Hay Campus, Hay-on-Wye

Hay and District Sports & Community Association (HADSCAL)

Travel Plan
October 2026

Document Control

Job No.	260349
Project Name	Hay Campus, Hay-on-Wye
Document Title	Travel Plan
Status	Issue
Client	Hay and District Sports & Community Association (HADSCAL)

Prepared By	Rebecca Inglis-Taylor	October 2026
Checked By	Samuel Large	October 2026
Approved By	Mike Glaze	October 2026

Record of Issue

Issue	Date	Details	Made By
Issue 01	October 2026	First Issue	SL

Rappor Consultants Ltd
A: Pressworks, 7-9 Ambrose Street, Cheltenham, GL50 3LH
W: rappor.co.uk
T: 01242 523696
E: hello@rappor.co.uk

© Rappor Consultants Limited. All rights reserved. The contents of this document must not be copied or reproduced in whole or in part without the written consent of Rappor Consultants Ltd and Hay and District Sports & Community Association (HADSCAL).

Executive Summary

This Travel Plan (TP) has been prepared by Rappor Consultants Ltd. on behalf of Hay and District Sports & Community Association (HADSCAL) in support of the proposed Leisure and Community Centre at Hay Campus, Hay-on-Wye. The wider planning application also includes 10 business units, which are addressed through a separate Framework Travel Plan, while a Transport Assessment has been submitted under separate cover. The Leisure and Community Centre will be accessed from Forest Road via the existing access, with pedestrian and cycle connections provided through the site and a gated link to the adjoining business-unit area for active travel and emergency access only.

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. Existing footways along Forest Road connect with the wider pedestrian network, while Public Right of Way 023/8/1 provides an additional traffic-free walking route for some users. Forest Road forms part of National Cycle Network Route 42, and secure, covered cycle parking will be provided within the development. The '*Hay Fire Station*' bus stops are approximately 700m from the site and are served by the X44 service between Hereford and Brecon. A range of shops, services and community facilities is also available within walking and cycling distance, supporting linked trips and reducing the need for single-purpose car journeys.

The TP establishes a framework to minimise single-occupancy car travel by staff and visitors and to increase awareness and use of walking, cycling, public transport and car sharing. Measures include appointing a Travel Plan Co-ordinator (TPC), providing a Travel Information Pack to new employees, displaying up-to-date information on a staff noticeboard, publishing sustainable travel information on the development website and offering personal journey planning. Walking and cycling routes, local cycle services, public transport information, ticketing options, car-sharing resources and sustainable travel campaigns will be promoted, alongside the provision of secure cycle parking and the promotion of a Cycle to Work scheme.

The developer will appoint and fund the TPC at least three months before the development begins operating, and will fund the measures, monitoring and reporting throughout the life of the TP. Separate baseline questionnaire surveys for staff and visitors will be undertaken within three months of first occupation, followed by Year 1 surveys 12 months later and annual surveys in Years 2 to 5. Monitoring reports will be submitted to Powys County Council within six weeks of the survey results becoming available, allowing objectives, targets and measures to be reviewed and refined in response to observed travel patterns. Overall, the TP provides a proportionate, site-specific approach to supporting sustainable access to the Leisure and Community Centre and promoting healthier, lower-impact travel choices from the outset.

Contents

1 Introduction 1
2 Travel Plan Context 6
3 Site Audit and Accessibility 13
4 Objectives 17
5 Travel Plan Management and Measures 18
6 Travel Plan Action Plan 22
7 Monitoring and Review 26
8 Funding 28

List of Figures and Tables

Figure 1.1: Indicative Site Location Plan 3
Extract 2.1: Methods of Promoting Active Travel – Active Travel Act Guidance (July 2021) (Figure 5.2) 10
Extract 2.2: Structure of Active Travel Plan 11
Table 3.1: Services, facilities, and amenities within 2km of the site 14
Figure 3.1: NCN Route 42 16
Table 5.1: Key Travel Resources 21
Table 7.1: Programme for Monitoring 26
Table 7.2: Implementation Plan 27

Appendices

Appendix A – Site Location Plan
Appendix B – Bus Timetable Information
Appendix C – Travel Survey Example

1 Introduction

1.1 Rappor Consultants Ltd. (Rappor) has been instructed by Hay and District Sports & Community Association (HADSCAL) to prepare a Travel Plan (TP) 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 TP has been prepared to support the Leisure and Community Centre element of the development proposals. A Framework Travel Plan (FTP) has been submitted under separate cover in support of the commercial element (10 business units) of the development proposals.

