, such as Llanigon, Clifford, Priory Wood, Cusop, Llows, Ffordd-Las and Glasbury are located within an acceptable 8km cycling distance, within which further residential areas, facilities and services are located.

Walking & Cycling

Guidance

3.12 The Institution of Highways and Transportation (now the Chartered Institution of Highways and Transportation) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.

3.13 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within a 10-minute walking distance (around 800m). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

3.14 The Transport for Wales (TfW) National Travel Survey (NTS) (2025) found that in 2025, 74.2% of journeys under 1km used walking and wheeling as the main mode of travel, with 93.1% of journeys by active travel (walking, wheeling and cycling) being under 5km.

3.15 This is supported by Table 4.1 of the Wales ATAG (2021) which attributes journeys of up to 2 miles (3km) as being likely to be made via walking by many users for utility journeys and journeys of up to 5 miles (8km) as being likely to be made via cycling by many users for utility journeys.

3.16 It is therefore considered, and substantiated by TfW findings and guidance, that facilities, amenities and residential areas within five miles, or 8km, of the application site are considered within acceptable cycling distance.

Existing Infrastructure

3.17 The quality of local pedestrian infrastructure makes walking a viable mode for future employees, either for the entire journey to work or as part of a multimodal journey by bus. It also provides a viable option for visitors of the site to access the site by walking.

3.18 The existing site benefits from a good level of permeability to the surrounding pedestrian footway network, with various well-illuminated footways linking the site accesses with footways that connect into the centre of Hay-on-Wye.

3.19 While there is no formal cycling infrastructure in the vicinity of the site, National Cycle Network (NCN) Route 42 routes through the centre of Hay-on-Wye along both Forest Road and Brecon Road (B4350) providing access via cycling to Llanigon and Ffordd-Las.

3.20 NCN Route 42 is shown at **Figure 3.1** with the site location illustrated by a star.

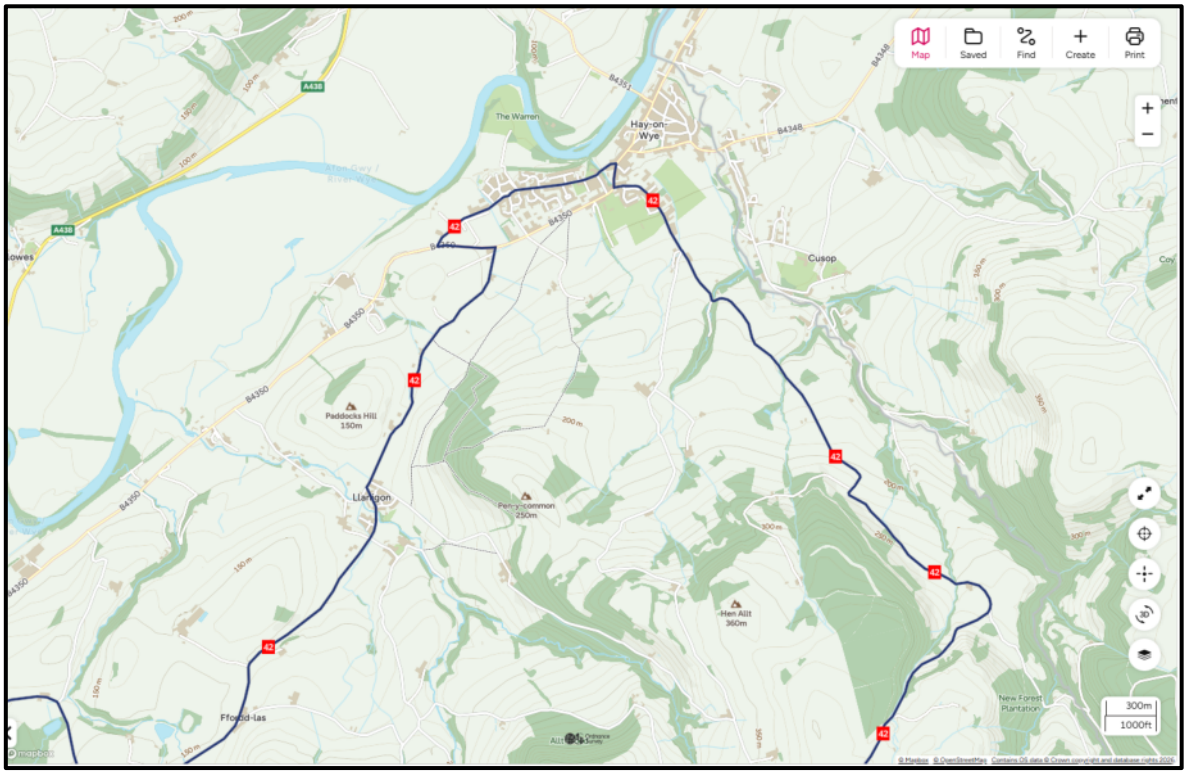


Figure 3.1: NCN Route 42

Public Transport

3.21 The closest bus stops to the site are the '*Hay Fire Station*' stops on Brecon Road and are approximately 700m north-west of the site along Brecon Road (B4350). The eastbound bus stop comprises a flag and pole, a bench and a sheltered standing area whilst the westbound stop operates on a '*hail-and-ride*' basis. The stops are served by the X44 bus which routes between Hereford and Brecon seven times a day in each direction between 07:30 and 21:30, Monday to Saturday and five times a day between 09:30 and 18:30 on Sundays.

3.22 This level of service is considered reasonable in the context of the site location and provides an opportunity for employees and visitors to the business units to travel by bus. The service may therefore provide a suitable option for some staff commuting to the site.

3.23 Full bus timetable information is attached at **Appendix C**.

Summary

3.24 The application site is sustainably located, with access to a wide range of local services and amenities to promote linked trips, supported by local public transport services. There is also a significant local population within walking and cycling distance of the site. Visitors and staff have a range of sustainable travel options to access the site.

3.25 The site benefits from proximity to public transport. The '*Hay Fire Station*' bus stops are approximately 700m from the site and provide regular services between Hereford and Brecon, serving Hay-on-Wye and other destinations en route.

3.26 Together, the active travel and public transport options offer employees and visitors a practical alternative to private car use for commuting, leisure, and other trips, enhancing the sustainability of travel to, from, and beyond the site.

