Framework Travel Plan

Harworth Estates Investments Ltd

Erlas Park, Wrexham

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1.0 Introduction

Background

1.1 Vectos has been instructed by Harworth Estates Investments Ltd to provide transport and mobility advice in relation to a proposed residential development on land to the east of Cefn Road in Wrexham. The proposed development is within the administrative area authority of Wrexham County Borough Council (WCBC).

1.2 The proposed development is part of a wider site allocation known as Key Strategic Site 2 (KSS2) within the emerging Wrexham Local Development Plan (LDP) 2013 – 2028. The whole of the site allocation within the LDP is intended to deliver a total of 1,680 new dwellings across the entire site, 100 of which will be delivered in the subsequent plan period.

1.3 The site's inclusion in the Wrexham LDP has been based upon an extensive evidence base including highways capacity testing that has been agreed with WCBC Highways and presented to the Planning Inspector at the LDP Examination in Public (EiP) in 2019.

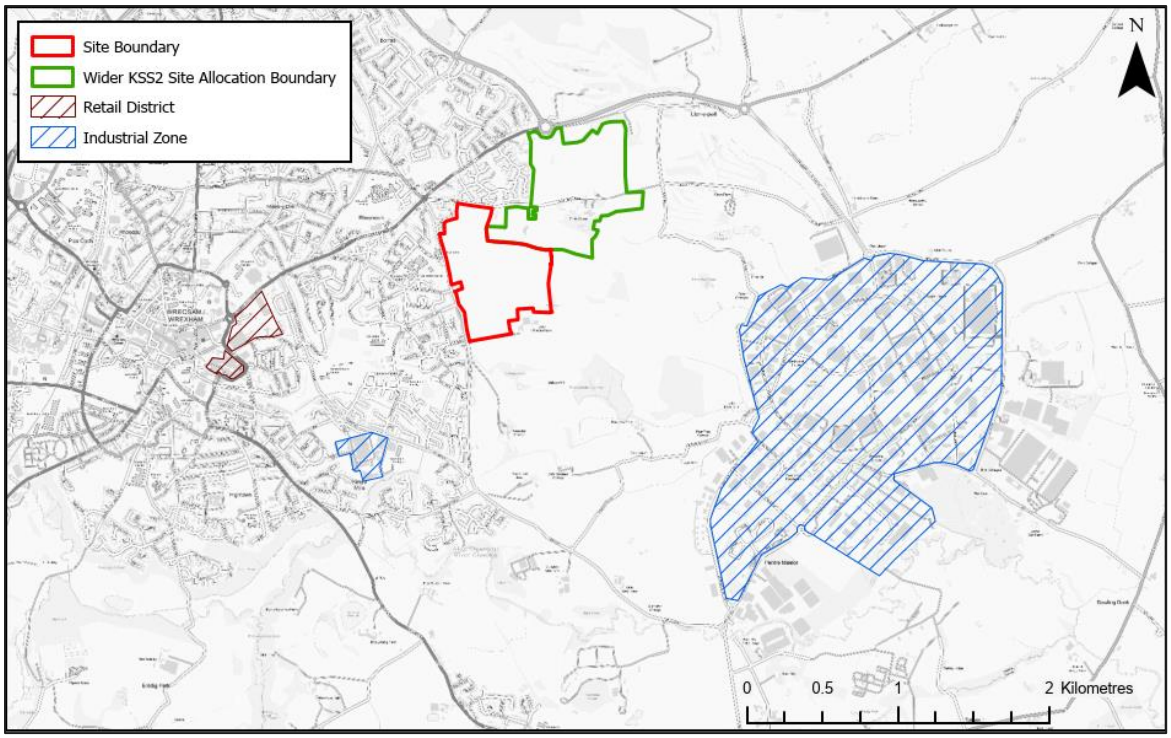
1.4 The northern part of the KSS2 site is being brought forward by Bloor and Barratt Homes, proposing 600 homes (application reference P/2021/0436), whilst Harworth is proposing to gain approval for 900 dwellings of the allocation through this planning application. This leaves a balance of 180 dwellings for the site allocation which could be delivered in the future on land that lies between the Harworth and Bloor / Barratt sites but that does not fall within the application boundary of either application, but does lie within the allocated site.

1.5 The proposed development (and site allocation) is located to the eastern side of Wrexham. Wrexham is the largest town in North Wales and is an administrative, commercial, retail and educational centre. It is situated alongside the border with England and provides connections to strategic locations on both sides of the border.

1.6 The site location in the wider context is shown in **Figure 1.1** which also shows the wider KSS2 site allocation. **Figure 1.2** presents a more local context. It can be seen that the application site is bordered to the west by Cefn Road and Bryn Estyn Road forms the northern edge of the site. Immediately to the east and south lies agricultural land. The Erlas Victorian Walled Garden and The Erlas Centre lie to the north-east of the site.

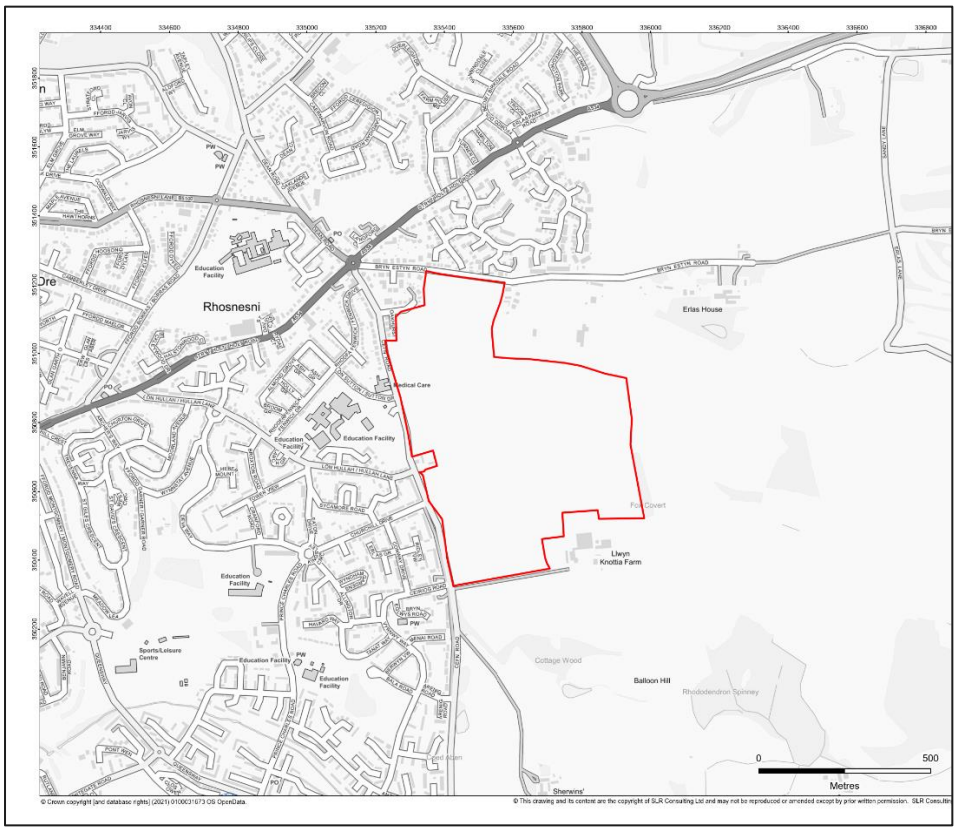
1.7 The built-up areas of Caia Park and Rhosnesni, which are residential suburbs of Wrexham, lie to the west and north of the site. Wrexham Industrial Estate lies approximately 2km to the east of the site and is as a key employment location in the local area.

Figure 1.1: Site Location Wider Context



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Figure 1.2: Site Location Local Context



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Structure of the Travel Plan

1.8 One of the UK's top priorities is to reduce transport's emissions of carbon dioxide and other greenhouse gases with the desired outcome of tackling climate change. To achieve this, society must improve and encourage the use of sustainable (low carbon) transport, whilst ensuring that new development takes place in accessible locations thereby minimising the need for travel.

1.9 This Travel Plan Framework has been prepared to accompany the planning application for the proposed development. It considers travel to and from the proposed development and outlines a number of suggested initiatives and measures that will allow sustainable travel modes to be positively promoted at the Erlas Park development from day one. It seeks to encourage less travel, and where travel does occur, more sustainable journeys. It also promotes more inclusive societies whilst mitigating the effects of activity arising from the development.

1.10 The measures identified within this Travel Plan will assist in promoting healthy and sustainable travel to, from and within the proposed development, and elsewhere within the community, in line with local, regional, and national policies. The benefits for sustainable travel and social inclusion will apply to the wider communities around Wrexham.

1.11 This Travel Plan should be read in conjunction with the Transport Assessment which provides additional details regarding person trip movements generated by the proposed development. The Travel Plan includes the following sections and has been updated (January 2025) to respond to the Active Travel comments which are provided as **Appendix B**, with SLR's separate formal response to the comments also attached to this document.

1.12 The structure of this TP report is as follows:

- **Section 2** describes the site's location and accessibility credentials;
- **Section 3** provides a summary of both national and local travel planning policy;
- **Section 4** outlines the development proposals;
- **Section 5** outlines the Travel Plan's key objectives;
- **Section 6** describes how the Travel Plan is to be monitored and progress reviewed;
- **Section 7** relates such key objectives to travel plan initiatives; and
- **Section 8** provides a preliminary action plan.

2.0 Local Context

Site Location

2.1 The proposed development is located approximately 2km north-east of the centre of Wrexham at the edge of the existing built form. The site is generally flat and predominantly in agricultural use with existing field boundaries marked by hedgerows.

2.2 To the north and west lies the established residential areas of Borras, Rhosnesni and Caia Park which have a range of services including numerous schools, shops, health and care facilities and sports facilities.

2.3 Cefn Road forms the western boundary of the development and forms a north-south route along the eastern side of Wrexham, providing access to the Caia Park residential area and providing connections for the A534 to the north and A525 to the south.

2.4 Bryn Estyn Road forms the northern boundary of the development and is a rural lane providing limited vehicle access to a small number of properties but also serves as an east-west route for pedestrians and cyclists linking to Wrexham Industrial Estate.

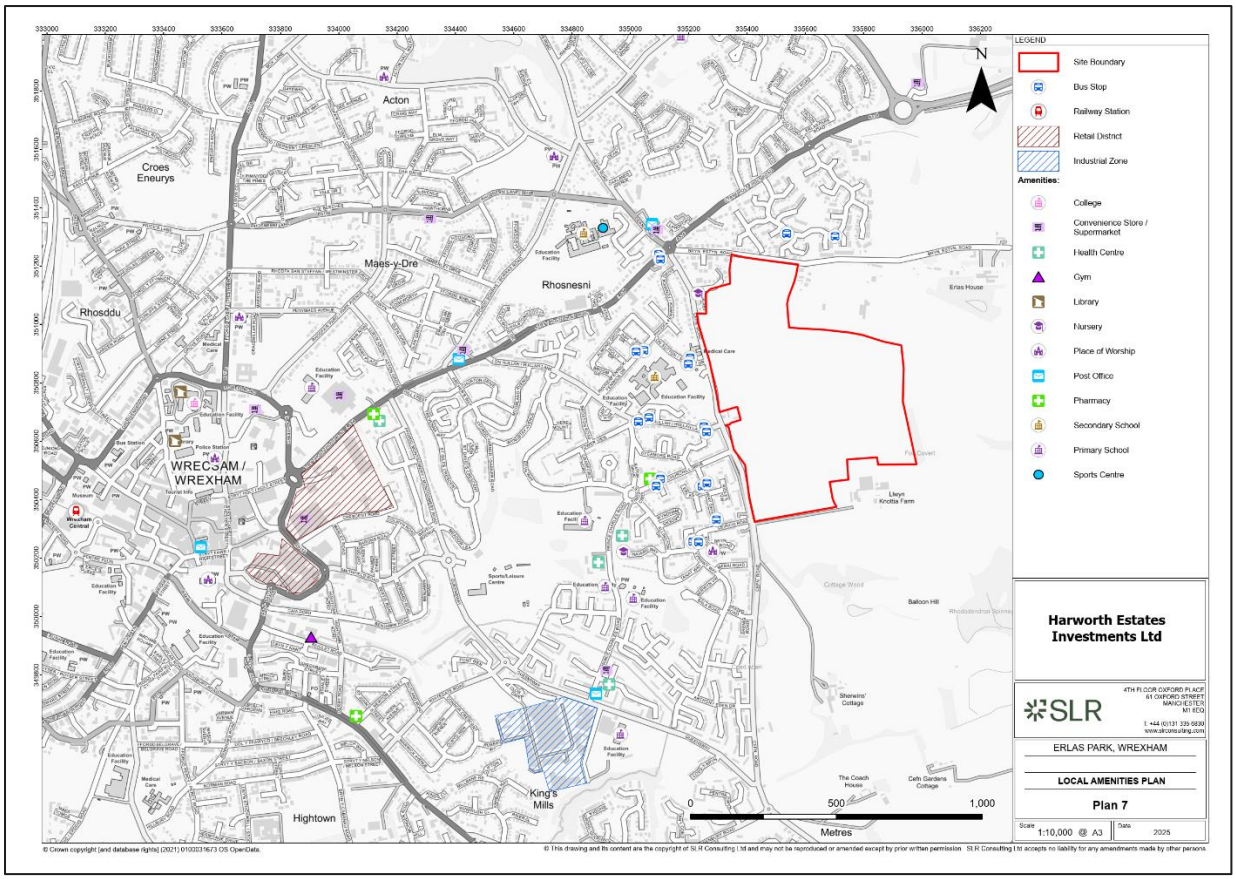
Local Facilities and Indicative Active Travel Catchments

2.5 Contemporary local and national transport policy states that new developments should be focused on locations which are, or can be made, sustainable. Providing travel choice is policy compliant and essential in today's modern and dynamic society. This focus maximises social inclusion, minimises the number of single car occupancy private car trips, limits the need to travel, helps reduce congestion and helps to improve air quality and health.

