



mode
transport planning

RA & CE Platt Ltd

Davy Way, Llay

Framework Travel Plan

October 2024







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Davy Way, Llay

Framework Travel Plan

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1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by RA & CE Platt (the 'Applicant') to provide transport planning and highways advice in relation to an outline planning application, with all matters reserved, for a proposed industrial scheme on Davy Way in Llay, Wrexham.

1.1.2 Outline planning permission is being sought for up to 11,613 sqm (GEA) (10,671 sqm (GIA) of industrial land use (Use Class B2 / B8) on the development site. The proposals also include 2no. possible vehicle access locations onto Davy Way.

1.1.3 It should be noted that the access options being shown are to demonstrate that suitable access junctions from Davy Way can be achieved. However, final junction location would be subject to a future reserved matters application.

1.1.4 This Framework Travel Plan (FTP) has been prepared as part of the planning application documentation and should be read in conjunction with the Transport Assessment also produced by Mode.

1.1.5 This FTP will form the reference point for a future Full Travel Plan (TP) once the development is occupied.

1.1.6 The scope of this TP will mainly cover future employees of the site, but the measures outlined can also be adopted by visitors.

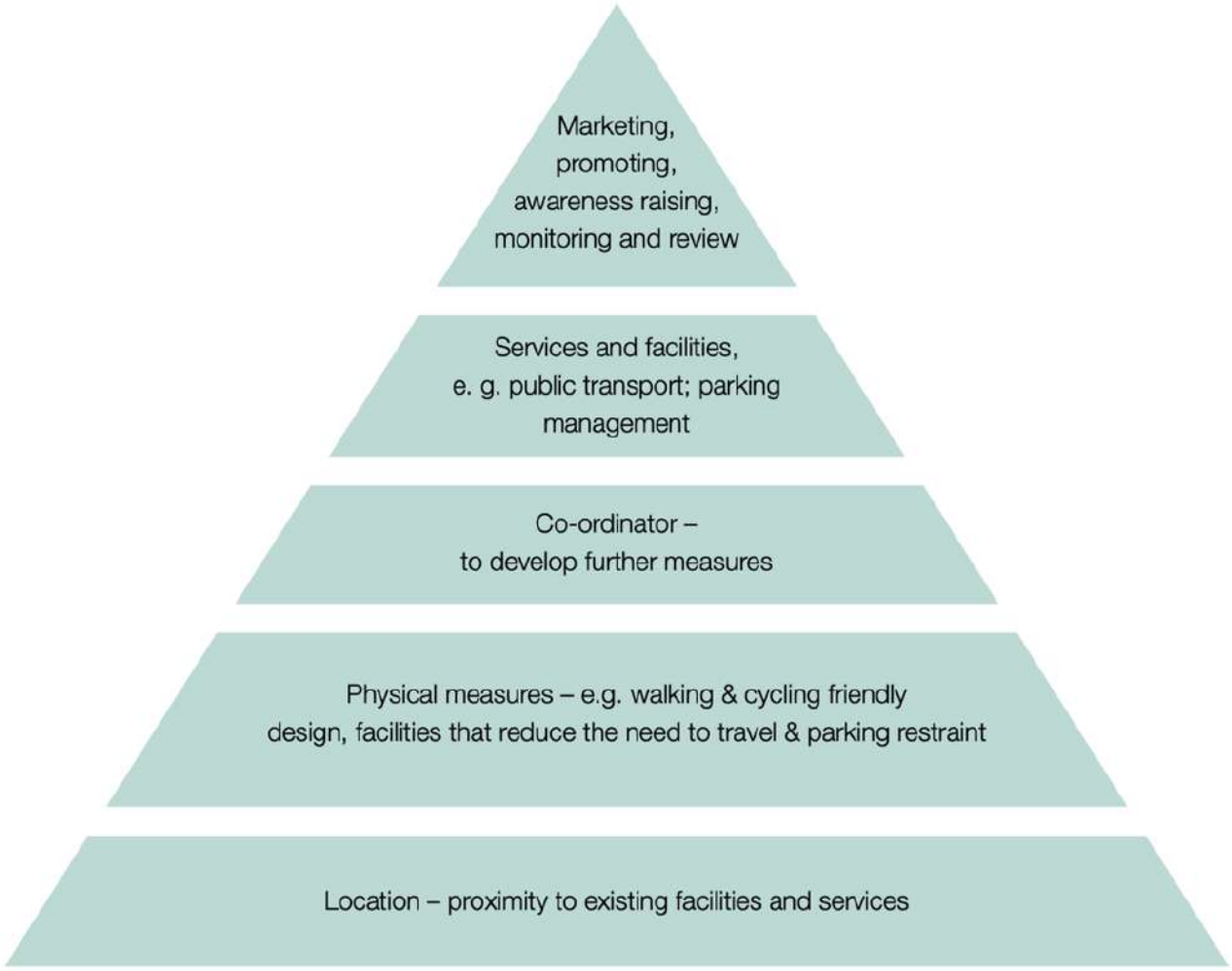
1.2 Overview of the Travel Planning Process

1.2.1 A Travel Plan (TP) is a long-term management strategy for integrating proposals for sustainable travel into the planning process. The TP provides a strategy for managing travel demand and involves a dynamic process of implementation, monitoring and review to ensure that it is sustainable over the long-term.

1.2.2 The underlying aim of any TP is to minimise the number of single occupancy private car trips generated by a development, by encouraging a shift to more sustainable modes of transport, and as a result mitigating the impact of travel.

1.2.3 A successful TP can be established by the Travel Plan Pyramid shown in Figure 1.1.

Figure 1.1 : Travel Plan Pyramid (Source: Department for Transport)



1.2.4 This FTP forms the starting point in providing the following:

- Details of the provision for cyclists, pedestrians, and public transport users;
- An example toolkit of sustainable travel measures;
- Potential milestone targets that could be developed for on-going implementation; and
- A strategy for ongoing monitoring and review would be developed and this would include the appointment of a designated Travel Plan Co-ordinator (TPC) who would take on specific responsibility for progressing and reviewing the uptake of measures.

1.2.5 The key objectives of the TP will be taken forward by a TPC who will seek to:

- Reduce the need to travel by car to and from the site;
- Promote the health and cost benefits of cycling, walking and using public transport;
- Promote the cost benefits of car sharing;
- Provide clear information to staff on sustainable modes of travel to and from the site; and

- Provide information to staff on the alternative sustainable modes of travel.