4 Objectives

4.1 It is important that the FTP has a focus and direction in what it is trying to achieve. This can be accomplished through the identification of objectives, which are realistic and site-specific.

4.2 The objectives set out in this FTP are indicative at this stage, with each future end occupier being required to set their own bespoke objectives, which are appropriate to their business. However, it is expected that future end occupiers will broadly follow the objectives set out in this FTP.

Objectives

4.3 The aim of this FTP is to determine a range of actions and targets to encourage employees and visitors of the proposed development to use more sustainable transport modes when accessing the site. The principal objectives of this FTP are set out below:

a) To establish a framework for the full WTP tailored to the future occupiers;
b) To reduce the need to travel, where applicable;
c) To achieve awareness of the sustainable travel options available amongst staff and reduce the impact of traffic to and from the proposed development on the local environment and air pollution;
d) To increase the health of all users of the site by increasing the proportion of active travel (i.e. walking and cycling);
e) To encourage less reliance on the car, wherever practical, particularly single occupancy car journeys; and
f) To engage staff in critical thinking about their travel choices.

4.4 These objectives will be implemented through a package of measures which are discussed in **Section 5** and will be built upon through the future WTP tailored to the future occupiers.

Travel Surveys

4.5 In order to monitor travel habits amongst staff, the WTP will include a schedule of travel surveys to be undertaken regularly to establish by what mode staff travel to work and their reasons for doing so.

4.6 A baseline survey is to be conducted within six months of occupation of the final unit. The information gathered will be analysed to establish the baseline modal split and associated targets, and to provide a benchmark against which progress will be measured.

4.7 Monitoring surveys will be conducted regularly thereafter, with their frequency and duration to be agreed with PCC. The surveys will identify modal shifts, determine whether the objectives of this FTP are being met and enable the measures to be adjusted accordingly. Specific modal splits and targets will be identified once the baseline travel survey for has been conducted.

4.8 The surveys will establish the following:

a) Origin locations of travel;
b) Mode of transport used;
c) Car ownership levels amongst staff;
d) Willingness to car share;
e) Ideas from staff that would encourage use of non-car modes, and existing barriers faced by staff to travelling sustainably; and
f) Views on sustainable transport and environmental issues.

4.9 Carrying out the surveys will be the responsibility of the Travel Plan Coordinator (TPC). It is envisaged that a site-wide TPC will perform this role for both the commercial element and the Leisure and Community Centre element.

4.10 An example travel survey is attached at **Appendix D**.

4.11 Following each travel survey, the TPC will produce a monitoring report to provide updates to PCC.

5 Travel Plan Management and Measures

5.1 The key to any effective FTP is to have an identified person responsible for its implementation and the operation and monitoring of any subsequent Travel Plan or WTP which builds on the FTP. For the FTP, and eventual WTP, to be effective and responsive, they must be kept up to date and relevant, otherwise they may become ineffective.

5.2 The travel planning measures set out in this FTP are indicative at this stage, with each future end occupier being required to set their own bespoke measures, which are appropriate to their business. However, it is expected that future end occupiers will broadly follow the measures set out in this FTP.

5.3 The FTP and future WTP will be implemented and managed by a TPC, who will be appointed no less than three months before occupation of either the Leisure and Community Centre or the business units, whichever occurs first, to ensure the effective implementation of the travel-planning strategy. The role will continue from appointment until PCC signs off the final monitoring report. The TPC will deliver the requirements of this FTP and the future WTP, ensuring that the measures are implemented effectively.

5.4 The TPC will ensure that each end occupier signs up to the WTP. The TPC will then be responsible for the implementation, management, monitoring and review of the WTP for its duration.

5.5 It will be the responsibility of the developer to ensure the appointment and funding of a suitably qualified person to perform the role of the TPC.

5.6 It is envisaged that a site-wide TPC will perform this role for both the commercial element and the Leisure and Community Centre element of the site.

5.7 The TPC will be introduced to occupiers prior to occupation to enable the TPC to communicate the Travel Plan to occupiers so that they can support employees to make sustainable travel choices.

5.8 Occupiers will comply with the FTP/WTP by appointing a Travel Plan Representative (TPR), who will support and work with the TPC by communicating the FTP/WTP, survey information and travel information to employees at their company. They will also be required to provide the TPC with any information regarding business operations, staffing, travel data and sustainable transport measures implemented.

5.9 Details of the appointed TPRs for will be provided to PCC as they are appointed.

5.10 The responsibilities of the TPC will include the following:

a) The operation of the FTP and WTP;
b) Being the point of contact for Travel Plan-related queries;
c) Ensuring monitoring is undertaken at appropriate times, in line with the FTP;
d) Arranging and undertaking travel surveys;
e) Ensuring measures in the action plan are implemented to encourage active and sustainable travel to and from the site; and
f) Providing monitoring reports and updates to PCC.

5.11 The FTP will be implemented and managed by a TPC, who will work to deliver the content of this FTP and ensure the FTP and future WTP measures are carried out effectively. The TPC will co-ordinate the ongoing development and management of the FTP/WTP, raising awareness, monitoring and review.

Marketing and Promotion

5.12 The TPC will be responsible for marketing and promotion of the FTP/WTP, sustainable travel opportunities and benefits and will establish communication between those who are responsible for delivery and those who benefit from the implementation of the WTP.

5.13 The provision of information to staff, which is both accessible and available in varied formats, is an important measure of a Travel Plan.

5.14 This would be achieved through a co-ordinated marketing and communications strategy including staff noticeboards and a Travel Information Pack (TIP) for staff on commencement of their employment.

Travel Plan Measures

5.15 A Travel Plan is a set of measures directed at staff and visitors that is intended to maximise the use of sustainable modes for journeys to and from the site. The proposed FTP and WTP measures focus on maximising the site's accessibility and sustainability as part of the development proposals.

5.16 The TPC will be responsible for all 'soft' measures, such as producing a TIP, whilst the developer will be responsible for 'hard' measures, such as appropriate infrastructure being provided on-site for cycle parking.