2.6 One of the primary factors when considering the suitability of a new development is its proximity, accessibility, and connectivity in relation to key local facilities by non-car modes. Within this context, the development should give priority first to pedestrian and cycle movements both within the scheme and with neighbouring areas.

2.7 The highly sustainable nature of the KSS2 site location has already been established through the LDP site allocation process given that it benefits from proximity to a wide range of local facilities providing the potential to make it a very well-connected development. Such facilities are located in Borras to the north and Rhosnesni and Caia Park to the west, as illustrated in **Figure 2.1**.

Figure 2.1: Sample Local Facilities



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2.8 Specific guidance on the distances that children are expected to be able to walk to school is found in the Welsh Government's 'Learner Travel Statutory Provision and Operational Guidance' document 2014, which identifies the walkable threshold for primary schools as 2 miles (3.2km) and for secondary schools as 3 miles (4.8km).

2.9 In addition, A WYG report entitled 'Accessibility – How Far Do People Walk and Cycle' uses National Travel Survey (NTS) data for the UK as whole, excluding London, and provides an 85th percentile walk distance for:

- All journey purposes – 1,950 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 metres or 4,800 metres; and
- Personal Business – 1,600 metres.

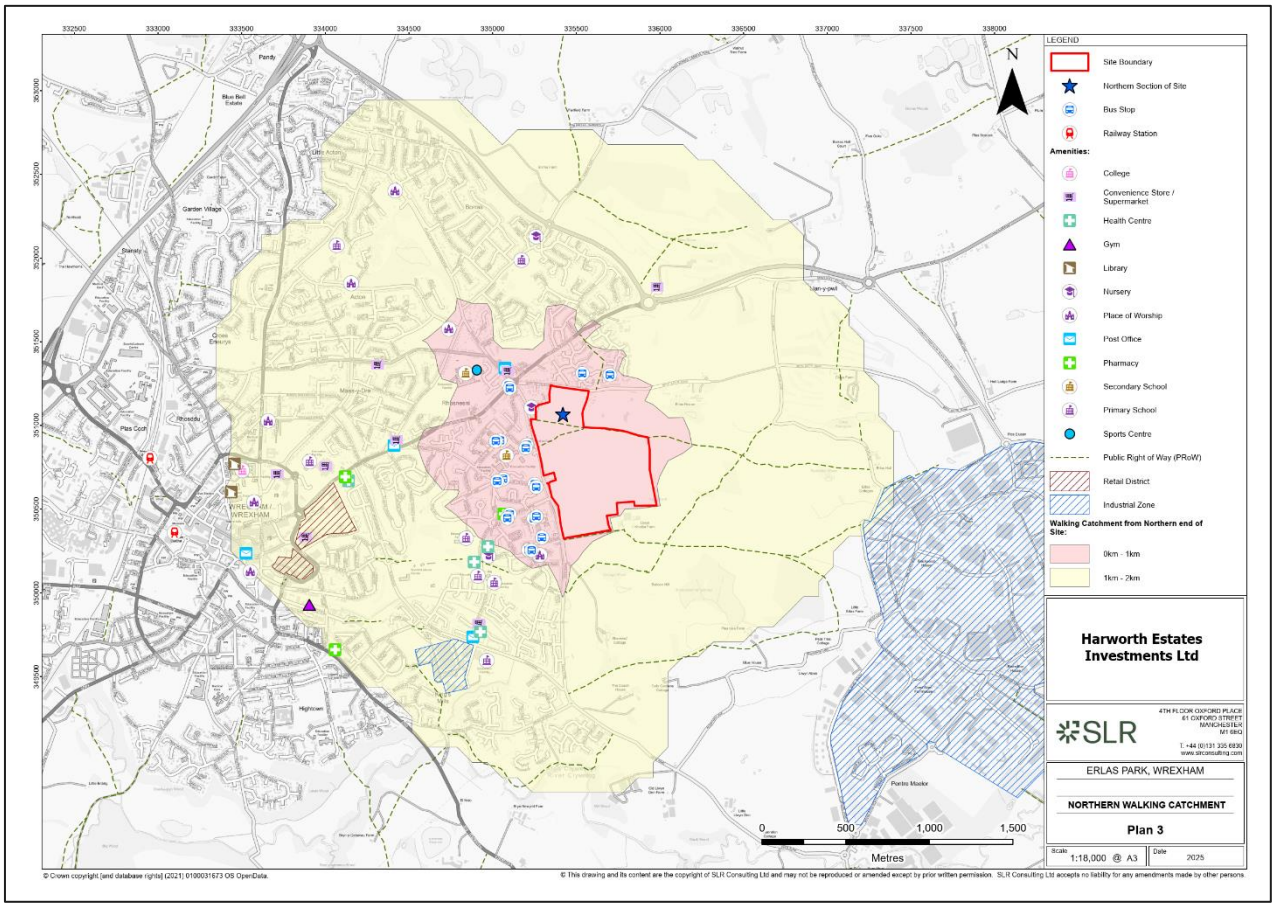
2.10 In terms of time, this equates, for instance, to approximately 30 minutes for commuting. **Table 2.1** provides a sample list of local facilities and services located within the local area along with their distances from the centre of the each of the northern and southern site areas.

Table 2.1: Walk Distance to Local Services and Amenities

Local Amenity	Distance From Centre Of Northern Site Area	Distance From Centre Of Southern Site Area
Childcare and Education		
Ysgol Rhosnesni High School	750m	1,200m
Abbeyfield Day Nursery	150m	550m
Hafod Y Wern Community	1100m	450m
Rhosnesni High School	750m	1,600m
St Anne's Catholic Primary	1,400m	800m
Ysgol Cae'r Gwenyn Early Years	1,400m	700m
The Venture Integrated	1,500m	1,000m
Health and Social Care		
Caia Park Surgery	1,300m	700m
Plas Rhosnesni Care Home	260m	500m
Hillcrest Medical Centre	1,500m	1,500m
Pharmacy – Churchill Drive	1,000m	800m
Sport and Leisure		
Wrexham Athletics Club &	1,900m	1,500m
Borras Park Albion Football Club	450m	1,100m
Acton Park	1,200m	1,800m
Places of Worship		
St Mark's Church	1,100m	350m
St Anne's RC Church	1,400m	800m
St John's Church, Rhosnesni	850m	1,400m
Shops, Pubs and Eateries		
The Greyhound Inn	450m	1,200m
McColl's Convenience Store –	400m	1,300m
The Gate Hangs High	600m	1,200m
Premier Stores – Churchill Drive	1,000m	400m
Nisa Local – Stryt Holt	450m	850m
The Diner	1,800m	1,200m

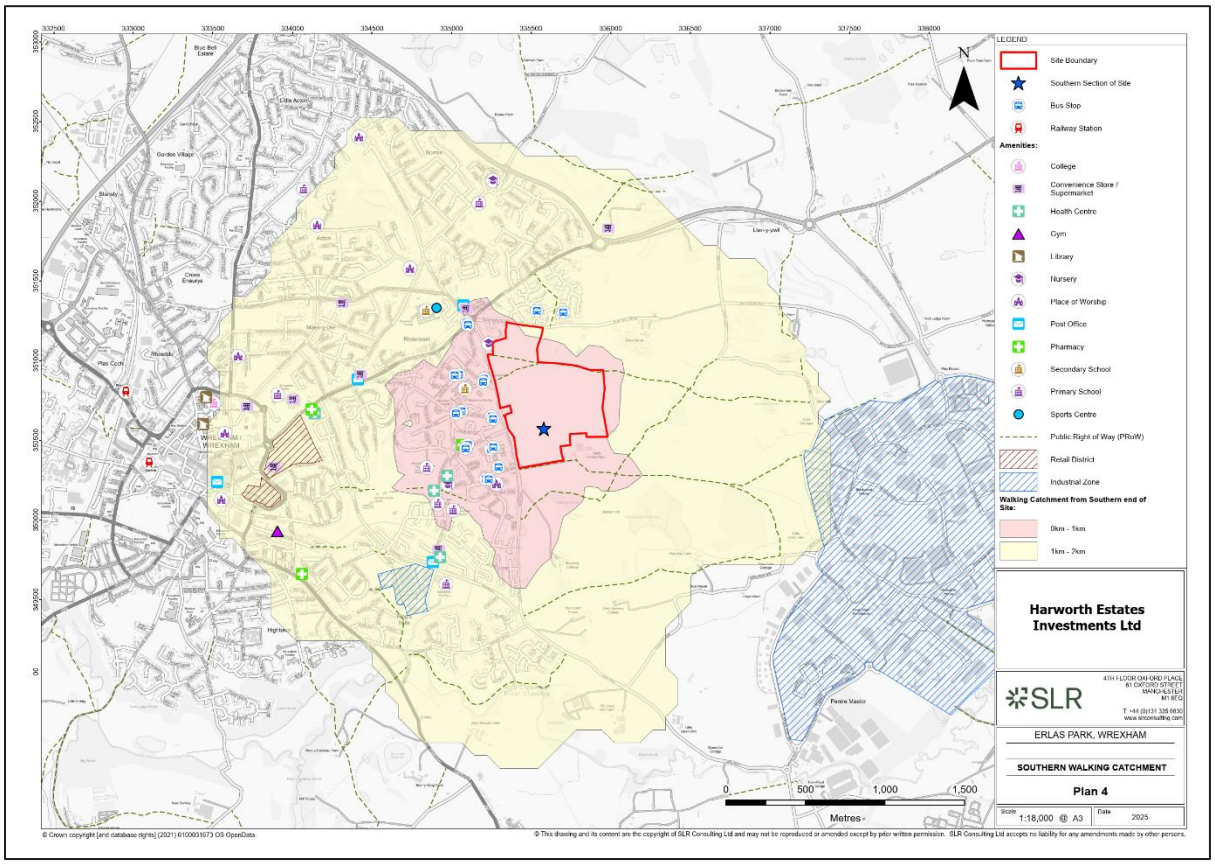
2.11 **Figure 2.2** and **Figure 2.3** illustrate a 1km and 2km catchment from each of the Phase 1 North and South parcels respectively. These walk catchments show that the Phase 1 development is within a walking distance of a wide range of facilities and amenities in the surrounding area.

Figure 2.2: 1km and 2km Catchment – Phase 1 Northern Parcel



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Figure 2.3: 1km and 2km Catchment – Phase 1 Southern Parcel



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2.12 **Table 2.1** and the above figures highlight that the proposed development is very well connected and accessible by foot to a wide range of local amenities within the surrounding areas of Caia Park, Rhosnesni and Borras, and Wrexham Town Centre is also within a reasonable walk catchment of 2km. This is consistent with the planning authority's judgement that this is a sustainable location, warranting its inclusion as a significant allocation within the Deposit Local Development Plan.

