

**ENVIROPARKS (HIRWAUN) LTD
HIRWAUN INDUSTRIAL ESTATE
HIRWAUN
ABERDARE**

TRANSPORT PLAN

Proposed Plan – Pre-Operational

Plan Date: October 2008

Introduction

This Transport Plan (TP) has been prepared for the proposed Enviroparks Hirwaun Ltd (Enviroparks) development on the Hirwaun Industrial Estate, Hirwaun, South Wales. The plan has been prepared in support of a Transport Assessment (TA) and both have been produced at the planning stage, prior to the operation of the site. That said, Enviroparks are committed to the principals and objectives identified within this plan and propose to maintain it as a living document which will be subject to regular review once the site is operational

This TP has four main aims:

- It aims to identify the relevant local policy objectives and requirements set for transportation, and to identify the most effective way of the Enviroparks Hirwaun operation meeting these.
- It is a strategy for managing the transport generated by the Enviroparks operations at Hirwaun;
- It aims to reduce the need to travel;
- It aims to assist staff to consider more sustainable and perhaps healthier options and to promote social interaction.

Description of the Site Transportation

The proposed Enviroparks facility at Hirwaun, South Wales is an integrated waste processing facility, treating diverse streams of waste materials for recycling and energy recovery. The site will employ approximately one hundred staff, eighty of which will work to shift patterns. Recruitment is hoped to come from the local area. Additionally, wastes and products must be moved into and out of the facility and this will result in approximately 109 heavy goods vehicles (HGV) or refuse collection vehicles (RCV) attending site on a daily basis. This results in a total of 218 HGV or RCV movements per day.

Co-located at the Enviroparks site will be a high energy user. Although the details of the eventual tenant of this site are not yet know, Enviroparks have been speaking with several companies who are interested in adopting the site, and thus a reasonable assumption as to their transportation requirements can be made. It can be assumed that, like the energy producer, the high energy user will operate on a 24 hour, 7 day week basis and will employ a 5 day continental shift system. As such, staffing levels are assumed at approximately one hundred staff. Materials distribution for the potential occupant of the site is thought to require less vehicle movements than the energy producer however, and it is anticipated that the site will require 18 HGV trips per day (36 HGV movements).

Although this TP has been prepared exclusively for Enviroparks Hirwaun Ltd, it will make consideration of all local opportunities, including where these may involve widening the reach of the plan by co-operation with and influence of others.

The Local Context

The proposed site for the Enviroparks Hirwaun development is located on the Hirwaun industrial estate in Hirwaun, Aberdare, South Wales. The industrial estate is currently under utilised, with several units appearing to be empty, and the Tower Colliery having closed in January 2008. The site does however have neighbours, and Eden Industries are located on the neighbouring plot, with the Dwr Cymru Welsh Water Hirwaun sewage treatment works located over Fifth Avenue to the south west of the site.

The Rhondda Cynon Taf Local Development Plan Preferred Strategy⁽¹⁾ (LDP) published in January 2007 notes that amongst the objectives of the LDP, RCT aim to reduce the need to travel and promote more sustainable modes of transport. Strategic Policy SP 9 considers transportation specifically and states that:

'The Council will seek to implement transportation schemes and initiatives which will achieve sustainable regeneration, enhance the public realm, improve the economy, reduce congestion, and improve road safety by:-

- *Reducing the need to travel by private car;*
- *Maintaining and improving accessibility for all sections of the community;*
- *Supporting transportation schemes which benefit the economy of the County Borough whilst seeking to minimise impact on the environment;*
- *Supporting and enhancing public transport; walking and cycling provision; and achieving integration of all modes of transportation;*
- *Minimising adverse effects of traffic and parking on local amenities and the environment as a whole.'*

It is Enviroparks aim that this TP will assist them to implement the objectives of the LDP, within their own organisation, and will perhaps influence others to do the same.

At the time of writing (2008), the following transport infrastructure is in place:

The Road Network

Hirwaun is located immediately north of the A465 and has access to the trunk road at several points. The industrial estate is situated to the west, and is most effectively accessed from the roundabout of the A465, the A4059 and the A4061. The A465 Heads of the Valleys Road provides the main east-west link running between Abergavenny and Neath, and is in the process of being extended from 3 lanes to a dual carriageway route between Abergavenny and Hirwaun.