Travel Information Pack

5.17 A Travel Information Pack (TIP) will be provided to all new employees. The TIP will include various travel information, which will identify means of sustainable travel to and from the site. Specifically, the TIP will contain the following:

a) A map illustrating the location of local facilities and amenities;
b) Contact details of the TPC;
c) Information on nearby bus stops, bus routes and rail services;
d) Information on car sharing initiatives and e-bike and e-scooter hire schemes;
e) Links to relevant sustainable travel apps;
f) Details of local cycle stores; and
g) Information on marketing and promotional events.

Travel Information Board

5.18 An information board will be displayed in the staff areas of each unit with up-to-date travel information and promotional material, including walking and cycling routes, the health and financial benefits of reduced car use, and local sustainable travel initiatives, such as car-sharing groups and local cycling groups.

Walking and Cycling Measures

5.19 The TPC, through the TIP, will be responsible for promoting events such as European Mobility Week to encourage staff to cycle.

5.20 The TIP will contain information that will actively promote the use of bicycles as a regular and reliable transport mode and illustrate the physical health benefits of regular exercise to all site users.

5.21 Details of walking and cycling routes will be included as part of the TIP for new employees, and they will be made aware of walking and cycling initiatives they can get involved with, such as livingstreets.org.uk and sustrans.org.uk.

5.22 Staff will be encouraged to ask their managers about Cycle to Work schemes. Such initiatives can make cycle purchase much more affordable and will help positively influence cycle ownership at the development.

5.23 Safe, secure, sheltered, accessible and convenient cycle parking will be provided at the development for staff, customers and visitors.

Public Transport Measures

5.24 The use of public transport will be promoted through the TIP. This will include information on local bus routes, timetables and location of stops.

5.25 Staff will be made aware of timetable apps and websites such as traveline.cymru, which provides point-to-point journey planning using live service information throughout Wales.

5.26 Public transport use will be encouraged by the introduction / promotion of the following measures by the TPC:

a) Provision of current information on bus routes, bus times and location of bus stops to staff;
b) Provision of information on tickets;
c) Details of current promotions, Railcards and season tickets from public transport operators;
d) Promotion of local bus and rail services as attractive access and travel options; and
e) Regular review of any changes to timetables, routes, or fares.

Car Sharing

5.27 Car sharing not only reduces an individual's transport costs by spreading fuel costs but also reduces the number of cars on the road and the need to own a private car.

5.28 Staff will be made aware of car sharing websites such as liftshare.com and blablacar.co.uk, which allow drivers and other commuters to share their journeys with others travelling in similar directions. The TPC will encourage car sharing amongst staff and will assist in finding suitable car share partners for those who wish to participate. Subject to feasibility depending on the nature of the end occupier, the TPC will liaise with managers and staff to explore setting up a hub/group to allow staff to co-ordinate and arrange lifts.

5.29 Information regarding the disadvantages of car use will be disseminated to staff in the TIP, including financial forecasts of the cost of car ownership within the TIP.

5.30 The TPC will ensure that all staff are advised of the financial savings that can be achieved through car sharing and will ensure that all staff are provided with details of the car sharing websites.

Key Travel Resources

5.31 Sustainable travel opportunities are supported locally. **Table 5.1** provides a summary of the key travel resources available to staff and visitors.

esource	Description	Details
Living Streets	National organisation for supporting pedestrians	www.livingstreets.org.uk
Cycle Street	Online cycling journey planner	www.cyclestreets.net
Better by Bike	Cycle information	https://betterbybike.info
WalkWheelCycleTrust	A charity making it possible for everyone to walk, wheel and cycle	www.walkwheelcycletrust.org.uk
Traveline	Online Journey Planner	www.traveline.info
Powys Transport & Travel	Information on sustainable travel modes in Powys, including walking, public transport, cycling, and Electric Bikes	https://en.powys.gov.uk/article/4019/Transport-and-Travel
Liftshare	A car sharing website for UK wide trips. Drivers and passengers can share their journeys to find suitable car share matches.	https://liftshare.com/uk/search/from/hay-on-wye-hereford-powys-hr3-uk
Traveline Cymru	Online Journey Planner for Wales	traveline.cymru

Table 5.1: Key Travel Resources

Journey Planning

5.32 The journey planner at www.traveline.info is an excellent tool for providing journey-planning information for travel to and from the site. It can provide real-time travel information, including journeys by active travel and public transport modes, and gives step-by-step directions. The TPC will promote the journey planner to staff through the TIP.

6 Action Plan

6.1 Key to the success of the FTP, and subsequently the future WTP, is the identification of a suitable action plan which identifies viable transport alternatives. It is vital that the action plan is incorporated into both the FTP and the future WTP. The action plan is a package of site-specific measures that will encourage a shift away from single occupancy car use and ensure strong accessibility to and from the site.

6.2 The action plan set out in this FTP is indicative at this stage, with the future WTP intended to be tailored appropriately to the end occupiers. However, it is expected that the future WTP will broadly follow the action plan set out in this FTP.

6.3 This section outlines measures that will be implemented as part of the future WTP. These measures will include making best use of the current facilities, as well as creating further incentive for staff and visitors to use sustainable transport modes of travel. The implementation of the future WTP and the measures contained within will be flexible.

Action Plan

6.4 A comprehensive set of initiatives and measures are set out on the following pages. The recommended measures have been drawn from best practice, TP guidance and case studies throughout the UK.

6.5 Empirical evidence has shown that the optimum time for introducing people to alternative travel modes is when they experience a major life change or transition period, such as starting a new job. The success of this FTP (and the future WTP) will therefore depend on establishing a Travel Plan 'culture' of low car use among staff from the moment they commence their employment.

6.6 The Action Plan has been broken down into four main strategy sections relating to the scope of the FTP including:

a) Walking and cycling,
b) Public transport,
c) Car users; and
d) Travel Plan support measures.

6.7 The measures and initiatives are intended to directly influence staff at the site. Some measures could also influence visitor trips; where this is the case, it has been identified in each strategy section.

6.8 Measures contained within the Action Plan also indicate where the responsibility lies for their completion, a timeframe, and estimated costs.