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

Vision

1.9 The vision for the site is to provide a Leisure and Community Centre that will enhance the facilities available to those living in Hay-on-Wye and the surrounding area and provide spaces that will benefit the community socially and economically. The development will promote healthy communities by encouraging participation in sport and active travel. Currently, there is no leisure or similar community facility within Hay-on-Wye or the surrounding area that is readily accessible by public transport or active travel. The proposed Leisure and Community Centre will provide a much-needed facility that will allow residents of Hay-on-Wye and the surrounding area to access leisure and community facilities by more sustainable means. By reducing the need to travel further afield, the facility will support the local area socially, economically and environmentally and further enhance the health and social benefits for the local community.

Transport Vision

1.10 The vision-led approach to transport planning follows the trend in recent history of accepting the fact that the classic '*predict and provide*' approach to development planning is no longer suitable or fit for purpose. Rather developments should be designed in accordance with a '*decide and provide*' approach. Predicting that additional vehicular traffic growth will occur and providing suitable infrastructure to meet this demand typically only encourages this demand to occur in the first place or results in the demand never being realised. Instead, greater emphasis on place-making and providing for more sustainable transport modes is necessary to ensure that not only are the transport demands of today met but that the transport demands of the future can also be realised without the needs of today compromising those future needs.

1.11 The United Nations defines sustainability as *"meeting the needs of the present without compromising the ability of future generations to meet their own needs*" and it is this principle that 'decide and provide' champions.

1.12 Planning Policy Wales (Edition 12) requires the integration of land use and transport planning to create sustainable places, prioritising walking, cycling and public transport, while the Welsh Transport Appraisal Guidance (WelTAG) adopts a vision-led approach that requires transport considerations to inform development proposals from the earliest stages of planning.

1.13 The Bannau Brycheiniog National Park Local Development Plan (2007–2022) includes Strategic Policy SP15 – Supporting Sustainable Communities, which seeks to ensure that new development supports community sustainability and does not adversely affect essential services or facilities. Policy 51 – Development of New or Extended Community Facilities – specifically supports proposals for new or extended community recreation and sports facilities where they are appropriately located, necessary to support community sustainability and capable of operating sustainably in the future.

1.14 The proposed Leisure and Community Centre is consistent with these policy objectives by providing community recreation and sports facilities to support the needs and well-being of local residents. Where supported by the proposed location and access arrangements, the development would also align with Strategic Policy SP17 – Sustainable Transport – which seeks to improve accessibility and reduce the need to travel by private car, including through appropriate access for pedestrians and cyclists and improved sustainable transport infrastructure.

1.15 Opportunities and mechanisms to maximise access to the facility via sustainable transport are discussed further in **Sections 3, 5** & **6**.

Site Location and Composition

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

1.17 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.

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

Figure 1.1: Indicative Site Location Plan

1.19 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

1.20 Pedestrian access to the site will be provided via Forest Road and the existing access point. Footway provision is present along Forest Road which provides onwards connectivity with the footway network throughout Hay-on-Wye.

1.21 Visitors and employees of the Leisure and Community Centre 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).

1.22 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 through 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 does provide a viable alternative for some pedestrians to the primary access strategy via Forest Road.

1.23 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 Leisure and Community Centre.

1.24 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

1.25 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.

1.26 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.

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

1.28 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

1.29 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.

1.30 This TP sets out the initiatives and measures to be provided before the development is occupied, together with the ongoing monitoring arrangements, to influence travel behaviour from the outset, minimise single-occupancy car journeys and encourage staff and visitors to use sustainable modes of travel.

1.31 A TP generally explains how sustainable travel to and from the site will be encouraged. This may be achieved by reducing single-occupancy vehicle trips and encouraging public transport, walking and cycling as alternatives. Success will help to mitigate the impact of traffic generated by the proposed development, reduce its carbon footprint and contribute to a healthier community.

1.32 The TP is intended to reduce environmental, social and community impacts by reducing journeys made in single-occupancy vehicles and raising awareness of the travel choices available locally.

Aim and Structure of the Travel Plan

1.33 The aim of a TP is to deliver sustainable transport objectives, including:

a) To reduce the overall amount of car travel to the site;
b) To increase the use of public transport;
c) To increase the use of walking and cycling; and
d) To minimise the impact of the development on the local area and transport infrastructure.

Structure of the Travel Plan

1.34 The structure of the remainder of the TP is as follows:

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

2 Travel Plan Context

2.1 A TP is a long-term management strategy, articulated in a document that is regularly reviewed, and built around a package of site-specific measures designed to deliver sustainable transport objectives. It places particular emphasis on reducing reliance on single-occupancy car journeys and facilitating travel by sustainable modes.

