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Land South of Bryn Lane
Wrexham Industrial Estate

Travel Plan

Final Report for:



February 2025

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CONTENTS

1.0 INTRODUCTION 3
1.1 Overview 3
1.2 Travel Plan Status 4
1.3 Developer Commitment 4
1.4 Scope 4
2.0 SITE CONTEXT 5
2.1 Proposed Development 5
3.0 TRANSPORT POLICY AND ACCESSIBILITY 8
3.1 Preamble 8
3.2 The Transport Decarbonisation Plan – March 2020 8
3.3 Travel Plans, Transport Assessments and Statements in Decision-Taking 8
3.7 Unitary Development Plan (2005) 11
3.8 Wrexham SUMP (2016) 12
4.0 SUSTAINABLE ACCESSIBILITY 13
4.1 Introduction 13
4.2 Accessibility on Foot 14
4.3 Accessibility by Cycle 15
4.4 Accessibility by Public Transport 16
4.5 Conclusions 17
5.0 TRAVEL PLAN MEASURES 18
5.1 Preamble 18
5.2 Marketing and Promotion 18
5.3 Initiatives to Promote Car Sharing and Electric Vehicles 19
5.4 Initiatives to Promote Travel by Public Transport 19
5.5 Initiatives to Promote Walking 20
5.6 Initiatives to Promote Cycling 20
5.7 Initiatives to Promote Sustainable Travel by Customers 20
6.0 TRAVEL PLAN MANAGEMENT 21
6.1 Overview 21
6.2 Travel Plan Coordinator 21
6.3 Stakeholder Engagement 22
6.4 SusGo Travel Tool 22
7.0 AIMS, OBJECTIVES AND TARGETS 23
7.1 Overview 23
7.2 Travel Plan Aim 23
7.3 Travel Plan Objectives 23
7.4 Travel Plan Targets 24
7.5 Monitoring 25
7.6 Travel Surveys 25
8.0 TRAVEL ACTION PLAN AND MARKETING STRATEGY 27
8.1 Travel Plan Action Plan 27
8.2 Marketing Strategy 27
8.3 Evaluation and Review 27
9.0 BREEAM COMPLIANCE 29
9.1 Overview 29

APPENDICES

APPENDIX A – ACCESS AND TRACKING

APPENDIX B – PROPOSED SITE LAYOUT

APPENDIX C – SUSGO OVERVIEW

1.0 INTRODUCTION

1.1 Overview

1.1.1 Mauna Kea Limited, a fully owned subsidiary of Net World Sports have instructed Cora IHT to prepare a Travel Plan to support proposals for a new employment located to the north of Wrexham Industrial Estate, south of Bryn Lane. **Figure 1.1** illustrates the site location.

1.1.2 The Proposed Development will deliver high quality employment floorspace, housed within a single building alongside an improved access off Bryn Lane and landscaping.

Figure 1.1: Site Location



1.2 Travel Plan Status

1.2.1 This is an interim Travel Plan to accompany a planning application where currently the end-user is unknown. A full Travel Plan will be prepared as part of a condition of planning permission. The Interim Travel Plan provides the starting point for the full Travel Plan which would be prepared once the end-user is known and baseline surveys of the site users can be undertaken, allowing accurate targets to be set.

1.2.2 It is proposed that the first travel survey for employee will be issued within 3 months of the development opening.

1.2.3 Staff and servicing will be targeted through this travel plan, to encourage an overall reduction in the number of single occupancy vehicle trips made to the site.

1.3 Developer Commitment

1.3.1 Net World Sports (as developer) recognises the importance of reducing the potential negative transport related impacts of the proposed development and the need to provide for, and encourage, a range of sustainable travel options as an alternative to car use.

1.3.2 Once the occupier is known then they will take responsibility for the travel plan as set out in this report.

1.4 Scope

1.4.1 Following this introductory section:

- Section 2 details the proposed development;
- Section 3 considers the transport policy context;
- Section 4 assesses the sustainability of the site;
- Section 5 describes the package of measures designed to reduce reliance on the private car and encourage the use of alternative modes of transport;
- Section 6 details how the travel plan will be managed, outlining the role of the Travel Plan Coordinator and other stakeholders;
- The aims, objectives and targets of the travel plan are provided in section 7; and
- Section 8 provides the action plan and marketing strategy to support the development and implementation of the travel plan at the site.

2.0 SITE CONTEXT

2.1 Proposed Development

2.1.1 The Proposed Development will include:

- *14,564 sq.m. (GIA) of employment floorspace (Use Classes B2 and B8) alongside ancillary office floorspace (Use Class B1a).*
- *146 car parking spaces (including 15 disabled car parking spaces).*
- *30 cycle parking spaces within an external cycle store.*
- *New landscaping.*
- *Retention of a Strategic Ecological Network around the southern and eastern perimeter of the Site.*
- *Improved access off Byrn Lane and new internal circulation roads.*

2.1.2 A breakdown of the employment floorspace is provided as follows:

- *Ancillary - 618 m²*
- *Circulation - 1070 m²*
- *Office - 1375 m²*
- *Station / Service - 371 m²*
- *Warehouse – 11,130 m²*
- ***Total – 14,564m²***

2.1.3 Vehicular access to site is proposed via the existing priority access to the site which is to be improved to accommodate artic vehicles.

2.1.4 The proposed access conforms to the required visibility requirements of 4.5m x 120m as shown in **Appendix A**.

2.1.5 The proposed car parking is located to the northwest of the site off the main internal access road. The service area is located to the south of the site where HGVs & Refuse vehicles would route along the internal access road on the eastern side of the main building. In addition to this there is a secondary route between the car parking and service area on the western side of the building for emergency access and overspill car parking.

2.1.6 Tracking for artic and refuse vehicles are also provided in **Appendix A**.

2.1.7 The proposed development will provide a site layout designed in accordance with current best practice to accommodate pedestrians and cyclists. **Figure 2.1** provides an extract of the proposed site layout with the full plan in **Appendix B**.

2.1.8 A separate direct pedestrian and cycle access is proposed from the existing Bryn Lane shared ped/cycleway as shown in **Figure 2.2**.

Figure 2.1: Site Layout



Figure 2.2: Proposed Pedestrian Route (Blue) and Cycle Facilities



3.0 TRANSPORT POLICY AND ACCESSIBILITY

3.1 Preamble

3.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance. This section outlines the relevant guidance in respect of the proposed development.

3.2 The Transport Decarbonisation Plan – March 2020

3.2.1 The Government is developing an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.

3.3 Travel Plans, Transport Assessments and Statements in Decision-Taking

3.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT] released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is set out within the document.

3.3.2 The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

3.4 *Wrexham Local Development Plan 2013-2028*

3.4.2 On 20th December 2023 Wrexham County Borough Council adopted the **Wrexham Local Development Plan (LDP)**. The adopted LDP will form the development plan for Wrexham County Borough and will be the basis for decisions on land use planning in this area.

Policy SP9: Economic Growth

3.4.3 Policy SP9 of the Wrexham Local Development Plan (LDP) is an economic growth policy that aims to encourage development and growth in the Wrexham area. One of the ways it does this is by protecting existing industrial estates.

Policy SP11: Transport and Accessibility

3.4.4 Wrexham's transport network will be developed in a safe, efficient, and sustainable manner. This will be achieved by restricting development that would have an unacceptable impact on the safe and efficient operation of the transport network. In addition, the Council will ensure adequate levels of car parking are incorporated into new development and develop the coverage of the Active Travel Network across Wrexham to promote increased use of walking and cycling as safe, viable, and sustainable alternatives to the car (inter alia).

Policy T1: Managing Transport Impacts

3.4.5 Development will be supported where it will facilitate increased journeys by more sustainable modes of travel, mitigate any significant adverse effects upon the transport network that arise

from the proposed development, does not compromise the safe, effective, and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation, and provide appropriate levels of parking and access arrangements.

Policy T2: Active Travel

3.4.6 This policy supports new development which integrates walking and cycling, provides facilities to encourage Active Travel, develops and enhances Active Travel routes, provides appropriate travel choice information and reduces the dominance and speed of vehicles, to increase priority to pedestrians and cyclists.

Policy DM1: Development Management Considerations

3.4.7 Developments must accord with or enhance the character and local distinctiveness of a site in terms of their siting, layout, scale, height, density, and landscaping. In addition, developments must (inter alia):

- Prioritise walking, cycling and public transport use ahead of travel by car; and
- Not give rise to parking or highway safety problems on site or in the locality.

3.5 Transport Planning Policy - Accessibility Lead Approach

3.5.1 Transport Planning in Wales has a very strong focus on following an accessibility lead approach. This is developed from the national policies set out in Planning Policy Wales. In Edition 10 of Planning Policy Wales the transport polices are included in the Section entitled "Active and Social Places". Paragraph 4.1.1 introduces the transport section with:

3.5.2 '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 by:

- Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;
- Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and
- Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.'