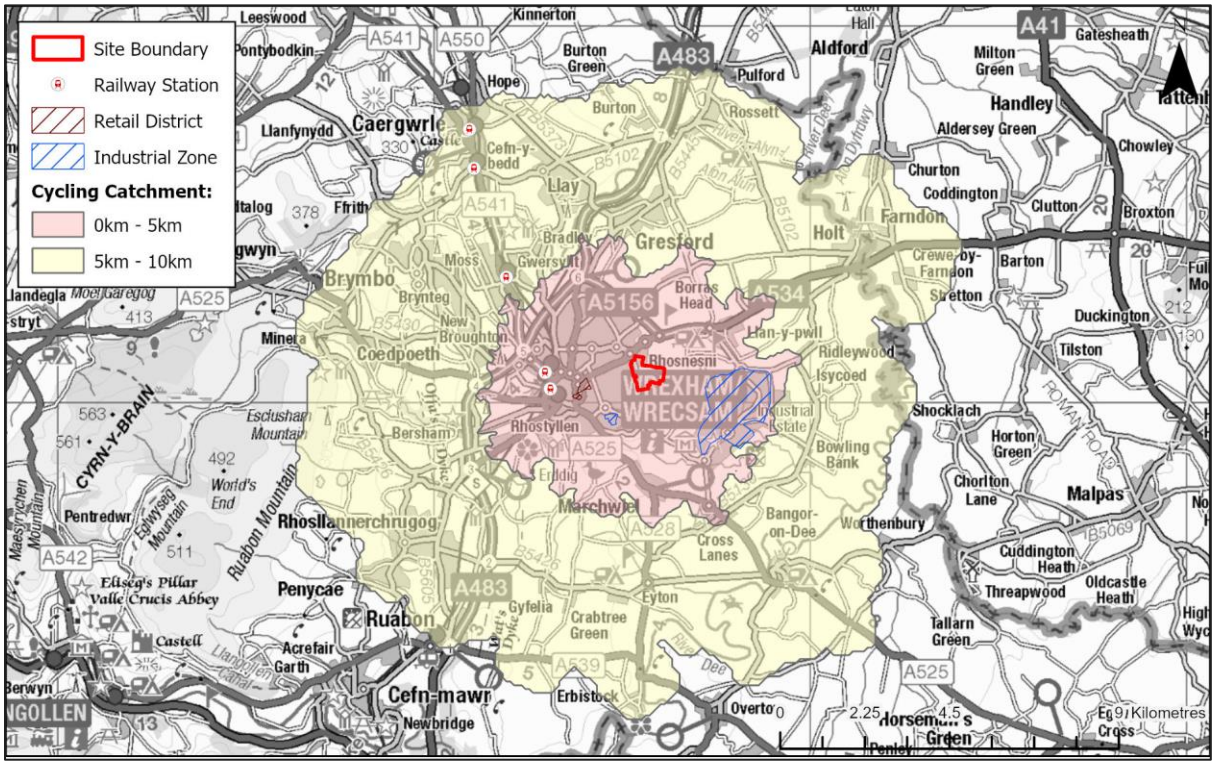
2.13 It should be noted that the development proposals will likely include significant areas of open space with plentiful greenspace provided across the site, with community orchard and/or allotments, formal and informal leisure and recreation playspaces. This will ensure that many leisure activities can occur within the site, further reducing the need to travel.

2.14 Future phases of the KSS2 development site are also set to deliver a 420-place primary school which will further enhance the sustainability of the site, through internalising a proportion of trips, particularly those associated with school journeys during the morning peak period, albeit there are already several schools (primary and secondary) within walking distance of the site.

2.15 It should be noted that accessibility is not exclusively a function of distance; it being also related to the quality of the local environment and peer culture. For example, with reference to cycle journeys, the tendency for people to choose this mode is related to quality of route, barriers, whether the bike is electrically assisted, attitude to health, the journey purpose, the

facilities at either end and personal matters. A half hour journey by bike at a comfortable pace, on typical streets without cycle priority, will typically encompass a distance of approximately 8 km. **Figure 2.4** presents a 5km and 10km typical cycle catchment.

Figure 2.4: 5km and 10km Cycle Catchment



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2.16 It can be seen from **Figure 2.4** that the 5km cycle catchment encompasses all of Wrexham Town Centre and Wrexham Industrial Estate therefore there is excellent opportunity for trips to these key locations to be made by cycle.

Active Travel Links for Local Living

2.17 The pedestrian facilities in the vicinity of the proposed development include formal footways, shared footways/cycleways, and public rights of way (PRoW). As shown in **Figures 2.2 and 2.3** there are currently two footpath PRoW that pass through the northern part of the site and a bridleway passes along the southern boundary of the site.

2.18 The public right of way passing through northern part of the site provides an east-west link between the site and Erlas Lane, facilitating another route on foot to Wrexham Industrial Estate.

2.19 There is continuous footway provision along the western side of Cefn Road. There is footway provision along the eastern side of Cefn Road to serve the existing properties and PRoW connections on this side of the road however it does not currently extend all the way along Cefn Road on this side.

2.20 There are three uncontrolled crossing points on Cefn Road along the site frontage as shown in **Figure 2.5**. These are towards the northern end of the site. Cefn Road has a 20mph speed

limit which helps to create a pedestrian-friendly environment, assisting with crossing safety and comfort for pedestrians.

Figure 2.5: Existing PRoW and Crossing Points on Cefn Road



2.21 The uncontrolled crossing points on Cefn Road provide dropped kerbs and tactile paving, with the southernmost crossing also being on a raised table, helping to increase the visibility of the crossing.

2.22 In the wider area, pedestrian infrastructure in the Caia Park, Rhosnesni and Borras residential areas is of a good standard with an established network of footways and rights of way. This existing network of footways also allows for connections for pedestrians to Wrexham town centre.

2.23 **Figure 2.6** shows an extract from the Sustrans Wrexham Cycle map as at 2014, showing the site in relation to the surrounding cycle infrastructure

Figure 2.6: Extract from Wrexham Cycle Map (2014)



2.24 Bryn Estyn Road is an advisory cycle route that leads to Wrexham Industrial Estate and there will be an access point onto Bryn Estyn Road from the site facilitating direct access for cyclists between the site and this cycle route to the Industrial Estate.

2.25 Much of Cefn Road is designated as an advisory cycle route with a shared footway / cycleway running along part of the western side of the road and it is all now a 20mph zone, helping to encourage a cyclist-friendly environment. The Caia Park Estate is also a 20mph zone and this along with the advisory route along Holt Road provides for cycle connections between the site and Wrexham town centre.

Shared Transport Links

2.26 CIHT guidance indicates that for commuting purposes bus stops should be within a 400-metre walk of residential development. There are several bus stops located within a 400 metre walk from the site. The closest bus stops are located on Sutton Drive outside Morgan Llwyd School, with stops also located close by to the north on St Andrews Crescent. A summary of the services available from the stops in the area is provided in **Table 2.2**.

Table 2.2: Summary of Bus Services and Frequencies

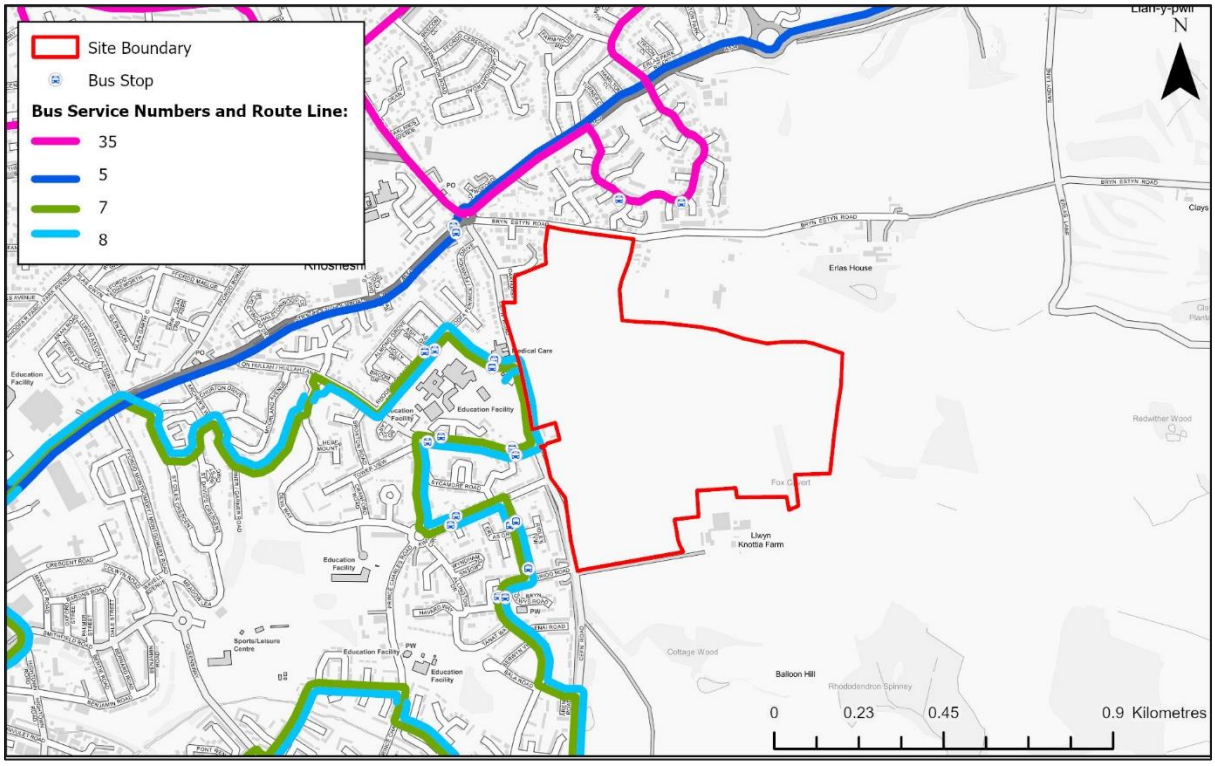
Service Number	Route	Approximate Frequency (Per Hour)			
		Mon – Fri		Sat	Sun
		Day	Evening		
Sutton Drive and Hullah Lane					
7	Wrexham - Caia Park (clockwise)	2	1	2	Every 2 hours
8	Wrexham - Caia Park (anticlockwise)	2	2	2	Every 2 hours
St Andrews Crescent					
35	Wrexham - Plas Goulbourne – Sunningdale Estate	2	2	2	1
Holt Road					
5	Chester - Wrexham	Every 90 mins	Every 90 mins	Every 90 mins	-
35	Wrexham - Plas Goulbourne – Sunningdale Estate	2	1	2	1

2.27 Routes 7, 8 and 35 are all circular routes operating from Wrexham Bus Station and provide good accessibility during the day to Wrexham town centre. All services start and terminate at Wrexham Bus Station. Service number 7 and 8 follow the same route with the 7 running clockwise from Wrexham and the 8 running anti-clockwise.

2.28 **Figure 2.7** illustrates the route line for each service number described in **Table 2.2.**

Figure 2.7: Bus Services and Route Line

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2.29 Whilst the bus stop on Holt Road is further away from the site it provides connections to destinations other than Wrexham town centre including Chester. This bus stop can be accessed using the shared path connecting Gleneagles/Carden Park Way to Bryn Estyn Road and Holt Road.

2.30 The combination of three circular routes from the site to Wrexham town centre provides good bus connectivity during weekdays and on Saturdays.

2.31 The site is therefore well located for access to bus travel, for commuting and school journeys but also for access to the other facilities and transport links available in Wrexham town centre. It should be noted that there is an intention that the wider KSS2 site allocation once complete could accommodate bus movements through the site linking Cefn Road and the A534 and serving the KSS2 site more directly. The development proposals do not prejudice the delivery of such a strategy, with the future link road through the KSS2 site having been anticipated and accommodated within the design.

2.32 There are two railway stations – Wrexham Central and Wrexham General – located on the western side of Wrexham town centre both approximately 4 kilometres from the site. Both stations can be reached by taking a bus to Wrexham Bus Station in the centre of town and walking approximately 260 metres to Wrexham Central or 550 metres to Wrexham General.

2.33 Wrexham Central is the southern terminus of the Wrexham to Bidston Line (Borderlines Line) and connects North-East Wales to Merseyside with a service operated on an hourly frequency Monday to Saturday and 2 hour frequency on Sundays. Services are run by Transport for

Wales (TfW). These services also stop at Wrexham General before continuing on to Wrexham Central.