The A470 is located approximately 9 km to the east of the industrial estate and provides the major north-south trunk road through Wales. Other main routes in the area include the A4060 East of Dowlais Trunk Road serving the eastern side of Merthyr Tydfil, and the A4059 and B4275 serving Aberdare and Mountain Ash. The A4059 continues north of the A465 passing through Penderyn and joining the A470 at Gwaun Crew.

Railways

The nearest railway station to Hirwaun is at Aberdare approximately 9 km from the proposed development although other stations are available at Treherbet and Merthyr Tydfil. It is understood that the infrastructure is in place for a railway station at Hirwaun, but no firm commitment to develop a station in the village has been identified. Each of these lines originate in Cardiff, and at the time of writing, trains run to and from Cardiff and Aberdare or Treherbet half hourly during week days, and hourly to Merthyr Tydfil. The Aberdare railway station is served by a bus to Rhigos which passes the Hirwaun Industrial Estate.

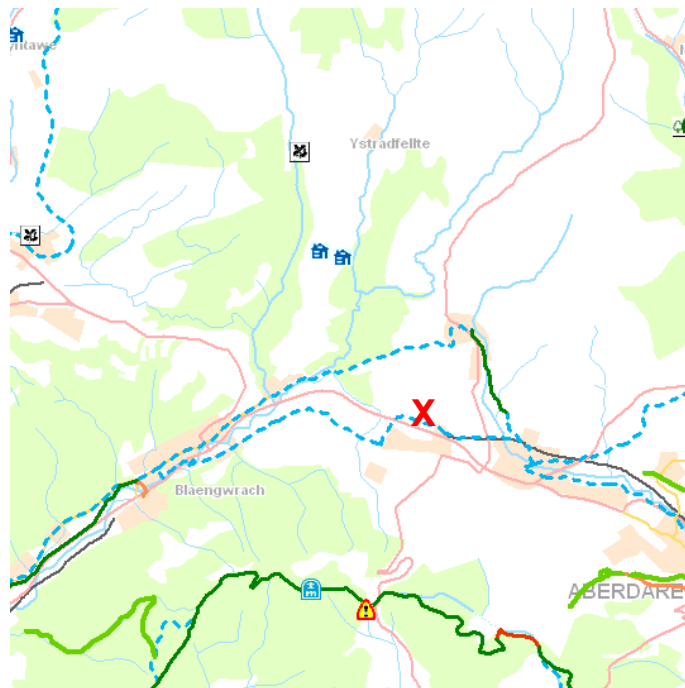
Buses

Buses passing through the industrial estate are limited in their number and frequency, and would not currently meet the needs of shift staff. Specialist buses are available, such as the Aberdare to Rhigos Rail Link, which is for the use of train passengers only. There is a half hourly service (the number 8) to Rhigos Road which starts its service at 07:10 and runs to the area until approximately 18:00. Return journeys leave Glynneath from 07:48 and again pass via Rhigos and Hirwaun until approximately 18:00. The number 7 bus travels from Glynhafod to Penderyn with the first two buses travelling via the Hirwaun Industrial Estate, the earliest bus only starting from Aberdare.

Walking and Cycling

The roadways within the estate include pedestrian footpaths and the estate could be easily accessed from the Rhigos area, although the route from Hirwaun is less pedestrianised with an intermittent footpath around the main A465 / A4061 roundabout, and no defined footpath from the roundabout along Rhigos road to the estate entrance. Street lighting is present in the estate and through the route to Rhigos, however this is not continued along Rhigos Road to Hirwaun.

Although not currently served by dedicated cycle routes, the Valleys Network is due to be expanded over the next five years and a well linked route will serve the industrial estate, travelling along Fifth Avenue in front of the proposed Enviroparks site (see plan).



Site location marked by red X.