3.5.3 In the subsection of Planning Policy Wales entitled Sustainable Transport paragraphs 4.1.8 and 4.1.9 state:

'The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act. The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.

3.5.4 Locally this has been translated into Wrexham's Sustainable Urban Mobility Plan (SUMP) and informed the policies in the LDP.

3.5.5 Specifically in terms of the transport policy hierarchy sitting above the SUMP is national and regional policy including the Active Travel Act which requires Welsh authorities to provide routes and encourage people to walk and cycle and Technical Advice Note 18: Transport (TAN 18).

3.5.6 The SUMP has five Objectives all focused on the provision of sustainable communities within a sustainable transport network.

- Safer Places: Wrexham Connected will work with partners to create places and environments where people from all walks of life can live, work and play safely together - both on and off the transport network and at the final destination.
- Sustainable Places: Wrexham Connected will embrace a 'sustainable', transport-first approach to new development through the planning process. It will facilitate and manage the County Borough's growth agenda in the most sustainable and efficient way possible, strengthening its economy and improving access to jobs, education, services and tourism.
- Healthy Places: Wrexham Connected will reduce the impacts of air and noise pollution, greenhouse gas emissions and energy consumption. It will contribute to raising health standards through the promotion of active travel, particularly along the 'last mile'. By connecting communities we will make it easier for people to access open spaces and the countryside.
- Affordable Places: Wrexham Connected will stimulate inward investment and regeneration that leads to job-creation across a wide skill-base, using the planning process to ensure that affordable housing and employment needs are met.
- Well Connected Places: Wrexham Connected will enhance connectivity to, from and within Wrexham. Transport solutions will improve the attractiveness and quality of the environment both on key transport corridors and in the town centre.

3.6 Technical Advice Notes (TANS)

TAN 8 Transport (2007)

3.6.1 TAN 8 provides guidance in relation to the integration of land use planning and transport, parking, design, accessibility, sustainable modes of transport, and infrastructure development.

TAN 12: Design (2016)

3.6.2 This Advice Note identifies the objectives of good design under the following headings: Access, Character, Community Safety, Environmental Sustainability, and Movement. A series of design objectives are identified for each category. Guidance is provided in relation to the design process, including collaboration stages, appraising the context of a site and consideration of design objectives as well as detailed matters.

3.7 Unitary Development Plan (2005)

3.7.1 The statutory development plan for Wrexham comprises the Unitary Development Plan (UDP) (adopted 2005), which covers the plan period 1996 to 2011.

Policy PS4: Strategic Policies

3.7.2 Development should maintain the existing settlement pattern and character and be integrated with the existing transport network to help reduce the overall need to travel and encourage the use of alternatives to the car.

Policy PS8: Transport

3.7.3 This policy states that the transport network will be developed by providing an integrated range of travel options to and from principal residential, commercial, employment and education centres. This will include, where necessary, the provision of facilities for both passenger and freight interchange and by the encouragement of public transport, cycling and walking.

Policy GDP1: Development Principles

3.7.4 This policy states that development should ensure safe and convenient pedestrian and vehicular access and be located where it has convenient access to public transport facilities and sustainable routes.

Policy T1: Public Transport

3.7.5 Proposals for cycle and walkway routes and access for buses on new developments will be supported.

Policy T8: Parking

3.7.6 Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby in accordance with the Council's current parking standards.

Policy T9: Walking, Cycling and Horse Riding Routes

3.7.7 Development proposals will be required to provide walking and cycling routes, where feasible and appropriate, that link with existing or proposed walking and cycling routes and integrate with the public transport system.

3.8 Wrexham SUMP (2016)

3.8.1 The SUMP has five Objectives all focused on the provision of sustainable communities within a sustainable transport network.

- Safer Places: Wrexham Connected will work with partners to create places and environments where people from all walks of life can live, work and play safely together - both on and off the transport network and at the final destination.
- Sustainable Places: Wrexham Connected will embrace a 'sustainable', transport-first approach to new development through the planning process. It will facilitate and manage the County Borough's growth agenda in the most sustainable and efficient way possible, strengthening its economy and improving access to jobs, education, services and tourism.
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- Well Connected Places: Wrexham Connected will enhance connectivity to, from and within Wrexham. Transport solutions will improve the attractiveness and quality of the environment both on key transport corridors and in the town centre.

4.0 SUSTAINABLE ACCESSIBILITY

4.1 Introduction

4.1.1 The purpose of this section is to outline the accessibility of the site by sustainable modes of transport, including on foot, by bicycle and using public transport. By identifying the accessibility of the site by sustainable modes of transport, appropriate travel plan measures can be identified to promote travel by these modes.

4.1.2 The sustainable accessibility of the proposed development by a range of transport modes has been considered in line with the Local Transport Plan and NPPF. To assist in the assessment of accessibility, the 2021 Census: Method of Travel to Work data for the Wrexham 020 (W02000420) MSOA of Wrexham (which covers the Wrexham Industrial Estate area) has been used to ascertain the current percentage of travel by each mode, as shown in **Table 4.1**.

4.1.3 Whilst the Method of Travel to Work census data and can be readily applied to determine how potential employees will travel to the development, the data can also be used to ascertain what customers preferred means of travel to the development would be.

Table 4.1: Wrexham 020 2021 Census, Method of Travel to Work

Mode	Percentage
Driving a car or van	81.7%
Passenger in a car or van	4.6%
Bicycle	1.7%
Motorcycle	0.5%
On foot	5.5%
Bus, minibus or coach	3.9%
Train/Underground/Metro/Tram	1.1%
Taxi	0.2%
Other method of travel	0.7%
Total	**100.0%**

4.2 Accessibility on Foot

4.2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document "Providing for Journeys on Foot" (2000).

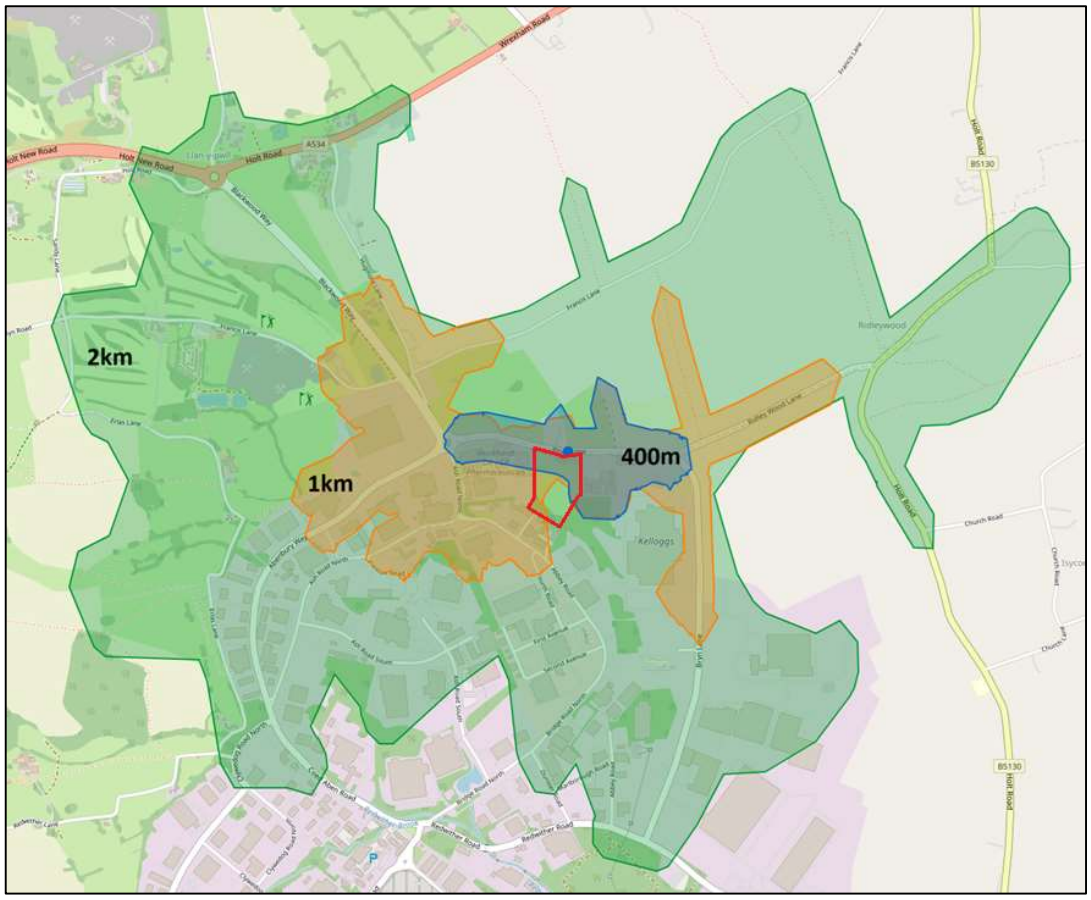
4.2.2 Manual for Streets [MfS] emphasises this advice, using the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km.