2.34 Wrexham General is a main line railway station and the main station serving Wrexham and north-east Wales. It is operated by TfW but services are also provided by Avanti West Coast which operates a service to London Euston with a change in Chester. Wrexham General provides connections to Cardiff, Holyhead, Chester, Birmingham as well as stations along the North Wales train line. The site is therefore well located to present opportunities for travel by rail as part of a public transport journey chain.

Local Highway Network

Cefn Road

2.35 Cefn Road forms the western boundary of the site and forms a north-south route along the eastern side of Wrexham, providing access to the Caia Park residential area and providing connections for the A534 to the north and A525 to the south.

2.36 It is subject to a 20mph speed and there are raised table traffic calming measures in place to help enforce the lower speeds including in the vicinity of the Sutton Drive junction and the Morgan Llwyd School.

2.37 Cefn Road is typically around 6.3m in width and street-lit, with a central hatched median strip along much of the route north of the Hullah Lane junction to encourage low vehicle speeds. It accommodates bus movements as it forms part of the route for the 7/8 bus service. The 20mph speed limit on Cefn Road assists in creating a comfortable environment for cyclists such that they can share the carriageway space with other vehicles safely. The accident review within the TA prepared as part of this application demonstrates that there were no cyclist or pedestrian injury accidents along this route within the study period, which attests to the safe environment for these travel modes.

Bryn Estyn Road

2.38 Bryn Estyn Road runs along the northern edge of the Phase 1 Northern Parcel. It has the character of a rural lane and connects the Greyhound Roundabout in the west to the industrial estate to the east. It also provides access to the Erlas Victorian Walled Garden. To the east of the Walled Garden the road is closed to motor vehicles so the connection to the east is for cyclists and pedestrians only.

Greyhound Roundabout

2.39 Cefn Road forms a five-arm roundabout with Holt Road, Dean Road and Bryn Estyn Road, known as the Greyhound Roundabout. The roundabout has a diameter of 35m and all arms have single lane approaches. Facilities for pedestrians at the junction are limited however there is a signalised pedestrian crossing on Holt Road western arm around 50m from the roundabout.

A534 Holt Road and A5156

2.40 The A534 Holt Road is the main arterial route serving the eastern side of Wrexham. It links with the town centre road network at the Tesco's roundabout and then runs through the eastern residential areas of the town to its junction with the A5156. The road through this section is single carriageway with footways and subject to a 30mph speed limit. The road is urban in nature with frontage access, side road junctions and several controlled pedestrian crossing points.

2.41 The junction of Holt Road and A5156 is a large roundabout with a diameter of circa 90m, subject to the national speed limit. The A534 continues to the east of the junction and the A5156 forms the northern arm of the roundabout. There is also a local access to Wrexham Golf Club and a services between the A5156 and A534 (east) approaches. There is no connection to the southern side of the roundabout which is where access to the northern part of the wider KSS2 site (being brought forward by Bloor and Barratt Homes) will be taken and where the link road through the KSS2 site from Cefn Road will emerge.

2.42 The A5156 is a dual carriageway extending north from the A534 roundabout and connects with the A483 trunk road at Junction 6. The road is derestricted and unlit. The A483 is the strategic road which connects Wrexham with North Wales and Northwest England via the A55, M53 and M56.

Summary

2.43 The proposed development is located approximately 2km north-east of the centre of Wrexham at the edge of the existing built form and around 2km to the north-west of Wrexham Industrial Estate. The sites are generally flat and predominantly in agricultural use with existing field boundaries marked by hedgerows.

2.44 The highly sustainable nature of the KSS2 site location has already been established through the LDP site allocation process given that it benefits from proximity to a wide range of local facilities providing the potential to make it a very well-connected development. These local active travel connections to key facilities have been explored in detail within this report and it has been demonstrated that walking and cycling will be highly attractive modes for access to and from the development.

2.45 There are numerous bus stops located within a 400 metre walk from the edge of the proposed development site, served by buses that provide direct connections during the day to Wrexham Town Centre. Bus stops on Holt Road provide connections to Wrexham Industrial Estate and Chester.

2.46 The site is therefore well located for access to bus travel, for commuting and school journeys but also for access to the other facilities and transport links available in Wrexham Town Centre. It should be noted that there is an intention that the wider KSS2 site allocation once complete could accommodate bus movements through the site linking Cefn Road and the A534 and serving the KSS2 site more directly. The development proposals do not prejudice the delivery of such a strategy, with the future link road through the KSS2 site having been anticipated and accommodated within the design.

2.47 There are two railway stations – Wrexham Central and Wrexham General – located on the western side of Wrexham Town Centre both approximately 4 kilometres from the site. Both stations can be reached by taking a bus to Wrexham Bus Station in the centre of town and walking approximately 260 metres to Wrexham Central or 550 metres to Wrexham General.

2.48 The site is therefore well located to present opportunities for travel by rail as part of a public transport journey chain.

3.0 Policy Summary

3.1 This section considers the relevant national and local transport planning policy and travel planning guidance which informs the development of the site and the overall strategy for access and movement within the site. The specific policy and guidance documents considered include:

- Planning Policy Wales (PPW) Edition 12, February 2024;
- The Wales Transport Strategy 2021
- Active Travel Act Guidance July 2021;
- Joint North Wales Local Transport Plan (LTP), January 2015; and,
- Wrexham Local Development Plan 2 (LDP2) 2013 to 2028.

3.2 A key theme of current national and local policies is to promote and deliver sustainable transport objectives, and this plays an important role in defining the access strategy for the proposed development.

National Planning Policies and Guidance

Planning Policy Wales

3.3 Planning Policy Wales (PPW) Edition 12, was published in February 2024, and sets out the land use planning policies of the Welsh Government. It translates the Government's commitment to sustainable development into the planning system to ensure that it plays an appropriate role in moving towards sustainability.

3.4 The PPW is supplemented by a series of Technical Advice Notes (TAN's) with procedural advice given in circulars and policy clarification letters.

3.5 At the heart of the PPW is the key theme of sustainable development and the PPW highlights the need for the planning system to play an active role in guiding development to sustainable solutions. It highlights that the planning system should reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, and protecting natural resources and the historic environment. It maintains that a well-functioning planning system is fundamental for sustainable development.

3.6 The Welsh Government was one of the first administrations in the world to have a distinctive statutory duty in relation to sustainable development. The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies that they must carry out sustainable development. The PPW addresses each of the seven goals of the Well-being of Future Generations Act, which are:

- A Prosperous Wales
- A Resilient Wales
- A More Equal Wales
- A Healthier Wales
- A Wales of Cohesive Communities

- A Wales of Vibrant Culture and Thriving Welsh Language
- A Globally Responsible Wales.

3.7 Transport plays a key part in promoting and ensuring sustainable development and meeting each of these themes. Well-designed sustainable transport solutions can ensure access to employment, services and amenities, promotes social inclusion, and promotes a healthy society while minimising the impact of development on the environment.

3.8 Section 4 of the PPW concerns Active and Social Places and highlights that:

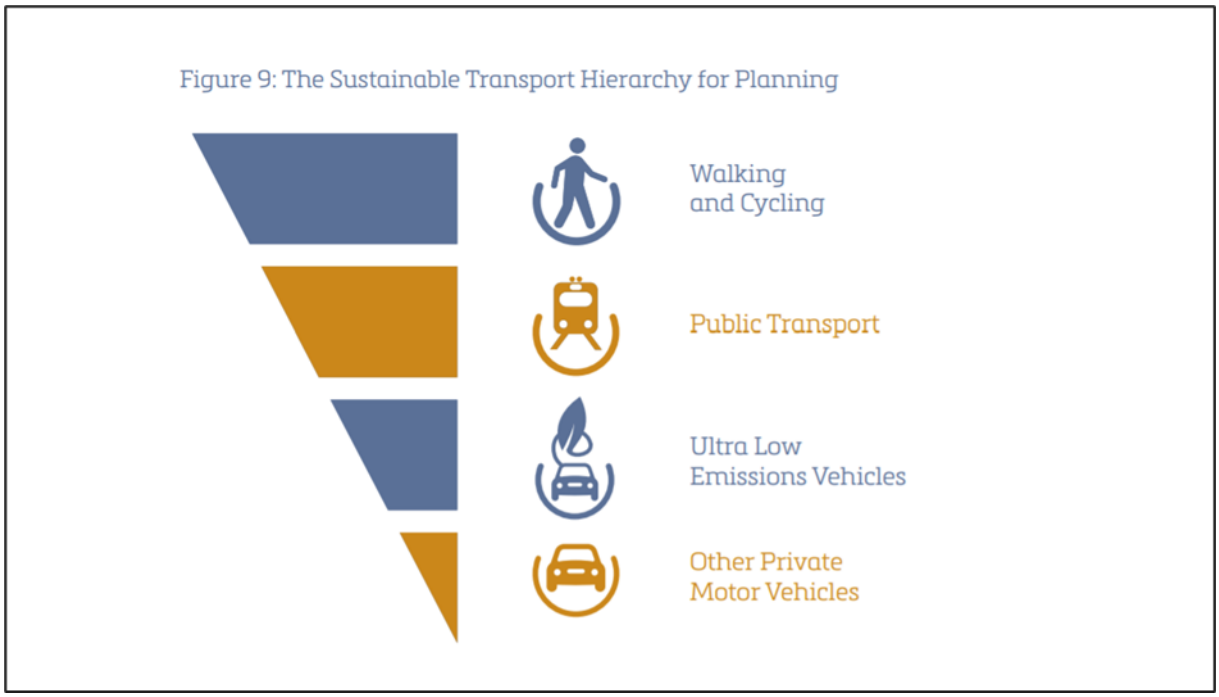
> "*Active and Social Places are those which promote our social, economic, environmental and cultural well-being by providing well-connected cohesive communities. Places which are active and social contribute to the seven goals of the Well-being of Future Generations Act*".

3.9 It goes on to state that:

> *"Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established".*

3.10 The document provides an illustration of the hierarchy to be applied in development planning, and this is reproduced in **Figure 3.1**.

Figure 3.1: Extract from PPW – Figure 9: The Sustainable Transport Hierarchy for Planning



3.11 In relation to design standards, PPW notes that the design of new or enhanced streets should respond to urban design principles, including those in Manual for Streets and the Active Travel Design Guidance, and not adhere to rigid standards.

3.12 It goes on to state that:

> *"Planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling. The aim should be to create walkable neighbourhoods, where a range of facilities are within walking distance of most residents, and the streets are safe, comfortable and enjoyable to walk and cycle."*

LLwybr Newydd: the Wales Transport Strategy 2021

3.13 The Wales Transport Strategy 2021 has been prepared to set out a new way of thinking that places people and climate change at the front and centre of the transport system in Wales. This is part of the aim of achieving net zero by 2050 and it states that the intention is to "change the way we travel... we need fewer cars on our roads, and more people using public transport, walking or cycling".

3.14 The Strategy identifies three headline priorities for the next five years:

- Priority 1: Bring services to people in order to reduce the need to travel
- Priority 2: Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure
- Priority 3: Encourage people to make the change to more sustainable transport

Active Travel Act Guidance 2021

3.15 Active travel is a key priority in the Welsh Transport Strategy and the Active Travel Act Guidance document provides the mandate to act on the imperative to deliver high quality active travel networks and schemes that maximise the benefit of investment. Where appropriate, the guidance aligns with the Department for Transport's LTN1/20 on cycling infrastructure design.

3.16 In relation to new developments, the guidance notes that the design of development proposals shall, in accordance with the sustainable transport hierarchy, start with identifying the shortest, most attractive walking and cycling connections and then addressing the other transport needs.

3.17 The guidance identifies that:

> *"walking is most suitable for journeys of less than two miles whilst cycling is also convenient for longer journeys, typically up to five miles for regular utility journeys (although a rise in popularity of e-cycles can increase the distances covered). Both modes can contribute to part of a longer journey, for example as the first/last leg of a public transport journey".*

3.18 The guidance document contains detailed specifications for the design of footways and cycleways, and these have informed the design development of the proposals.

Local Policies and Guidance

Joint North Wales Local Transport Plan

3.19 The Joint North Wales Local Transport Plan (LTP) has been jointly prepared by the six North Wales Local Authorities of Conwy County Borough Council, Denbighshire County Council, Flintshire County Council, Gwynedd Council, Isle of Anglesey County Council and Wrexham County Borough Council. The joint authority is commonly referred to as Taith.