2.2 To be successful, it is crucial that the TP be a dynamic process that grows and develops with time. The TP will need to be flexible to allow for changes to be made in line with the performance of the plan, changing circumstances of the site and environment in which it works and to tailor it to the needs of future staff and visitors of the site. The flexibility of the TP will ensure that the targets and measures at any one time reflect and respond to current travel patterns.

2.3 Although the TP is primarily intended to encourage sustainable travel behaviours among staff, visitors and participants attending events, activities and educational programmes will also benefit from the supporting initiatives and measures detailed later in this document.

Benefits of a Travel Plan

2.4 TPs 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;
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 CO_2; and
g) Save energy through reduced fossil fuel use.

2.5 In summary, TPs should identify the required outcomes, targets and measures and set out clear, proportionate arrangements for future monitoring and management. They should also identify any additional measures needed to offset unacceptable impacts if the targets are not met.

Policy and Guidance

2.6 In developing this TP, 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)

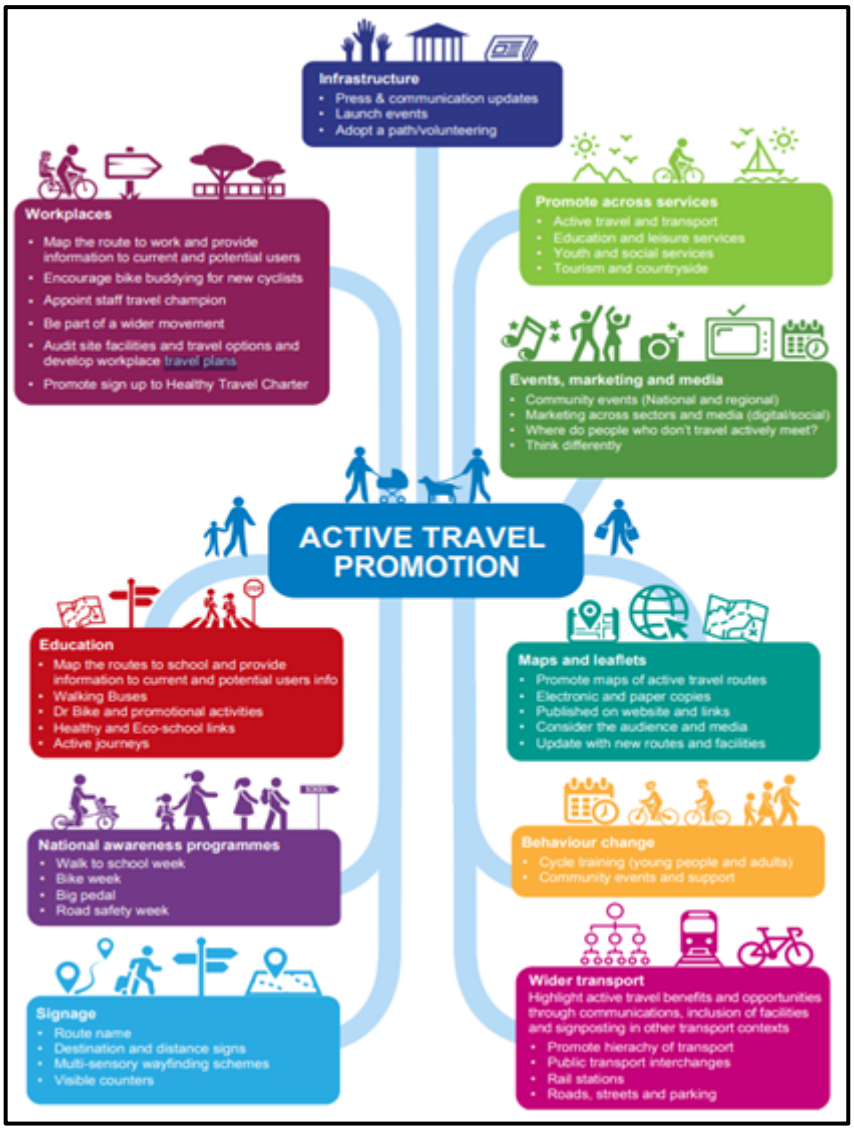
2.22 The Welsh Government's Active Travel Act Guidance published in July 2021 is guidance for local authorities planning and designing networks of walking and cycling routes. It includes best practice on infrastructure design and gives guidance on how to provide related facilities such as cycle parking.

2.23 The vision *"is for walking and cycling to be the natural modes 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.