4.2.3 Bryn Road adjacent to the site is subject to a 40mph speed limit heading eastbound from the 4-arm roundabout nearby. Partial footways on the site side and a full footway on the southern side can be found along the road.

4.2.4 Industrial Estate Road has dedicated footways / cycleways on both sides of the road within the vicinity of the site. With the cycleway on the site side providing a connection to Hugmore Lane.

4.2.5 **Figure 4.1** provides an extract of the indicative walk catchment plan.

Figure 4.1: Walk Catchment Plan (2km)



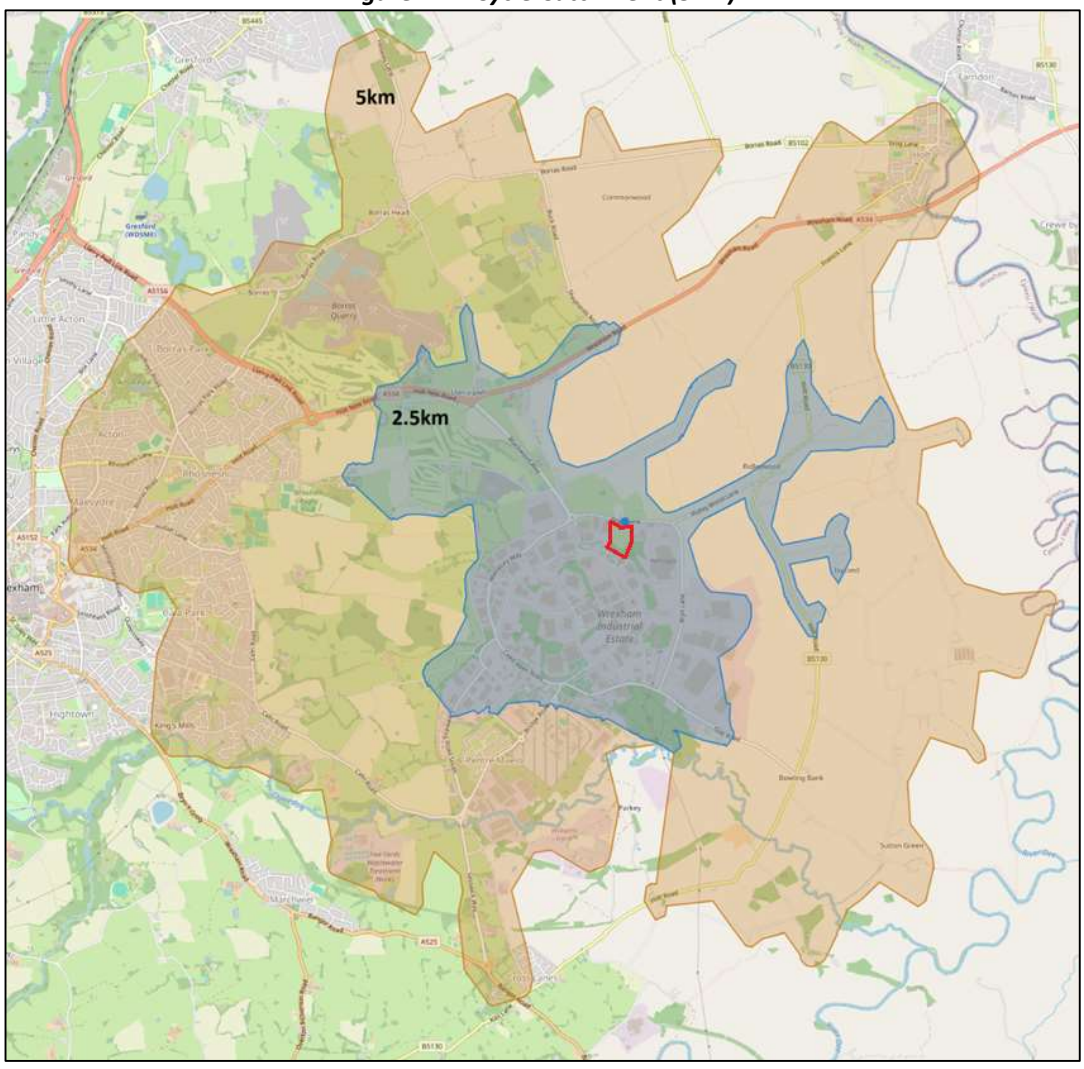
4.2.6 A footpath / Public Right of Way (ISY/6 & HOL/26) can be found north of the development site. Another footpath (HOL/25), which can be accessed from Francis Lane is located north of the developments.

4.2.7 The proximity of the site to the local transport network including by bus provides opportunities to travel further afield using linked trips. This enables access to be gained to a variety of local destinations.

4.3 Accessibility by Cycle

4.3.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. **Figure 4.2** provides an extract of the indicative cycle catchment plan.

Figure 4.2: Cycle Catchment (5km)



4.3.2 The map illustrates that the whole of Wrexham Industrial Estate, the east of Wrexham and the market town of Holt is within 5km of the site, providing access to further amenities, services and residential communities.

4.3.3 The topography of the roads in the vicinity of the site also allows ease of access for cyclists. This should encourage cyclists to travel along the local highway network, providing connections from the site to the wider area.

4.4 Accessibility by Public Transport

4.4.1 The proposed site is served by public transport with the nearest bus stops located circa 850m walk (13-minute walk) away along Abbey Road (Abbey Road bus stops).

4.4.2 The 41 bus services can be accessed from these stops providing 2 services in the morning (6-9am) and 1 per hour after 9am routing to and from Wrexham Bus Station. A number of destinations are accessible via the 41-bus service, including Wrexham City Centre, Kings Mills, Pentre Maelor and Redwither Tower.

Figure 4.4: Bus Stop Locations



4.4.3 **Table 4.1** below shows the relevant information for the bus services in the area.

Table 4.1: Bus Service Information

Bus Service	*Route*	*Monday - Saturday (Frequency)*	*Sunday (Frequency)*	*First*	*Last*
41 / 42W	*Wrexham Bus Station – Wrexham Industrial Estate*	*2 per hour (Between 6-9am)* *1 per hour after 9am*	*N / A*	*05:33*	*21:33*

Rail

4.4.4 The development site is located circa 6.2km away from Wrexham Central Railway Station. The 41-bus service provides a chance for linked sustainable trips to and from the development site. This station has 1 platform and provides Transport for Wales services on the Boarderlands Line. The station is the southern terminus of the Borderlands Line (Wrexham-Bidston Line), which links north-east Wales to Merseyside.

4.4.5 The site benefits from access by bus & rail via linked sustainable trips, offering an attractive mode of transport to and from the site.

4.5 Conclusions

4.5.1 In summary, the proposed development site is located in an accessible location enabling customers and employees to make use of the existing public transport links, pedestrian facilities and cycle routes.

5.0 TRAVEL PLAN MEASURES

5.1 Preamble

5.1.1 An important aspect of a successful travel plan is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the site.

5.1.2 The aim of travel plan initiatives is to maximise the accessibility of the proposed development site by alternative modes of transport to the private car. It is worthy of note that the location of the site and the current provision for walking, cycling and public transport on the adjacent highway network is considered to be conducive to encouraging travel by non-car modes of transport.

5.1.3 The travel plan initiatives outlined within this section may benefit staff and visitors to the dealership by facilitating sustainable travel choices, resulting in the following:

- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
- Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the site; and
- A pedestrian / cycle friendly environment.

5.1.4 A combination of 'carrots' (those initiatives which encourage travel by non-car modes of transport) and 'sticks' (initiatives which discourage travel by car) will be implemented at the site to encourage travel by sustainable modes. 'Carrots' will be implemented before 'sticks' to ensure that support is gained from staff for the travel plan; any 'sticks' will be implemented later.

5.1.5 This section provides a summary of the key initiatives contained within this travel plan. The initiatives reflect previous experience of workplace travel plans, along with national government guidelines.

5.2 Marketing and Promotion

5.2.1 From the outset, sustainable travel will be promoted to staff. The travel plan will be launched as soon as possible after occupation of the site and will be continually marketed through the provision of travel information, leaflets and communication sessions.

- The travel plan and the reasons for implementing it will be communicated to ensure that all staff are provided with information on the alternatives to car travel before they establish car-based travel habits.

5.2.2 The following section describes the marketing tools and initiatives that may be used to convey the commitment of the developer to providing alternative travel choices. It is important that there is a central source of information for all queries relating to sustainable travel for staff at the site. The Travel Plan Coordinator is considered the most appropriate person to communicate the aims and objectives of the travel plan to staff.

5.2.3 Travel notice boards will be set up in the staff communal areas, which will include:

- Public transport, pedestrian and cycle route maps and information on car sharing;
- Information and contact details of local taxi services;
- List of internet websites on sustainable transport and journey planning; and
- Contact details for the Travel Plan Coordinator.