1.3 Report Structure

1.3.1 Following this introduction, the FTP has been structured as follows:

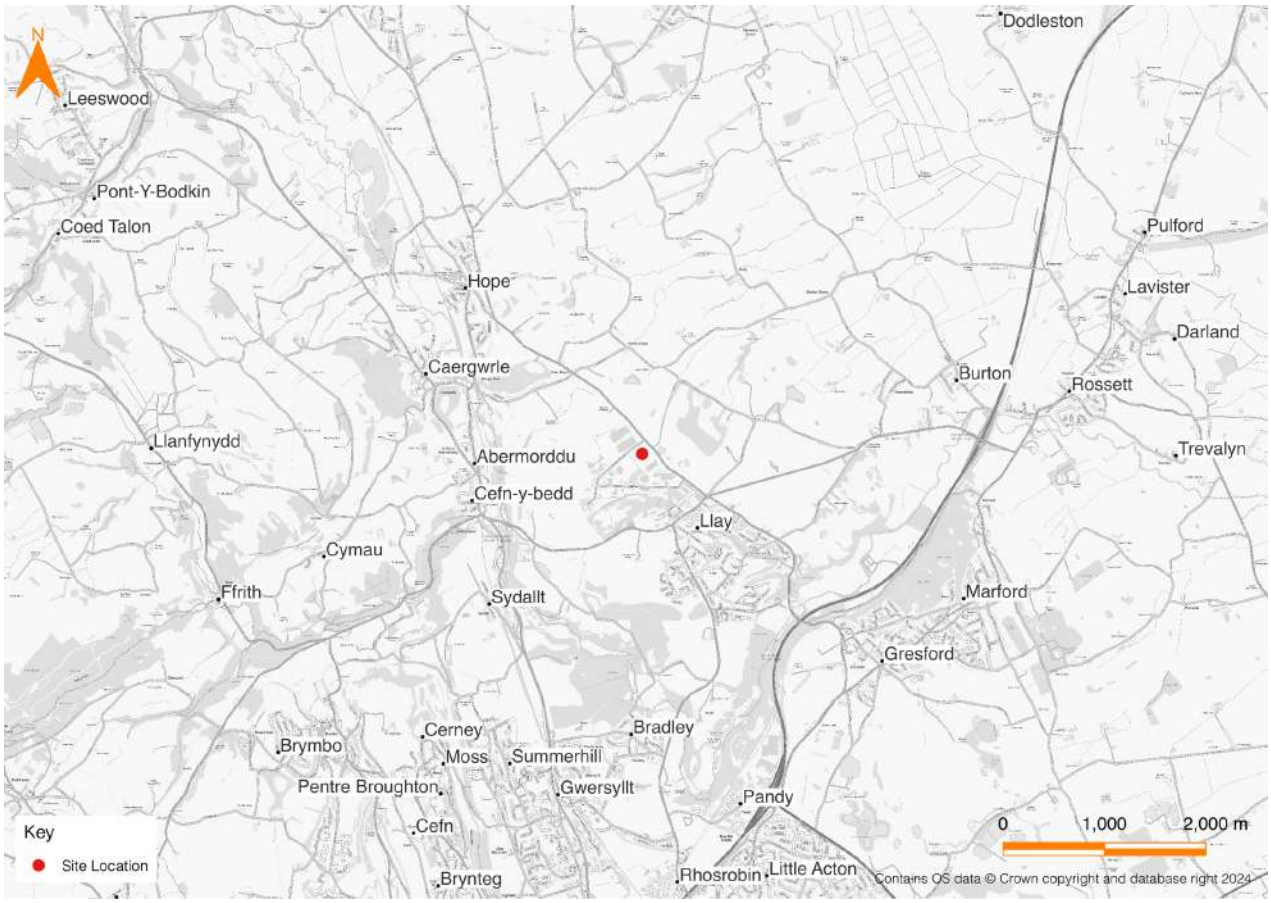
- Chapter 2 reviews the existing conditions;
- Chapter 3 presents the development proposals;
- Chapter 4 sets out the sustainable travel connections for the site;
- Chapter 5 outlines the overarching aims, objectives and benefits of the plan;
- Chapter 6 sets out targets;
- Chapter 7 presents the strategy for the Travel Plan;
- Chapter 8 identifies the measures and initiatives;
- Chapter 9 outlines how the plan can be monitored and reviewed; and
- Chapter 10 presents an action plan for the implementation and delivery of the plan.

2. Existing Conditions

2.1 Existing Site and Site Location

2.1.1 The site is located on the Llay Industrial Estate, c.1.3km northwest of the centre of Llay and c.2.5km southeast of Hope. The strategic site location is shown in Figure 2.1.

Figure 2.1 : Strategic Site Location



2.1.2 The site is located within an established industrial area known as Llay Industrial Estate. The development site currently consists of an undeveloped parcel of land as shown in Photograph 2.1.

Photograph 2.1 : Existing Development Site



2.2 Local Highway Network

2.2.1 Figure 2.2 shows the location of the development site in the context of the local highway network.

Figure 2.2 : Local Highway Network



2.2.2 As shown in Figure 2.2, the site is bound to the north by Davy Way, to the east by Rackery Lane (B5373), and the west and south by existing industrial / commercial land uses.

Davy Way

2.2.3 Access to the site will be taken from Davy Way to the north of the site. Davy Way is a two-way single carriageway that runs in a broadly northeast-southwest alignment between Rackery Lane to the east and Miners Road to the west.

2.2.4 Waiting restrictions are in place along a c.100m section of Davy Way from its junction with Rackery Lane. However, to the west of this, unrestricted on-street parking is permitted.

2.2.5 The existing conditions along Davy Way are summarised in Table 2.1 and illustrated in Photograph 2.2 to Photograph 2.5.

Table 2.1 : Davy Way – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Grass verges between footway and carriageway
Speed Limit	20 mph	Cycle Facilities	No
Carriageway Width	c.7.2m	Public Transport Provision	Yes
Adoption Status	Adopted	Streetlighting	Yes

Photograph 2.2 : Davy Way (northbound)



2.2.6 As shown in Photograph 2.2, a c100m section of Davy Way from its junction with Rackery Lane is subject to Traffic Regulation Orders (TROs) to prevent on-street parking.

Photograph 2.3 : Davy Way (southbound)



Photograph 2.4 : Davy Way – Speed Limit



Photograph 2.5 : Davy Way – Footways



2.3 Modal Split

2.3.1 To provide an accurate representation of the forecast modal split anticipated at the proposed development, the journey to work data for the population working in the site area has been reviewed. The modal split from the 2011 Census for the 'Wrexham 020' Middle Super Output Area (MSOA), where the site is located, has been examined and is summarised in Table 2.2.

Table 2.2 : Census Travel to Work Data – Modal Split ('Wrexham 020')

Mode of Travel	Percentage
Driving a car or van	77%
Passenger in a car or van	11%
Bus, minibus or coach	4%
On foot	3%
Bicycle	3%
Motorcycle, scooter or moped	1%
Taxi	1%
Total	100%

2.3.2 Table 2.2 indicates that currently 89% of people travel to work by car or van, of which 77% are drivers, 11% are passengers and 1% use taxis. The data also shows that 10% of people travel to work using sustainable modes, including 3% on foot, 3% by bicycle and 4% by bus.

3. Development Proposals

3.1 Proposed Use

3.1.1 Outline planning permission is being sought for up to 11,613 sqm (GEA) (10,671 sqm (GIA) of industrial land use (Use Class B2 / B8) on the development site. The proposals also include 2no. possible vehicle access locations onto Davy Way.

3.1.2 It should be noted that the access options being shown are to demonstrate that suitable access junctions from Davy Way can be achieved. The final junction location would be subject to a future reserved matters application.

3.1.3 2no. illustrative masterplans have been produced to illustrate the 2no. site access locations and how the development can be accommodated; approval is not being sought for these plans. For reference, the illustrative masterplans are shown in Figure 3.1 and Figure 3.2.

