

BREEAM Travel Plan

Castle Square, Swansea



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Executive summary

Overview

The project comprises of the redevelopment of a city centre square in Swansea, Wales. The development consists of enhancement of Castle Square to include the erection of up to four commercial units (flexible Use Classes A1, A3 and/or mixed A1/A3), installation of public realm features, hard and soft landscaping and associated works.

The proposed pavilions are assessed under the BREEAM New Construction 2018 Assessment methodology, under which a rating of 'Very Good' is targeted.

The objective of this Travel Plan is to encourage alternative modes of travel to reduce the reliance on forms of transport that have the highest environmental impact. The Travel Plan has been developed in accordance with the BREEAM Tra 01: Travel Plan requirements.

BREEAM criteria for Tra 01

In order to meet the BREEAM New Construction 2018 Tra 01: Travel Plan criteria the Travel Plan must cover the following:

- a) Existing travel patterns and opinions of existing building or site users (where available) towards cycling and walking so that constraints and opportunities can be identified
- b) Travel patterns and transport impact of future building users
- c) Current local environment for walkers and cyclists (accounting for visitors who may be accompanied by young children)
- d) The number and type of existing accessible amenities within 500m of the site
- e) Disabled access (accounting for varying levels of disability and visual impairment)
- f) Calculation of the existing public transport Accessibility Index (AI)
- g) Current facilities for cyclists

The Travel Plan must include a package of measures and recommendations to encourage the use of sustainable modes of transport and movement of people and goods during the building's operation and use. The measures will consider different travel options which may be available to the building users, with the aim of reducing reliance on forms of transport that have the highest environmental impact.

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Assessment of site

a) Existing travel patterns and opinions of existing building or site users

In lieu of survey data, examples from other public realm schemes have been taken. Note that this is a subject for which there is very little publicly available data.

Castle Square covers a small area, but is located on a key route between the rail station and the shopping area. Available Google Street View images between 2008-2021 also show people dwelling in the square. Therefore, using the data from other schemes for reference, a footfall estimates of 8,000 has been used. A proportion of 1 cyclist for every 20 walkers has been assumed, based on typical mode share in the UK. Walking and cycling trips are assumed to increase by 10% after the improvements are made. This doesn't include trips to the pavilions, which are addressed in the next section.

- Footfall prior to improvement works: 8,000 walking per day
- Cycles prior to improvement works: 400 cycles per day
- Footfall after improvements, assuming an increase of 10%: 8,800 walking per day
- Cycles after improvements, assuming an increase of 10%: 440 cycles per day

The increase in trips after the square improvements will be people who decide to change their walking/cycling route to include the square; people who choose to walk/cycle instead of using another modes; people who use a new public transport route that now includes a walk/cycle through the square; people who visit the square just to spend time. Existing data for trip rates can be seen in the table opposite.

Mode of Travel	Before	After		
		Square only	Cafes	Total
Walking	8,000	8,800	251	9,051
Cycling	400	440	4	444
Total	8,400	9,240	255	9,495

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b) Travel patterns of future building users

The number of people expected to access the square is likely to be higher than current due to the increased amenities being offered, specifically the two new retail pavilions. Appendix A: Trip Generation details the proposed future travel patterns of site users. No car parking provision will be made as part of the development, so although a significant proportion of trips will likely be fulfilled by cars, especially on a weekend, the provision for the parking is away from the development.

Both during the week and on a Saturday, it can be expected that pedestrians will form a large fraction of the trips generated to the development, due to the location of the site in the centre of the city. Cyclists are a low proportion of the trips, and this has been recognised in the limited amount of cycle storage for visitors. Staff in the retail units may be more likely to cycle, and cycle storage is included in the design to compensate for this.

The remaining trips will be completed by taxi or public transport, both of which are well serviced by nearby bus stops and the adjacent taxi rank being maintained post development.

c) Current local environment for walkers and cyclists

The development of Castle Square is located in the centre of Swansea city, bordered by Castle Street to the east, Caer Street to the south, and Princess Way to the west (Figure 1). The pathway to the north, the adjacent section of Princess Way, and Oxford Street heading west from the square all form a pedestrianised section of the city centre, that includes cyclist access.

Crossings surrounding the square have signal control to allow safe access to local areas (Figure 2).

The roads that aren't pedestrianised have suitable footpaths to allow safe access to and from the development for both cyclists and pedestrians. There is a dedicated cycle path heading south along Princess Way from the site.