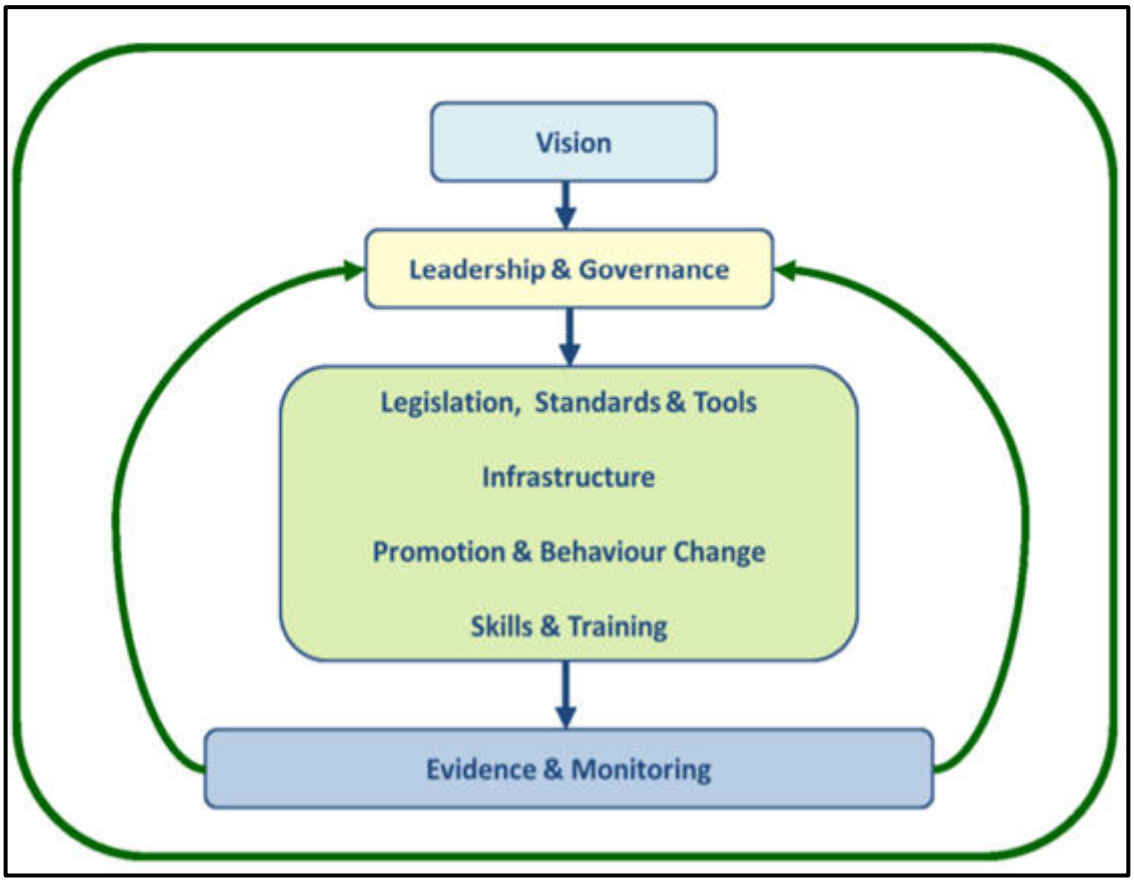
Extract 2.1: Methods of Promoting Active Travel – Active Travel Act Guidance (July 2021) (Figure 5.2)

2.27 The measures and approaches detailed later in this TP shall follow those detailed above in **Extract 2.1** in order to encourage an ongoing and long-term shift towards more sustainable modes of travel to / 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 TP.



Extract 2.2: Structure of Active Travel Plan

2.30 Each of the above illustrated stages are considered fundamental in achieving long term active travel behaviour in favour of single-occupancy vehicle trips. As detailed within the document, the Action Plan should not be considered to apply to one specific type of development but instead should be applied to all forms of development and target residents, visitors, staff, customers etc. 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

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)

2.35 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)

2.36 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 Site Audit and Accessibility

3.1 To assess whether the application site can operate sustainably and minimise daily vehicle trips, particularly single-occupancy trips, it is necessary to identify the sustainable travel options available to future staff and visitors. It is also important to identify nearby services and amenities that could support linked trips and reduce reliance on the private car.

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. The application site is located within walking and cycling distance of a selection of existing amenities and facilities within Hay-on-Wye. The Bannau Brycheiniog National Park Local Development Plan (2007–2022) identifies Hay-on-Wye as a Key Settlement within the Park's settlement hierarchy. Key Settlements are recognised for their strategic role in serving both their resident population and surrounding communities, with development directed towards locations offering access to services and facilities. Therefore, this designation demonstrates that Hay-on-Wye performs an important role as an established settlement with a range of existing amenities and facilities, supporting the sustainability of development within the town.