Figure 3.1 : Option A – Illustrative Masterplan (source : AEW Architects)



Figure 3.2 : Option B – Illustrative Masterplan (source : AEW Architects)



3.2 Site Access Arrangement

3.2.1 2no. potential vehicle access options are proposed, and the locations are shown in Figure 3.3. As previously noted, the access options being shown are to demonstrate that suitable access junctions from Davy Way can be achieved. The final junction location would be subject to a future reserved matters application.

Figure 3.3 : Proposed Access Locations



3.3 Servicing Arrangements

3.3.1 The largest delivery vehicle to regularly frequent the proposed units will be a 16.5m articulated HGV.

3.4 Parking Provision

3.4.1 Option B, which has the largest combined GIA and is provided on an illustrative basis only, could provide a total of 158no. car parking spaces, including 12no. accessible spaces (c.8%). This equates to 1 space per c.64 sqm.

3.4.2 WCBC's adopted parking standards are detailed in Local Planning Guidance Note No.16 (LPGN16). These parking standards were produced alongside the now unadopted Unitary Development Plan (UDP), superseded by the most recent LDP. However, these standards are still adhered to, and their use was requested by WCBC in their pre-application response.

3.4.3 The adopted parking standards for the relevant use classes are detailed in Table 3.1.

Table 3.1 : WCBC Adopted Parking Standards (source : WCBC)

Land Use	Car Parking	Minimum Cycle Parking
B2 General Industry	1 car space per 50 sqm gross floor space	1 cycle space per 500 sqm gross floor space
B8 Storage and Distribution	1 car space per 100 sqm gross floor space	1 cycle space per 1,000 sqm gross floor space

3.4.4 Current parking provision is provided closely in line with WCBC's B2 standard, which is considered the most onerous based on the adopted standards.

3.4.5 WCBC's pre-application response stated that *'on-site parking should not exceed the LPGN16 maximum and instead provision should be made to promote non-car access to the site'*.

3.4.6 Whilst the exact proportion of land uses are unknown and will be subject to future reserve matters approval, an assumed 50/50 split between B2 and B8 land use at the site would require 153no. car spaces to fully comply with standards. The 158no. spaces shown on the illustrative masterplan are deemed to comply closely with standards, whilst also being able to accommodate the (currently unknown) land use split at the site.

4. Sustainable Accessibility and Active Travel

4.1 Introduction

4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.

4.1.2 This includes the Active Travel (Wales) Act 2013 which requires local authorities, including WCBC, to continuously improve facilities and routes for pedestrians and cyclists and to prepare maps identifying current and potential future routes for their use. The Act also requires new road schemes (including road improvement schemes) to consider the needs of pedestrians and cyclist at the design stage.

4.1.3 Through the Active Travel (Wales) Act 2013, statutory design guidance has been published by the Welsh Government which provides advice on the planning, design, construction and maintenance of active travel networks and infrastructure.

4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot (2000)', are shown in Table 4.1.

Table 4.1 : CIHT Acceptable Walking Distances

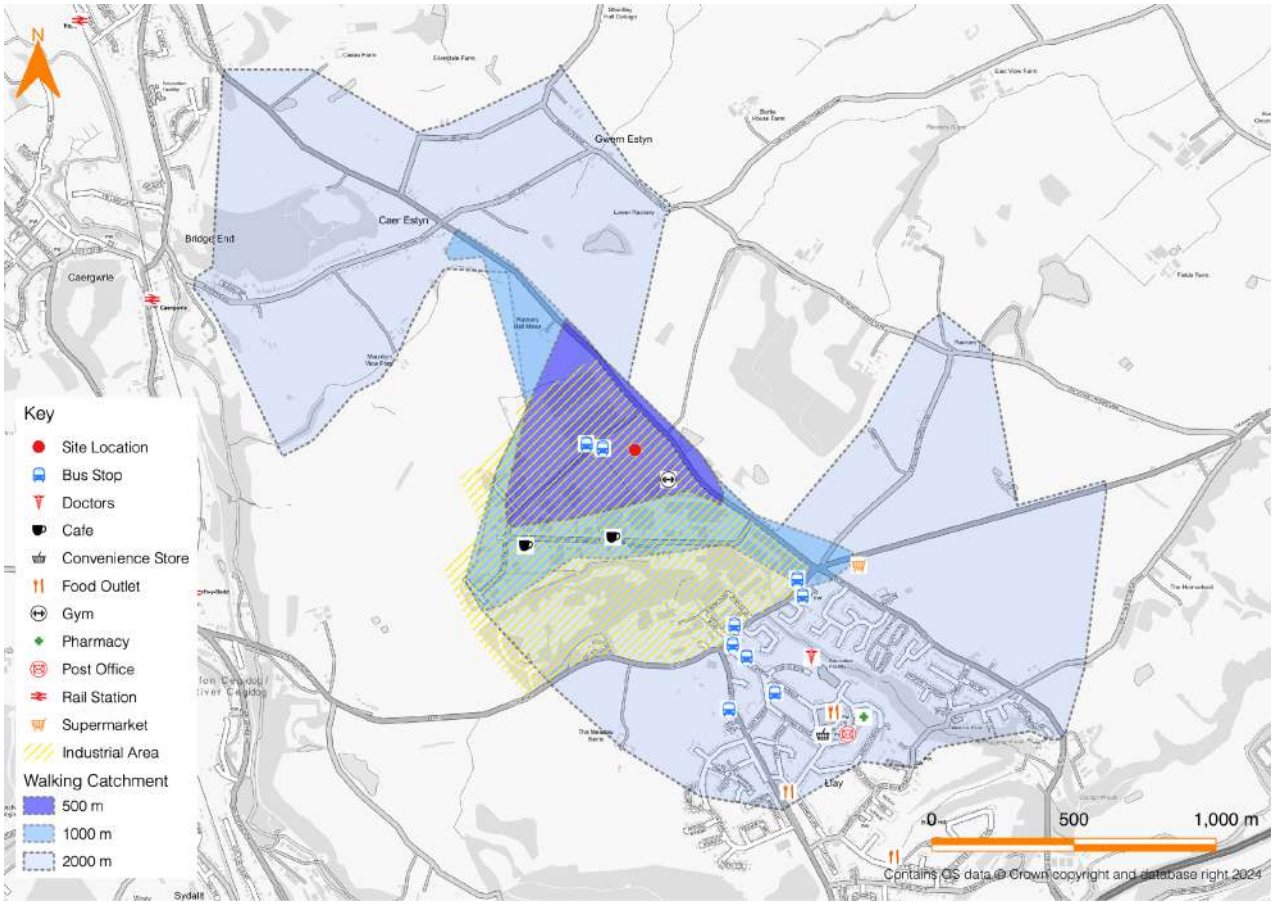
Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

4.2.2 The CIHT guidelines shown in Table 4.1 suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.2.4 Figure 4.1 presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area with Local Amenities



4.2.5 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Bus Stops on Davy Way	150m	2 minutes
Meritor Gym	450m	5 minutes
Miners Road Cafe	650m	8 minutes
Bus Stops on Llay Road	1.0km	12 minutes
Aldi Supermarket	1.1km	13 minutes
Crown Pub	1.2km	14 Minutes
Well Pharmacy	1.8km	21 minutes
Morrisons Daily Convenience Store	1.9km	23 minutes

4.2.6 Table 4.2 shows that there are bus stops available within a short walk from the site, including bus stops on Davy Way within c.150m (2-minute walk). Additional services are available from bus stops on Llay Road towards Llay Village Centre within c.1.0km (12-minute walk).