5.2.4 All staff will be provided with a 'sustainable travel information pack' (welcome pack), which will include details of the public transport, walking and cycling routes surrounding the site.

5.2.5 In order to integrate the travel plan with the wider sustainable travel agenda, the welcome pack will be used to promote national and international initiatives such as 'Bike Week', 'In Town Without My Car' and 'Walk to School Week'. The Travel Plan Coordinator will be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride.

5.2.6 The Travel Plan Coordinator will also provide staff with information regarding the travel plan and specific initiatives contained within it, and will be the main point of contact for all travel-related queries. This will include information on journeys by public transport, cycling and on foot between the development site and local amenities, including various retail outlets.

5.2.7 A personalised travel planning service will be made available to staff on request. This service enables the Travel Plan Coordinator to plan individual journeys for recipients, and provide them with the relevant information and advice (e.g. timetable information) to enable them to undertake their journey.

5.3 Initiatives to Promote Car Sharing and Electric Vehicles

5.3.1 It is likely that a proportion of staff will live in close proximity to each of other and, as such, would be making trips to and from common residential areas. As such, there is potential for these individuals to share their car journey with a fellow member of staff.

5.3.2 The Liftshare / GoCarShare / BlaBlaCar car sharing services will be promoted to all staff and employees.

5.3.3 The occupier will actively encourages all employees to car share where possible, where the provision of parking priority spaces for car sharers will be investigated.

5.3.4 The proposed development will provide 29 EV spaves with 1 active and 28 passive spaces for future use.

5.3.5 Following completion of the travel surveys, the number of active spaces required will be monitored and activated accordinlgy in line with the demand.

5.4 Initiatives to Promote Travel by Public Transport

5.4.1 Information on the bus and rail timetables and services available which can be accessed by staff will be provided within the welcome pack and on the notice board. This will include details and links to online journey planning websites such as Traveline.

5.4.2 The Travel Plan Coordinator will enter into discussions with public transport operators to investigate the possibility of providing additional discounted public transport tickets to staff. Should these be secured, they will be distributed and publicised to staff through the welcome packs to encourage staff to make use of these services.

5.5 Initiatives to Promote Walking

5.5.1 The welcome pack will include a map identifying the pedestrian friendly routes surrounding the site, in order to ensure that staff are aware of the facilities available to them. These maps will be secured through the Council, if possible.

5.5.2 Details of national events, such as Walk to Work Week will be promoted at the site and staff will be encouraged to participate. These events will be promoted on the notice board and within the welcome packs.

5.5.3 Details of local walking shops will also be provided to staff. The Travel Plan Coordinator will enter into discussions with these retailers to investigate the potential to provide discounts for staff. If secured, these details will be provided to staff via the Travel Plan Coordinator.

5.6 Initiatives to Promote Cycling

5.6.1 35 cycle parking spaces within an external cycle store are porposed.

5.6.2 The welcome pack will include information on the cycle routes available between the dealership and common destinations, including local amenities and residential areas. Copies of local cycling maps will be provided within the welcome packs and on the notice boards.

5.6.3 Details of local cycling shops will be provided to staff at the site using the travel notice board and within the welcome packs. The Travel Plan Coordinator will also enter into discussions with local cycling retailers to investigate the potential to provide discounts to staff. If secured, details of these discounts will be provided to staff via the welcome pack and notice board.

5.6.4 If feasible, consultation with the local authority on the state of the local cycling network and any potential improvements within the vicinity of the developments will take place.

5.7 Initiatives to Promote Sustainable Travel by Customers

5.7.1 In additon to staff travel, customers will also be encouraged to travel to the site by sustainable modes where company's website will include travel information on how to get to the site by sustainable modes.

5.7.2 Cusomers will also be encouraged to sign up to www.susgo.co.uk which would assist their sustainable travel options. Susgo will be promoted within the company's website and notice boards/travel information system provided within the development for customers to view. **Appendix C** provides an overview of Susgo.

5.7.3 Staff will directly advise customers of their travel options when making appointments to visit the site and encourage their travel by sustainable modes where possible.

5.7.4 Customer travel surveys will be carried out in line with staff surveys. These can be done using the SUSGO app or manual spot surveys accordingly.

5.7.5 The promotion of public transport will be done by way of offering refunds on travel tickets to and from the site for customers.

6.0 TRAVEL PLAN MANAGEMENT

6.1 Overview

6.1.1 Key to the success of the travel plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the site's Travel Plan Coordinator, the Council's Travel Planning Team and other sustainable travel groups. This section outlines the roles and responsibilities of key individuals and stakeholders who will manage the travel plan.

6.2 Travel Plan Coordinator

6.2.1 The responsibility for managing and implementing the travel plan lies with the Travel Plan Coordinator. The contact details for the Travel Plan Coordinator are will be released once appointed. In the meantime, any enquiries regarding the Travel Plan can be made to:

Toan Chau

Cora IHT

Adamson House

Towers Business Park

Wilmslow Road

Manchester

M20 2YY

Email: toan.chau@coraiht.com

Mobile: 07817 694035

6.2.2 The Travel Plan coordinator will work in partnership with the council and any relevant stakeholders to ensure the effective delivery of the travel plan.

6.2.3 The role and responsibilities of the Travel Plan Coordinator will include:

- To implement and promote various travel plan initiatives at the site to promote sustainable travel;
- To promote the travel plan to staff and visitors;
- To provide a point of contact for the Local Authority, steering group and any other stakeholders on any issues relating to the travel plan;
- To monitor the success of the travel plan initiatives, including undertaking and analysing travel surveys; and
- To review the travel plan's success and prepare action plans.

6.2.4 The Travel Plan Coordinator will be in place six months prior to the occupation of the site, and will remain in place for a minimum period of 5 years.

6.2.5 At this stage, the resource requirements for the Travel Plan Coordinator are unknown. As such, in the first instance, the Travel Plan Coordinator's role has been incorporated into the responsibilities of one of the members of staff based at the site. However, this will be reviewed on an annual basis and, if considered necessary, the role will be developed into a dedicated, full-

time role. Any changes to the Travel Plan Coordinator's role will be communicated to the Local Authority.

6.3 Stakeholder Engagement

6.3.1 Stakeholders including the Council's Travel Planning Team and local transport operators play an important role in the successful implementation of the travel plan at the site. The Council's Travel Planning Team will be kept up-to-date with the progress of the travel plan through the annual monitoring reports. The Travel Plan Team will also be approached when appropriate to gain advice and support on the implementation of specific travel plan initiatives at the site.

6.3.2 The Travel Plan Coordinator will also engage with local transport operators to secure timetable information and details of any special offers and discounts available. The Travel Plan Coordinator will draw up a list of potential stakeholders as part of the initial phases of the travel plan's development.

6.4 SusGo Travel Tool

6.4.1 SusGo is an electronic travel planning tool which assists:

- Councils to monitor travel plans.
- Travel Plan Coordinators (TPC) to promote sustainable travel.
- Individuals to have the ability to readily have access to sustainable travel mode choices.

6.4.2 The key features of the tool are as follows:

- Automatically sets up car share scheme within work group.
- Initiating travel surveys for repeated and manual schedules.
- Communicating events and special offers relating to sustainable transport i.e. free buses, cycle weeks, walk to school / work days, discount taxi rides, etc.
- Automated travel to work information using live google mapping to create real time travel options for all journeys. These include walk routes, cycle routes, bus times, car share availability.
- Personalised staff travelling planning including live journey tracking to promote sustainable travel on the go.
- Electric charging point locator.
- Production of summarised reports for Council monitoring.

6.4.3 The Susgo Travel Tool application can electronically replace the Welcome Pack which companies need to provide to their staff with both a web facility and mobile app.

6.4.4 The end occupier will consider the Susgo Travel Tool so that all travel plan measures, monitoring and review are conducted via Susgo. Alternatively, the following sections describes the manual method to encourage sustainable.

7.0 AIMS, OBJECTIVES AND TARGETS

7.1 Overview

7.1.1 A travel plan is a long-term strategy for a site to reduce the dependence of staff and visitors on travel by private car. Aims, objectives and targets are required to provide a focus for the travel plan and to enable its success to be measured and monitored. The purpose of this section is therefore to outline the aims, objectives and targets for this travel plan.

7.2 Travel Plan Aim

7.2.1 The aim provides the overarching focus and end goal for the travel plan. The aim enables the overall success of the travel plan to be assessed and, as such, all travel plan initiatives should contribute to achieving the travel plan aim.

7.2.2 The overall aim of this travel plan is:

- To achieve a reduction in the number of single occupancy vehicle journeys to the site.

7.2.3 This will be achieved by maximizing the accessibility of the proposed development site by alternatives modes of transport to the private car and by implementing a range of travel plan initiatives.

7.3 Travel Plan Objectives

7.3.1 Objectives provide an overview of what the travel plan is trying to achieve. Each of the objectives outlined should contribute towards the travel plan's aim, whilst travel plan targets should help achieve the objectives of the travel plan.