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 TP, 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 using two methods. First, journey times have been calculated using the walking speed of 1.4m/s given in guidance from the Institution of Highways and Transportation (IHT), now the Chartered Institution of Highways and Transportation, and the average cycling speeds given in paragraph 9.4 of the Active Travel Act Guidance (July 2021) (ATAG): 10–20mph (6.7m/s) for commuting and 7–15mph (4.9m/s) for leisure. Second, Google Maps has been used to provide journey times that also account for route gradients. Where Google Maps gives different times for the inbound and outbound journeys to an amenity, these have been averaged to provide a representative one-way journey time for a round trip.

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 pedestrian facilities in the vicinity of the site means that walking will be a viable mode for future employees, either as the main mode between home and work or as part of a multimodal journey involving bus travel.

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.

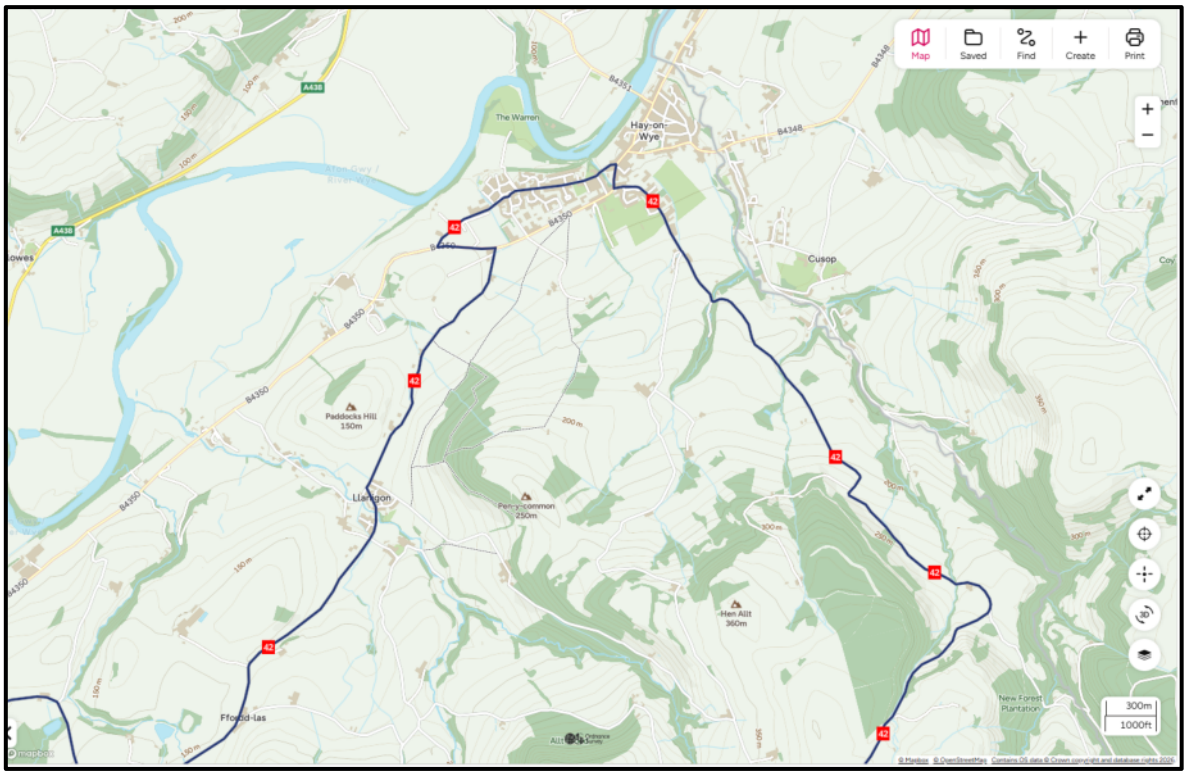


Figure 3.1: NCN Route 42

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 B**.

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

4.2 It is essential that there is an agreed set of objectives which can be adopted and thereby influence all actions arising from the TP. The following objectives are informed by best practice guidance but also reflect local circumstances and stakeholder requirements.

Objectives

4.3 The main objectives of the TP are set out below:

a) To reduce the need to travel, if applicable;
b) 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;
c) To increase the health of all users of the site by increasing the proportion of active travel (i.e. walking and cycling);
d) To encourage less reliance on the car, wherever practical, particularly single occupancy car journeys; and
e) To engage staff in critical thinking about their travel choices.

4.4 These objectives will be implemented through a package of measures that are discussed in **Section 5**.

Travel Surveys

4.5 Two baseline travel surveys will be undertaken; one for staff and one for visitors, in the form of questionnaires within three months of first occupation of the development to establish initial travel patterns. 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.

4.6 A Year 1 monitoring survey will then be undertaken 12 months after the baseline surveys are undertaken (the staff Year 1 survey will be 12 months after the staff baseline and the visitor Year 1 survey will be 12 months after the visitor baseline survey).