Walking and Cycling Strategy

	Measure	Action	Staff	Visitors	Timeframe / Frequency	Responsibility	Cost
WC1	**Implement Cycle Parking Facilities**	Cycle parking to be provided at the development	✓	✓	Prior to occupation	Developer	As part of build costs
WC2	**Walking and Cycling Route Maps**	Walking and cycling route maps and key information to be provided to staff in the TIP	✓		Included in TIP Prior to occupation	TPC	TPC's Time and printing costs
WC3	**Promotion of Local Cycling Shops**	Promote cycle shops / repair shops to staff to make them more aware of cycling as an option for sustainable travel	✓		Included in TIP Prior to occupation	TPC	TPC's Time and printing costs
WC4	**Promotion of Walking and Cycling Events / Websites**	There are a number of walking and cycling events throughout the year such as 'walk to work week' and 'cycle to work week' and websites such as www.livingstreets.org.uk/ and www.walkwheelcycletrust.org.uk that will be promoted to staff through the TIP	✓		Included in TIP Prior to occupation	TPC	TPC's Time and printing costs
WC5	**Cycle to Work Scheme**	Staff will be encouraged to take up the cycle to work scheme. Business owner / manager will ensure the business is enrolled in the cycle to work scheme.	✓		Included in TIP / On employment	TPC(s)	TPC's Time and printing costs

Public Transport Strategy

	Measure	Action	Staff	Visitors	Timeframe / Frequency	Responsibility	Cost
PT1	**Promotion of Bus Services**	Up to date bus information to be provided to staff in the TIP	✓		Included in TIP Prior to occupation	TPC	TPC's Time and printing costs
PT2	**Promotion of Travel Apps**	Public transport apps will be promoted in the TIP	✓		Included in TIP Prior to occupation	TPC	TPC's Time and printing costs

Car Users Strategy

	Measure	Action	Staff	Visitors	Timeframe / Frequency	Responsibility	Cost
CU1	**Promoting Car Sharing Websites**	Information included in the TIP with details on car sharing	✓		Included in TIP Prior to occupation	TPC	TPC's Time and printing costs
CU2	**Promotion of Local Taxi Companies**	Taxi companies will be promoted in the TIP	✓		Included in TIP Prior to occupation	TPC	TPC's Time and printing costs

Travel Plan Support Measures

	Measure	Action	Staff	Visitors	Timeframe	Responsibility	Cost
TP1	**TPC(s)**	Appoint TPC prior to occupation	✓	✓	No later than 3 months before the Leisure and Community Centre or business units begin operation, whichever is sooner	Developer	Developer
TP2	**Travel Information Pack (TIP)**	A TIP is to be created and distributed to staff of the development on completion.	✓		Upon the business units beginning operation	TPC	Design and printing costs
TP3	**Sustainable Travel Websites**	Sustainable travel apps and resources will be marketed to staff	✓		Upon the business units beginning operation	TPC	TPC's Time and printing costs
TP4	**Staff Noticeboard**	Noticeboard in staff area of site to promote sustainable travel and any changes to e.g. bus timetables	✓		Upon the business units beginning operation	TPC	TPC's Time and printing costs
TP5	**WTP**	The developer will be responsible for producing a comprehensive WTP for the units which broadly complies with this FTP, and future occupiers will be required to sign onto the WTP	✓	✓	Produced at least 3 months prior to first occupation and all occupiers sign onto at signing of lease or sales agreement	Developer	Developer

7 Monitoring and Review

7.1 An effective monitoring and review process is important to establish how successful the WTP has proved to be. Monitoring involves collecting data and information, and the review process involves the consideration of these details to determine whether or not the FTP and WTP objectives have been met.

7.2 As set out in **Section 5**, the TPC will be appointed no less than three months prior to occupation of the business units and will liaise with the relevant officers at PCC. The WTP will be actively managed and monitored by the TPC.

7.3 Based on the monitoring and review process, it will then be necessary for the TPC, in conjunction with PCC, to decide what, if any, amendments are required to the WTP. As part of the monitoring process, it is important to establish the baseline conditions.

Monitoring

7.4 For the ongoing management of the FTP/WTP to succeed and deliver the desired outcomes, the TPC, developer, end occupiers, TPRs, and PCC must work effectively in partnership.

7.5 Monitoring travel patterns over time requires ongoing travel surveys. These will establish whether the FTP initiatives are proving successful and whether travel has shifted towards more sustainable modes.

7.6 At this stage it is proposed that a baseline staff travel survey will be undertaken within six months of occupation (Year 1) of the last unit. Follow-up monitoring surveys will then be conducted, with their frequency and duration to be agreed with PCC. The results of the initial surveys will inform targets, objectives and measures, and subsequent surveys will assess the progress of the future WTP against the FTP objectives. Following each monitoring survey, a monitoring report will be produced and submitted to PCC within eight weeks of the data being made available, detailing the survey results and any remedial measures implemented as a result.

Implementation Plan

7.7 An implementation plan sets out the commitments and timescales required to effectively carry out the FTP and future WTP. This includes timescales to appoint a TPC, produce the future WTP, proposed measures, commission surveys for monitoring and a schedule for the effective monitoring and review of the WTP.

7.8 The implementation plan covers the lifetime of the future TPC duties and future WTP. Units becoming vacant would not extend this period.

7.9 **Table 7.1** sets out the implementation plan for the proposed development.

Task	Details	Proposed Timescale for Implementation
Appointment of TPC	Responsible for promoting and marketing the FTP/WTP and implementing measures.	A TPC will be appointed no less than 3 months prior to first occupation.
Production of full WTP	The developer will ensure that a full WTP is produced in accordance with the FTP	At least 3 months prior to first occupation
End Occupiers Sign onto WTP	Each end occupier will sign onto the full WTP	At signing of lease or sales agreement
Appointment of TPR	Each end occupier will appoint a TPR	At least a month prior to their occupation of the business units
Travel Plan Action Plan	Implement all measures as set out in the Action Plan	As per the timescales set out in the Travel Plan Action Plan
Surveys and Monitoring	Travel surveys will be undertaken to determine the travel patterns of staff, which will influence any amendments or refinements to be made to the WTP.	Baseline survey in Year 1 (6 months after occupation of the units) with subsequent follow-up monitoring surveys; frequency and duration to be agreed.
Review of TP Performance	Following completion of the surveys, the TPC(s) will be required to provide a review report to PCC	Within eight weeks of the data being made available

