



Travel Plan

Kingmoor, Wrexham Industrial Estate,
Wrexham, Clwyd

Client: FI Real Estate Management



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APPENDICES AVAILABLE IN TRANSPORT ASSESSMENT

1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Framework Travel Plan (TP) considers the highways and transportation implications associated with a:

Hybrid planning application for detailed and outline planning permission for employment development with ancillary offices for Use Class B8; detailed elements to comprise: revised and upgraded access off existing access into site off Bryn Lane, new circulation roads, drainage infrastructure, ecology mitigation, landscaping and ancillary development and infrastructure; outline elements to comprise: new employment units (up to 3 units) comprising in total up to 93,019 sqm GIA (1,001,250 sqft GIA) of floorspace for Use Class B8, related servicing/service yards with HGV parking and car parking and ancillary development and infrastructure.

- 1.1.2 Wrexham County Borough Council (WCBC) is the Local Highway Authority (LHA) and the Local Planning Authority (LPA). Prime Transport Planning ('Prime') has produced this TA on behalf of the applicant, FI Real Estate Management ('FIREM').
- 1.1.3 The document has been prepared in accordance with *Planning Policy Wales* and *Technical Advice Note 18: Transport* as well as a number of local policy documents.
- 1.1.4 This report should not be considered as a definitive document but as the first stage of the TP process, which will continue and evolve over time with input from the developer, future occupiers and WCBC. The focus of this TP is therefore towards ensuring that opportunities to promote and encourage the use of sustainable modes of travel for future staff and visitors are actively in place prior to occupation of the development, and beyond.
- 1.1.5 This document has been prepared alongside a Transport Assessment (TA) for the development proposal. As many highway and transportation details are pertinent to both documents, there is some repetition between the two and several of the TA Appendices are referenced in this document.
- 1.1.6 The suggestions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.
- 1.1.7 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime Transport Planning accepts no liability for the accuracy or otherwise of this data.
- 1.1.8 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

1.2.1 Following this introduction, the remainder of this report is structured as follows:

- **Section 2** describes the relevant local and national TP policy and guidance and presents the objectives of this TP;
- **Section 3** describes the existing situation in terms of the site and local highway network;
- **Section 4** details the development proposals;
- **Section 5** details access to the site by sustainable modes of transport which includes walking, cycling and public transport;
- **Section 6** is a Transport Implementation Plan (TIS), which describes the measures to be employed to promote the sustainability of the site, discusses TP management and describes how TPs should be monitored and reviewed.

2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

- 2.1.1 It is important that any new developments conform to and complement national and local planning policy. This section details the policies that are relevant to this development.

2.2 Planning Policy Wales

- 2.2.1 The document *Planning Policy Wales* (PPW) sets out the land use planning policies of the Welsh Government and is supported by a series of Technical Advice Notes (TANs). The most recent version of PPW is Edition 11, published in February 2021.

- 2.2.2 Transport is considered in Chapter 3, Chapter 4 and Chapter 5 of PPW. The document sets out a primary objective, *‘to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales’*.

- 2.2.3 Chapter 3 outlines the importance of strategic placemaking, with early decisions having the greatest impact on contributing towards a sustainable development. The chapter continues to state:

‘Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys.’

- 2.2.4 The chapter addresses place-making within rural areas, with it being acknowledged that for rural areas, *‘opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas’*.

- 2.2.5 Chapter 4 highlights the importance of cohesive communities, with such considerations through placemaking contributing towards a *‘prosperous’, ‘resilient’* and *‘healthier’* Wales. The chapter discusses transport in detail, with the need for the people to access jobs and services through *‘shorter, more efficient and sustainable journeys, by walking, cycling and public transport’*.

- 2.2.6 Chapter 4 also addresses the following:

- Integrated planning and transport strategies;
- Sustainable transport and reduction in private car reliance;
- Active/social streets designed to be publicly orientated;
- Active travel and the encouragement of walking/cycling;
- Public transport and its availability;
- The encouragement of ultra-low emission vehicles;
- Traffic management and improved forecasting;
- The availability of car parking; and

- Transport Assessments as an important mechanism for considering traffic impact.

2.2.7 Chapter 5 discusses the economic components of placemaking and the creation of ‘*productive and enterprising places*’. The chapter continues to state that such enterprising places are ‘*designed and sited to promote healthy lifestyles*’ with this being done by making them ‘*easy to walk and cycle to and around*’, and easy to access by public transport.