7.3.2 As this stage, it is not possible to derive specific objectives for staff at the site which relate to its day-to-day operation, given the number of unknowns. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of travel to the car;
- Advocate means of travel that are beneficial to the health of those working on or visiting the site;
- Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
- Contain car parking demand.

7.3.3 Travel plan guidance recognizes that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the site.

7.4 Travel Plan Targets

7.4.1 Specific targets will be set for the site using the results of the initial travel survey, which will provide the baseline travel behaviour of staff. The results of the survey will allow mode share targets to be established. A summary of the findings of the initial travel survey will be available within three months of completion of the survey.

7.4.2 Targets should reflect the size and nature of the development, along with the existing sustainable transport infrastructure available close to the site. This information is provided earlier within this report, in sections 2 and 4.

7.4.3 Travel plan guidance recommends that 'SMART' targets are set, that are:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

7.4.4 Prior to undertaking the surveys, initial modal split targets have been identified based on 2021 Census travel to work data for the Wrexham 020 MSOA of Wrexham, as illustrated in **Table 7.1** below.

Table 7.1: Travel Plan Targets – Wrexham 020 2021 Census, Method of Travel to Work

Mode	2021 Census Data	5-year Target
Driving a car or van	81.7%	71.7%
Passenger in a car or van	4.6%	7.6%
Bicycle	1.7%	3.7%
Motorcycle	0.5%	0.5%
On foot	5.5%	6.5%
Bus, minibus or coach	3.9%	7.9%
Train/Underground/Metro/Tram	1.1%	1.1%
Taxi	0.2%	0.2%
Other method of travel	0.7%	0.7%
Total	**100.0%**	**100.0%**

7.4.5 A travel plan is not a one-off event but is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the travel plan.

7.4.6 Once the results of the travel survey are known, accurate targets can be set for the travel plan. These targets will be agreed with the Council as part of the full travel plan's development.

7.4.7 At this stage an initial target has been set to ensure that there is a commitment to achieve a 10% reduction in the number of single occupancy car trips to and from the site. The targets will be revised once the results of the travel surveys are known.

7.4.8 A travel plan is not a one-off event but is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the travel plan.

7.4.9 Following completion of the initial survey, indicative targets will be replaced with ones that are site-specific and encourage (rather than discourage) those responsible for trying to achieve these targets.

7.5 Monitoring

7.5.1 Travel surveys will be carried out with all staff on an annual basis for a minimum of 5 years. Further details of the travel survey are provided below.

7.5.2 The findings of these travel surveys may be supplemented by observation surveys, which will be used to establish the use of parking facilities and traffic counts at the site entrances. These surveys may be carried out by an independent survey company to ensure that compatible and accurate data is gathered relating to travel to and from the site.

7.5.3 All survey data will be submitted to the Council within 3 months of the surveys being completed for comparison against the agreed targets. Following completion and analysis of the surveys, a monitoring report will be submitted to the Council identifying whether the agreed targets have been met. If they haven't, the monitoring report will strive to identify the actions and additional travel plan initiatives which will be implemented to rectify this situation.

7.5.4 The reports will also review the progress that has been made in implementing the travel plan measures over the preceding twelve-month period. Any progress made will be reported to the Council's Travel Plan Team and public transport operators where applicable.

7.5.5 The travel plan will then be reviewed and any further actions identified to progress and, if necessary, improve the action plan to meet the objectives and targets.

7.6 Travel Surveys

7.6.1 Within the first three months of occupation, an initial travel survey questionnaire will be undertaken with staff. This survey will be used to ascertain the current travel behaviour of staff at the site, as well as the reasons for modal choices and opinions towards alternative modes of transport.

7.6.2 Prior to undertaking the initial survey, a copy of the proposed survey will be sent to the Council's Travel Plan Team to gain agreement on the format and structure. The use of a standard travel survey will enable like-for-like comparisons to be made between consecutive years' travel survey results.

7.6.3 To maximise the response rate, the travel survey will be made available in both electronic and paper format. Paper copies of the survey will be distributed to staff who do not have regular access to a PC within the workplace; all staff who have regular internet access will be provided with an electronic copy of the survey. All staff will be allocated time in work to complete the surveys.

7.6.4 Having completed the initial survey, repeat annual travel surveys will be carried out with staff at the same time of year as the initial survey for a minimum of five years. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason(s) for these changes.

7.6.5 All staff will be invited to participate in the annual snapshot travel survey to identify the progress made since the previous survey and to determine what actions (if any) are necessary to ensure the travel plan targets are met.

7.6.6 To encourage participation in future year's surveys, it may be necessary to offer an incentive such as a prize draw to win shopping vouchers. Details of the prize draw will be provided to all staff to encourage participation in the survey.

8.0 TRAVEL ACTION PLAN AND MARKETING STRATEGY

8.1 Travel Plan Action Plan

8.1.1 The travel plan will be developed in partnership with both the Local Planning Authority and any relevant stakeholders. Thereafter, at every annual anniversary following completion of the initial survey, the travel plan will be reviewed in partnership with the Council's Travel Plan Team and an annual action plan prepared and agreed.

8.1.2 The action plan will be developed based on the results of the travel survey. The most popular initiatives, as identified through the travel survey, will be implemented first at the site. This will ensure that maximum benefits are achieved, and support is gained for the travel plan.

8.1.3 The action plan will contain an annual programme of measures designed to help achieve the travel plan targets for modal share. It will set out the tasks involved, the people responsible and target dates by which the measures will be achieved over the next 12 months. The initial action plan is provided in **Table 8.1**.

8.2 Marketing Strategy

8.2.1 Council's Travel Plan Teams are typically able to provide posters, leaflets and timetables for display on notice boards in communal areas. The Travel Plan Coordinator will contact the Council's Travel Plan Team in the first instance to investigate the opportunities to secure this information for use at the site. Should this information not be available, posters and other promotional materials will be developed in-house to promote the travel plan.

8.2.2 Staff and visitors will be provided with information on how to access the site using public transport, on foot and by bicycle. Where possible, written materials (e.g. timetables and maps) will be gained from the Council. Promotion of all modes of transport will initially be undertaken through the welcome pack and notice boards.

8.3 Evaluation and Review

8.3.1 This travel plan has been prepared in accordance with current guidance and transport policy. The overarching aim of the travel plan is to achieve a reduction in the number of single occupancy vehicle journeys to and from the site through the provision of a package of measures to promote sustainable travel choices and reduce reliance on the car.

8.3.2 The monitoring of the travel plan will be used to provide information on people's travel patterns and to identify the measures which would be the most effective in facilitating a reduction in car usage and an increase in the use of public transport, walking and cycling.

8.3.3 The travel plan is an active document which will be reviewed on a regular basis to ensure it reflects the current opportunities and local circumstances. The review of the travel plan will take place annually following completion of the travel survey, in conjunction with the Council's Travel Plan Team. A copy of the agreed, revised travel plan and monitoring report will be submitted to the Council.

Table 8.1: Travel Plan Action Plan

Action	Timescale
Implement travel notice boards in communal areas of the site	Prior to occupation
Provide car parking in line with the provision outlined in Section Two of this report	Prior to occupation
Provide changing facilities at the site	Prior to occupation
Develop a travel welcome pack	Within 3 months of occupation.
Undertake a travel survey	Within 3 months of occupation of the site
Identify baseline travel information	3 months after initial travel survey
Develop full travel plan in consultation with the Council	4 months after initial travel survey
Finalise and adopt travel plan	6 months after initial travel survey
Implement travel plan initiatives	On-going, following adoption of the travel plan
Monitor success of travel plan actions and progress towards targets. Amend travel plan, if necessary	On-going, following adoption of the travel plan
Undertake travel surveys and other monitoring activities to measure the success of travel plan and discuss findings with the Council. Review travel plan and amend, if necessary.	On-going, every 12 months following adoption of the travel plan for a minimum of 5 years

9.0 BREEAM COMPLIANCE

9.1 Overview

9.1.1 In order to achieve compliance for the BREEAM a summary of the measures are provided below:

Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment)

- Direct pedestrian access to building entrance.
- Site Plan showing EV Charging and Cycle Storage.
- Street Lighting Plan (details to be provided as part of the planning conditions) – BREEAM and Ecology Compliant.

Negotiation with local bus, train or tram companies an increase in the local service provision for the development

- Information on the bus and rail timetables and services available which can be accessed by staff will be provided within the welcome pack and on the notice board. This will include details and links to online journey planning websites such as Traveline.
- The Travel Plan Coordinator will enter into discussions with public transport operators to investigate the possibility of providing additional discounted public transport tickets to staff. Should these be secured, they will be distributed and publicised to staff through the welcome packs to encourage staff to make use of these services.
- The TPC will also consider going into negotiations, if feasible, for an increase in the local public transport service provision or upgraded bus shelters for the stops nearby the developments.