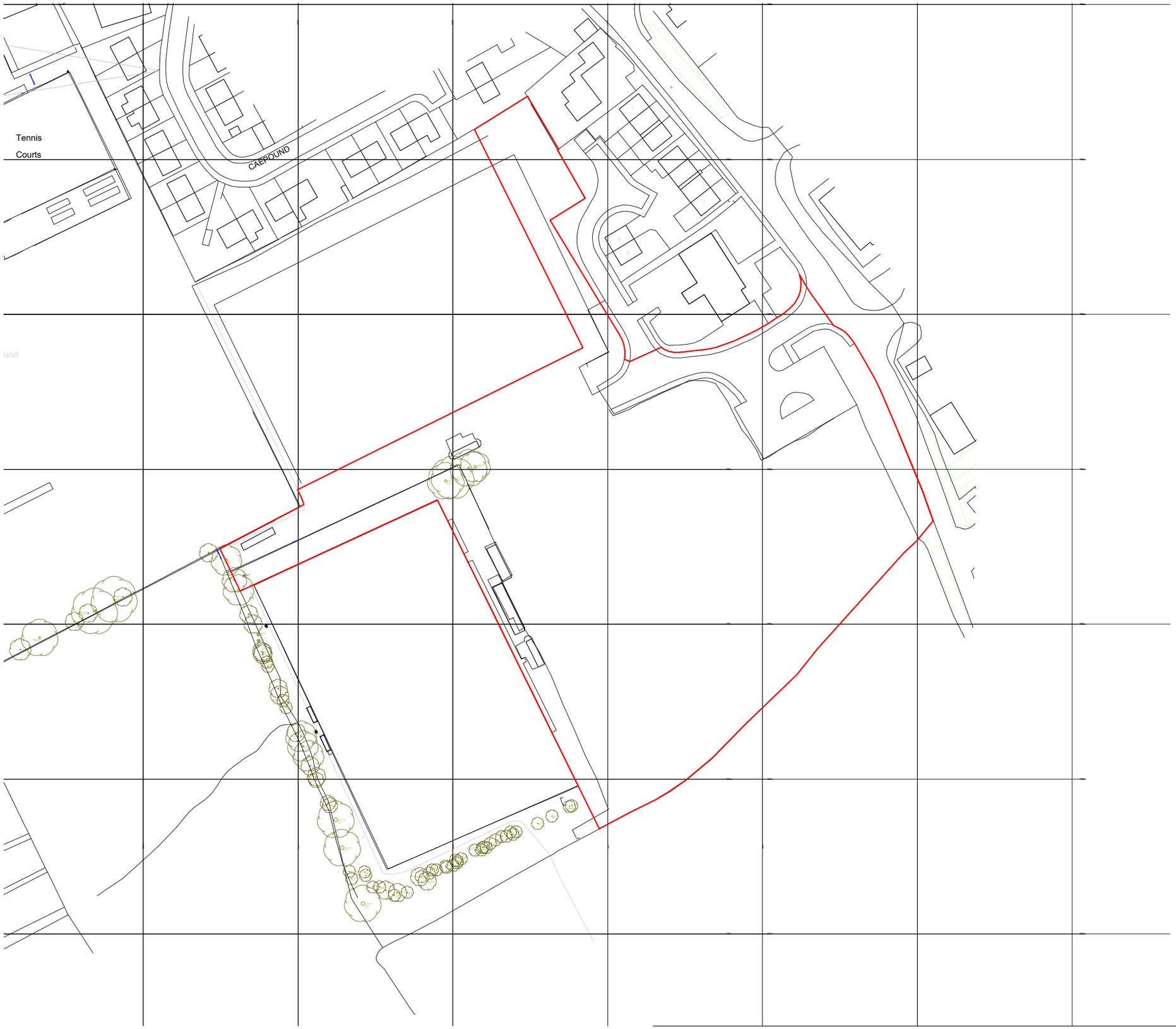
Table 7.1: Implementation Table

8 Funding

8.1 Infrastructure for the proposed development, including the on-site pedestrian and cycle facilities, will be secured through appropriate mechanisms within the planning process.

8.2 The developer will be responsible for funding all aspects of the FTP and future WTP, including the introduction of measures, employment of the TPC, monitoring and reporting. This responsibility will be maintained throughout the life of the FTP and future WTP.

Appendix A – Site Location Plan



N

Paper size: A3

Drawn by: SO

Date: 11.10.26

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Hay Community Campus

HADSCAL Land

1:1250

Location Plan

Scale bar 1:1250

0 10 50 100

2 HCC P01

Appendix B – Site Layout Plan

Paper size: A3

Drawn by: SO

Date: 11.03.26

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Hay Community Campus

HADSCAL Land

1:1250

Development Context

Scale bar 1:1250

0 10 50 100

2 HCC P02

CAEPOUND

COMMUNITY GROWING AREA

ENTRANCE NODE

55

PARKING EXPANSION

30

PARKING WITH PV OVER

36

22 now 33

PARKING WITH PV OVER

GP SURGERY PARKING UPGRADED

NEW FOOTPATH

10no BUSINESS UNITS

SPORT/FITNESS AND WELL BEING FACILITY

Football Club Expansion Opportunity

COMMUNITY BUILDING AND SITE AS DRAWING P03

Paper size: A2

Drawn by: SO

Date: 11.03.26

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Hay Community Campus

HADSCAL Land

1:500

Development Site Plan

Scale bar 1:500

0 10m 50m

2 HCC P03

Appendix C – Bus Timetable Information

Amserlen Bws | Bus Timetables

Henffordd « 33 mun » « 33 mins » Kingstone « 30 mun » « 30 mins » Y Gelli Gandryll « 39 mun » « 39 mins » Aberhonddu

Hereford Kingstone Hay-on-Wye Brecon

X44

Henffordd - Kingstone - Y Gelli Gandryll - Aberhonddu
Hereford - Kingstone - Hay-on-Wye - Brecon

Dydd Llun i Sadwrn (ac eithrio gwyliau cyhoeddus)
Mondays to Saturdays (except public holidays)