3.20 Taith has responsibility for the development and delivery of the LTP in North Wales. The underlying theme and objectives of the LTP are to promote policies and measures to foster and achieve improved opportunities for travel choices by non-car modes. This provides the context for specific local measures to be considered, promoted and introduced.

3.21 The LTP covers a detailed programme from 2015 to 2020 and provides a framework for schemes until 2030. It sets out a range of interventions for all modes of travel with schemes responding to the issues of transport in the region and complementing those being developed at the national level and across borders.

3.22 The LTP aims to improve connections to key destinations and markets, enhance access to employment and services, increase the level of walking and cycling, bring improved safety and security and at the same time bring benefits and minimised impacts on the environment.

Wrexham Local Development Plan

3.23 The emerging Wrexham Local Development Plan 2013-2028 ('LDP') is expected to be adopted in 2022. The proposed development falls within land for allocation in the LDP known as Key Strategic Site 2: Land east of Cefn Road, Wrexham. Policies SP3 Key Strategic Housing Sites and SP5 KSS2: Land east of Cefn Road, Wrexham of the LDP allocate KSS2 for development and the extent of the Site is identified in Figure 6: KSS2 masterplan framework of the LDP.

3.24 Four of the Strategic Objectives of the Plan are relevant to the development of KSS2 in the context of accessibility and transport.

- Strategic Objective 4: Promote active travel and use of public transport by locating new development in the most accessible and sustainable locations; and seek to alleviate known highway infrastructure capacity constraints on the road network within the County Borough.
- Strategic Objective 6: Promote and encourage a healthy, active and safe lifestyle.
- Strategic Objective 8: Ensure all development is supported by the necessary provision of, or improvements to infrastructure, services and facilities in an effective and timely manner to make development sustainable and minimise its effect upon existing communities.
- Strategic Objective 10: Reduce carbon emissions and maximise our resilience to and mitigate and adapt to the impact of climate change.

Principles of the Access Strategy

3.25 The proposed access strategy for the development provides the means to achieve the identified policy objectives by optimising the opportunity for access to/from the Site by non-car modes. This is in accordance with all local, regional and national policies. The preceding chapter detailed the accessibility of the site for those travelling on foot and cycle, along with the current accessibility of the site by public transport, highlighting the excellent opportunities to integrate with these existing active travel and sustainable transport links.

3.26 The proposed access strategy for the development reflects the need to appropriately consider and enable provision for the movement of people and goods, acknowledging the context of the wider area. Consideration has been given to:

- The permeability of the site and the connections to the surrounding area, for all modes of transport;
- Appropriate vehicular access points to the site, and potential routeing of trips to external linkages; and
- Internal access arrangements.
- The main spine road running through the Phase 1 South development parcel has been designed to provide the future link through the wider KSS2 site to link Cefn Road with the A534. The provision of connectivity between the northern and southern parts of the KSS2 site is a LDP policy requirement for KSS2 (Policy SP4). Policy SP4 of the LDP seeks to ensure connectivity between the land north and south of Bryn Estyn Road. It does not specify what travel modes this connectivity should facilitate. Notwithstanding this connectivity between the two KSS2 sites will be facilitated for all modes through the carefully designed proposed site layout and internal footways; cycleways and highways for KSS2 South and this will be the case whether the spine road is in place or not, ensuring that active travel mode connectivity is prioritised

Summary

3.27 In summary, the development proposals align well with the overall national and local policy guidance, being located close to a range of amenities, employment opportunities and public transport links that will help to encourage trips by foot, cycle and public transport. The proposals are therefore consistent with national and local transport policy objectives.

4.0 Proposed Development

Development Scale

4.1 The description of the development is as follows:

"Outline Planning Application for Residential development for the construction of up to 900 residential dwellings with associated infrastructure (playing fields, open space and SUDs attenuation) with all matters reserved except for detailed means of primary highway access."

4.2 The proposed development is part of a wider site allocation known as Key Strategic Site 2 (KSS2) within the adopted Wrexham Local Development Plan (LDP) 2013 – 2028.

4.3 The planning application is made in outline with all matters reserved other than the proposed points of access onto Cefn Road. The indicative masterplan is shown at **Appendix A.**

4.4 The residential mix will include affordable homes and there will be new public open space provided on site and plentiful greenspace provided across the site, with dedicated pedestrian and cycle infrastructure to promote active travel.

The Transport and Mobility Strategy

4.5 The Transport Strategy focuses on four key areas to create a socially inclusive community which supports national and local planning policy, encouraging non-motorised travel modes and prioritising walking and cycling followed by public transport modes. The four key areas that inform the transport and mobility strategy are as follows:

- **Design**. Through good, thoughtful design, creating communities where local living and public interaction, outdoor and indoor, is the norm and where it is not an automatic reaction when leaving home to get into a car. The site is well placed to take advantage of the proximity of a wide range of day-to-day facilities in the area and the design of the scheme looks to capitalise on this with convenient connections into the existing active travel networks.
- **Choice**. Providing the infrastructure and facilities to minimise reliance on any single option of transport. This assists in widening social inclusion and makes car use more of a choice and less of a necessity. Increased choice provides the opportunity to change behaviour and the proposals will provide appropriately for active travel modes.
- **Behaviour**. Educating people in the options and consequences for mobility to bring awareness of health, environment, and personal convenience. Travel Planning and Personalised Travel Planning can be significant factors in encouraging behavioural change and a Framework Travel Plan accompanies the planning application.
- **Network Management**. Managing the road network in accordance with national and local policy, with walking at the top of the hierarchy followed by cycling, public transport and finally car. Car travel is the lowest capacity network in term of space occupied per person and occupies the lowest priority in the user hierarchy. This means prioritising the reliability and speed of bus and cycle movements over that of cars in the commuter peaks. As such, the objective of the Transport Strategy is not to follow a predict and provide approach to delivering more road capacity to the detriment of investment for other modes of travel choice.

Proposed Vehicular Site Access Strategy

4.6 Vehicle access to the site will be via Cefn Road only, making use of the site frontage along the eastern side of this road. Whilst the northern part of the site also has frontage with Bryn Estyn Road, it is not appropriate to form a vehicle access onto this road due to its more rural nature, however one of the active travel routes could also serve as an emergency access point, with drop bollard access control.

4.7 Two primary points of access are proposed to serve the residential development off Cefn Road – one at the north-western end of the site (northern access) and one at the southwestern end of the site (southern primary access). A secondary southern access is also proposed to the south of the southern primary access on Cefn Road, to provide additional permeability and emergency access.

Active Travel Access

4.8 The development proposals will integrate well with the surrounding active travel networks, providing several new routes for these road users to access the site and travel safely through the site. The spine road running through the southern part of the site will have segregated shared footway / cycleway provision along at least one side of the road and the internal roads will be designed as 20mph roads to help foster a comfortable environment for pedestrians and cyclists.

4.9 New cycle routes within the site will ultimately provide for north-south connections linking Bryn Estyn Road with Cefn Road, as well as providing the active travel link to KSS2 North via the link road.

4.10 Two separate connections will be provided from the site to Bryn Estyn Road for pedestrians and cyclists. This will enable convenient connection to the cycle route along Bryn Estyn Road which links to Wrexham Industrial Estate to the east. There will be no vehicle access to the site from Bryn Estyn Road although one of the active travel routes could also serve as an emergency access point, with drop bollard access control.

4.11 Bryn Estyn Road is a key active travel route that will serve east-west trips between the site and the Wrexham Industrial Estate. It is understood that WCBC is undertaking an audit of the route which will feed into recommendations for improvements to the active travel provision. It is considered that it would be appropriate for the Applicant to make some level of contribution towards the improvements on Bryn Estyn Lane and this would be agreed through discussions with the Council.

4.12 A new pedestrian / cycle connection into the site will also be formed from Thornleigh at the north-western corner of the site, providing an alternative route for pedestrians and cyclists between the site and the north, and linking to the PRoW Footpath Abenbury 1 that will be retained running through the site and which will benefit from improved surfacing. A footpath connection will extend south from Footpath Abenbury 1 to connect to the northern access road.

4.13 Another improved route into the site for pedestrians from Cefn Road will also be provided to the south of the proposed northern site access junction, approximately opposite the Plas Rhosnesni Care Home linking to Footpath Abenbury 2. Here, a new signal-controlled

pedestrian crossing is proposed to assist safe crossing of Cefn Road for pedestrians on this key desire line helping to link the northern part of the site with the Caia Park estate and Morgan Llwyd School.

4.14 The proposals will be built out in a phased manner and it is the intention that all future phases will be fully integrated to ensure comprehensive permeability through the whole site for pedestrians and cyclists, ultimately facilitating more direct and pleasant routes for residents at the site and also others that travel through the area as pedestrians and cyclists.

4.15 At the southern primary access, signal control is proposed on all arms of the junction to provide toucan crossing facilities. This will provide for safe crossing of Cefn Road and the site access arm for pedestrians and cyclists. The crossing will allow these users to access the existing footway / cycleway route on the western side of Cefn Road.

Internal Site Layout and Car Parking

4.16 The detail of the internal layout is not for determination as part of this planning application however the internal road network will provide a suitable hierarchy acknowledging national design criteria to promote enhanced streets, informal streets and pedestrian-priority streets with appropriate active frontage in parts to reinforce a low-speed residential environment. The overarching concept which underpins the access and movement strategy is that planning for people creates places for people, in contrast to planning for cars which has always historically resulted in places dominated by cars.

4.17 The spine road running through the south parcel will have segregated shared footway / cycleway provision along at least one side and all the internal roads will be designed as 20mph roads to help foster a comfortable environment for pedestrians and cyclists. The spine road running through the southern part of site has been designed to provide the future link through to the northern section of KSS2 and would ultimately provide part of a new link road to the A534 at the roundabout with the A5156. The provision of connectivity between the northern and southern parts of the wider KSS2 site is a LDP policy requirement for KSS2 (Policy SP4). The provision of the link road would provide a new bus route and a traffic route to relieve the existing road network most notably the Greyhound roundabout.

4.18 The northern development parcel will provide footways along the main access road and all roads would be designed for 20mph speed limits which will make them suitable for cyclist use given the low vehicle flows.

4.19 As described above, there will be a comprehensive network of pedestrian and cycle routes connecting the sites to the surrounding area to maximise connectivity by these active travel modes.

4.20 Full parking provision for the proposed development will be determined at the reserved matter stage, however the scheme will be designed based on the requirement for minimising off-site impacts of the development. The parking provision will be prepared in accordance with local guidance. Electric vehicle charging points will also be provided which will encourage the use of more environmentally friendly vehicles.

Public Transport Strategy

4.21 Much of the site is within a 400m catchment of existing bus stops in the area including all of the northern part of the site and the majority of the phase 1 southern parcel. Notwithstanding, the masterplan shows that the phase 1 southern parcel of the site includes for a loop road internally which could serve as a bus route for buses to enter the site via the primary southern access and use the loop arrangement to exit via the same junction. This would make all of the southern parcel in phase 1 accessible to bus services within a 400m walk.

4.22 This arrangement could also serve all of the phase 2 development ensuring that it would be within 400m of a bus service however, phase 2 would also see the link road delivered opening up the potential for buses to route along the link road between Cefn Road and the A534 / A5156 roundabout. That scenario would also provide for convenient access to bus services for the southern parts of the site.

4.23 For the northern parcel, the presence of existing bus stops on St Andrews Crescent to the north and Sutton Drive to the south-west means that this area of the site would be within a 400m walk of existing services and it is therefore not proposed that buses would route into the northern part of the site.

4.24 As described earlier in this section, the southern primary access has been designed to accommodate bus manoeuvres and the spine road has been designed to accommodate buses.

4.25 SLR have engaged with the WCBC Public Transport officer to discuss the potential options for a bus strategy to serve the site according to the principles described above. Further discussions will take place, including with Arriva, as the proposed development progresses.

5.0 Aim, Objectives and Targets

Aim and Objectives

5.1 The primary aim of this Travel Plan is to facilitate and encourage modes of travel other than single occupancy car. The objectives of this Travel Plan include:

- Reduce reliance on single occupancy car journeys;
- Encouraging less travel in general;
- Encouraging use of sustainable travel modes (which includes all non-single car occupancy modes);
- Promoting healthy lifestyles within the community;
- Enabling residents to identify their travel choices;
- Promoting sustainability as a key factor of the development by raising the awareness of environmental damage; and
- Give weight to advocating means of travel that are beneficial to the health of those living on or visiting the site.