2.2.8 Transport infrastructure is discussed in detail, with the importance of such infrastructure towards sustainable development stated below:

‘The provision of sustainable transport infrastructure is essential in order to build prosperity, tackle the climate emergency, reduce airborne pollution and to improve the social, economic, environmental and cultural well-being of Wales. The planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and facilitates and increases the use of active and sustainable transport.’

2.2.9 Accordingly, this TP has been structured to include an assessment of accessibility by sustainable modes including walking, cycling and public transport, road safety and the impacts of the development on the local highway network.

2.3 Technical Advice Note 18: Transport

2.3.1 TAN 18 (2007) outlines the need for, and the required content of TAs, for some classifications and scales of development in Wales. The document outlines the following aims to be considered when producing a TA:

- Understand the transport impacts of the development;
- Clearly communicate the impacts to assist the decision-making process;
- Demonstrate the development is sited in a location that will produce a desired and predicted output (for example in terms of target modal split);
- Mitigate negative transport impacts through the design process and secure through planning conditions or obligations; and
- Maximise the accessibility of the development by non-car mode

2.3.2 TAN 18 provides detailed guidance on visibility standards, and essentially provides for visibility to be based upon the standards in the *Design Manual for Roads and Bridges* (DMRB) for roads where actual road speeds are unknown or where the speed limit is >60kph (37mph), and the standards in Manual for Streets (MfS) where speeds are known and are <60kph (37mph).

2.3.3 In relation to accessibility, TAN 18 emphasises the utility of using ‘*accessibility profiles*’, which consider whether a site has the potential to minimise travel by the private car. In accordance with this, GIS software has been utilised to generate accessibility isochrones for walking and cycling trips, while the

site's accessibility by public transport has been considered in the context of timetabled services in the area.

- 2.3.4 TAN 18 goes on to outline the requirement for a '*Transport Implementation Strategy*' (TIS) to be produced as an output of the TP. The document summarises the requirements of the TIS as follows:

'[The TIS] should set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites.'

- 2.3.5 In relation to how a TIS interfaces with the production of a TA and TP, the guidance states that:

'TISs resulting from the TA process are intended to incorporate all the components of a travel plan and ensure these are integrated with design elements of the new development.'

- 2.3.6 In the light of the above, a TIS is included within the contents of this TP in addition to the potential sustainable travel measures described within the report.

2.4 North Wales Joint Local Transport Plan 2015

- 2.4.1 The North Wales Joint Local Transport Plan (LTP) was prepared by the North Wales Local Authorities in response to the Welsh Government requirement for LTPs to be submitted by the end of January 2015. The LTP's stated 'vision' is to '*remove barriers by delivering safe, sustainable, affordable and effective transport networks*'.

- 2.4.2 The LTP aims to address the following key issues for North Wales:

- The ability of the strategic road and rail corridors to provide the necessary good connectivity, for people and freight, within North Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism;
- The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather;
- The need for good access to and between the three Enterprise Zones in North Wales;
- The lack of viable and affordable alternatives to the car to access key employment sites and other services; and
- The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture.

- 2.4.3 This Plan therefore provides the strategic baseline for considering developments that have a transportation element within the wider area. In terms of the proposed/refurbished industrial and

retail units within this application, consideration will be made of the wider integration within the highways network and access by sustainable modes.

2.5 Wrexham Unitary Development Plan (1996-2011)

2.5.1 The Unitary Development Plan (UDP) 1996 - 2011 was adopted by WCBC in February 2005. The document reflects the council's corporate vision for the County Borough's future based on:

- Aspiring city status, with Wrexham centre as its civic hub;
- Rural revitalised distinct towns and villages and attractive viable hinterland;
- Modern robust economy across all sectors;
- Improve quality of life for residents with an emphasis on supporting access to a variety of education and employment opportunities; and
- Institutions of growing stature: for example, the Council itself.