4.2.7 Some amenities are available within the Llay Industrial Estate, including a gym within c.450m (5-minute walk) and a café within c.650m (8-minute walk).

4.2.8 Various amenities are available in Llay Village Centre within c.1.9km (23-minute walk), including a Morrison's Daily convenience store and a Well Pharmacy.

4.3 Cycle Accessibility

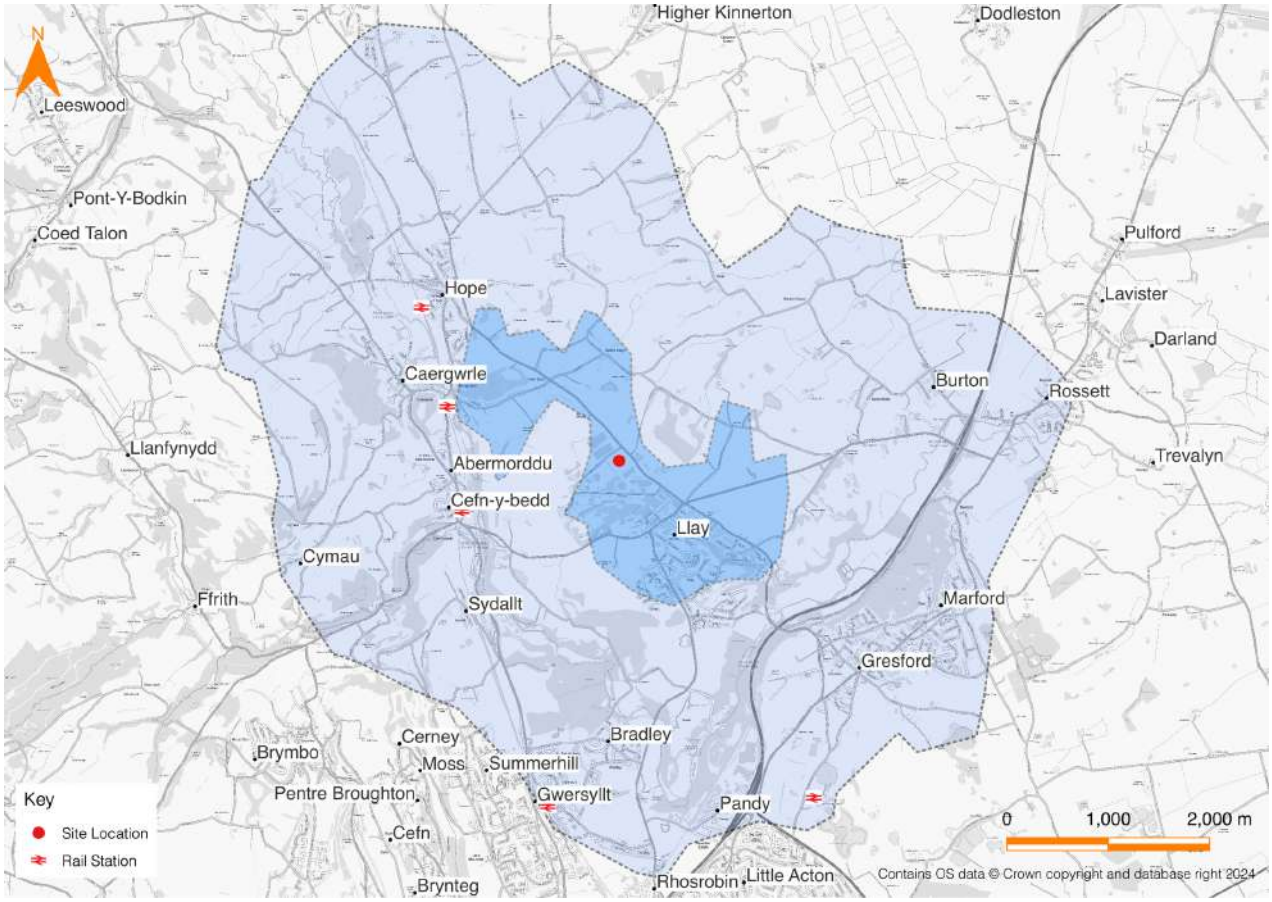
4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.*

4.3.3 Figure 4.2 indicates the cycling catchment area around the proposed development site for 2km and 5km.

4.3.4 As shown in Figure 4.2, Llay Village Centre is located within a 2km cycle catchment, with the villages of Hope, Bradley and Sydallt located within a 5km cycle catchment.

Figure 4.2 : Cycle Catchment Plan



4.4 Public Transport Services

Local Bus Services

4.4.1 The closest bus stops to the site are located on Davy Way within c.150m (2-minute walk). Additional services are available from bus stops on Llay Road towards Llay Village Centre within c.1.0km (12-minute walk).

4.4.2 Table 4.3 provides a summary of routes and frequencies of local public bus services accessible from these bus stops. Full bus timetables are attached in Appendix A.

Table 4.3 : Local Bus Services – Davy Way and Llay Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
34*	Trevalyn – Llay - Wrexham	<1	<1	<1	<1	No Service
PC1	Southsea - Llay Industrial Estate	<1	No Service	<1	No Service	No Service
PC2	Gatewen - Llay Industrial Estate	<1	No Service	<1	No Service	No Service

**Wednesday, Friday and Saturday only*

4.4.3 As shown in Table 4.3, bus services are available at peak times during the week to and from Wrexham, Trevalyn, Southsea and Gatewen.

4.4.4 2no. services, PC1 and PC2, operated by Pat's Coaches, provide direct access to and from Llay Industrial Estate.

5. Overarching Aim, Objectives and Benefits

5.1 Overarching Aim

5.1.1 The overarching aim of this FTP is to put in the place the management tools deemed necessary to enable employees and visitors to make informed decisions about how they travel to the site, which at the same time minimises the adverse impacts of travel on the environment. This aim is achieved by setting out a strategy for eliminating barriers that keep individuals from making use of sustainable modes.

5.1.2 Improving transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development. It will also provide travel options for all the site users, regardless of whether they own a car or not.

5.2 Objectives

5.2.1 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:

- Promoting sustainable transport choices for employees and visitors travelling to and from the site;
- Promoting accessibility to the site by walking, cycling, public transport and car sharing; and
- Increasing the awareness of the environmental and social benefits of using alternative modes of transport.

5.2.2 It is intended that the objectives of this FTP will be outlined within a future Full TP and met by identifying and implementing initiatives that provide future employees and visitors a variety of travel choices and, in doing so, reduce the need to travel by private car.

5.3 Travel Plan Benefits

5.3.1 The overall travel plan strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the TP.

5.3.2 The proposed monitoring strategy that will be adopted for the site to determine how the TP is performing against these objectives is set out later in this report.

5.3.3 The TP will incur different benefits, to different groups / individuals:

Employee Benefits

- Health benefits associated with walking and cycling, including reduced levels of stress;

- The opportunity to save money using alternative modes of travel to the car; and
- Improved quality and reliability of journeys to and from work / home.