5.2 The success of the Travel Plan will depend on the provision of a Travel Plan Coordinator, who will manage and control the Travel Plan initiatives, ensure that the Travel Plan evolves, predicts and reacts to change, and uses funds and resources wisely, and in consultation with the community and the Council, to achieve the aim and objectives.

5.3 The achievement of the aforementioned objectives will bring about three main benefits for residents, such as:

- Health benefits associated with walking and cycling, including reduced levels of stress;
- The opportunity to save money by using alternative modes of travel to the car; and,
- Improved quality and reliability of journeys.

5.4 However, there will also be benefits to the wider community, including the following:

- A step-change in travel attitudes which should lead to reductions in traffic on the local highway network and a contribution towards overall reduction in travel emissions.
- Improved air quality and less noise, dirt and fumes;
- Walking and cycling can provide daily exercise and thus improve/maintain health; and
- Increasing the modal shift from private motor vehicle to sustainable modes of transport can help reduce congestion on the local and national road network.

Initial Targets

5.5 Targets will be set now and may be modified once travel surveys have been carried out, and after each new set of travel surveys. Targets will be ‘SMART’ meaning:

- Site-specific;
- Measurable;

- Achievable;
- Realistic; and
- Time related.

5.6 A preliminary target has been set at a 10% reduction in single occupancy vehicle trips over the life of the Travel Plan. This takes into consideration the existing and proposed new and enhanced sustainable transport infrastructure to be delivered as part of the proposed development, especially the provision of improvements to the active travel network, and the Personalised Travel Planning which will be delivered by the developer for all households at the application site.

5.7 It should be noted that there may be the potential for a much greater reduction in vehicle trip generation to be achieved at the site given the extent of new and enhanced physical infrastructure improvements which will be delivered as part of the proposed development alongside the implementation of this Travel Plan. As such, targets can be reviewed and once achieved will be maintained at not less than that level, subject to review as part of the annual monitoring programme.

6.0 Monitoring and Reviewing Progress

Overall Administration

6.1 The administration of the Travel Plan will initially be the responsibility of a Travel Plan Coordinator. A dedicated Travel Plan Coordinator will be appointed to provide residents with details of the environmental, social and health benefits to be gained by using sustainable transport modes and will be the first point of contact for residents and other outside organisations in all matters regarding travel.

6.2 This post will run for the lifetime of the Plan, with duties of the Travel Plan Coordinator generally including:

- The operation of the Plan;
- Maintenance of a database containing existing travel information;
- Monitoring of the Travel Plan;
- The preparation of subsequent update Travel Plan reports for submission to the Local Authority;
- Liaison with the Local Authority Travel Plan Coordinator (where appropriate);
- Liaison with Public Transport providers (where appropriate);
- Promotion of the Travel Plan; and
- Promotion of travel events.

Monitoring

6.3 The Travel Plan is a strategy which can evolve over time. It is important that the Plan is a flexible document that is responsive to change, although the underlying objectives of the Plan, which are to educate and facilitate travel by sustainable modes, will not change.

6.4 Given the scale of the development, an initial development travel survey will be undertaken within 3 months of first occupation. Households and residents will be requested to complete a questionnaire in order to provide baseline travel data. The Travel Plan Coordinator will administer and collect the questionnaire, which will monitor the mode splits being achieved for journeys to work, journeys to school and other significant journeys.

6.5 The initial development survey represents Year 0 in terms of the monitoring programme. A subsequent travel survey of the development and local community will be undertaken 12 months after the initial survey. This subsequent travel survey represents the 1st ‘Monitoring Survey’.

6.6 It is proposed that the first Monitoring Survey will take place in Year 1 and then annually throughout the duration of travel plan monitoring. In order to ensure surveys are completed, a prize draw will be offered as an incentive to residents for completing the surveys.

6.7 Furthermore, the snapshot survey questionnaire will also be included in the annual surveys. The snapshot survey will also include questions on travel to work and travel to school trips in order for modal split to be reviewed.

6.8 The proposed survey timetable is provided in **Table 6.1.**

Table 6.1: Initial Survey Timetable

Description		Timeframe
Travel Survey	Initial Survey to gain baseline data	Year 0
	1st Monitoring survey	Year 1
	Monitoring Survey + Snapshot Survey	Year 2
		Year 3
		Year 4
		Year 5
		Year 6
		Year 7
		Year 8
		Year 9
		Year 10

6.9 The outputs of this on-going monitoring programme will then be used to inform the content of the subsequent updated Travel Plan reports and will encompass the following elements:

- Monitor the uptake of PTP;
- Monitor the level and uptake of walking bus initiatives;
- Monitor usage of footways, footpaths and cycle facilities;
- Monitor parking spaces and the level of on-street parking within the development area;
- Monitor rail patronage;
- Monitor take up of car sharing amongst the community;
- Monitor the quality of routes; and
- Record comments received from residents relating to the operation and implications of the Travel Plan.

6.10 The Travel Plan Coordinator will report the results of monitoring in writing to the Local Authority within three months of the completion of each of the monitoring surveys.

Review

6.11 The first formal review will be 12 months after completion of the full Travel Plan and will include production of a brief summary of the results of the monitoring survey and review. A Travel

Plan review report will be prepared which will be submitted to the Local Authority for information and include:

- Site name and address;
- A summary of the Travel Plan;
- How and when monitoring information was gathered;
- Whether travel patterns are meeting objectives and targets; and
- Proposals to further develop the Travel Plan and an update to the Action Plan.

6.12 A revised Action Plan will be submitted on an annual basis as part of the annual monitoring program and reporting. A full comprehensive report will be issued at the last year of the Travel Plan.

Mitigation

6.13 The aim of the Travel Plan is to achieve the appropriate modal shift targets by the dates set. In the event that the monitoring and review process finds any aspect of the Travel Plan is underperforming and targets are not being achieved, the Travel Plan Coordinator will instigate a meeting with the Local Authority to discuss what further improvements could be implemented at the site in order to meet the targets. An action plan will be drawn up in order to get the Travel Plan back on track.

7.0 Travel Plan Initiatives

Plan Flexibility

7.1 To satisfy the objectives, a range of suggested initiatives are provided in this document. These are discussed in the following section and are intended to encourage travel by sustainable modes. Where it is not possible for residents or visitors to make journeys to the site either on foot, cycle, or public transport, car sharing may be promoted as the next most sustainable alternative.

7.2 As far as possible, the measures set out in this section are designed to be suitable for review and monitoring. The list is not exhaustive and additional measures may be added to the list in the future.

7.3 It is important for the Travel Plan to be flexible to changing circumstances and innovations. Once it has been implemented, the Travel Plan Coordinator will be encouraged to investigate and adopt other potential initiatives to increase the attractiveness of making journeys to the site by non-car modes where appropriate.

Development Provision for Sustainable Travel Modes

7.4 As outlined previously, the proposed development is already very well connected to existing residential communities in Wrexham and is part of a site allocation within the WCBC Local Plan which demonstrates that the Council consider the site to be an excellent location for the promotion of sustainable development.

7.5 The proposed development site location provides the perfect opportunity to promote local living. Local living, and indeed virtual mobility, is integral to promoting the internalisation of trips that is required to minimise the pressure on the existing transport networks and is also the best contribution to healthy living and reducing the impacts of climate change. Active travel modes will be promoted through provision of walking and cycling routes within the site and improvements to crossing facilities on Cefn Road.

7.6 Overall, the site is well placed to take advantage of the proximity of a range of day-to-day facilities provided both within the site and in surrounding residential communities. Infrastructure and facilities are provided that minimise the reliance on any single travel option which widens social inclusion and makes car use more of a choice and less of a necessity. Finally, the network within the site can be managed in accordance with the user hierarchy advocated by national policy which sees active travel and shared travel prioritised above car travel.

Provision of Information

7.7 The dissemination of information relating to sustainable travel modes will be an important part of the Plan. Prospective residents in any new development are unlikely to be aware of the full opportunities available for using sustainable transport modes as they may not be familiar with the site or the local area. Information in relation to sustainable transport opportunities will be disseminated in the following ways:

- Inclusion of information, in relation to the available sustainable transport opportunities, within an initial Information Sheet. This would be made available within any sales office and sent out to prospective buyers upon request;
- Sales and marketing staff should be made fully aware of the sustainable transport opportunities so that they can promote them to potential purchasers;
- Mobility hub, including temporary mobility hubs, to provide a focal point for the provision of information from day one;
- Provision of 'Travel Packs' to all property buyers. The pack would include walk and cycle maps, showing integration with local amenities and public transport, and details of local public transport services, including maps and timetables. The pack might also contain the first travel questionnaire/diary (although not to be completed at that stage) and note the overall objectives to raise awareness of the proposals; and
- Use made of existing and emerging technologies (i.e. mobile phone applications, real time public transport information systems) where appropriate.

Residential Personalised Travel Planning

7.8 Personalised Travel Planning (PTP) is to be offered to all future residents of the proposed development. There is compelling evidence across the UK, including SUSTRANS research relating to real PTP examples, to suggest that both physical measures and behavioural change interventions can give rise to significant changes in modal shift and travel choice in the context of urban mobility. There is no reason to suppose that this will not happen with the proposed development.

7.9 The residential PTP offer will include as a minimum:

- The production of a site-specific Travel Pack;
- PTP offered to all residents of the site;
- At least two personal contacts with the residents who opt to take part;
- Delivery of personalised information and incentives where arranged, recognising the most appropriate alternative modes for personal circumstances and allowing participants some choice; and
- Ongoing annual monitoring and evaluation of the scheme.

Travel Pack

7.10 The Travel Plan will be marketed and promoted through the provision of the Travel Pack for new buyers. The packs will be updated every 12 months so that they can be tailored to take account of the needs of the site as it is built-out and will be reissued to occupiers of both existing and new units up to the completion of the development. The information packs will provide the following information:

- Contact details of the Travel Plan Coordinator;
- Details of the role and purpose of the Travel Plan Coordinator;
- Information about the Travel Plan including how it works, why it is required and the purpose;
- Plans of safe pedestrian routes to all local amenities and shops;

- Bus timetable information and routes maps of services; and
- Details of car sharing initiatives including website addresses such as liftshare.com operating in area to encourage car sharing.

7.11 In addition to this, the Travel Plan Coordinator will also investigate the potential for providing community web pages, which may be hosted through an existing (e.g. developer website) or new website. This could be used to disseminate information, such as forthcoming national events (e.g. National Cycle to Work Week) and available sustainable transport discounts. Further detail for specific modes is outlined below.

Mode Specific Travel Information

Walking and Cycling

7.12 Measures to encourage walking and cycling as part of a multi-modal journey will include:

- Travel Plan Coordinator liaison with the Highway Authority to ensure that potential pedestrian walking routes are appropriately maintained;
- Residents informed of active travel through the use of information sheets (possibly made available on a community website or online forum).
- The provision of promotional material on bicycle maintenance to be available to residents;
- Practical advice, safety information and local route information can be promoted;
- Advertisement of a local bicycle user group to new residents;
- Special travel events could be promoted at the site (e.g. a Dr Bike style event);
- Option for partnership with local cycle store which may facilitate the provision of vouchers or discounts for residents.

7.13 'Bike It' is a SUSTRANS initiative aimed at encouraging children to take up cycling and view it as a viable mode of transport, particularly for the journey to and from a variety of destinations including schools. The Travel Plan Coordinator will liaise with the local 'Bike It' Officer to see how this Travel Plan can support sustainable travel at the proposed school and increase the number and type of trips undertaken by children by bike.

7.14 In addition, the Travel Pan Coordinator could organise either individual or group cycle training sessions as appropriate for residents, and other members of the local community, expressing an interest in improving their cycling confidence.

7.15 The site's nearest cycle shop is Halfords – Wrexham located within on Mount Street in Wrexham. Tweeks Cycles is also located on Ash Road South within Wrexham Industrial Estate. Contact details of these shops will be provided to residents as part of the Travel Pack to ensure they are aware of where bicycles can be purchased.

7.16 Should residents take up cycling, they will be made aware of BikeRegister through the Travel Pack. They will be able to sign up to this facility (https://www.bikeregister.com/) to enable their bike to become security marked.

Public Transport Services

7.17 As previously noted, there are a number of existing bus services available in the vicinity of the site. The use of public transport can be promoted as part of a multi-modal journey. Measures to encourage bus and train usage include:

- Up to date information provided on bus and train services, including route information and service frequencies, available to residents (possibly on a community website);
- The Travel Plan Coordinator is to liaise with the Local Authority and the public transport operators to ensure that information remains valid; and
- The Travel Plan Coordinator is to bring to the bus and rail operators attention any issues raised to ensure that the potential for the use of these services to the site is maximised.