2.5.2 Part 1 of the strategic policies within this document outlines policies PS1, PS2, PS3, PS4. These policies outline the broad locations of where developments should be sought as follows:

- **Policy PS1:** New development for housing, employment, and community services will be directed to within defined settlement limits/employment areas;
- **Policy PS2:** Development must not materially detrimentally affect countryside, landscape/townscape character, open space, or the quality of the natural environment;
- **Policy PS3:** Development should use previously developed brownfield land comprising vacant, derelict or underused land in preference to the use of greenfield land, wherever possible, particularly so where greenfield land is of ecological, landscape or amenity value, or comprises agricultural land of grades 1, 2 or 3a quality; and
- **Policy PS4:** 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.

2.5.3 In addition to these, Policy PS8 outlines the development targets for transportation:

- **Policy PS8:** The transport network will be developed by providing an integrated range of travel options to and from principal residential, commercial, employment and education centres by making the best use of the existing road and rail network, including, where necessary, the provision of facilities for both passenger and freight interchange and by the encouragement of public transport, cycling and walking.

2.5.4 It is noted that the Unitary Development Plan (1996-2011) is currently outdated, however, the Wrexham Local Development Plan 2 (2013-2028) is still undergoing consultation and is yet to be released. As such, the Unitary Development Plan (1996-2011), as the only document available, shall be used for reference when completing this TA.

2.6 Wrexham Local Development Plan 2 (2013-2028)

2.6.1 WCBC is preparing the Local Development Plan (LDP) which will replace the current adopted Unitary Development Plan. The LDP will be a long-term land use and development strategy focused on achieving sustainable development and will:

- Guide development for housing, employment, retail and other uses;
- Set out policies that will be used to decide planning applications; and
- Safeguard areas of land requiring protection or enhancement.

2.7 Local Planning Guidance Note 16 - Parking Standards

2.7.1 This guidance note explains the parking standards the Council applies to new development. It amplifies Unitary Development Plan (UDP 1996-2011) policies and will be a material consideration in the determination of planning applications. This guidance note was revised by the Council in July 2011, subject to external consultation in September 2011 and was formally adopted for use by the Executive Board in November 2011.

2.7.2 Through a review of this document, the parking standards required for the B1 (now use class 'E'), B2 and B8 land uses proposed for the development are noted. Given that this application is for outline planning permission and the final mix of development is not known and subject to future submissions, meaning that calculations relating to parking provision are liable to change.

2.7.3 Reserved Matters applications will be expected to provide sufficient parking to comply with the relevant standards at the time of submission. These standards can be seen below within Table 2.1 The expected final mix of parking provision is further discussed within Section 4 of this report and is also included with any site plans submitted for this application.

Table 2.1 Parking Standards

Type of Development	Parking Standard	Cycle Parking Standard
B1 Business and light industry	1 car space per 30m ² gross floor space	1 cycle space per 300m ² gross floor space
B2 General Industry	1 car space per 50m ² gross floor space	1 cycle space per 500m ² gross floor space
B8 Storage and Distribution	1 car space per 100m ² gross floor space	1 cycle space per 1000m ² gross floor space
An area suitable for HGVs to load/unload and turn within the site will normally be required for B2 and B8 uses, particularly for sites accessed from a classified road. Any extensions to industrial or warehouse premises should not result in the loss of HGV loading/unloading/turning spaces unless an adequate alternative can be provided within the site.		

2.8 Wrexham Connected: Our Sustainable Urban Mobility Plan 2016

2.8.1 The *Wrexham Connected* document sets a clear vision for the future of transport for the area. It brings together the Council's overall direction of transport planning.

- 2.8.2 The document outlines the importance of the council's *Sustainable Urban Mobility Plan* (SUMP). This is discussed in specific reference to WIE, and the Council's concern for the public's ability to connect in and around the town centre, as well as corridors outside of the town.
- 2.8.3 Stated within the document are the *Wrexham Connected* objectives, which are set to maximise how the Council can contribute to the national well-being goals contained within the *Future Generations Act*, being that they support a cohesive Wales and more resilient Wales. The objectives are as follows:
- **Safer Places** – working with partners to create safer environments for people to live, work and play;
 - **Sustainable Places** – will embrace a 'sustainable', transport-first approach to new development;
 - **Healthy Places** – reduce the impacts of air and noise pollution;
 - **Affordable Places** – stimulate inward investment and regeneration that leads to job creation; and
 - **Well Connected Places** – enhance connectivity to, from and within Wrexham to improve the attractiveness and quality of the area.