Restrictions or charging for car parking

- The demand can be assessed upon occupation and can be considered by the Travel Plan Coordinator during the Travel Plan review stage.

Provision of suitable taxi drop-off or waiting areas

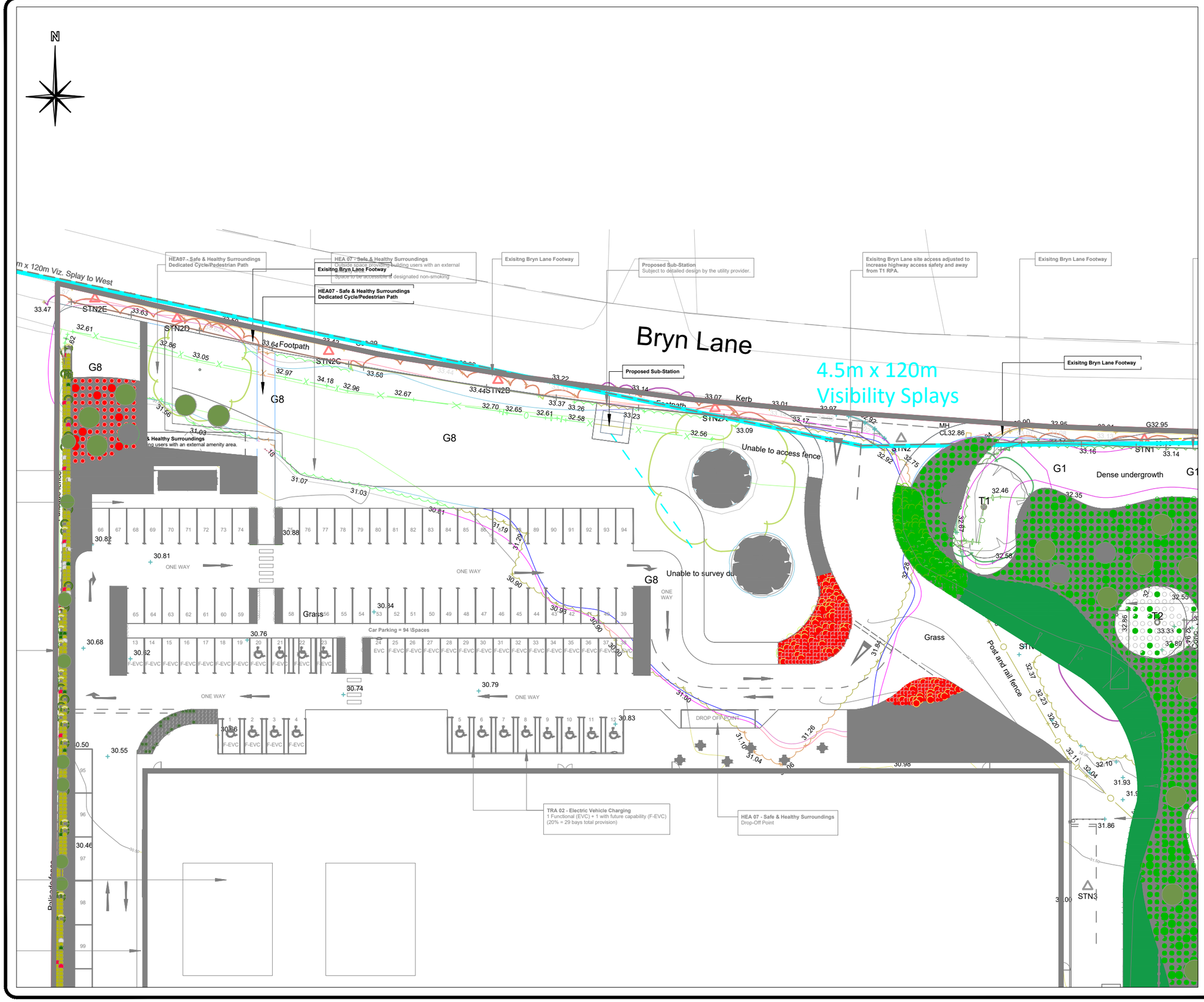
- 'Taxi drop-off point' not required as part of client requirements' as taxi layover is provided within the customer car park. Visitors are able to wait within office.

Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)

- Not applicable for the building type.

Appendices

Appendix A – Access and Tracking



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.