4.7 Monitoring surveys will then be conducted annually for four further years, resulting in six survey rounds for both staff and visitors when the baseline surveys are included. These surveys will establish modal splits and determine whether the targets and objectives of this TP are being met.

4.8 Undertaking the surveys will be the responsibility of the Travel Plan Co-ordinator (TPC). The TPC will supply PCC with updated statistical data showing how staff travel to and from the site, along with details of the measures employed to encourage sustainable travel.

4.9 An example travel survey has been provided at **Appendix C**.

5 Travel Plan Management and Measures

5.1 The key to any effective TP is to have an identified person responsible for its operation and monitoring. In order for the TP to be effective and responsive, it must be kept up to date and relevant, otherwise it may become ineffective.

Travel Plan Co-ordinator

5.2 The TP will be managed and monitored by a Travel Plan Co-ordinator (TPC) who will work to deliver the content of this TP and ensure the measures are carried out effectively.

5.3 The requirement for a TPC is set out in Appendix D of TAN 18 to manage the fulfilment of measures and provision of information.

5.4 A TPC shall be appointed at least three months before first occupation of the development, and their role will continue until PCC signs off the Year 5 monitoring report.

5.5 The TPC will be responsible for:

a) The operation of the TP;
b) Being the point of contact for Travel Plan-related queries;
c) Arranging and undertaking travel surveys;
d) Liaison with PCC, transport operators and specialist groups, where appropriate; and
e) Ensuring that 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.

Marketing and Promotion

5.6 Marketing and promotion of the TP and sustainable travel opportunities and benefits will establish communication between those who are responsible for delivery (i.e. TPC) and those who benefit from the implementation of the TP (i.e. staff and visitors).

5.7 The provision of information to staff and visitors, which is both accessible and available in varied formats, is an important measure of the TP. This would be achieved through a co-ordinated marketing and communication strategy.

Travel Plan Measures

5.8 The Travel Plan is effectively a set of measures, directed at staff and visitors and intended to maximise sustainable travel for journeys to / from the site. The proposed Travel Plan measures focus on maximising the site's accessibility and sustainability as part of the development proposals.

5.9 The TPC will be responsible for all 'soft' measures, such as producing the TIP, while the developer will be responsible for 'hard' measures, such as providing appropriate on-site cycle-parking infrastructure.

Travel Information Pack

5.10 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/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

5.11 An information board will be displayed in a staff area of the development 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.

Website Travel Information

5.12 The development's website will include a dedicated '*Travel Information*' section, providing details of sustainable travel options including walking and cycling routes, public transport services, and car sharing opportunities. This will ensure that visitors and staff are informed of sustainable travel choices in advance of their journey.

Walking and Cycling Measures

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

5.14 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.

5.15 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.

5.16 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.

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

Public Transport Measures

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

5.19 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.

5.20 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

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

5.22 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.

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

5.24 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

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

Resource	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

Resource	Description	Details
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

5.26 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 Travel Plan Action Plan

6.1 The TP Action Plan identifies viable alternatives to single-occupancy car travel and sets out the site-specific measures that will encourage their use. Together, these measures are intended to improve sustainable access to and from the site.

6.2 This section outlines measures that will be implemented as part of this TP. 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 TP and the measures contained within it will be flexible.

Action Plan

6.3 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.

6.4 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 TP will therefore depend on establishing a Travel Plan 'culture' of low car use among staff from the moment they commence their employment.

6.5 The Action Plan has been divided into four main strategy sections that reflect the scope of the TP:

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

6.6 The measures and initiatives are intended to influence staff travel. Some measures could also influence visitor travel to and from the site; where this applies, it is identified in the relevant strategy section.

6.7 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**	Secure, covered cycle parking is proposed within the site	✓	✓	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 and visitors in the TIP	✓	✓	Included in TIP / Prior to occupation	TPC	TPC's Time + 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 + 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 + Printing Costs
WC5	**Cycle to Work Scheme**	The Cycle to Work scheme will be offered to all staff and details will be provided within the TIP.	✓		Prior to occupation	Developer	No cost

Public Transport Strategy

	Measure	Action	Staff	Visitors	Timeframe	Responsibility	Cost
PT1	**Promotion of Bus Services**	Up to date bus information to be provided to staff and visitors in the TIP / on the noticeboard	✓	✓	Included in TIP / Prior to occupation	TPC	TPC's Time + Printing Costs
PT2	**Promotion of Long-Term Tickets**	Provide links to allow the purchasing of long-term bus tickets	✓		Included in TIP / Prior to occupation	TPC	TPC's Time + Printing Costs
PT3	**Public Transport Information on Noticeboard**	Provide up-to-date public transport information on noticeboard in the public areas	✓		Updated bi-annually	TPC	TPC's Time + Printing Costs