2.9 Summary

- 2.9.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. The production of this TP is consistent with the requirement for TPs set out in PPW, TAN 18 and the UDP for Wrexham. How the site conforms to and complements the other policies and guidance described above is discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The application site lies to the east of Bryn Lane on WIE and comprises agricultural fields and an area of hardstanding that is currently used for the storage of HGV trailers. The site is bound by Bryn Lane to the west, the construction of the Net World Sports scheme (planning application number 2020/01670) to the north, agricultural land to the east and the access road to the Very Group site to the south.
- 3.1.2 The current access to the site is via a priority controlled junction onto the access road to the Very Group site, access to the main road network is provided via an advanced ghost island priority controlled junction onto Bryn Lane.

3.2 Local Highway Network

Bryn Lane

- 3.2.1 Bryn Lane traverses the western boundary of the site and forms a site frontage of circa 200m in length. In the vicinity of the site, Bryn Lane runs in a north to south direction forming an advanced ghost island priority controlled junction with Oak Road to the south. To the north, Bryn Lane turns through a 90 degree bend where it then runs in a westerly direction forming a 4 armed roundabout with Industrial Estate Road/Abenbury Way/Ash Road North.
- 3.2.2 Bryn Lane is circa 7m to 8m in width but widens to circa 10m at the site access/access to Very Group site junction to accommodate the ghost island associated with the advanced priority controlled junction. Moving south, the ghost island remains, providing a right turn to the recycling centre circa 120m from the site access/access to Very Group site junction.
- 3.2.3 A 3m wide combined footway/cycleway is provided in the western verge of Bryn Lane, this running from circa 500m north of the Bryn Lane/Oak Road junction towards the Industrial Estate Road/Abenbury Way/Ash Road North roundabout mentioned above. This facility is in a good state of repair and offers the opportunity for potential employees/visitors to walk or cycle to the site.
- 3.2.4 Bryn Lane is restricted to 40mph with numerous other industrial buildings taking access from Bryn Lane. There is also a lay-by provided along the site frontage approximately 115m from the site access/access to Very Group junction.

Access Road to the Very Group site

- 3.2.5 As mentioned above, the access road to the Very Group site runs along the southern boundary of the proposed development. This is not a public highway, it is a private road over which the applicant has rights of access.

3.2.6 It travels on a west to east alignment from the advanced priority controlled junction of Bryn Lane in the west, passing the security gates and into the site of the Very Group site to the east. Access/egress to/from the Very Group site is controlled by barriers.

3.2.7 The road is circa 7m in width, no footways are provided and the junction radii and visibility splays at its junction with Bryn Lane having been constructed to accommodate the movement of large HGV vehicles.

Oak Road/Redwither Road

3.2.8 Oak Road is single carriageway, running in a general east to west alignment. The carriageway is circa 7m/8m in width, with footways circa 2m in width being provided on both sides of the carriageway. Oak Road transitions to Redwither Road to the west of the Bryn Lane junction where similar geometric characteristics as described above can be found. Both roads are subject to a 40mph speed limit and street lighting is provided.

Industrial Estate Road

3.2.9 Industrial Estate Road is a dual carriageway measuring approximately 20m in width. Running in a generally north to south alignment and connects the local WIE highway network to the A534 Wrexham Road and the strategic highway network beyond.

3.3 Strategic Highway Network

A534 Wrexham Road

3.3.1 The A534 provides a strategic connection with the A5156 to the west and to the A41, the A49, and the towns of Nantwich and Crewe to the east. This is generally a single carriageway road, however the section of road between the A5156 and Industrial Estate Road has been widened to dual carriageway standards as part of a scheme to improve access to WIE from the strategic highway network.

A5156

3.3.2 The A5156 is a dual carriageway which links the A534 to the south to the A483 at the Gresford Interchange to the north. This road has also been recently widened as part of a scheme to improve access to WIE from the strategic highway network.

A483

3.3.3 The A483 is a major strategic road which runs through central Wales and connects Chester to Swansea. This road therefore forms the main connection from WIE to Wales and the North West of England.