Additional information on local cycling and walking can be found at:

<https://www.swansea.gov.uk/cycling> and <https://www.swansea.gov.uk/article/9000/Walking>

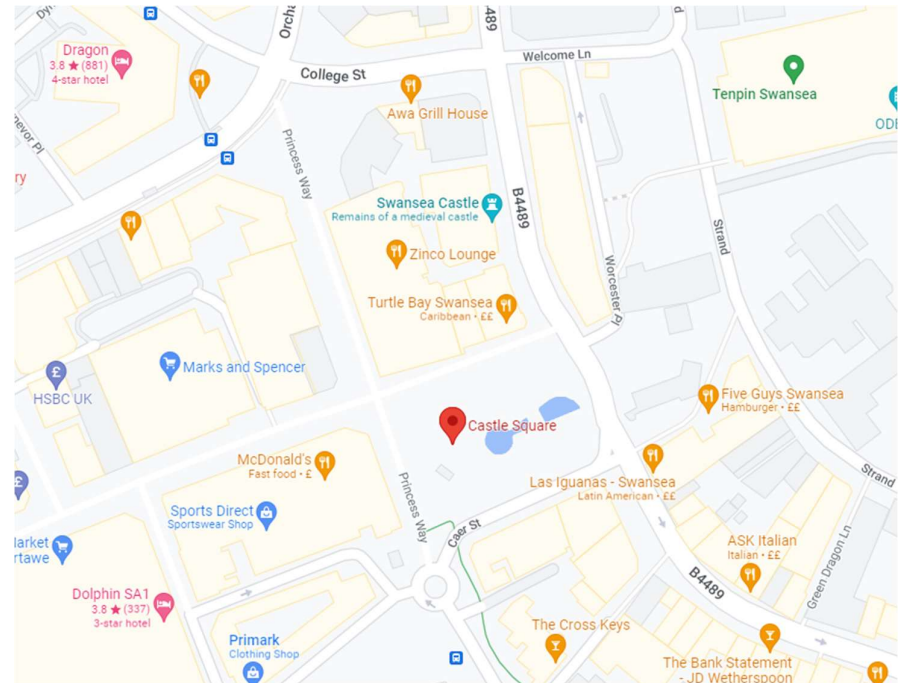


Figure 1: Castle Square location

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Figure 2: Pedestrian crossing point looking towards Castle Square on Caer Street

d) Existing accessible amenities

There is a large number of amenities situated within 500m of the development due to the location in the centre of the city. The site itself will become a local amenity, offering both an outdoor space for users to enjoy alongside a number of new retail or food and drink outlets within the pavilions.

Surrounding the square are a number of restaurants, fast-food outlets, cafes and bars (Figure 3).

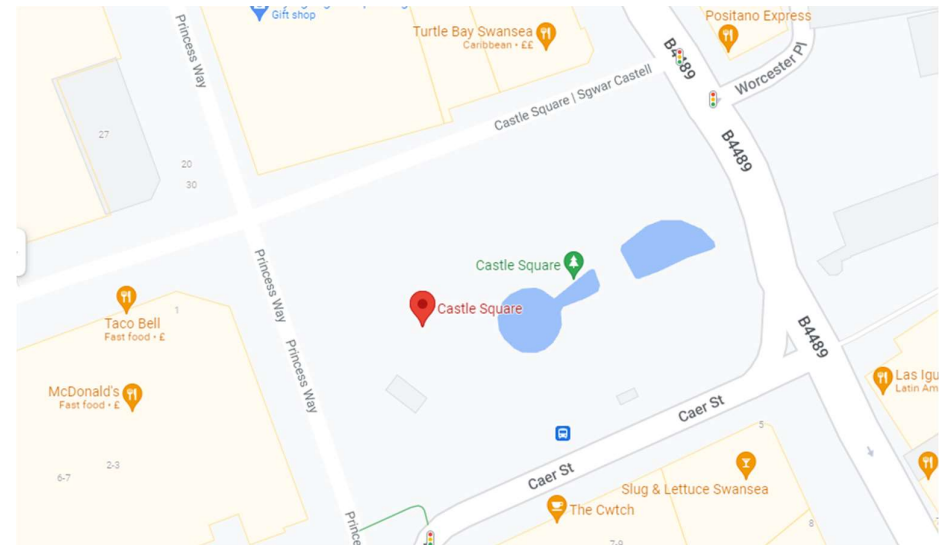


Figure 3: Immediately adjacent amenities at Castle Square

Within 300m there is a number of banks with cash points (Figure 6), additional food outlets, shops, and an indoor leisure complex with bowling, a zoo and a cinema (Figure 5). There is additionally a pharmacy located within the local area (Figure 4).