Car Users Strategy

	Measure	Action	Staff	Visitors	Timeframe	Responsibility	Cost
CU1	**Promoting Car Sharing Websites and internal car share database**	Information included in the TIP with details on car sharing.	✓	✓	Included in TIP / Ongoing	TPC	TPC's Time + 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 + Printing Costs

Travel Plan Support Measures

	Measure	Action	Staff	Visitors	Timeframe	Responsibility	Cost
TP1	**Appoint a TPC**	A TPC is to be appointed for the lifetime of the plan	✓	✓	3 months prior to occupation	Developer	Developer
TP2	**Travel Information Pack (TIP)**	A TIP is to be created and distributed to staff of the development	✓		On commencement of employment	TPC	Design and printing costs
TP3	**Personal Journey Planning**	Offer personal journey planning to each staff member to promote sustainable travel	✓		From opening of the development, each staff member will be offered PTP	TPC	TPC's Time
TP4	**Sustainable Travel Websites**	Sustainable travel apps and resources will be marketed to staff	✓		On commencement of employment	TPC	TPC's Time + Printing Costs
TP5	**Staff Noticeboard**	Noticeboard in staff area of site to promote sustainable travel and any changes to e.g. bus timetables	✓		From opening of the development	TPC	TPC's Time + Printing Costs
TP6	**Website Sustainable Travel Information**	Sustainable travel information will be provided on a dedicated section of the development's website	✓	✓	From opening of the development	TPC	TPC's Time + Printing Costs

7 Monitoring and Review

7.1 An effective monitoring and review process is important to establish how successful the TP has proved to be. Monitoring involves collecting data and information, and the review process involves the consideration of these details to determine whether the TP targets have been met.

7.2 As set out in **Section 5**, the TPC will be appointed three months prior to occupation of the proposed development and will liaise with the relevant officers at PCC. The TP will be actively managed and monitored by the TPC up until sign off from PCC for Year 5 monitoring report. On appointment, contact details will be provided to PCC to ensure that clear dialogue is possible from inception of the TP.

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 TP. As part of the monitoring process, it is important to establish the baseline conditions.

Monitoring

7.4 For the ongoing management of the TP to be successful and to deliver the desired outcomes, it is important that the parties involved in the delivery of the TP, which means the Developer / TPC and PCC, work effectively in partnership to achieve the desired results.

7.5 Monitoring of travel patterns over time, to ascertain whether the initiatives of the TP are proving successful and whether there has been a shift to more sustainable modes of transport, requires ongoing travel surveys to be undertaken.

7.6 Two baseline travel surveys, one for staff and one for visitors, will be undertaken by questionnaire within three months of first occupation to establish initial travel patterns. A Year 1 monitoring survey will be undertaken 12 months after the baseline surveys, followed by annual monitoring surveys in Years 2, 3, 4 and 5, as shown in **Table 7.1**. The baseline results will inform the targets, objectives and measures, while the monitoring surveys will assess the TP's progress against those objectives and targets.

	Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Travel Survey	✓	✓	✓	✓	✓	✓
Monitoring Report	✓	✓	✓	✓	✓	✓

Table 7.1: Programme for Monitoring

7.7 Monitoring reports will be issued to PCC within six weeks of the survey results becoming available to demonstrate how the TP has been implemented during the relevant year. Each report will analyse the survey responses, confirm or revise the targets where necessary, and set out the strategy for future monitoring.

7.8 The final monitoring report will be issued to PCC after the Year 5 survey, reviewing the TP's objectives and targets over the five years and summarising the overall findings.

Implementation Plan

7.9 An implementation plan sets out the commitments and timescales required to effectively implement the Travel Plan. This includes timescales to appoint a TPC, deliver proposed measures, commission surveys for monitoring and a schedule for the effective monitoring and review of the TP.

7.10 The implementation plan covers the monitoring period from the baseline surveys through to the Year 5 surveys and final monitoring report.

7.11 **Table 7.2** sets out the implementation plan for the proposed development. It identifies the measures and actions required before first occupation and throughout the five-year monitoring period.