4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 FIREM is seeking planning permission for the following:

Hybrid planning application for detailed and outline planning permission for employment development with ancillary offices for Use Class B8; detailed elements to comprise: revised and upgraded access off existing access into site off Bryn Lane, new circulation roads, drainage infrastructure, ecology mitigation, landscaping and ancillary development and infrastructure; outline elements to comprise: new employment units (up to 3 units) comprising in total up to 93,019 sqm GIA (1,001,250 sqft GIA) of floorspace for Use Class B8, related servicing/service yards with HGV parking and car parking and ancillary development and infrastructure.

4.1.2 Whilst outline planning permission is sought for the buildings themselves, the indicative arrangement currently under considerations consists of three units of the following floor area and parking provision:

- Unit 1: 19,335 sqm (208,125 sqft), 175 parking spaces and 22 HGV loading bays;
- Unit 2: 21,425 sqm (230,625 sqft), 183 parking spaces; and 22 HGV loading bays; and
- Unit 3: 52,257 sqm (562,500 sqft), 296 parking spaces and 26 loading bays.

4.1.3 A site masterplan drawing has been produced by MCAU architects and forms part of the supporting documentation for the planning application. It is not included within this document as it has the potential to be revised up to the point of submission and therefore to avoid conflicting and superseded layouts being submitted within the various planning documents, it is omitted from this report. The planning documents should be available via the LPA's planning portal.

4.2 Main Site Access

4.2.1 The main entrance to the site is proposed to be taken via a priority controlled junction from the access road to the Very Group site. The proposed site access is shown on Drawing P21066-100E in Appendix C.

4.2.2 An examination of this drawing shows that the access is located 50m to the east of the Bryn Lane junction, this distance being in accordance with DMRB junction spacing criteria and provides the maximum distance possible from the barrier controlled access to the Very Group site. The proposed access location also gives cognisance to the potential location of an additional access to the parcel of land that lies to the south of the access road to the Very Group site. A scheme to develop on this parcel of land is subject to a separate planning application by another 3rd party.

- 4.2.3 The access road into the proposed development consists of a 7.3m carriageway, a 15m radius to the west and an 8m radius to the east. These differing radii reflect the need for HGV traffic to be turning to/from the west to access Bryn Lane rather than turning to/from the east toward the Very Group site.
- 4.2.4 A 4.5m x 90m visibility splay to the left on exit can be provided. However, it is noted that the 'y' distance requirement of the visibility splay will be substantially less given the proximity of the barriers at the entrance to the Very Group. The proximity of this barrier means that the approach speeds of vehicles from the east will likely be less than 10mph.
- 4.2.5 A visibility splay of 4.5m x 50m to the right on exit can be provided, this being the maximum 'y' distance achievable given the proximity of Bryn Lane to the west. Again, this 'y' distance of 50m will be more than adequate given the speed of approaching vehicles will be less than 20mph, these vehicles having just negotiated a turning manoeuvre from Bryn Lane. Drawing P21066-100E in Appendix C also shows a forward visibility of 70m which allows vehicles approaching the site from the north can see vehicles waiting at the site access. This forward visibility is based on a design speed of 50kph which is not an unreasonable representation of the speed of vehicles approaching the site from the north. The area of land at the corner of Bryn lane and the site access/access to Very Group site junction will be kept clear of all obstruction to ensure adequate visibility can be maintained.

4.3 Proposed Pedestrian/Cycle Access

- 4.3.1 A 3m combined footway/cycleway is provided in the western verge of the site access, this running westwards to the Bryn Lane junction where it connects with a proposed pedestrian island that facilitates access to the existing combined footway/cycleway that is currently provided in the western verge of Bryn Lane. A 2m footway is provided in the eastern verge of the site access, this continuing to connect into the existing footway on the northern side of the Very Group site access road.
- 4.3.2 Footways will be provided along each side of the internal access roads with dropped kerbs and tactile paving being provided to delineate safe crossing points at both the proposed site access and within the site itself. Safe pedestrian routes will also be provided within each of the car parks to facilitate safe access to the front door of the various buildings contained within the scheme.
- 4.3.3 Safe and secure cycle parking facilities will also be provided near to the access points to the various buildings.

4.4 Internal Site Circulation

- 4.4.1 The main access spine road will run directly through the middle of the site. This will consist of a 7.3m carriageway with local widening to 10m being provided on bends to accommodate the swept path of two HGV's passing each other.