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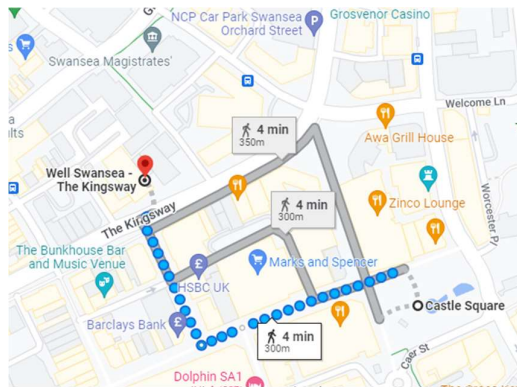


Figure 4: Map showing location of local pharmacy

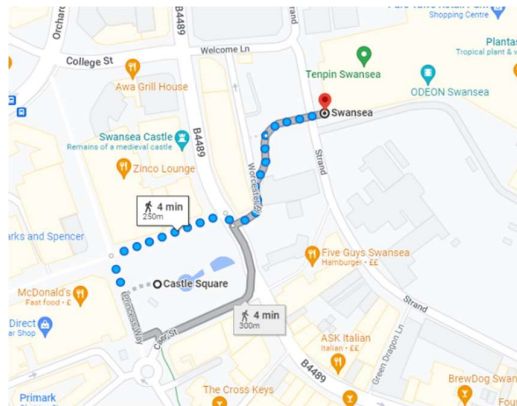


Figure 5: Map showing location of indoor leisure complex

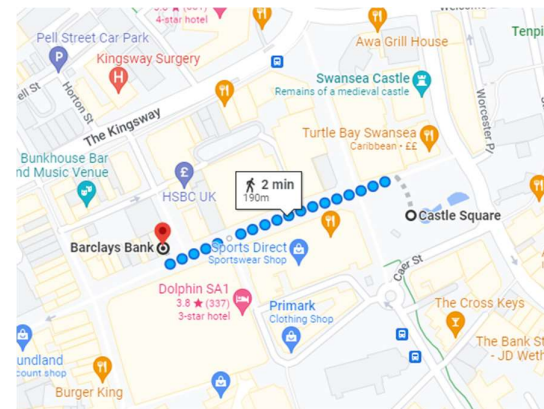


Figure 6: Map showing location of bank and cash point

e) Disabled access

Pavements in the area are wide and have dropped kerbs suitable for wheelchair access (Figure 7) as well as tactile surfaces to accommodate for pedestrians with varying levels of visual impairment (Figure 7). The neighbouring taxi drop off route also include a significant number of accessible parking bays to provide localised car parking for visitors that have reduced mobility (Figure 8).

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Figure 7: Dropped kerb and wide pathway adjacent to Castle Square



Figure 8: Disabled parking bays looking towards Castle Square.

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f) Public transport links serving the site

The accessibility index of the site is 18.19 due to the large amount of bus services available within the nearby vicinity of site. The AI calculator shows 26 bus services within 500m of the site, across 5 different nodes.

BREEAM 2018 Tra01/02 Accessibility Index calculator BREEAM[®] UK delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type:

No. nodes required:

Accessibility Index **18.19**

The nearest train station is Swansea, approximately 550m from the development. Services from this platform allow access to both local areas and nationwide cities, including Carmarthen, Milford Haven, Cardiff, London Paddington, Manchester Piccadilly, among others.

The local bus services, located within 500m of the development are the following:

- Route 16 to Gorseinon, Pontarddulais and Grovesend
- Route 34 to Neath and Landore
- Route 111 to Llanelli
- Route 24 to Cwmrhydyceirw
- Route 26 to Fforestfach
- Route X26 to Upper Brynamman
- Route 35 to Llangyfelach
- Route 30 to Trallwn
- Route 54 to Cnap-Llwyd
- Route 8 and Route 4 to Singleton
- Route 25 and Route 28 to Port Mead
- Route 35 to Llangyfelach
- Route 36 to Morriston
- Route X13 to Ammanford
- Route X6 to Ystradgynlais, Gelli-gron and Alltwen
- Route X11 to Carmarthen

g) Current and improved facilities for cyclists

Cycling options surrounding the current site include cycle storage hoops installed within the hard landscaping, and a designated cycle route leading south of the square along Princess Way leading to the city waterfront (Figure 10).