Rhif y Gwasanaeth / Service No		X44	X44	X44	X44	X44	X44	X44	X15	X44	X44
Codau / Codes		M-F				S+H	Sch	S+H	Sch	S+H	
Henffordd, Gorsaf Dren / Hereford, Train Station	g/d ⇄	....	....	0922	1122	1322	1322	1522	1607	1722	1853
Henffordd, Gorsaf Fysiau [6] / Hereford, Country Bus Station [6]		....	....	0927	1127	1327	1327	1527	1612	1727	1857
Henffordd, Colegau, Maes Parcio / Hereford, Colleges, Car Park		....	....	I	I	I	I	I	1618	I	I
Henffordd, Venn's Lane, thePoint4 / Hereford, Venn's Lane, thePoint4		....	....	I	I	I	I	I	1622	I	I
Henffordd, Broad Street / Hereford, Broad Street		....	....	0934	1134	1334	1334	1534	I	1734	1902
Belmont, A465, Tesco's / Belmont, A465, Tesco store		....	....	0942	1142	1342	1342	1542	I	1742	1908
Clehonger, Gosmore Road		....	....	0949	1149	1349	1349	1549	I	1749	1914
Kingstone, Swyddfa'r Bost / Kingstone, Post Office		....	....	0955	1155	1355	1355	1555	I	1755	1920
Vowchurch, Troad / Vowchurch Turn		....	....	1003	1203	1403	1403	1603	I	1803	1928
Peterchurch, Boughton Arms		....	....	1007	1207	1407	1407	1607	I	1807	1932
Dorstone, Lawnt / Dorstone, Green		....	....	1014	1214	1414	1414	1614	I	1814	1939
Hardwicke, Troad / Hardwicke Turn		....	....	1021	1221	1421	1421	1621	I	1821	1946
Cleirwy, Hay Road/Castle Estate / Clyro, Hay Road/Castle Estate		....	....	I	I	I	I	I	1704	I	I
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	c/a	....	....	1025	1225	1425	1425	1625	1709	1825	1950
				▼	▼	▼	▼	▼	▼	▼	▼
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	g/d	0742	0857	1027	1227	1427	1427	1627	1712	1827	1952
Cleirwy, Hay Road/Castle Estate / Clyro, Hay Road/Castle Estate		0747	I	I	I	I	I	I	I	I	I
Y Glas-ar-Wy, Pont / Glasbury, Bridge		0754	0904	1034	1234	1434	1434	1634	1719	1834	1959
Aberllynfi, Gwernyfed / Three Cocks, Gwernyfed		0757	0907	1037	1237	1437	1437	1637	1722	1837	2002
Talgarth, Sgwar, Cofeb Ryfel / Talgarth, Square, War Memorial		0804	0914	1044	1244	1444	1444	1644	1729	1843	2008
Bronllys, Church Street		0808	0918	1048	1248	1448	1448	1648	1733	1847	2012
Felinfach, Tafarn Griffin / Felinfach, Griffin Inn		0815	0925	1055	1255	1455	1455	1655	1740	1853	2018
Aberhonddu, Ysgol Uwchradd / Brecon, High School		0822	0932	1102	1302	1502	*1538***c**	1702	1747	1900	2025
Aberhonddu, Cyfnewidfa / Brecon, Interchange	c/a	0826	0936	1106	1306	1506	1506	1706	1751	1903	2028

Ymadawiadau cysylltu o Aberhonddu i Ferthyr Tudful ⇄ / Connecting T4 departures from Brecon to Merthyr Tydfil ⇄

Aberhonddu, Cyfnewidfa [A] / Brecon, Interchange [A]	g/d	0839	0939	1109	1309	1509	1509	1714	1814	2014	2219

Dim gwasanaeth ar gwyliau banc, ddydd Nadolig, dydd San Steffan neu Ddydd Calan

Codau:
M-F - Dim ond o ddydd Llun i ddydd Gwener y mae'r daith yn rhedeg
S+H - Mae'r daith yn rhedeg bob dydd Sadwrn a dydd Llun i ddydd Gwener yn ystod gwyliau ysgol
Sch - Dim ond ar ddiwrnodau ysgol y mae'r daith yn rhedeg
⇄ - Mae'r arosfan bws ger yr orsaf drenau
▼ - Gwarantir y cysylltiad hwn; gall teithwyr aros yn y cerbyd; mae prisiau teithiau trwodd ar gael

Mae'r amserlen llawn ar gyfer y T4 ar gael ar https://www.traveline.cymru/

No service on Bank Holidays, Christmas Day, Boxing Day or New Years Day

Codes:
M-F - Journey runs only on Mondays to Fridays
S+H - Journey runs every Saturday and Mondays to Fridays during school holidays
Sch - Journey runs only on school days
⇄ - Bus stop is near train station
▼ - This connection is guaranteed; passengers may remain on the vehicle; through fares are available

Full T4 timetable available at https://www.traveline.cymru/

Amserlen Bws | Bus Timetables

X44

Henffordd - Kingstone - Y Gelli Gandryll - Aberhonddu
Hereford - Kingstone - Hay-on-Wye - Brecon

Suliau
Sundays between 1st April and 31st October inclusive each year.

Rhif y Gwasanaeth / Service No		X44	X44	X44	X44	X44
Codau / Codes						
Henffordd, Gorsaf Dren / Hereford, Train Station	g/d ⇄	....	1032	1232	1432	1632
Henffordd, Gorsaf Fysiau [6] / Hereford, Country Bus Station [6]		....	1035	1235	1435	1635
Henffordd, Broad Street / Hereford, Broad Street		....	1040	1240	1440	1640
Belmont, A465, Tesco's / Belmont, A465, Tesco store		....	1047	1247	1447	1647
Clehonger, Gosmore Road		....	1054	1254	1454	1654
Kingstone, Swyddfa'r Bost / Kingstone, Post Office		....	1059	1259	1459	1659
Madley, Swyddfa'r Bost / Madley, Post Office		....	1106	1306	1506	1706
Vowchurch, Troad / Vowchurch Turn		....	1114	1314	1514	1714
Peterchurch, Boughton Arms		....	1117	1317	1517	1717
Dorstone, Lawnt / Dorstone, Green		....	1124	1324	1524	1724
Hardwicke, Troad / Hardwicke Turn		....	1131	1331	1531	1731
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	c/a	....	1135	1335	1535	1735
			▼	▼	▼	▼
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	g/d	0937	1137	1337	1537	1737
Y Glas-ar-Wy, Pont / Glasbury, Bridge		0944	1144	1344	1544	1744
Aberllynfi, Gwernyfed / Three Cocks, Gwernyfed		0947	1147	1347	1547	1747
Talgarth, Sgwar, Cofeb Ryfel / Talgarth, Square, War Memorial		0953	1153	1353	1553	1753
Bronllys, Church Street		0957	1157	1357	1557	1757
Felinfach, Tafarn Griffin / Felinfach, Griffin Inn		1003	1203	1403	1603	1803
Aberhonddu, Ysgol Uwchradd / Brecon, High School		1010	1210	1410	1610	1810
Aberhonddu, Cyfnewidfa / Brecon, Interchange	c/a	1013	1213	1413	1613	1813
		▼	▼	▼	▼	▼
Ymadawiadau cysylltu o Aberhonddu i Ferthyr Tudful ⇄ / Connecting T4 departures from Brecon to Merthyr Tydfil ⇄						
Aberhonddu, Cyfnewidfa [A] / Brecon, Interchange [A]	g/d	1018	1218	1418	1618	1818