- 4.4.2 Unit 1 is located toward the southern boundary of the site. Separate accesses are to be provided from the southern side of this spine road into the 175 space car park and 22 HGV docking bays that are located along the northern boundary of the building.
- 4.4.3 Unit 2 is located toward the northern boundary of the site. Separate accesses are to be provided from the northern side of this spine road into the 183 space car park and 22 HGV docking bays that are located along the southern boundary of this building.
- 4.4.4 Unit 3 is located toward the eastern boundary of the site. Separate accesses are to be provided from the eastern end of this spine road into the 296 space car park and 26 HGV docking bays that are located along the western boundary of this building.
- 4.4.5 Access points to car parks will consist of a 6m carriageway, 6m junction radii and adequate visibility splays. Access points to HGV docking bays have been designed to allow for the swept path of 2 HGV's passing each other.

4.5 Parking Provision

Car Parking

- 4.5.1 A total of 654 car parking spaces will be provided as part to the overall development. This is split across the 3 Units as follows:
- Unit 1 – 175 spaces;
 - Unit 2 – 183 spaces; and
 - Unit 3 – 296 spaces.
- 4.5.2 The parking provided for Units 1 and 2 are at a ratio of circa 1 space per 100sqm as per WCBC's parking standards.
- 4.5.3 Parking is to be provided at a ratio of circa 1 space per 150sqm for the Unit 3. We acknowledge that this is less than WCBC's maximum parking standards for B8 usage of 1 space per 100sqm. It should be noted that the calculation of the maximum parking requirements contained within the WCBC requirement for B8 uses is based on the provision usually required for more common smaller units. The direct application of the WCBC's maximum parking standards to a circa 50,000sqm site is questionable as the rate of parking provision per sqm is likely to decrease as the buildings increase in size.
- 4.5.4 The use of a lower parking standard for larger B8 developments has been investigated by Prime. As mentioned in the Scoping Study, Prime has undertaken a study into recently approved large scale logistics developments in the UK to inform this application and other future applications by FIREM across the UK. The focus of the study was to consider typical levels of parking provision proposed for

larger scale B8 uses across the UK and the levels of trip generation forecast for such developments. A copy of this study was provided with the above mentioned Scoping Study.

4.5.5 Given the above, the aforementioned logistics study has been used to justify the parking provision which is less than WCBC's maximum standards. The average parking provision for large scale 100% B8 developments according to the study was 1 space per 182sqm. The proposal for Unit 3 at 1 space per 150sqm is therefore in excess of this value.

4.5.6 EV charging points will be provided in each of the proposed car parks in accordance with WCBC standards.

Cycle Parking

4.5.7 Secure cycle parking spaces are also to be provided and we are aware of WCBC's standards of 1 space per 1,000sqm. These will be located near to the entrance of each building.

4.6 Summary

4.6.1 The development is proposed to be served by a priority controlled access onto the access road to the Very Group site. Access to the wider highway network is provided at the priority controlled junction onto Bryn Lane located circa 50m to the west of the site entrance.

4.6.2 It has been demonstrated that the site is able to accommodate all likely vehicle types which will regularly access the development.

4.6.3 The car parking provision to be delivered on Units 1 and 2 is in accordance with WCBC's standards. Parking for Unit3 will be provided in line with other large scale B8 schemes across the UK. The cycle parking provision also accords with WCBC's standards, these parking facilities being located near to the access points of each of the buildings.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. The *National Design Guide* (2021) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.’

- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

5.2 Access by Foot

- 5.2.1 As described in the sections above, the site is proposed to take access from the existing Very Group access road off Bryn Lane. Street lighting is provided along Bryn Lane in the vicinity of the site and a combined footway/cycleway is provided along the western verge of Bryn Lane. Pedestrian/cycle connections are provided from the site to the above mentioned pedestrian/cycle infrastructure on Bryn Lane.