The north and west sides of the site are pedestrianised with cycle access to allow safe access north on Princess Way and west along Oxford St from Castle Square (Figure 11).

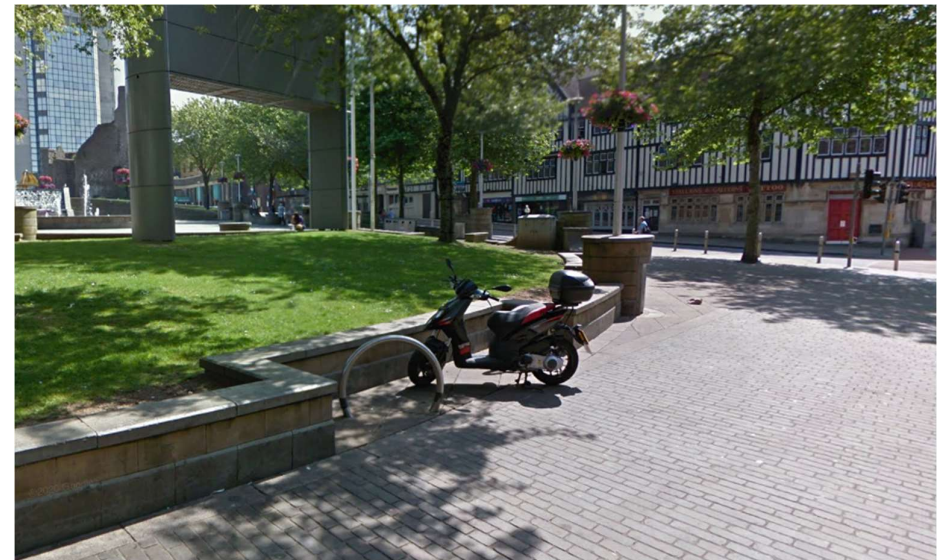


Figure 10: Cycle storage hoops integrated into the existing development, adjacent to cycleway.

Swansea Railway Station, situated 550m north of Castle Square, has 35 uncovered cycle storage racks. Additionally, approximately 1 km from Castle Square, along Oxford Street, is a bike repairs store that also sells second hand bikes.

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Figure 11: Shared pedestrian and cycleway looking south on Princess Way

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Travel plan measures

Cycle to work scheme

Thanks to the well-established cycle network in the local area, cycling to work should be encouraged. Future building users could commit to sign up to the Government's Cycle to Work initiative. The scheme provides tax-free bicycles for employees - meaning around a 25% saving on the cost of a bicycle - and cycles are paid for through salary sacrifice. A company must register to the scheme and promote the scheme amongst staff. The scheme is operated by several third-party providers, including:

- cyclescheme.co.uk
- Halfords cycle2work scheme
- Evans Ride2Work
- Cycle Solutions
- Cycle Life C2W
- Faircare Cycle to Work

Walking incentives

It is recommended that the future building users implement initiatives to encourage walking for local journeys. This could be through schemes and incentives such as:

- Walk to Work Week, to increase awareness amongst staff
- Loans for pedometers to promote a healthy workforce
- Providing an umbrella pool - so that bad weather does not have to prevent staff from taking a walk during a lunch break
- Providing information and maps of the local area to encourage staff to walk at least part of the way to and from work and during lunch breaks. The building is located in a relatively safe area for pedestrians, and within walking distance of several landmarks

Travel plan coordinator

An individual could be assigned the role of Travel Plan Coordinator within the building users. As part of this role, they would be responsible for the following:

- Conducting travel surveys to assess the success of the Travel Plan
- Promoting sustainable travel amongst building users
- Liaising with local authorities about any issues that may affect transport to the site
- Implementation of the Travel Plan measures

Annual review of Travel Plan

The Travel Plan should ideally be reviewed annually, and results of staff surveys updated. The survey carried out after the first year of occupation is to form the baseline survey. Future updates will target an improvement on this. The survey should look at the following factors as a minimum:

- Number of full time / part time staff or building occupants within the building
- Staff journey duration
- Transport mode
- Reasons for opting for the chosen mode of transport
- Whether incentives for using a more sustainable mode of transport would be of interest

The Travel Plan review would include a summary of achievements over the previous year, and an update to targets / commitments for the coming year.