7.18 Consideration will be given to the possibility of providing a sustainable travel voucher per household upon request by first occupiers of the proposed development. The intention is that this is one-off voucher per household could be used towards the cost of a bus season ticket or towards the purchase of a bicycle and accessories, or walking equipment.

Car Sharing

7.19 Given the scale of the development, a car sharing scheme could be proposed for residents and administered using a local database via a community website or alternatively there may be opportunities to use an internet-based scheme.

7.20 It should be highlighted that by car sharing, residents will not be expected to make every trip by this method if it does not suit their work patterns or home commitments. Car sharing for just one or two trips a week is very beneficial and will be encouraged if this is more suitable.

7.21 The Travel Pack, and potentially the community web pages, will advertise at least one link to a website where the cost of owning and running a car can be calculated. This is intended to highlight the often-unseen costs of owning a car.

7.22 Carsharing via a Carpool available at the mobility hub is expected to prove beneficial for all at the development, given the general decrease in car ownership. Research suggests that driving license numbers among young people have fallen to the lowest level since current records began. Furthermore, it has been found that driving licence ownership has dropped significantly since 1993, where 50% of people aged 17-20 possessed a car licence, whereas as of 2014 only 30% of people aged 17-20 possessed a car licence, reflecting the changing priorities and values of the younger generation. It is anticipated that attitudes may be changing due to the rising costs of car use/ownership and a change in value of travel time through the use of social media and technology.

Taxis

7.23 Taxis may allow residents to make trips by public transport and then access the site more easily, even if this is occasional. A list of local taxi company's contact details will be available within the Travel Pack.

Information on Home Deliveries

7.24 The Travel Plan Coordinator will promote and raise awareness of the potential time, cost and environmental savings of home deliveries, including supermarket deliveries. A number of supermarkets and foodstores offer home delivery services i.e. Tesco, Sainsbury's, Asda, Morrisons, Waitrose and Iceland. It is noted that most online retailers also now offer home delivery services

8.0 Preliminary Action Plan

8.1 The following list describes the proposed measures that are to be taken to help achieve the Travel Plan objectives. The measures can be developed in the form of an Action Plan as outlined in **Table 8.1.** The Action Plan should:

- Include a time frame for each action so as to provide a clear approach for the implementation of the Travel Plan;
- Name the person who is to be responsible for making sure the actions are accomplished; and
- Include a range of measures of varying degrees of complexity. It is important to ensure that all measures are attempted and that not just the easiest measures are achieved.

Table 8.1: Preliminary Action Plan

Measure	Target Date	Ownership	Completed
Prior to Construction			
Appointment of Travel Plan Coordinator	As per planning approval	Developer	
Installation of on-site infrastructure for sustainable travel	As per planning approval	Developer	
Sales Phase			
Sustainable travel information included within initial information sheet (available in sales office)	During sales period	Developer	
Sales and marketing staff to be made aware of sustainable travel options	During sales period	Developer/Sales Staff	
Creation of temporary mobility hubs in the vicinity of the sales area	During sales period	Developer/Sales Staff	
Investigate potential for community website	During sales period	Travel Plan Coordinator	
Establish contact with local cycle store	During sales period	Travel Plan Coordinator	
Upon Occupation (Short Term)			
Provision of Travel Packs for properties (including travel diary for survey data)	Upon individual occupation	Travel Plan Coordinator	

Measure	Target Date	Ownership	Completed
Baseline travel data to be analysed following the initial survey	Within first year of occupation	Travel Plan Coordinator	
Start to undertake Personalised Travel Planning	Upon resident's request	Travel Plan Coordinator	
Promote benefits of walking and cycling – make health benefits clear via 3rd party promotional material	Upon individual occupation	Travel Plan Coordinator	
Provide sustainable travel vouchers to residents to encourage travel by non-car modes	If this is deemed appropriate based resident's needs.	Travel Plan Coordinator	
Advertise the Liftshare car sharing initiatives and active travel information	Upon individual occupation	Travel Plan Coordinator	
During Occupation (Medium Term)			
Conduct the travel surveys as set out in the Travel Plan	On-going	Travel Plan Coordinator	
Investigate the SUTRANS Scoot to School initiative	On-going	Travel Plan Coordinator	
Enable the Carpool initiative to be up and running	On-going	Travel Plan Coordinator	
Advertise Bikeability courses and Bike Right, along with national travel days to encourage participation	On-going	Travel Plan Coordinator	
Ensure travel information is periodically kept up to date and made available for residents	On-going	Travel Plan Coordinator	
Complete annual review for Local Authority for once the development is fully occupied	On-going	Travel Plan Coordinator	

Appendix A

TTE_UD_v2



Aerial image: © Google Earth 2022

TETRA TECH

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KEY

- Site boundary
- KSS2 boundary
- Proposed residential parcel
- Proposed sports pitches
- Proposed public open space
- Retained tree / hedgerow
- Proposed planting
- Indicative proposed SuDS
- Wildlife corridor
- Proposed primary access
- Proposed secondary access
- Proposed spine road with green verge*
- Proposed road network
- Road feature / traffic calming
- Placemaking / gateway feature
- Existing / potential play space
- Pedestrian / cycle link
- Retained Public Right of Way (PRoW)
- Retained / proposed pedestrian / cycle route
- Existing cycle route

Position of link to remaining KSS2 to be determined

Document control

P06	Updated masterplan to reflect drainage strat and T.constraints	25.11.24	EI	AC	AC
P05	Updated masterplan to reflect new drainage strat	12.11.24	EI	AC	AC
P04	Red boundary update	12.03.24	LR	BR	AC
P03	Updated parcels	27.02.24	BR	BR	AC
P02	Updated masterplan based on technical updates	02.02.24	BR	AC	AC
Rev	Description	Date	Dwn	Chk	App

Erlas Park Wrexham
Harworth Group

STRATEGIC MASTERPLAN

TTE Proj No	Drwn | Date	Checked | Date	Appr'd | Date	Scale @ A3	Suitability
B024030	EI | Nov '24	AC | Nov '24	AC | Nov '24	1:5,000	S0

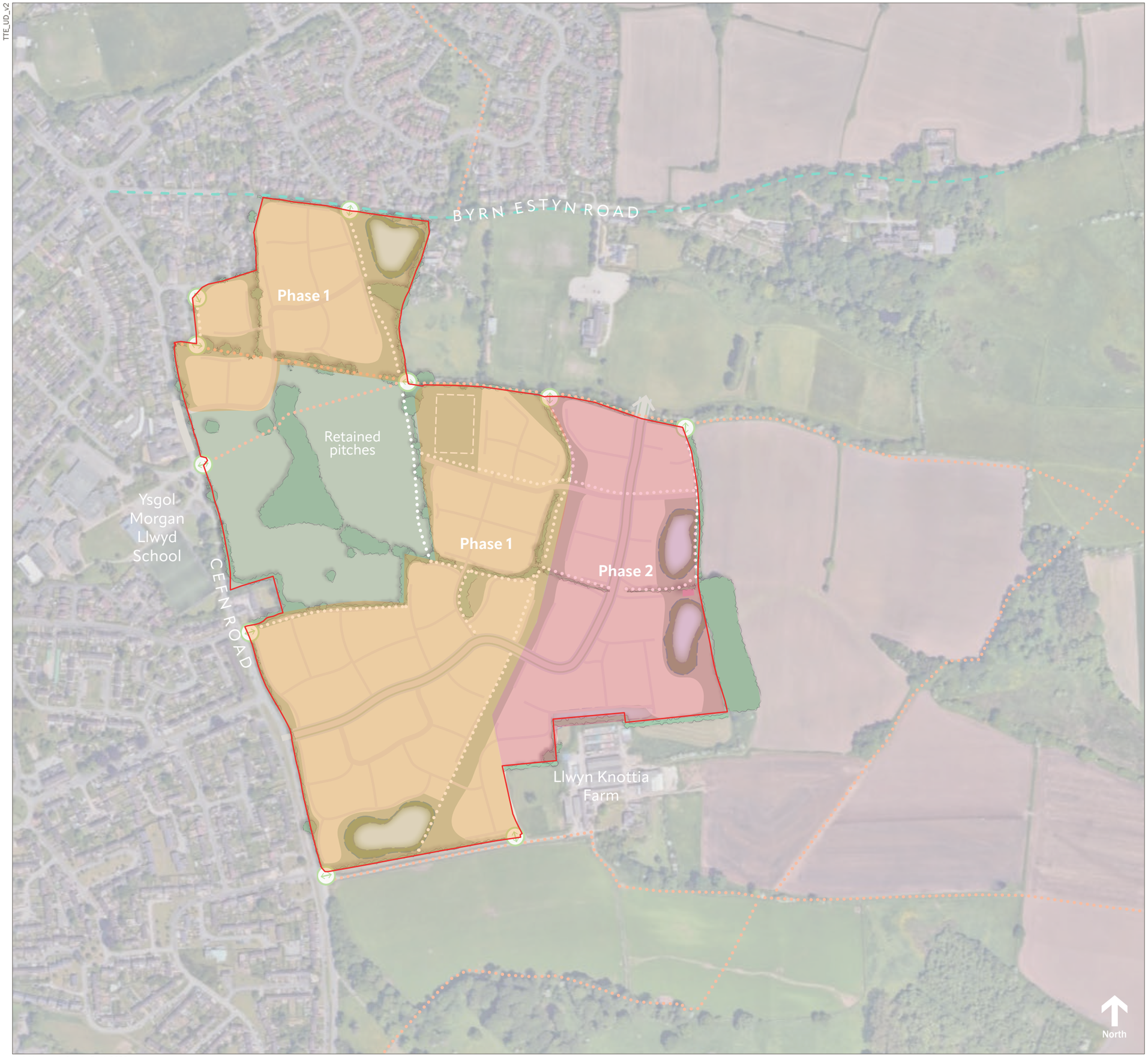
Client Proj No	Originator	Vol/System	Level/Location	Type/Code	Role	Number	Revision
-	TTE	00	XX	DR	UD	40	P06

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TTE_UD_v2



Aerial image: © Google Earth 2022

TETRA TECH

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KEY

Site boundary

Phase 1 area

Phase 1* net residential (approx. 14.87ha)

Phase 2 area

Phase 2 net residential (approx. 6.21 ha)

**Phase 1 excludes 0.96ha of new playing pitch on what was previously the school. The pitch to be commissioned before any existing sports pitch land in phase 1 area is developed for housing.*

Document control

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-
-	-	-	-	-	-
P02	Updated to reflect drainage strat and sports pitch layout	25.11.24	EI	AC	AC
P01	Updated in line with client comments and drainage strat	12.11.24	EI	AC	AC

Erlas Park Wrexham

Harworth Group

INDICATIVE PHASING PLAN

TTE Proj No	Drwn | Date	Checked | Date	Appr'd | Date	Scale @ A3	Suitability
B024030	EI | Nov '24	AC | Nov '24	AC | Nov '24	1:5000	S0

Client Proj No	Originator	Vol/System	Level/Location	Type/Code	Role	Number	Revision
-	TTE	00	XX	DR	UD	-	P02

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Appendix B

SLR Consulting Limited

Harworth

KSS2, Land off Cefn Road, Wrexham

SLR Project No.: 410.P65940.00001

5 August 2024

Revision: 01

SLR RESPONSE TO WREXHAM ACTIVE TRAVEL OFFICER DMO COMMENTS ON TRANSPORT ASSESSMENT, FRAMEWORK TRAVEL PLAN AND ILLUSTRATIVE MASTERPLAN

Overview

1.1 SLR Consulting prepared a Transport Assessment (TA) and Framework Travel Plan (TP), dated March 2024, in support of the proposals for residential development on land to the east of Cefn Road in Wrexham, also known as Erlas Park and KSS2 South. The Wrexham County Borough Council (WCBC) Active Travel Officer has provided comments in response to the documents and highlight issues that they feel should be considered as part of a further planning submission. The comments are summarised in Table 1, along with the SLR response.

1.2 Comments have also been provided by the WCBC Active Travel Officer on the Illustrative Masterplan however these relate to matters of internal site layout, which is not for determination at this outline planning stage. Notwithstanding, the comments are gratefully received and have been shared with the wider design team, and can be used to inform next steps in the development of the internal site layout once outline planning permission is obtained.