2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	Ckd	By

Cora iHt

Adamson House, Towers Business Park
Wilmslow Road
Manchester
M20 2YY

Tel: 0161 955 4422
Email: manchester@coraiht.com
Web: www.coraiht.com

Client

Net World Sports Limited

Project

Land South of Bryn Lane
Wrexham

Title

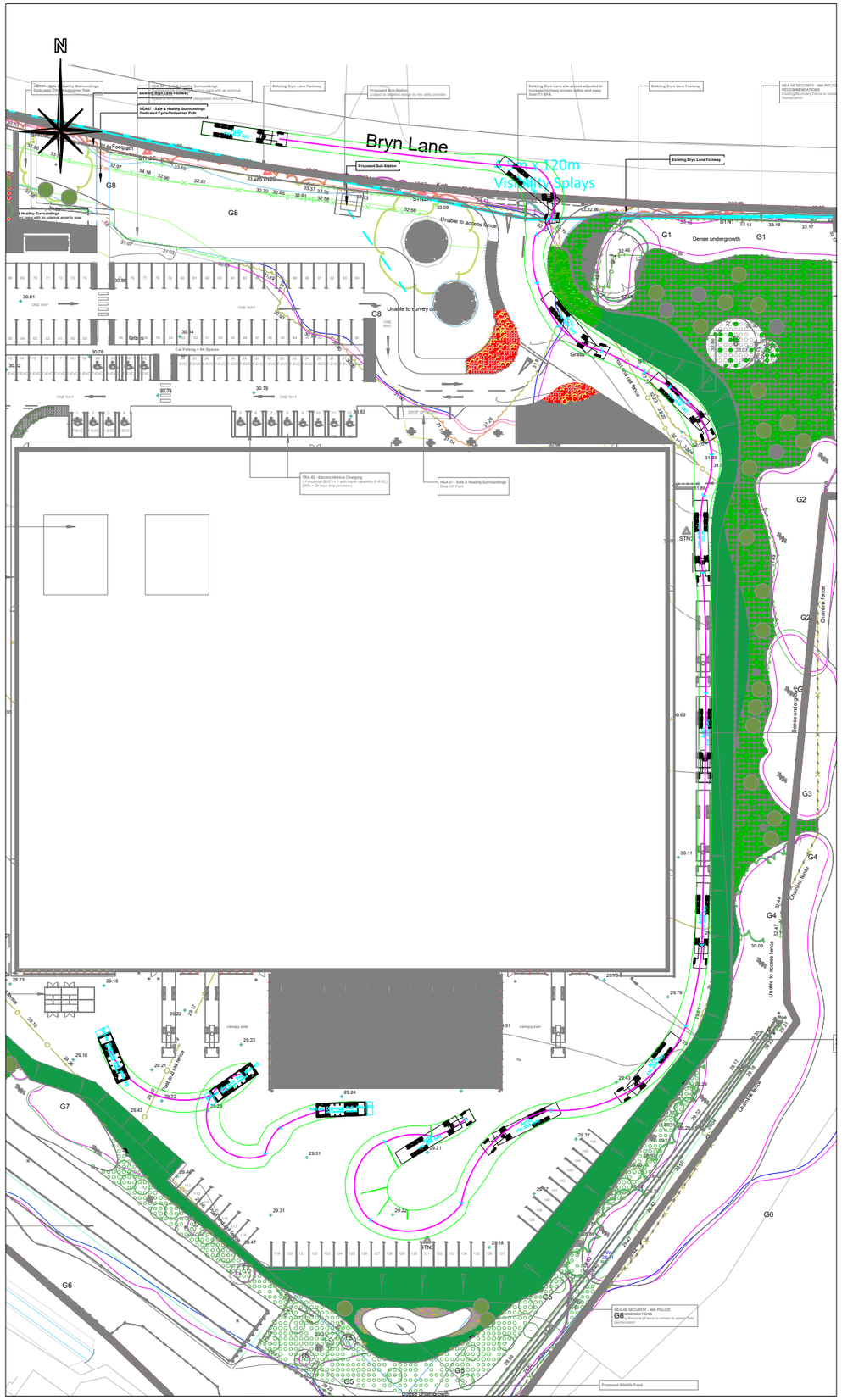
Proposed Access Arrangement

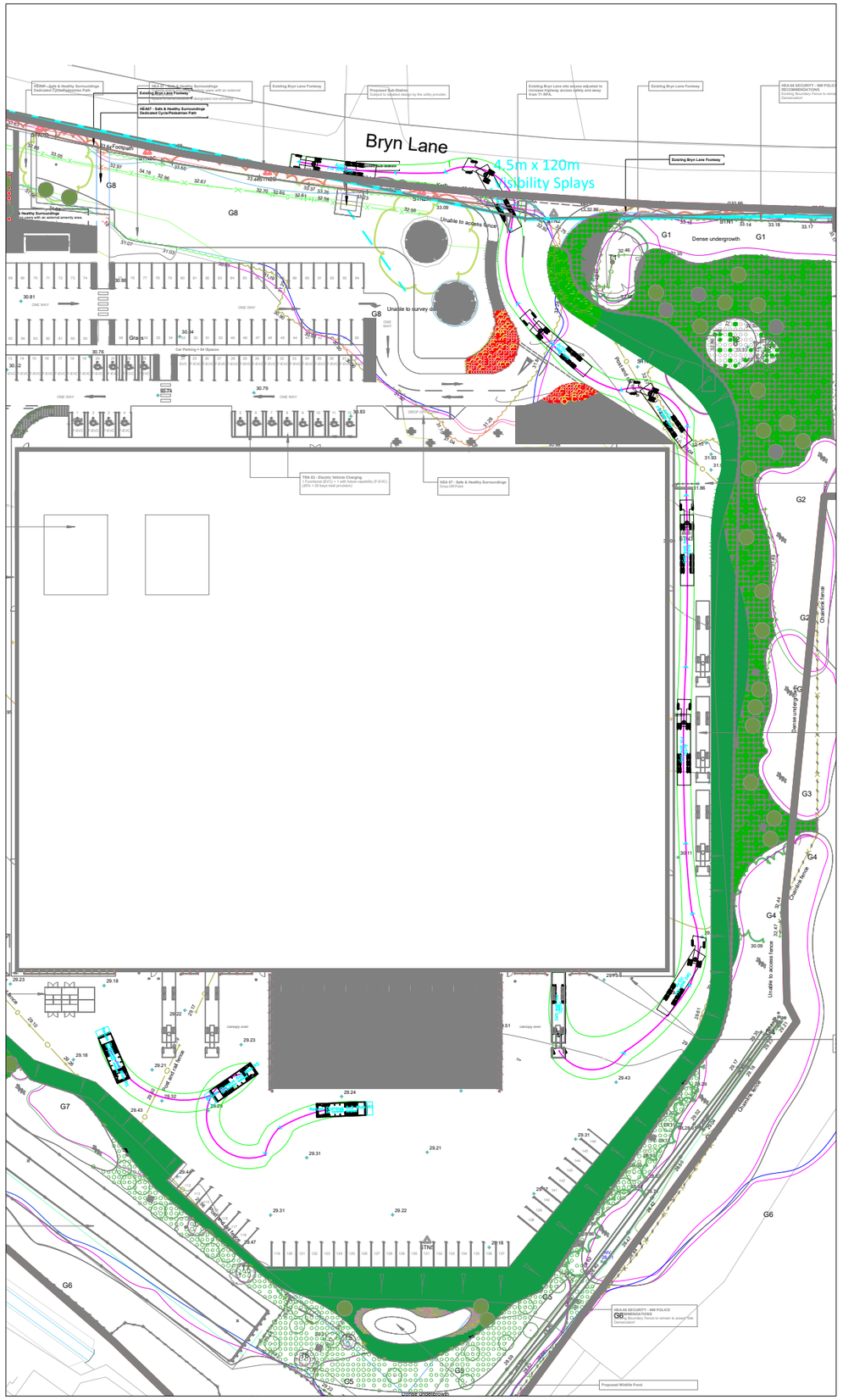
Drawing Status

Job No. 16-3015

Drawn	Checked	Scale at A3	Date	Issue Date
MC	TC	1:500	14/03/25	-

Drawing No. 003 -





Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.

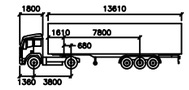
2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.



Refuse Olympus 6x2 Wide RS

mm

Width	: 2500
Track	: 2100
Lock to Lock Time	: 6.0
Steering Angle	: 35.0



Artic

	mm		
Tractor Width	: 2550	Lock to Lock Time	: 6.0
Trailer Width	: 2550	Steering Angle	: 42.7
Tractor Track	: 2550	Articulating Angle	: 70.0
Trailer Track	: 2550		

Rev	Date	Description	Ckd	By
A	14/02/25	Site layout amendment	TC	MC

CoraiHt

Adamson House, Towers Business Park
Wilmslow Road
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M20 2YY

Tel: 0161 955 4422
Email: manchester@coraiht.com
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Client

Net World Sports Limited

Project

Land South of Bryn Lane
Wrexham

Title

Proposed Access
Arrangement Tracking

Drawing Status

Job No. 16-3015

Drawn	Checked	Scale at A3	Date	Issue Date
MC	TC	1:1000	07/11/24	-

Drawing No. 002 A

Appendix B – Proposed Site Layout

North

0 5 10 20 30 40 50
GRAPHIC SCALE 1:500

1. This drawing has been produced for the client for the project on the site shown. It was prepared for a purpose agreed with the client and will have a commensurate degree of accuracy.
2. This drawing is not intended for use by any other person or for any other purpose without express permissions.
3. Pace Architecture Limited accept no liability whatsoever if this drawing is used by any other person or for any other purpose.
4. Do not scale from this drawing. All measurements to be checked on site.
5. Report to the Architect any discprenacies or information requiring updated.
6. CDM (2015) - All designers have a duty to review, identify and circulate health and safety risks when apparent.
7. Under CDM (2015) Pace Architecture ltd assumes the role of 'Designer', unless otherwise appointed in writing by the client.
8. If in doubt ask.

THE ABOVE TO BE DESIGNED BY SPECIALISTS IN ACCORDANCE WITH BRITISH STANDARDS BELOW:

BS 9999 (2017) - Fire safety in the design, management and use of buildings – Code of practice
BS 6564 (2017) - Sanitary installations. Code of practice for the design of sanitary facilities
BS 5266 (2016) - Emergency Lighting - Code of practice for the emergency lighting of premises
BS 5499 (2014) - Guidance for the selection and use of safety signs and fire safety notices



KEY

LANDSCAPE

Soft Landscape *15,419m2*
Refer to submitted design by Landscape Architect Drg. 1059-01-NLD.151 Bryn Lane South - v2 by 'Nicholsons'

SP9 Policy Ecology Corridor
9,900m2

HARDSCAPE

Asphalt
To car parks & access road - 2560m2

Paving - 1,057m2
(includes substation, not inc. public pathway)

Concrete
To service yard - 7,796m2

Trees - To be Retained
Refer to submitted design by Landscape Architect Drg.1059-01-NLD.151 Bryn Lane South - v2 by 'Nicholsons'

Trees - To be Removed
Refer to submitted AIA Ref 'BTC2998' by 'Bowland Tree Consultancy'.

Disabled Parking Bays
15 No. Proposed

Covered Cycle Shelter
30 spaces provided

Vehicle Barriers

1.8m Palisade Fencing

Fence
Restricting personnel access to SP9 Corridor

A	Notes Updated	14.10.24
B	Lanscape design added	01.12.24
C	Landscape Key adjusted	16.12.24
D	Notes & access rd adjusted	24.01.25
E	Roof orientation updated	13.02.25

INTERNAL AREAS	
Name	Area
Ancillary	618 m²
Circulation	1070 m²
Office	1375 m²
St/Serv	371 m²
Warehouse	11130 m²
	14564 m²

LOCAL PLANNING GUIDANCE NOTE NO.16
Figure B

Type of Development	Parking Standard	Cycle Parking Standard
B1 Business and light industry	1 car space per 30m² gross floor space	1 cycle space per 300m² gross floor space
B2 General Industry	1 car space per 50m² gross floor space	1 cycle space per 500m² gross floor space
B8 Storage and Distribution	1 car space per 100m² gross floor space	1 cycle space per 1000m² gross floor space

INDICATED PARKING PROVISION CALCULATIONSS.

146 Car Spaces	(14564 / 1 per 100m2)
15 Disabled Spaces	(10% of gross provision)
30 Cycle Spaces	(14564 / 1 per 500m2)

PURPOSE OF ISSUE
PRE-PLANNING

PROJECT
LAND SOUTH

ADDRESS
Bryn Lane, Wrexham Industrial Estate

TITLE
Proposed Site Plan

CLIENT
Mauna Kea Limited

DRAWN BY	CHECKED BY	DATE
NC	AC	30.09.24

SCALE (@ A1)	PROJECT NUMBER
1 : 500	2042

DRAWING NUMBER	REV
2042 . P . 004(E)	

13/02/2025 13:49:57

Appendix C – Susgo Overview

SUSGO

Our Journey to a Sustainable Future



Promote sustainable actions to protect our planet and our health.

Shape a sustainable future for our community.

Are you with us?



1

Overview



Susgo is an interactive travel planning and coordination tool.

What can it do? In a nutshell.

- **Councils** can monitor travel demand and fulfil sustainable travel objectives.
- Provide **businesses** with a single platform to promote sustainable travel and offset carbon emissions.
- Allow **people** to readily gain access to sustainable travel choices and measure their carbon emissions.