Operator Benefits

- An improved compliance with the planning context;
- A demonstration of any environmental credentials;
- An incentive to recruiting and retaining employees; and
- A healthier and more productive work force.

Social Benefits - Wider Community Benefits

5.3.4 By meeting the objectives, the TP will bring about the following social community benefits:

- On-going reductions in vehicular generated traffic on the local highway network;
- Increasing patronage on existing public transport modes;
- Health benefits associated with walking and cycling;
- A contribution to reduced traffic, congestion, air pollution and accidents; and
- Improving accessibility and travel choice for reaching local facilities.

Environmental Benefits

5.3.5 Data from the Department for Business, Energy and Industrial Strategy shows that domestic transport is the greatest-emitting sector in the UK (27% in 2019). The main source is the use of petrol and diesel, particularly for passenger cars. How people travel will therefore play a large role in the UKs journey to net zero.

5.3.6 Therefore, encouraging people to make sustainable choices in the way they travel will considerably reduce the impact that a development has on the environment.

Health Benefits

5.3.7 A reduction in car use will contribute to improved air quality, which in turn will provide health benefits. There are also numerous direct health benefits associated with active travel (walking and cycling).

5.3.8 The NHS advise that adults undertake at least 150 minutes of moderate intensity activity a week, or 75 minutes of intense activity.

5.3.9 Public Health Wales produced a report titled 'Time to Talk Public Health' in April 2023, involving a representative panel of Welsh residents to provide insight into public health issues. Regrading active travel, 73% stated that they use active travel to improve their physical health.

5.3.10 Table 5.1 from the document shows that 59% of people said they walk as a means of active travel more than once a week.

Figure 5.1 : Frequency of Active Travel (source : Public Health Wales)

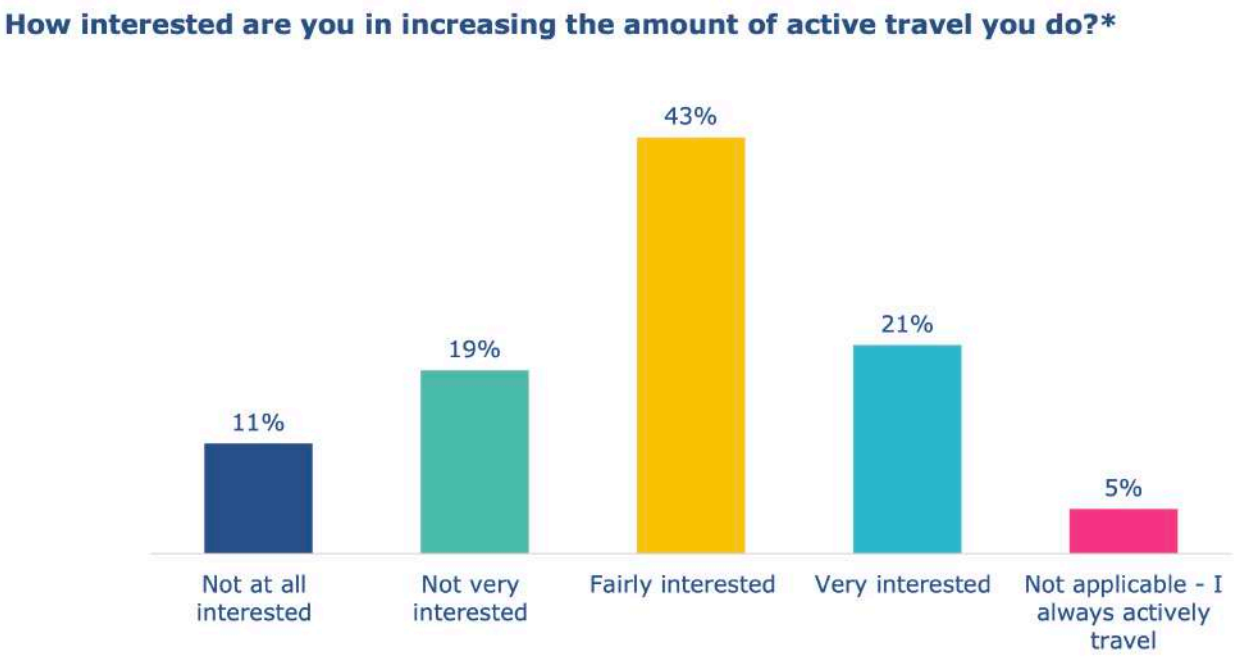
In the last three months, how often have you done the following as a means of active travel?*

	Every day	Several times a week	Once a week	Once or twice a month	Less than once a month	Never
Walked	25%	34%	12%	8%	7%	14%
Cycled	1%	4%	2%	2%	6%	83%
Other forms of active travel#	<1%	1%	1%	1%	3%	93%

*Prefer not to say: <1% for all statements
#Other forms of active travel such as scooters (excluding e-scooters), skateboards

5.3.11 Table 5.2 from the document shows that 64% of people said they are interested in increasing the amount of active travel they undertake. This highlights the influence that travel planning does, and could, have on travel habits.

Figure 5.2 : Interest in Increasing Active Travel (source : Public Health Wales)



Financial Benefits

5.3.12 Financial gains are also to be made through increased active travel (physical inactivity was thought to have cost the NHS £455 million in 2013-14), as well as public transport, that may present itself as a more affordable alternative to car ownership or regular car use.

5.3.13 Individuals can save money by choosing the most appropriate sustainable mode of travel to themselves, instead of using a private car. Such transitions and choices are made easier by the provision of an effective TP.

6. Targets

6.1 Purpose of Target Setting

6.1.1 Targets are the measurable goals by which progress will be assessed. The FTP sets out mode share targets that the occupier will seek to achieve via liaising with Wrexham County Borough Council (WCBC). These mode share targets are SMART; that is Specific, Measurable, Achievable, Realistic and Time related.

6.2 Mode Share Targets

6.2.1 Individual modal share targets are outlined in Table 6.1. Due to the limited control over modes of travel adopted by visitors, targets are not set specifically for these site users. However, measures outlined in this TP may also benefit visitors as well as employees.

Table 6.1 : Provisional Mode Share Targets

Mode of Travel	Mode Share Targets by Timescales					
	Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Single Occupancy Vehicle (SOV)	77%	75%	73%	71%	69%	67%
Sustainable Travel Modes	23%	25%	27%	29%	31%	33%

6.2.2 The targets outlined in Table 6.1 aim to achieve a 10% mode shift from SOV trips to sustainable travel modes (and corresponding 10% uplift in sustainable modes). The actual baseline mode share will be confirmed as part of initial baseline Employee Travel Survey. At this stage, these are interim percentages based upon the multimodal trip calculations from Census 2011 data. The mode share targets are subject to change on this basis.

6.2.3 It is recognised that it is not possible to set accurate targets far into the future, even when based on actual mode share data. Given this, it should be acknowledged that the targets for individual occupiers may change over time as the results of ongoing monitoring become available.

6.2.4 All data collected will be in accordance with local authority standards, to ensure the TP is being accurately monitored and that targets are being met as per the ambitions of this FTP.