- National Cycle Network on-road route
- Other signed on-road cycle route
- National Cycle Network traffic-free route
(including some forest tracks and paths alongside busy roads)
- Other traffic-free cycle route
- - - Proposed future National Cycle Network route
- Access points

Site Needs and Facilities

At full capacity, the site will generate 218 HGV or RCV movements per day. These movements facilitate the provision of feedstock to the site and the removal of recycled products and some residual waste. It is considered that these movements must be undertaken using the road network as:

- The collection methods for the materials promote this, i.e. waste street collections, skips, material from factories which may be stored in relatively small bins or may simply be loaded into the back of an articulated trailer);
- The material will be sourced locally and movements will therefore be regional. This reduces the benefit of alternative services such as transfer by rail or boat;
- The lack of alternative infrastructure in the vicinity. The site is not local to any port facilities, and rail services are currently too far away. Due to the nature of the materials being handled, it is important to keep the transfer time from the source to the processing plant to a minimum, to avoid issues of odour generation, and likewise handling should be kept to a minimum. Therefore transfer by rail would require rail delivery direct to the site, and the ability to offload within the contained fuel preparation area.

The good local road network links are therefore an essential aspect of the choice of site.

As all of the waste will be delivered under contract, that is, members of the public will not be allowed to bring their own waste to site, Enviroparks can maintain an element of control over the timings of deliveries. Material will only be accepted at the site between 08:00 and 17:00 hours under normal circumstances.

Despite the need to use the local road network for all of the site material movements, Enviroparks propose to promote other, more sustainable transport options to their staff and visitors. A key member of staff will be responsible for the implementation, promotion and maintenance of the TP (the Transport Plan Co-ordinator).

The proposed Enviroparks facility at Hirwaun is a showcase site, being the first of its type in the country. As such, it incorporates a visitors centre, which is designed to encourage groups of school and college students, or other interested parties to visit the site and learn about the processes. Enviroparks aim to promote good waste management through these visits, however promotion of other good practices and opportunities will be an integral part of the visitor interaction. Not only do Enviroparks envisage capturing the imagination of our future engineers and designers through their integrated processes and environmentally favourable building practices and systems, but they hope to promote the entire sustainability issue, and as such will also identify other issues such as the use of local recruitment, office technologies and an active TP to minimise un-necessary journeys and encourage sustainable travel.

The visitors centre is expected to be used on average approximately once per fortnight, and parking is available at the door for a coach or minibus. Disabled parking and access is also provided. The site has been designed with ample parking provision to enable staff and visitors to park their private cars at any time they attend site. At the time of writing, the public transportation options for the industrial estate are limited, and although Enviroparks aim to promote alternatives to car travel, they must also ensure that their staff can attend work without resorting to parking on the public highway.

In addition to the car parking facilities, the site incorporates 40 bicycle parking spaces in 4 covered shelters. A short cycle lane allows cyclists easy access into the site, and staff also have access to shower and changing facilities.

The Strategy

Through their TP, Enviroparks Hirwaun aim to make sustainable travel options the choice of their staff. Their principal **objective** is to achieve **15 % of the workforce employing sustainable transport**, i.e. to have at least 15 staff who regularly commute using means other than a single occupancy car. In order to achieve this objective, Enviroparks plan to apply the following strategy and initial targets:

Strategy	Mission	Target
PLAN	<p>Prepare and maintain a Transport Plan at the early stages of development.</p> <p>Prepare a new starter pack which incorporates a travel questionnaire and information on available transport options including public transport timetables.</p> <p>Promote alternatives to travel – can a journey be avoided through teleconferencing or videolink, or can multiple journey be combined?</p> <p>Insist that all HGV movements to or from the site access the industrial estate from the roundabout of the A465, the A4059 and the A4061</p> <p>Promote the use of public transport as the first choice for business journeys.</p>	<p>To direct the company efforts in promoting sustainable travel.</p> <p>To inform staff and to promote sustainable transport across the business, as well as identifying staff locations and those interested in schemes.</p> <p>To reduce the time and energy and cost associated with travel, where journeys are unnecessary.</p> <p>To minimise disruption and nuisance to the Rhigos and Halt Road areas.</p> <p>To minimise the number of business journeys undertaken in single occupancy vehicles.</p>
DO	<p>Develop groups for interested parties to join</p> <p>Consider smart solutions and incentives</p> <p>Promotion of schemes through communication and ideas.</p>	<p>Car Share Scheme Cycle and Walking Buddies Bicycle User Group These can also be promoted to the high energy user or the wider estate.</p> <p>Devise promotions such as a free car wash for regular car sharers, cycle/sports shop vouchers for regular cyclists or walkers, a free drink / breakfast bar for staff who walk / jog / cycle to work. Provide regular and up to date information on the available public transport systems Investigate the need and availability of a bus route/staff shuttle. This could be promoted to the high energy user or the wider estate.</p> <p>Send out regular updates on an (e-) newsletter on the available schemes Encourage car sharers to expand their sharing opportunities, e.g. shopping together, school runs etc?</p>
CHECK	At least annually, undertake an audit / spot count of staff travel choices.	To enable review of the TP and reassessment of the targets.
ACT	Use the information obtained during the audit to tailor the system to staff wants and needs.	The campaign should be informed and refreshed through the information obtained.

Key Points

The plan must be seen to be fair; promoted to everyone and with equal incentives.

The plan must be communicated effectively and feedback of the plan and schemes should be promoted.

There must be a commitment to a long term strategy to promote the on-going use and uptake of the schemes.

Where car sharing or a lift arrangement is in place, it must be up to the car sharers themselves to determine how to split the cost. Staff should be advised to come to an arrangement before a journey begins.

Costs can be shared by:

- employees taking turns to drive their own cars
- payment to the driver for a share of the cost of the petrol
- payment to the driver of a mileage rate calculated to cover petrol, depreciation and wear and tear. However, in this case, it is important that the rate does not create a profit, because a driver carrying passengers for profit may require a special licence and different insurance, as well as encountering potential tax issues.

Any car sharing database must store and use information in accordance with the Data Protection Act. This is a legal requirement and provides potential users with the confidence that their personal information will not be passed on.

Common problems that may need to be addressed with car sharing schemes:

- doing other tasks on the way to or from work
- worries about being marooned at work if the driver has to leave early or stay late, or if there is a need to get home in an emergency
- incompatible personal or work scheduling
- safety concerns
- feeling that a car is your own or someone else's personal space.

There are several common barriers to using public transport such as bus and rail:

- High fares
- Lack of a service on the required route / lack of connections
- Infrequent, unreliable or slow services
- Safety fears for late evening or night time journeys
- Overcrowding, plus the dirt and maintenance issues that it can cause
- Long, indirect or unpleasant walking access to services at either end.

Potential solutions to these issues include:

- Fitting common, regular tasks into the journey?
- A guaranteed lift / taxi home should a car share / public transport user be in need. The company policy should recognise the potential for taxis to facilitate use of public transport by covering awkward gaps in occasional journeys
- There is safety in numbers – promoting 2+ car share schemes, walking and cycling buddies or bus buddies
- Ensure that lighting across the site and the estate is well maintained
- Provision of a staff shuttle bus
- Promoting the acceptability and social interaction of sharing the commute

The Intended Outcome

Through the creation and promotion of their TP, Enviroparks Hirwaun Ltd aim to encourage sustainable transport options for their staff. Enviroparks hope to recruit their staff locally and in doing so will minimise the need for motorised journeys. The TP will then promote alternative solutions such as walking, cycling, the use of public transport or car sharing.

In line with Rhondda Cynon Taf's Strategic Policy on transportation, Enviroparks aim to:

- Reduce the need to travel by private car
- Support and enhance public transport; walking and cycling provision

Enviroparks also hope that their TP will encourage a healthy lifestyle and social interaction, whilst reducing the costs and stresses that staff may be subject to through travelling to work.

Through the application of modern office technologies such as teleconferencing it is hoped that the number of business journeys can be minimised. The use of public transport for necessary business journeys will also be promoted.

Through the commitment to enforcing an HGV route to and from the site, Enviroparks hope to minimise disruption to their local neighbours.