Interest free loans

Interest-free loans could be provided by the future building users for season tickets and / travel passes to encourage their staff and building occupants to use sustainable modes of transport to the site. Repayments would be taken from the individual's monthly salary.

Cycle storage

The cycle parking provision will remain as existing but designed to be relocated to the south west corner of the site, in close proximity to the pedestrian and cycle route. The provision will be suitable for the amount of proposed cycle journeys, however the parking will not be covered.

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Cyclist benefits

Incentives that can be introduced by future building users for cyclists could include:

- Regular bicycle repair / 'Dr Bike' service
- Voucher for a free breakfast once a month for regular cyclists
- Discounts on cycling accessories or safety gear, such as helmets, lights & reflectors, high visibility clothing, trouser clips, air filter mask, etc
- Reward scheme for number of miles travelled / number of journeys made

Travel information service

This could be either displayed on a notice board or screen within a communal area of the building, or on a company website / intranet. This would include information such as:

- Locations of bus stops in the vicinity, bus times, different routes nearby
- Locations of Rail stations in the vicinity, information about frequency of service, alerts where there are delays to local services
- Taxi information
- Availability at local cycle hire stations
- Lift share information

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Long-term management

The following considerations have been made in relation to the travel plan strategy for the development:

- Local transport negotiation – this has been addressed in the planning consultation carried out by the project manager.
- Provision of a public transport information system in a publicly accessible area – the adoption of this measure has been suggested on p.11 of this plan.
- Provision of electric recharging stations – not applicable due to no parking requirements.
- Provision of parking priority spaces for car sharers – not applicable due to no parking requirements.
- Consultation with the local authority on the state of the local cycling network and on improvements – as demonstrated on p.10 the existing cycling infrastructure can support the expected number of cyclists commuting to and from the development from any part of Swansea. The cycling network has been closely linked to the new layout of the development.
- Provision of dedicated and convenient cycle storage – this has formed part of the design as detailed on p.10 above.
- Provision of cyclist facilities – this has formed part of the design as detailed on p.10 above. Since the retail units will have minimal numbers of staff, and the main users will be occasional visitors, cyclist facilities such as showers, locker and changing spaces are deemed inappropriate in the limited space available.
- Lighting, landscaping, and shelter to create pleasant pedestrian and public transport waiting areas – the current and proposed pedestrian infrastructure has been confirmed in the assessment of the site above. A bus stop is not provided on the site because of the close proximity of existing local public transport infrastructure.
- Restrictions or charging for car parking – not applicable due to no parking requirements.
- Pedestrian and cyclist friendly – this has been outlined in the current and proposed development area assessment on p.10-11 above.
- Provision of suitable taxi drop-off or waiting areas – the existing taxi area will be maintained within the new design of the site.
- Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre) – this has been deemed not applicable to the development as square is situated in the city centre.

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Travel plan summary

Castle Square is located in an accessible location in Swansea City Centre, with Accessibility Index of 18.19. There is a large range of public transport available locally, alongside enhanced routes through the site for both cyclists and pedestrians. The future users will visit the site via a range of transport options, however due to its role as a meeting and resting place in the wider area it is unlikely many of these trips will be in addition to trips already made and will therefore not add significantly to any traffic congestion or use of services in the area

A package of potential measures to implement has been provided within the Travel Plan. Long-term management considerations have also been included in this. A selection of the suggested measures should be implemented by the developer and future building occupants in order to further reduce the environmental impact of commuting to the site.

BREEAM Credits

As demonstrated in the above report we can confirm that full credits can be awarded under the BREEAM 2018 New Construction Tra 01 'Transport Assessment and Travel Plan' issue.

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Appendix A



File Note

Table 1 : Trip Generation and Mode Share

Mode of Transport	Weekday		Saturday	
	Trip rate	Trips	Trip rate	Trips
Person Trips				
Total people (all modes)	99.72	409	240.32	985
Pedestrians	34.29	141	82.01	336
Cyclists	1.43	6	0.00	0
Public transport passengers	17.31	71	8.24	34
Car driver	21.07	86	70.22	288
Passengers in taxi or car	25.61	105	150.07	615
Vehicle Trips				
Taxis	2.92	12	4.39	18
Cars	21.07	86	70.22	288
Motorcycles	0.22	1	0.00	0
LGVs	0.52	2	0.73	3

Trip generation data for proposed development at Castle Square, Swansea. Data produced in March 2022, and based on data derived from TRICS for a building of a similar use and location.