Task	Details	Proposed Timescale for Implementation
Appointment of TPC	Responsible for promoting and marketing the TP and implementing measures.	3 months prior to first occupation
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/visitors on the site, which will influence any amendments or refinements to be made to the Travel Plan.	Two baseline travel surveys will be undertaken; one for staff and one for visitors, within three months of first occupation A Year 1 monitoring survey will then be undertaken 12 months after the baseline Follow up monitoring surveys in Years 2, 3, 4 and 5
Review of TP Performance	Following completion of the surveys, the TPC will be required to provide a review report to PCC	Within six weeks of the data being made available

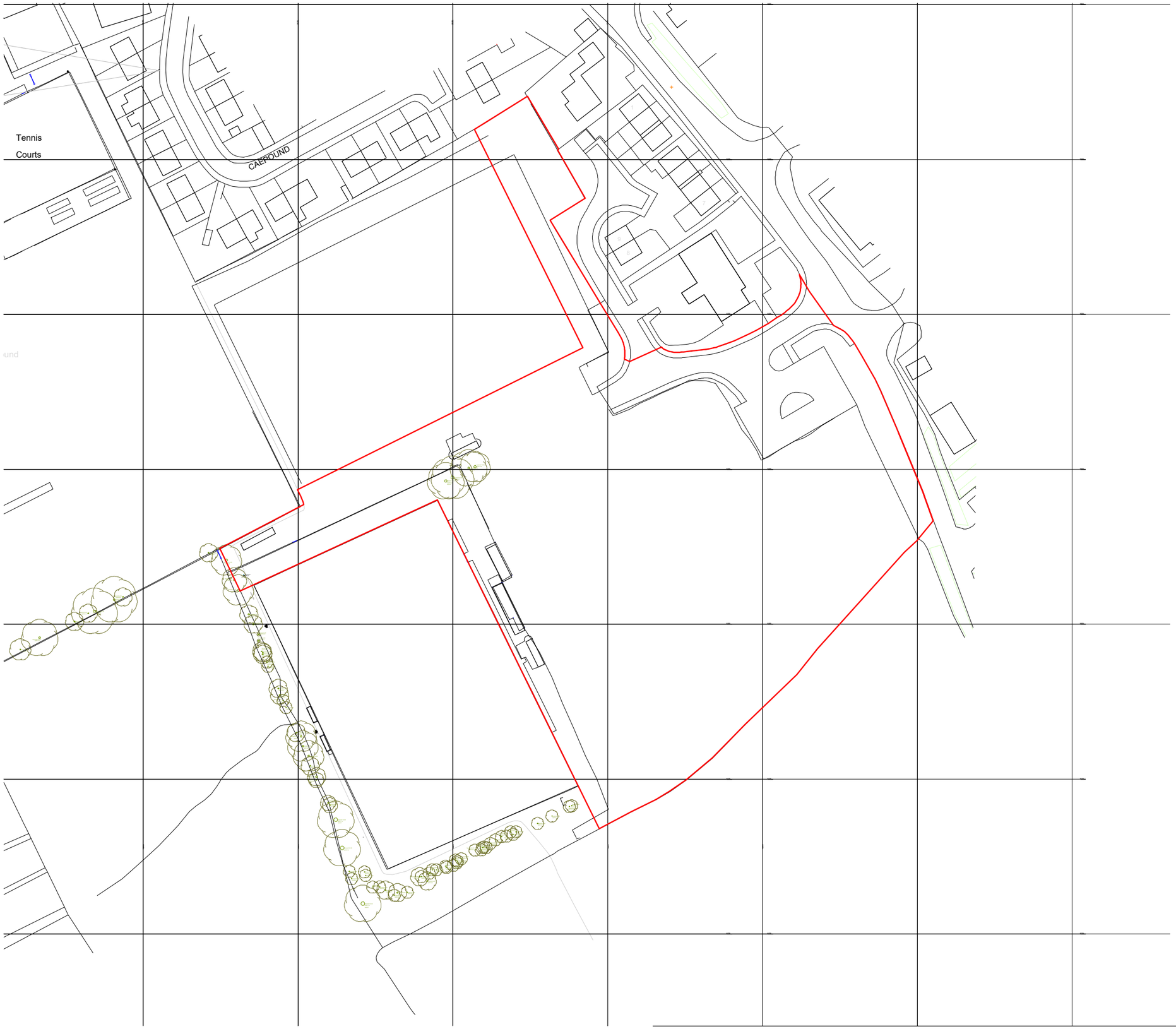
Table 7.2: Implementation Plan

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 funding of all aspects of the TP, including the introduction of measures, employing the TPC, monitoring and reporting will be the responsibility of the developer. This responsibility will be maintained for the full life of the TP.

Appendix A – Site Location Plan



N

Paper size: A3

Drawn by: SO

Date: 11.10.26

© CO2 Architects. 2026

Hay Community Campus

HADSCAL Land

1:1250

Location Plan

Scale bar 1:1250

0 10 50 100

2 HCC P01

Appendix B – 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 C – Travel Survey Example

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

www.rappor.co.uk

Cheltenham
Bristol
London
Bedford
Exeter
Hereford
Manchester
Cambridge
Birmingham
Leeds