Powys

5thApril2026Registration

Amserlen Bws | Bus Timetables

X44

Aberhonddu - T Gelli Gandryll - Kingstone - Henfordd
Brecon - Hay-on-Wye - Kingstone - Hereford

Dydd Llun i Sadwrn (ac eithrio gwyliau cyhoeddus)
Mondays to Saturdays (except public holidays)

Rhif y Gwasanaeth / Service No		X44	X15	X44	X44	X44	X44	X44	X44	X44
Codau / Codes		S+H	Sch				S+H	Sch		
Merthyr Tudful, Gorsaf Fysiau [8] / Ymadawiadau cysylltu o Ferthyr Tudful T4 yn gadael Merthyr Tudful / T4 departures from Merthyr Tydfil	g/d ≠			0804	1018	1218	1418	1518	1618	
Aberhonddu, Cyfnewidfa [B] / Brecon, Interchange [B]	g/d	0659	0659	0857	1057	1257	1457	1600	1707	2050
Aberhonddu, Ysgol Uwchradd / Brecon, High School		0701	0701	0859	1059	1259	1459	1602	1709	2052
Felinfach, Tafarn Griffin / Felinfach, Griffin Inn		0707	0707	0906	1106	1306	1506	1609	1716	2059
Bronllys, Church Street		0713	0713	0913	1113	1313	1513	1616	1723	2106
Talgarth, Sgwar / Talgarth, Square		0718	0718	0918	1118	1318	1518	1621	1728	2111
Aberllynfi, Gwernyfed / Three Cocks, Gwernyfed		0724	0724	0924	1124	1324	1524	1627	1734	2117
Y Glas-ar-Wy, Pont / Glasbury, Bridge		0727	0727	0927	1127	1327	1527	1630	1737	2120
Cleirwy, Hay Road/Castle Estate / Clyro, Hay Road/Castle Estate		I	I	I	I	I	I	1637	I	I
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	c/a	0735	0735	0935	1135	1335	1535	1642	1745	2128
		▼	▼	▼	▼	▼	▼		▼	
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	g/d	0737	0740	0937	1137	1337	1537	....	1747	**a**
Cleirwy, Hay Road/Castle Estate / Clyro, Hay Road/Castle Estate		I	0745	I	I	I	I	....	I	**a**
Hardwicke, Troad / Hardwicke Turn		0742	I	0942	1142	1342	1542	....	1752	I
Dorstone, Lawnt / Dorstone, Green		0748	I	0948	1148	1348	1548	....	1758	I
Peterchurch, Boughton Arms		0754	I	0954	1154	1354	1554	....	1804	I
Vowchurch, Troad / Vowchurch Turn		0758	I	0958	1158	1358	1558	....	1808	I
Kingstone, Swyddfa'r Bost / Kingstone, Post Office		0806	I	1006	1206	1406	1606	....	1816	I
Clehonger, Gosmore Road		0812	I	1012	1212	1412	1612	....	1822	I
Belmont, A465, Tesco's / Belmont, A465, Tesco store		0820	I	1020	1220	1420	1620	....	1830	I
Henffordd, Bridge Street / Hereford, Bridge Street		0828	I	1028	1228	1428	1628	....	1838	I
Henffordd, Venn's Lane, thePoint4 / Hereford, Venn's Lane, thePoint4		I	0826	I	I	I	I	....	I	I
Henffordd, Colegau, Maes Parcio / Hereford, Colleges, Car Park		I	0830	I	I	I	I	....	I	I
Henffordd, Comm.Rd/Gwesty Merton / Hereford, Comm.Rd/Merton Hotel		0836	0838	1036	1236	1436	1636	....	1846	I
Henffordd, Gorsaf Dren / Hereford, Train Station	c/a ≠	0838	0840	1038	1238	1438	1638	....	1848	2229**a**

Dim gwasanaeth ar gwyliau banc, ddydd Nadolig, dydd San Steffan neu Ddydd Calan

Codau:
M-F - Dim ond o ddydd Llun i ddydd Gwener y mae'r daith yn rhedeg
S+H - Mae'r daith yn rhedeg bob dydd Sadwrn a dydd Llun i ddydd Gwener yn ystod gwyliau ysgol
Sch - Dim ond ar ddiwrnodau ysgol y mae'r daith yn rhedeg
a - Safleoedd bws ar gais i Henffordd
≠ - Mae'r arosfan bws ger yr orsaf drenau
▼ - Gwarantir y cysylltiad hwn; gall teithwyr aros yn y cerbyd; mae prisiau teithiau trwodd ar gael

Mae'r amserlen llawn ar gyfer y T4 ar gael ar https://www.traveline.cymru/

No service on Bank Holidays, Christmas Day, Boxing Day or New Years Day

Codes:
M-F - Journey runs only on Mondays to Fridays
S+H - Journey runs every Saturday and Mondays to Fridays during school holidays
Sch - Journey runs only on school days
a - Request stops to Hereford
≠ - Bus stop is near train station
▼ - This connection is guaranteed; passengers may remain on the vehicle; through fares are available

Full T4 timetable available at https://www.traveline.cymru/

Amserlen Bws | Bus Timetables

X44

Aberhonddu - T Gelli Gandryll - Kingstone - Henfordd
Brecon - Hay-on-Wye - Kingstone - Hereford

Suliau
Sundays between 1st April and 31st October inclusive each year.