Active Travel Comments and Response

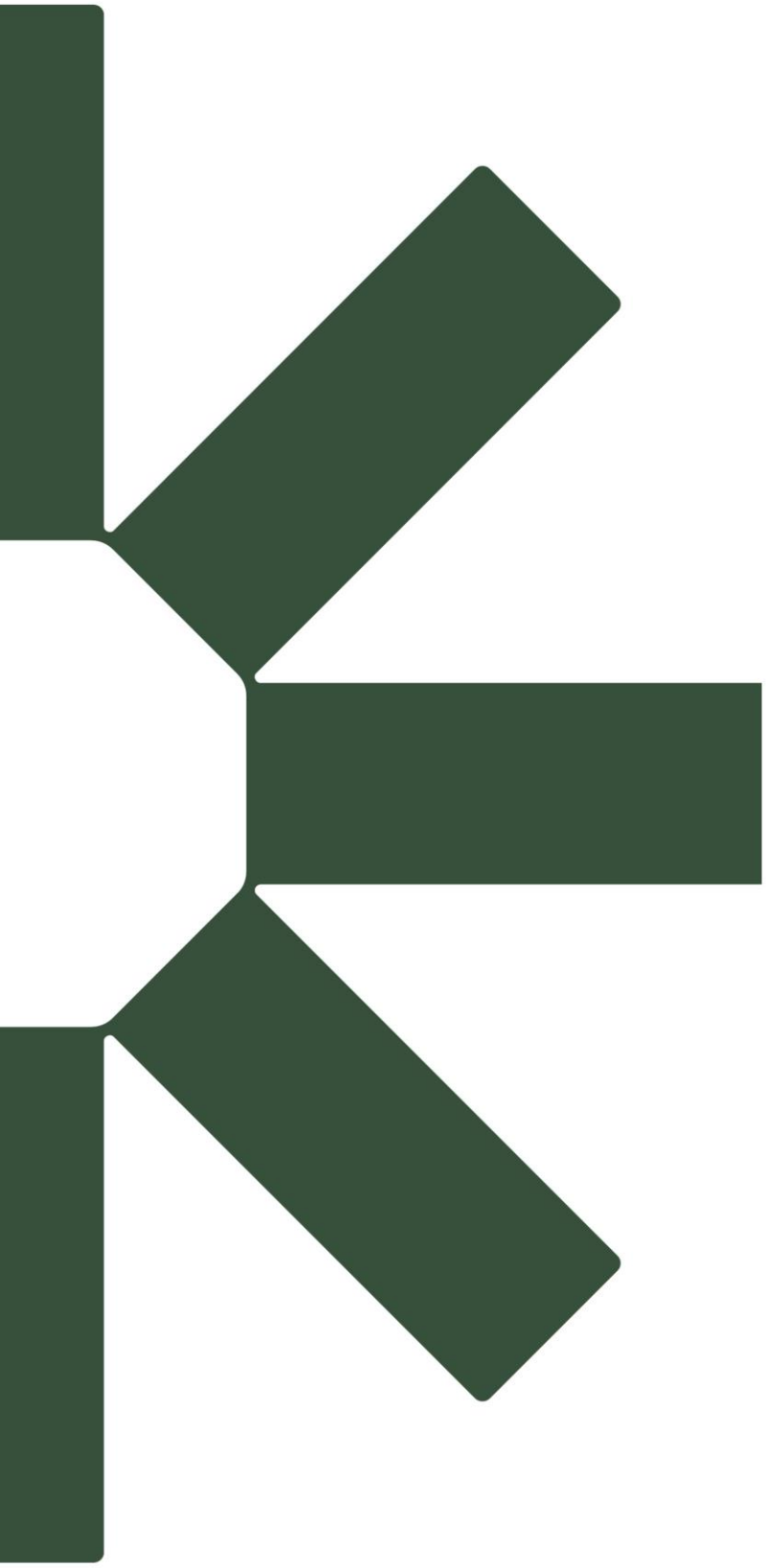
Table 1. Active Travel Comments and Response

Topic	WCBC Active Travel Comment	SLR Response
Transport Assessment		
Existing Cycle Routes.	Figure 2.6. *These routes generally would not achieve Active Travel Act Statutory Guidance standards now*.	Comment noted.
Cefn Road width north of Hullah Lane junction.	Para 2.38. *Space could provide wider footways, may be wide enough to allow for segregated cycle track (doubtful) or last resort, a shared use walking and cycling path (min.3m wide and to take into consideration constraints such as vertical features and does not include the kerb - see Design element 401 in the Active Travel Guidance).*	This corridor is not wide enough to accommodate a shared footway / cycleway facility for its entire length in accordance with the Active Travel Act Guidance. North/south connections for cyclists will be provided for within the site with new high-quality routes. Notwithstanding, Cefn Road is subject to a 20mph speed limit that assists in creating a comfortable environment for cyclists such that they can share the carriageway space with other vehicles safely. The accident review within the TA showed that there were no cyclist or pedestrian injury accidents along this route within the study period, which attests to the safe environment for these travel modes.
Greyhound Roundabout existing provision.	Para 2.40. *Traffic volumes are high for uncontrolled crossings and the dedicated facility for cycle users is not up to standard (shared use section too narrow).*	Comment noted.
Holt Road / A5156 Roundabout existing provision.	Para 2.42. *No pedestrian or cycle facilities - high speeds and flows of motor traffic.*	Comment noted.
Accessibility of local amenities.	Para 2.64. *They may be in terms of distances but there are significant wait times to cross roads (and thus the risk that people will cross when it is less safe to do so or use motor vehicles instead) and few dedicated facilities up to AT Act Statutory guidance standards.*	Comment noted.
LDP Policy requirement for KSS2 North and South site connectivity.	Para 3.37. *Does this note that it has to be open to all vehicles or could it just be for active travel and bus? The easier it is to travel by private motors the more people will do so. If it is easier to walk to the local shop/cycle to Wrexham industrial estate/bus to city centre, we have a chance of reducing car use. This could be beneficial for Bryn Estyn*	Policy SP4 of the LDP seeks to ensure connectivity between the land north and south of Bryn Estyn Road. It does not specify what travel modes this connectivity should facilitate. Connectivity between the two sites will be facilitated through the proposed site layout for KSS2 South and this will be the case whether the spine road is in

Topic	WCBC Active Travel Comment	SLR Response
	lane (low traffic through AT use and bus gate) as well as traffic flows in the area.	place or not, ensuring that active travel mode connectivity is prioritised.
Education related trip generation.	Para 4.10. *Where do the pupils go to school prior to the school being built? they will set up travel patterns, eg. possibly driving to Borras and this will be harder to change later on.*	There are several schools within 1 mile of the site including 3 primary schools and 2 secondary schools. All of these are within a suitable walk distance therefore it is expected that a high proportion of these trips can be undertaken by active travel modes, even before the delivery of a primary school on site. The multi-modal trip forecast in section 5 of the TA details how these education trips have been assigned to various travel modes for the purposes of trip forecasting.
Northern Access.	Para 4.16. *Will need to be min.6m for bus use - even if bus went in, did a loop and came back out. If this route is to be used for cycling at all (ie if there is no alternative route for cycle users) then a width in the critical range of 6.4-7.8m. from AT Act Statutory guidance Carriageways with lane widths between 3.2 and 3.9m should therefore be avoided for active travel routes, unless traffic flows are low and sightlines are good enough to permit safe overtaking.*	The northern access will not accommodate buses. It will serve a limited parcel of the site, perhaps around 180 dwellings therefore will be subject to low traffic flows, and cycles will be safely accommodated on-carriageway.
Southern primary access footway/cycleway	Para 4.20. *I take this to mean segregated from motor traffic/carriageway but for walking and cycling to be mixed - segregation between active modes is best practice and as noted previously should be the default in new developments where space is not constrained. This reduces conflict between the modes - where there is a speed differential, and allows for maximising of the active travel route usage as the local network improves*.	The proposed footway / cycleway infrastructure at the southern primary access is consistent with that proposed for KSS2 North, ensuring consistency of provision across the allocated KSS2 site.
Existing footway / cycleway on western side of Cefn Road	Para 4.21. *Does not exist to current active travel standards, although it is an aspiration for this route.*	Comment noted.
Existing on-carriageway cycle lane on eastern side of Cefn Road to the south of the site boundary	Para 4.22. *This is not to present active travel standards and thus cycling would probably be best routed to the western side of the carriageway to access quieter residential streets of Caia Park .*	Safe crossing to the western side of Cefn Road for cyclists would be facilitated via the proposed toucan crossings at the site access junction. If the Council's preference is not to promote the existing facility on the eastern side of the road then this can be factored into the design.
Southern secondary access	Para 4.24. *I take there will be no buses on this access?*	Correct, no bus access is proposed via the southern secondary access.

Topic	WCBC Active Travel Comment	SLR Response
Sports pitch access from new development	Para 4.25. *Will there be walking/cycling access to the sports pitches from the new development to allow for easy access?*	This comment will be shared with the design team for consideration.
Spine Road footway/cycleway	Para 4.26. *Should not be shared but as well as segregated from the road, walking and cycling should also be separate provision.*	The proposed footway / cycleway infrastructure within the site is consistent with that proposed for KSS2 North, ensuring consistency of provision across the allocated KSS2 site.
Spine Road pedestrian provision	Para 4.26. *AT Act guidance notes that seating opportunities should be included every 100m*	This can be considered at detailed design stage.
Bryn Estyn Lane potential active travel improvements	Para 4.29. *I would recommend re-surface of the length of Bryn Estyn Road from the restricted access section to the Greyhound roundabout. Ecological survey to understand whether lighting could be added along the same section.*	Comments noted.
Footpath Abenbury 1 surfacing improvements	Para 4.30. *check with PRoW officer if this is what he envisaged as my understanding was that the footpath should be kept as is as much as possible and not made up to Active travel standards.*	This can be considered at detailed design stage.
Cycle provision on western side of Cefn Road	Para 4.33. *Flows too high on Cefn Road for on-road cycling and we should not be promoting (though there are obviously old maps etc out there that people can access). the principle route to promote at this time for cycle users is getting them across Cefn Road and into the quieter roads of Caia Park.*	The proposed development will provide for cycle connectivity north-south via internal routes as well as providing for safe crossing of Cefn Road to access the Caia Park estate.
Cycle parking standards	Table 4.1. *Active travel standards (2021) states 1 cycle parking space per bedroom. Parking for accessible cycles should make up at least 10% of the parking andI would recommend more to allow for cargo cycles/trailers etc.*	Comments noted.
Greyhound Roundabout potential capacity improvement scheme	Para 7.69. *I would want to see drawings to show that this would be possible to Active Travel standards 2021.*	Comment noted.
Greyhound Roundabout Potential Improvement Scheme Showing Deliverability of Potential Active	Figure 7.2. *Leads to less direct route for walking and cycling - ideally the toucan crossings should be positioned close to the roundabout to reduce deviation from the desire line.* *This crossing does not cater for cycles - Even as a toucan their proposals*	The figure shows the principles of how active travel enhancements could be provided at the roundabout, through new crossings on two of the arms. It is provided for information and is not proposed in conjunction with the proposed development. If such improvements were to be implemented

Topic	WCBC Active Travel Comment	SLR Response
Travel Enhancements	*would require cycles rejoining the carriageway, to then navigate a higher capacity roundabout (due to limited widths on approach to the deviated ped crossings) – (subject to data collection) likely the flows would be in the critical ranges.*	then it would be expected that design details would be confirmed with the Council at the appropriate time.
Framework Travel Plan		
Travel Plan Measure: Creation of temporary mobility hubs in the vicinity of the sales area	*Where would this be based? within the sales office? lack of detail.*	The location would be determined at a later stage once details of the proposed site layout are for determination.
Travel Plan Measure: Investigate potential for community website	*Might be better if the developer supported WCBC to create a web page that could be useful for the wider public and could then consequently be maintained by wcbc*	Comment noted.
Travel Plan Measure: Provide sustainable travel vouchers to residents to encourage travel by non-car modes.	*What would these include?*	These could include bus vouchers that are valid for a limited period of time to encourage residents to use buses from the outset thus embedding sustainable travel habits. There are other potential options that can be explored at the appropriate time as part of the full Travel Plan.
Travel Plan Measure: Advertise Bikeability courses and Bike Right, along with national travel days to encourage participation.	*Would be best if they fund bikeability courses and ride leaders etc to support bike buses etc.*	Comment noted.



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