7. Travel Plan Strategy

7.1 Overview

7.1.1 A Travel Plan Co-ordinator (TPC) will be appointed upon occupation. The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the TP on behalf of the occupier. The TPC positions will be in place for a minimum of 5-years.

7.2 Travel Plan Co-ordinator

7.2.1 The TPC will be a part-time role and will likely to be part of a day-to-day admin role at the site. Their responsibilities will include:

- Acting as a point of contact for all employees and visitors regarding travel to and from the site;
- Managing the development and implementation of the TP measures on behalf of the occupiers;
- Promoting the objectives and benefits of the TP;
- Monitoring the success of the targets outlined within this TP; and
- Reporting the results of the monitoring to Officers at WCBC as necessary.

7.2.2 A TPC will be appointed upon occupation. Their details will be passed to WCBC once they are available.

7.3 Marketing

7.3.1 Employees will be made aware of the existence of the TP upon commencement of their employment. The following methods could be used as a means of disseminating information to employees as well as promoting events / campaigns / promotions:

- Employee notice boards;
- Employee newsletters (where possible);
- Employee Travel Pack; and/or
- E-groups and forums.

7.4 Funding

7.4.1 The TP will be funded by the occupier who will cover the cost of the TPC role, all the measures, as well as the cost of the monitoring and reporting.

8. Travel Plan Measures

8.1 Overview

8.1.1 This section of the report will outline the specific physical and management measures which should be undertaken as part of the TP.

8.2 Promotion and Marketing

8.2.1 Employees will be made aware of the existence of the TP upon commencement of their employment and will have access to travel planning information during their employment.

8.2.2 The following methods will be used as a means of disseminating information to employees as well as promoting events / campaigns / promotions:

- The TP will be presented and promoted to staff members as an opportunity and possibly a challenge rather than as a chore;
- TPC will utilise notice boards in communal areas to promote the TP. A notice board will be available in a public area so visitors can access the information;
- Employee newsletters (where possible);
- E-groups and forums; and
- Other means of promoting the TP will also be investigated, which might take the form of staff newsletter or mailings.

8.2.3 Travel planning information will be made available to visitors in the reception area.

8.2.4 It will be the responsibility of the TPC to disseminate up-to-date information.

8.3 Travel Pack

8.3.1 All staff members employed at the site will be provided with a Travel Pack upon starting employment at the site. This pack will inform staff of the information that they need to make an informed choice with regards to their travel options.

8.3.2 The Travel Pack will inform staff of the TP and would contain some or all of the following information:

- Location of nearest bus stops and train station(s);
- Up to date local bus timetables;
- Maps showing safe walking routes to the nearest key facilities including bus stops and train stations;
- Maps showing safe cycling routes to the site;

- Promotional material highlighting the health and financial benefits of walking and cycling;
- Promotion events, where applicable;
- Details of trip planning apps;
- Details of national websites such as https://www.enterprise.co.uk/en/home.html;
- Details of car share services such as https://liftshare.com/uk;
- Details of websites such as https://www.routeyou.com/en-gb/route/planner/2/walking-route-planner which provides a free online walking journey planner;
- Details of journey planning websites such as https://www.traveline.info/; and
- Details of websites and apps where you can get the next departures from any bus stop sent to your mobile phone.

8.3.3 Incentives to staff members to travel by sustainable modes of transport could also be implemented to encourage a shift from single occupancy car travel to sustainable modes of travel.

8.4 Travel Database

8.4.1 The TPC will produce and maintain a travel database of the travel characteristics of the staff. The TPC will obtain travel data by asking staff to complete a travel questionnaire annually during the 5-year period.

8.4.2 The survey would request details of the following (this is not an exhaustive list):

- Normal working hours;
- Mode of travel to work;
- Car ownership;
- Reasons for driving;
- Reasons for not using public transport and other modes;
- Measures that would encourage car sharing, use of public transport or other non-car modes of travel to work;
- Estimates of public transport journey times and cost; and
- Staff profile, including age, gender etc.

8.4.3 All data collected in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will hold the database and be responsible for the release of information.

8.4.4 The Travel Survey should be undertaken within 3 months of first occupation. The Travel Survey results also provide a valuable 'baseline' against which the success of the TP in reducing car journey and increasing journey by walking, cycling and public transport will be measured.

8.4.5 A sample Travel Survey that may be used as a starting point by the TPC is attached in Appendix B.

8.5 Encouraging Walking

8.5.1 In order to encourage walking at the site, the TPC will ensure that staff and visitors have received information and advice concerning safe pedestrian routes to and from the site. Staff and visitors will also be encouraged to walk by promoting the benefits which include health, reduction in stress, cost and environmental friendliness.

8.5.2 The following websites can be used to plan walking routes:

- https://www.google.co.uk/maps/
- https://www.routeyou.com/en-gb/route/planner/2/walking-route-planner

8.6 Encouraging Cycling

8.6.1 In terms of proposed operational measures, the TPC role will include the promotion of cycling to staff and visitors. This may be through the provision of details on local cycle routes/ facilities accessible from the development and other relevant information such as bicycle purchase/repair.

8.6.2 Further information regarding the benefits of regular exercise, cycling events within the local area and cycle clubs will also be promoted through similar measures.

8.6.3 Other national campaigns will be promoted by the development including 'The Bike Week' where staff and visitors can register (https://www.cyclinguk.org/bikeweek) to take part in The Bike Week Challenge.

8.6.4 The following websites are useful for planning cycle routes, finding facilities and encouraging cycling:

- https://www.britishcycling.org.uk/ChooseCycling
- https://tfw.wales/ways-to-travel/cycling/cycling-routes
- https://www.sustrans.org.uk/

8.7 Promoting Public Transport

8.7.1 The promotion of walking and cycling will encourage many staff and visitors to adopt these modes, but for those travelling further from the proposed development site, public transport provides a more suitable alternative to the private car.

8.7.2 A lack of awareness of the facilities available is often cited as a reason for not using public transport facilities. The TPC will therefore ensure that up-to-date public transport frequency information is available to staff and visitors at the development to maximise the potential use of this mode.

8.7.3 Public transport information would be displayed prominently on any notice boards and maintained by the TPC.

8.7.4 The following websites can be used to access timetables and ticketing information regarding local bus services in the vicinity of the site and around Wrexham:

- https://www.traveline.info/
- https://www.wrexham.gov.uk/service/bus-timetables
- https://www.wrexham.gov.uk/sites/default/files/2021-01/pc1_2_llay_estate.pdf(Llay Industrial Estate bus services)

8.8 Promoting Car Sharing and Car Hire

8.8.1 Car sharing represents a convenient and alternative form of travel with significant potential to reduce the total private car mileage and car parking demand.

8.8.2 The principal benefits associated with the introduction of a car sharing scheme are considerable and include:

- Reduced travel costs – drivers and passengers can split the costs of travel;
- Improved access – to areas which aren't accessible through public transport;
- Meet new people – sharing a car is a great way to meet colleagues, friends and neighbours;
- Reduced congestion – by sharing cars you can do your bit to help reduce congestion in the area;
- Reduced pollution – cutting congestion will also help to reduce pollution; and
- Reduced Carbon Dioxide emissions – which in turn will help to reduce the development of global warming.