Rhif y Gwasanaeth / Service No		X44	X44	X44	X44	X44
Codau / Codes						
Merthyr Tudful, Gorsaf Fysiau [8] / Ymadawiadau cysylltu o Ferthyr Tudful T4 yn gadael Merthyr Tudful / T4 departures from Merthyr Tydfil	g/d ⇄	0906	1106	1306	1506	1706
		▼	▼	▼	▼	▼
Aberhonddu, Cyfnewidfa [B] / Brecon, Interchange [B]	g/d	0947	1147	1347	1547	1747
Aberhonddu, Ysgol Uwchradd / Brecon, High School		0949	1149	1349	1549	1749
Felinfach, Tafarn Griffin / Felinfach, Griffin Inn		0955	1155	1355	1555	1755
Bronllys, Church Street		1002	1202	1402	1602	1802
Talgarth, Sgwar / Talgarth, Square		1006	1206	1406	1606	1806
Aberllynfi, Gwernyfed / Three Cocks, Gwernyfed		1012	1212	1412	1612	1812
Y Glas-ar-Wy, Pont / Glasbury, Bridge		1015	1215	1415	1615	1815
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	c/a	1023	1223	1423	1623	1823
		▼	▼	▼	▼	
Y Gelli Gandryll, Castell, Oxford Rd / Hay-on-Wye, Castle, Oxford Road	g/d	1025	1225	1425	1625	....
Hardwicke, Troad / Hardwicke Turn		1030	1230	1430	1630	....
Dorstone, Lawnt / Dorstone, Green		1036	1236	1436	1636	....
Peterchurch, Boughton Arms		1042	1242	1442	1642	....
Vowchurch, Troad / Vowchurch Turn		1046	1246	1446	1646	....
Madley, Swyddfa'r Bost / Madley, Post Office		1054	1254	1454	1654	....
Kingstone, Swyddfa'r Bost / Kingstone, Post Office		1101	1301	1501	1701	....
Clehonger, Gosmore Road		1107	1307	1507	1707	....
Belmont, A465, Tesco's / Belmont, A465, Tesco store		1114	1314	1514	1714	....
Henffordd, Bridge Street / Hereford, Bridge Street		1122	1322	1522	1722	....
Henffordd, Comm.Rd/Gwesty Merton / Hereford, Comm.Rd/Merton Hotel		1128	1328	1528	1728	....
Henffordd, Gorsaf Dren / Hereford, Train Station	c/a ⇄	1130	1330	1530	1730	....

Powys

5thApril2026Registration

Appendix D – Example Travel Survey

1. Gender:

- ◯ Female
- ◯ Male
- ◯ Prefer not to say

2. Age:

- ◯ Under 20
- ◯ 20 - 24
- ◯ 25 - 29
- ◯ 30 - 39
- ◯ 40 - 49
- ◯ 50 +

3. Do you have a disability which affects your travel arrangements?

- ◯ Yes
- ◯ No
- ◯ Prefer not to say

4. What are your usual work start and finish times? please tick one AM and one PM box)

- ☐ 07:00 - 07:29
- ☐ 07:30 - 07:59
- ☐ 08:00 - 08:29
- ☐ 08:30 - 08:59
- ☐ 09:00 - 09:29
- ☐ 09:30 - 10:00
- ☐ 15:00 - 15:29
- ☐ 15:30 -15:59
- ☐ 16:00 - 16:29
- ☐ 16:30 - 16:59
- ☐ 17:00 - 17:29
- ☐ 17:30 - 18:00
- ☐ Other (please specify)

5. How do you mostly travel to work?

- ◯ Car Driver (alone)
- ◯ Car driver (with passenger(s))
- ◯ Car Passenger
- ◯ Train
- ◯ Bus
- ◯ Other (please specify)
- ◯ Bicycle
- ◯ On Foot
- ◯ Motorbike / Moped
- ◯ N/A

6. How far do you travel to work?

- ◯ Up to 1 mile
- ◯ Over 1 mile to 2 miles
- ◯ Over 2 miles to 5 miles
- ◯ Over 5 miles to 10 miles
- ◯ Over 10 miles

7. How do you travel to work? (Typically)

- ◯ Up to
- ◯ Bus
- ◯ Car Driver (with passenger(s))
- ◯ Bicycle
- ◯ Car Passenger
- ◯ On Foot
- ◯ Car (with school peers)
- ◯ N/A
- ◯ Train
- ◯ Other (please specify)

8. Would any of the following changes encourage you to cycle to work?

- ◯ YES - Improved cycle paths on the journey to work
- ◯ YES - Cycle traininng
- ◯ YES - Improved cycle parking at work
- ◯ YES - Discounts on bike equipment and accessories
- ◯ YES - Improved cycle changing facilities & lockers at work
- ◯ NO
- ◯ Other (please specify)

9. Would any of the following changes encourage you to use public transport to get to work?

- ◯ YES - More direct bus routes
- ◯ YES - Cheaper bus tickets
- ◯ YES - More frequent bus services
- ◯ YES - More information on public transport information i.e. routes/timetables etc.
- ◯ YES - Better lighting at bus stops and on footpaths between work
- ◯ NO
- ◯ YES - Bus stops closer to work
- ◯ Other (please specify)

10. What is your main reason for using a car to get to work? Please tick one box only

- ◯ Additional stops to / from work i.e. dropping children at school
- ◯ Convenience
- ◯ Get a lift
- ◯ Public transport is not frequent enough
- ◯ Health reasons
- ◯ No direct public transport routes
- ◯ Takes the least amount of time
- ◯ I don't use the car to get to work

11. Would you be prepared to car share?

- ◯ Yes - as the driver
- ◯ Yes - as the passenger
- ◯ Yes - both
- ◯ No

12. Would any of the following changes encourage you to car share?

- ◯ YES - Help finding car share partners with similar work patterns
- ◯ YES - More information on the benefits of car sharing?
- ◯ YES - Free lift home if let down by car sharer
- ◯ NO
- ◯ YES - Reserved parking for car sharers
- ◯ Other (please specify)

13. Do you have any further comments regarding commuting and other work related journeys?

Rappor Consultants Ltd

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