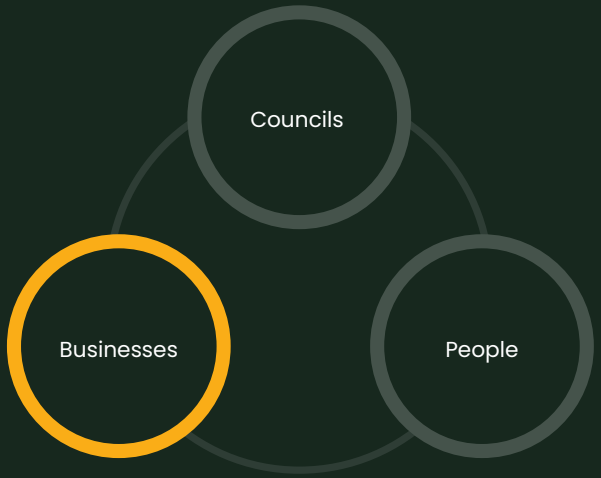
It helps us to reduce traffic congestion.



Councils can...

- Recommend the use of it to schools by reducing traffic congestion from car drop off and pick ups.
- Recommend the use of it to all businesses within their local authority.
- Use it to monitor travel plans with real-time data.
- Save time, money and resources with access to real-time reporting.

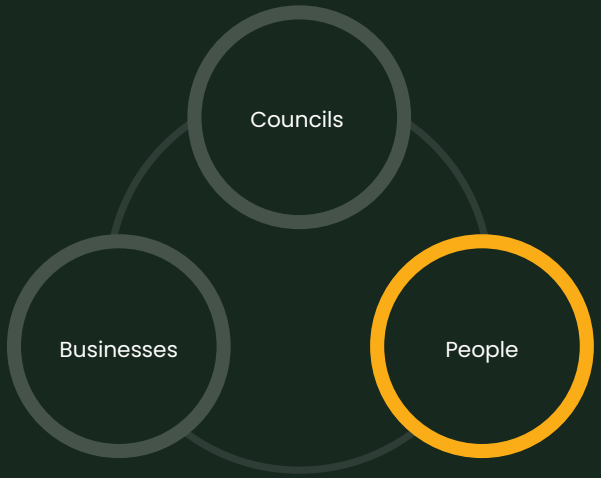
It helps us all to reach net zero emissions.



Businesses can...

- Use Susgo to fulfil Travel Plan Coordination Role and discharge Travel Plan conditions.
- Monitor staff travel, carbon emissions, car parking demand and use the inbuilt staff home catchment tool to promote sustainable travel.
- Analyse travel behaviour to optimise sustainable travel benefits.
- Support staff to reduce carbon emission and the overall company carbon footprint.

It helps us all to develop a healthy lifestyle.



People can...

- Easily plan sustainable journeys with real time information.
- Easily set up car shares with drivers and other passengers from their work place.
- Get access to rewards and discounts for helping to do their bit.
- Improve health, well-being and reduce travel related stress.

How else can it help you?

SUSGO makes your life more simple while helping you improve your local area by reducing emissions.

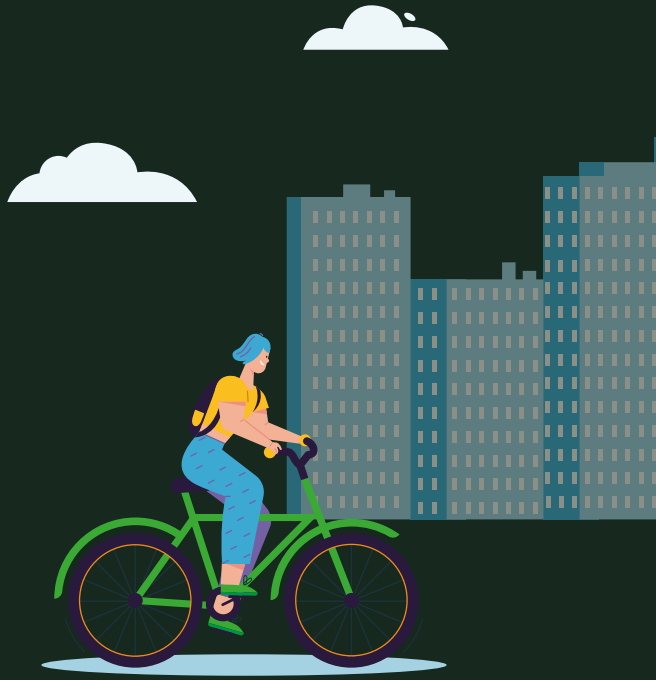
- It streamlines the travel plan process and assists you in effectively monitoring travel plans.
- It helps you to accelerate the decarbonisation of transport.
- It helps you tackle traffic congestion and promote sustainable travel locally.
- It provides you with an interactive platform to monitor travel demand for all registered sites including car share usage.
- It provides you with multi-modal trips and carbon emissions data in real-time.
- It provides you with car parking demands for every single site.
- It helps you achieve targets set for emissions and improves the quality of your local area.
- **It's free for the Council to use when monitoring local travel plans and activity.**



How can it help your area?

SUSGO is so much more than an App, real-time data, tracking and monitoring. It changes other things too.

- When a business signs-up and on-boards all its people to the App it promotes travel by foot, bicycle and public transport.
- Easy access to car sharing means less cars on the local roads and less congestion.
- Less congestion on the roads will help improve air quality.
- Less journeys means reduced fuel usage and money saving.
- Money saving means more disposable income for people in your local area.
- Rewards and discounts are available on sustainable products to help shape shopping habits.
- People can track their carbon footprint which makes them feel better by doing good.



2

Capabilities

Carbon Footprint and Offsetting

- Susgo calculates people's carbon emissions using journey data.
- Susgo provides full data for businesses overall staff travel.
- Susgo offset carbon emissions by funding carbon reduction projects in the UK and across the world.



It’s all systems Go

So what’s under the bonnet?



Go Car Share

Join and find both drivers or passengers to share with



Go Park

Book your car park space before you set off



Go Navigate

Find the best route and mode of transport in real-time



Go VIP

Book your business travel using sustainable means



Go Green

Carbon offset projects



Go Rewards

Redeem your travel rewards and SUSGO Tokens



Go Shop

Find and buy sustainable products



Go Partners

Explore the people we work closely with

Go Car Share

Allows **councils** to see car sharing data easily and complete reports at any time.

Allows **businesses** to offer priority parking spaces for Car Sharers.

Allows **people** to automatically set up a car share scheme within their work group.



Go Park

Allows **councils** to see the change in behaviour over time and talk to businesses about ways to improve.

Allows **businesses** to see car park usage and create priority parking for certain car types and travel methods.

Allows **people** to access parking spaces at their place of work and book one before setting off.



Go Navigate

Allows **councils** to see popular routes and modes of transport for future planning.

Allows **businesses** to support their people with options to travel to and from work in the most efficient way possible.

Allows **people** to access live Google mapping to create real time travel journeys such as walk routes, cycle routes, bus times and car share availability.



Go VIP

Allows **councils** to encourage business travel providers to move to a sustainable model.

Allows **businesses** to provide their people with access to sustainable business travel.

Allows **people** to have access to business travel that ultimately helps reduce emissions.



Go Green

Allows **Councils** to target net-zero carbon emissions.

Allows **businesses** to offset company carbon emissions and purchase carbon credits.

Allows **people** to offset their carbon footprint and invest in a green sustainable future.



Go Rewards

Allows **councils** to support businesses with local initiatives and national events.

Allows **businesses** to support their people, create a strong culture and reduce their carbon footprint.

Allows **people** to access events and special offers relating to sustainable transport such as free buses, cycle weeks, walk to school/work days and discounted taxi rides.



Go Shop

Allows **councils** to encourage local businesses to move to a sustainable model.

Allows **businesses** to provide their staff with access to sustainable products.

Allows **people** to have access to sustainable products and feel better about their purchases.





3

Relationships

Who’s on board.

We have some great names.

Let’s work together to bring businesses in your local area on the journey to a sustainable future.



MARSHALL

LAND ROVER

LIDL

EVERYMAN

YORK COLLEGE

BURGER KING

kütchenhaus

Wykeland

essity

We’re on the right path.

Department
for Transport

“The SUSGO Travel App supports our Future of Transport Principles that guides the Government’s approach to emerging mobility technologies and services in towns and cities, particularly in relation to encouraging sustainable travel and efficient use of road space. Our Principles that were published in our Future of Mobility Urban Strategy lay out the Government’s commitment to a transport system designed around mass transit, reduced congestion, improved choice and the transition to zero emissions.”

Department for Transport, Centre for Connected and Autonomous Vehicles.



Get your skates on.

Any questions you might have we're always good to go.

Drop us an email and we'll go through your journey with SUSGO.

Speak with us.

info@susgo.co.uk