8.8.3 Staff and visitors will be provided with details of publicly accessible databases and websites that provide the opportunity for people to car share in the wider area. These may include:

- https://www.blablacar.co.uk/
- https://liftshare.com/uk/community/wales

8.9 Car Alternatives

8.9.1 It is understood that sometimes access by car is necessary. Staff and visitors will also be provided the details of local minicab/ taxi firms, popular services and facilities they require as necessary.

8.10 Liaising with Stakeholders

8.10.1 It will be necessary for the TPC to liaise with local planning authorities and local public transport operators on a regular basis to obtain information and share ideas, review the existing TP, to monitor the effectiveness and to agree new measures required to meet the TP aims, objective and targets.

8.10.2 The TPC will seek to negotiate with local transport operators to receive a discounted travel card for employees traveling to work via public transport.

8.10.3 As part of the TPC role, they would need to liaise with other interested parties which can include sharing ideas with other adjacent businesses or developments, working with a transport authority to obtain/ development information to pass on to users and liaising with other groups such as cycle user groups.

9. Monitoring and Review

9.1 Overview

9.1.1 Monitoring of the TP has the following key roles led by the TPC:

- To provide feedback to allow the TP to be developed; and
- To measure the level of success in meeting identified targets of this TP using key performance indicators.

9.1.2 A strategy for undertaking the monitoring and review is outlined in this section.

9.2 Monitoring Strategy

9.2.1 On occupation, the TP will be submitted to WCBC. Once submitted, WCBC will provide written comments on the report, which may lead to modifications to the original measures if required.

9.2.2 The monitoring programme will begin with the initial baseline Employee Travel Survey, to be undertaken within 3 months of first of occupation. Further surveys will be completed within annually for a 5-year period which will be carried out to monitor progress towards the framework and final targets of the TP.

9.2.3 The surveys undertaken will also confirm the number of employees surveyed, the number of respondents, the date of survey, the type of survey used and how the modal split has been calculated.

9.2.4 Monitoring of the following will also be useful to judge whether the implementation or proportion of certain measures would benefit from modification. The following will also be monitored as part of the programme:

- A record of employee registration numbers and inclusion of a count of car parking utilisation when undertaking the travel questionnaires to monitor general uptake by employees and visitors; and
- Usage of internal cycle parking, in order to inform views on its ongoing ability to satisfy demand.

9.3 Reporting

9.3.1 Respective TP reviews will be undertaken annually. These will provide an opportunity for the TPC to assess the progress of their TP. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data.

9.3.2 If the targets and measures outlined in the annual monitoring reports are not being achieved, the potential for introducing remedial actions will be explored. The actions could include increasing the working time allocated to the TPC position or offering personalised travel planning to staff.

10. Action Plan

10.1.1 An example 'Action Plan' is outlined in Table 10.1. This provides a schedule of the key actions detailed within this FTP in terms of who is responsible and their timescale. All actions are directed at influencing travel patterns to achieve the stated targets in-line with the objectives.

Table 10.1 : Travel Plan Action Plan

Measure	Responsibility	Timescale
Appointment of TPC	Occupier / Managing Agent	Upon occupation
Provision of sustainable travel information	TPC	Ongoing
Undertake baseline staff travel survey	TPC	Within 3 months of full occupation
Preparation of detailed Travel Plan issue to Wrexham Council	TPC	Within 3 months of full occupation
General promotion of sustainable travel opportunities and measures	TPC	Ongoing
Undertake Year 1 employee travel questionnaire surveys	TPC	Year 1 anniversary of occupation
Undertake Year 2 employee travel questionnaire surveys	TPC	Year 2 anniversary of occupation
Undertake Year 3 employee travel questionnaire surveys	TPC	Year 3 anniversary of occupation
Undertake Year 4 employee travel questionnaire surveys	TPC	Year 4 of occupation
Undertake Year 5 employee travel questionnaire surveys	TPC	Year 5 anniversary of occupation
Update Travel Plan with survey and monitoring findings for the preceding period and issue to Wrexham Council	TPC	Within 3 months of survey

APPENDICES

APPENDIX A Bus Timetables

Traveline Cymru

Trevalyn - Wrexham via Llay

Service 34 (WTAO034)

Saturday (Inbound)

Timetable valid from 2nd October 2022 until further notice

Operator:	WTAX	WTAX	WTAX
Trevalyn	1023	1223	1623
Rossett, The Park	1025	1225	1625
Burton, Nurseries	1029	1229	1629
Llay, Gresford Road	1038	1238	1638
Llay, New Road	1040	1240	1640
Bradley, Post Office	1044	1244	1644
Gwersyllt, School	1046	1246	1646
Pandy	1051	1251	1651
Garden Village Shops	1055	1255	1655
Wrexham Bus Station 7	1059	1259	1659

Wrexham - Trevalyn via Llay

Service 34 (WTAO034)

Saturday (Outbound)

Timetable valid from 2nd October 2022 until further notice

Operator:	WTAX	WTAX	WTAX
Wrexham Bus Station 7	0945	1145	1545
Garden Village Shops	0949	1149	1549
Pandy	0953	1153	1553
Gwersyllt, Shoping Centre	0957	1157	1557
Bradley, Post Office	0959	1159	1559
Llay, New Road	1002	1202	1602
Llay, Gresford Road	1008	1208	1608
Burton	1012	1212	1612
Rossett, The Park	1019	1219	1619
Trevalyn	1021	1221	1621

Trevalyn - Wrexham via Llay

Service 34 (WTAO034)

Wednesday & Friday only (Inbound)

Timetable valid from 2nd October 2022 until further notice

Operator:	WTAX	WTAX	WTAX
Trevalyn	1023	1223	1623
Rossett, The Park	1025	1225	1625
Burton, Nurseries	1029	1229	1629
Llay, Gresford Road	1038	1238	1638
Llay, New Road	1040	1240	1640
Bradley, Post Office	1044	1244	1644
Gwersyllt, School	1046	1246	1646
Pandy	1051	1251	1651
Garden Village Shops	1055	1255	1655
Wrexham Bus Station 7	1059	1259	1659

Traveline Cymru

Wrexham - Trevalyn via Llay

Service 34 (WTAO034)

Wednesday & Friday only (Outbound)

Timetable valid from 2nd October 2022 until further notice

Operator:	WTAX	WTAX	WTAX
Wrexham Bus Station 7	0945	1145	1545
Garden Village Shops	0949	1149	1549
Pandy	0953	1153	1553
Gwersyllt, Shoping Centre	0957	1157	1557
Bradley, Post Office	0959	1159	1559
Llay, New Road	1002	1202	1602
Llay, Gresford Road	1008	1208	1608
Burton	1012	1212	1612
Rossett, The Park	1019	1219	1619
Trevalyn	1021	1221	1621

PC1 SOUTHSEA - LLAY INDUSTRIAL ESTATE / Ystâd Diwydiannol Llai — Pats Coaches

Coedpoeth - Brynteg - Gwersyllt - Bradley

Monday to Friday except Bank Holidays

Llun i Gwener heblaw Gwylian Cyhoeddus

Southsea PO	7:05
Coedpoeth High Street	7:10
Brynteg Shops	7:15
Gwersyllt, Wheatsheaf	7:22
Bradley PO	7:25
Llay,Rackery Lane	7:35

Llay,Rackery Lane	16:35
Bradley PO	16:45
Gwersyllt, Wheatsheaf	16:48
Brynteg Shops	16:55
Coedpoeth High Street	17:00
Southsea PO	17:05

PC2 GATEWEN - QUEENSPARK - LLAY INDUSTRIAL ESTATE / Ystâd Diwydiannol Llai — Pats Coaches

Brook Street - Hightown - The Queensway - Rhosddu

Monday to Friday except Bank Holidays

Llun i Gwener heblaw Gwylian Cyhoeddus

Gatewen	7:00
Brook Street	7:05
Hightown, Farm Foods	7:10
The Queensway	7:14
Wrexham Bus Station(St4)	7:28
Rhosddu Industrial Estate	7:32
Llay, Rackery Lane	7:35

Llay, Rackery Lane	16:35
Rhosddu Industrial Estate	16:38
Wrexham Bus Station	16:42
The Queensway	16:56
Hightown, The Flats	17:00
Brook Street	17:05
Gatewen	17:10

Service Information / Gwybodaeth am y gwasanaethau

Service PC1 / PC2 operates Monday to Friday except Bank Holidays between Southsea / Gatewen & Llay Industrial Estate and includes the following stops:

Mae gwasanaeth PC1 / PC2 yn gweithredu bob dydd rhwng Southsea / Gatewen a Llay Industrial Estate ac yn casglu/gadael teithwyr o'r mannau canlynol:

Coedpoeth - Brynteg - Gwersyllt - Bradley - Hightown - The Queensway - Wrexham Bus Station

This service commenced on 21/04/2005 and is operated by Pats Coaches
Dechreuodd y gwasanaeth hwn ar 21/04/2005 a/ac fe'i ddarparu gan Pats Coaches

Further information / Gwybodaeth bellach

Wrexham BusLine: 01978 266166 - www.wrexham.gov.uk/bus
Llinell fysiau Wrecsam: 01978 266166- www.wrecsam.gov.uk/bws
Traveline Cymru: 0871 200 22 33 - www.traveline.org.uk
Pats Coaches: 01978 720 171

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The services and times listed on this website are subject to change at short notice.
Wrexham County Borough Council will not be held responsible for any loss, damage or inconvenience as a result of any inaccuracy.
Gallai'r gwasanaethau a'r amseroedd a restrir ar y wefan hon newid ar fyr rybudd. Ni fydd Cyngor Bwrdeistref Sirol Wrecsam yn gyfrifol am unrhyw golledion, ddifrod neu anghyfleustra o ganlyniad i unrhyw anghywirdeb

APPENDIX B Example Employee Travel Survey

Staff Travel Survey

The occupier is committed to the use and promotion of sustainable transport for staff, and we are constantly looking for ways to enhance the sustainable travel opportunities.

To assist in this process the following questionnaire seeks to understand how staff currently travel to and from work, and how we can address your needs/concerns regarding sustainable modes of travel.

This questionnaire will only take a few minutes to fill in. We do not require any personal details.

1. What gender do you identify as?

- ❑ Female
- ❑ Male
- ❑ Other

2. Please tick / circle the age range that applies to you.

- ❑ Under 20
- ❑ 20-29
- ❑ 30-39
- ❑ 40-49
- ❑ 50 or over

3. What are your normal working hours?

4. Do you own or have access to a car?

- ❑ Yes
- ❑ No

5. How far do you typically travel to work?

- ❑ Less than 2km
- ❑ Between 2km and 5km
- ❑ More than 5km

6. How do you usually travel to work?

- ❑ Car as driver (Please answer Questions 7, 8 and 9)
- ❑ Car as passenger
- ❑ Motorcycle
- ❑ Train
- ❑ Bus
- ❑ Taxi
- ❑ Bicycle
- ❑ Walk
- ❑ Other (please specify) _____

7. If you drive, why do you usually travel to work by car?

- ❑ Essential to use a car during the working day
- ❑ Dropping off/collecting children
- ❑ Give a lift to colleague
- ❑ Health reasons
- ❑ Personal security
- ❑ Cost
- ❑ Lack of an alternative
- ❑ Reliability
- ❑ Other (please specify) _____

8. If you drive, where do you usually park?

- ❑ On-Site
- ❑ On the local highway
- ❑ Other (please specify) _____

9. On a scale of 1 to 5 (1 very poor – 5 excellent), how would you rate the availability and quality of on-site CAR parking provision? (Please explain your answer)

- ❑ 1
- ❑ 2
- ❑ 3
- ❑ 4
- ❑ 5

10. Which of the following (if any) would encourage you to CAR SHARE for your journey to work?

(Please tick all that apply)

- ❑ Help in finding a suitable car share partner
- ❑ Alternative lift home if let down by the car sharer
- ❑ Parking permit for car sharers
- ❑ Other (please specify)

11. Which of the following (if any) would encourage you to use the BUS or TRAIN for your journey to work?

(Please tick all that apply)

- ❑ More reliable service
- ❑ More direct routes
- ❑ More frequent services
- ❑ Cleaner/smarter buses/trains
- ❑ Cheaper fares
- ❑ Annual season ticket loan
- ❑ Improved or more frequent park and ride service
- ❑ Better quality waiting environments at bus stops
- ❑ Better security at bus, train stations
- ❑ Cleaner/smarter bus, train stations
- ❑ Easier access to timetable information
- ❑ Having my journey planned for me
- ❑ Frequent shuttle bus to train station
- ❑ Other (please specify) _____

12. Which of the following (if any) would encourage you to CYCLE for your journey to work?

- ❑ Improved cycle path/lanes on the journey to work
- ❑ Improved and secure cycle parking
- ❑ Improved changing facilities, showers and lockers at work
- ❑ Improved street lighting
- ❑ Interest free loan to purchase a bicycle
- ❑ Discount at cycle shops
- ❑ Cycling refresher course
- ❑ Map of cycle routes
- ❑ Other (please specify) _____

13. Which of the following (if any) would encourage you to WALK for your journey to work?

- ❑ Better quality footpaths
- ❑ Safer routes
- ❑ Improved road safety
- ❑ Availability of a walking partner
- ❑ Walking maps
- ❑ Financial incentives
- ❑ Improved road crossing facilities
- ❑ Other (please specify) _____

14. If you use or were to use public transport for your journey to work, how long would your journey be from door to door?

- ❑ 0-15 minutes
- ❑ 15-30 minutes
- ❑ 30-45 minutes
- ❑ 45-60 minutes
- ❑ Over one hour

15. If you use or were to use public transport for your journey to work, how much would it cost you per day?

- ❑ £0.00-£5.00
- ❑ £5.00-£10.00
- ❑ £10.00-£15.00
- ❑ £15.00 +

16. On a scale of 1 to 5 (1 very poor – 5 excellent), how would you rate the availability and quality of on-site CYCLE parking provision? (Please explain your answer)

- ❑ 1
- ❑ 2
- ❑ 3
- ❑ 4
- ❑ 5

Thank you for your time. Please return your completed survey to the Travel Plan Coordinator

mode

transport planning

keep up with mode:

Birmingham
0121 794 8390

London
020 7293 0217

Manchester
0161 464 9495

Reading
0118 211 8180

info@modetransport.co.uk modetransport.co.uk @mode_transport