- 5.2.2 Research has indicated that acceptable walking distances depend on several factors, including the quality of the street environment, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Acceptable Walking Distances

Criteria	Commuting (m)	Local Services (m)
Desirable	500	400
Acceptable	1000	800
Preferred Maximum	2000	1200

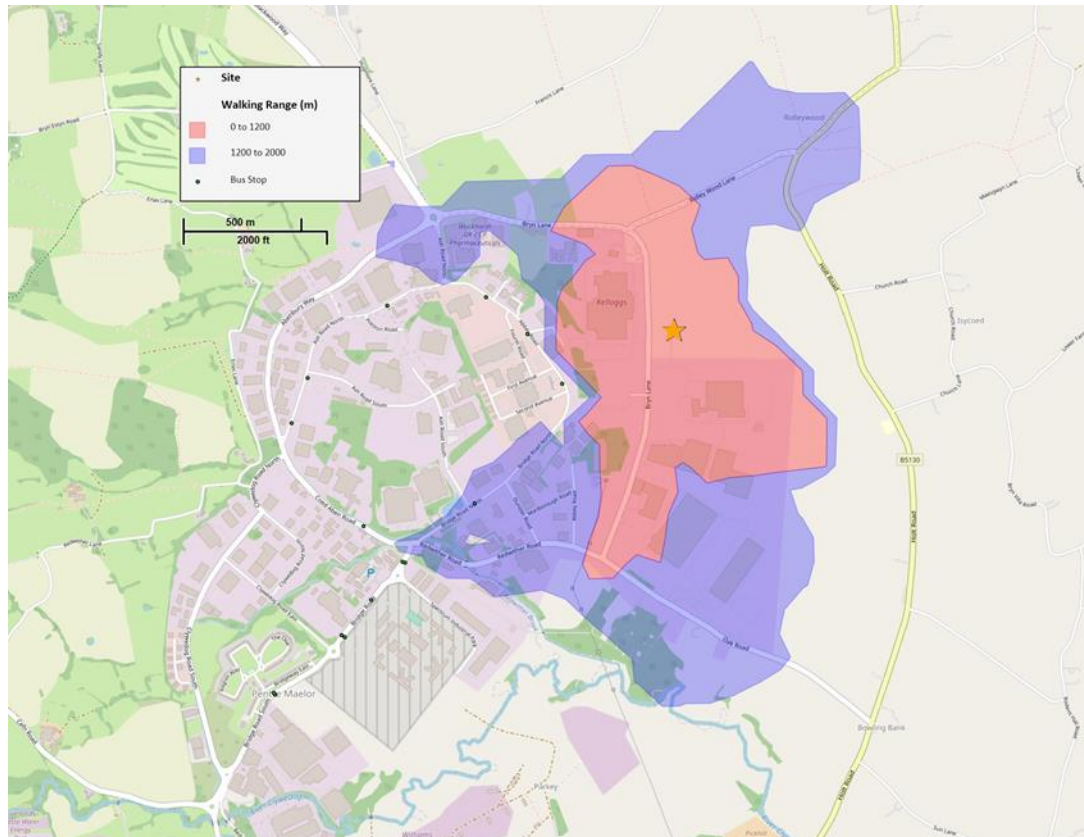
Source: CIHT Document *‘Providing for Journeys on Foot’* (2000)

- 5.2.3 Whilst Table 5.1 provides useful guidance on walking distances, Manual for Streets provides a context for interpreting them. Manual for Streets states that:

‘The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street... it can pass without noticing.’

- 5.2.4 The accessibility for pedestrians to and from the site, in relation to WIE, has been considered in the above context. In order to highlight the site's accessibility on foot, an indicative walking isochrone has been produced using the Geographic Information System (GIS) software Visography TRACC. Image 5.1 represents the site's walking catchment with the CIHT's 'Preferred Maximum' distances of 1,200m and 2,000m for local service and commuting trips respectively illustrated.

Image 5.1: Walking Isochrone – 1,200m and 2,000m ranges



- 5.2.5 An examination of Image 5.1 shows the site is accessible by a large proportion of WIE. Just outside a 2,000m walking range includes the proposed and refurbished retail units that can be found at the Bridgeway Centre which are particularly important in serving the wider estate. Having such local amenities reduces the trip numbers and distances for ancillary retail use, such as lunchtime meals, tea/coffee breaks and convenience shopping, leading to higher levels of trip containment within the site. This is more sustainable than staff and visitors having to travel further distances, particularly by car, for such trip types.
- 5.2.6 The local bus stops are also highlighted within Image 5.1, with the nearest pairs of stops located on Bridge Road, a circa 2,000m walk from the site. The services provided by these bus stops are further detailed in Section 5.4 below.
- 5.2.7 All footways surrounding the site are of reasonable width and quality, with pedestrian dropped kerbs and tactile paving provided at some junctions to aid in pedestrian movements.

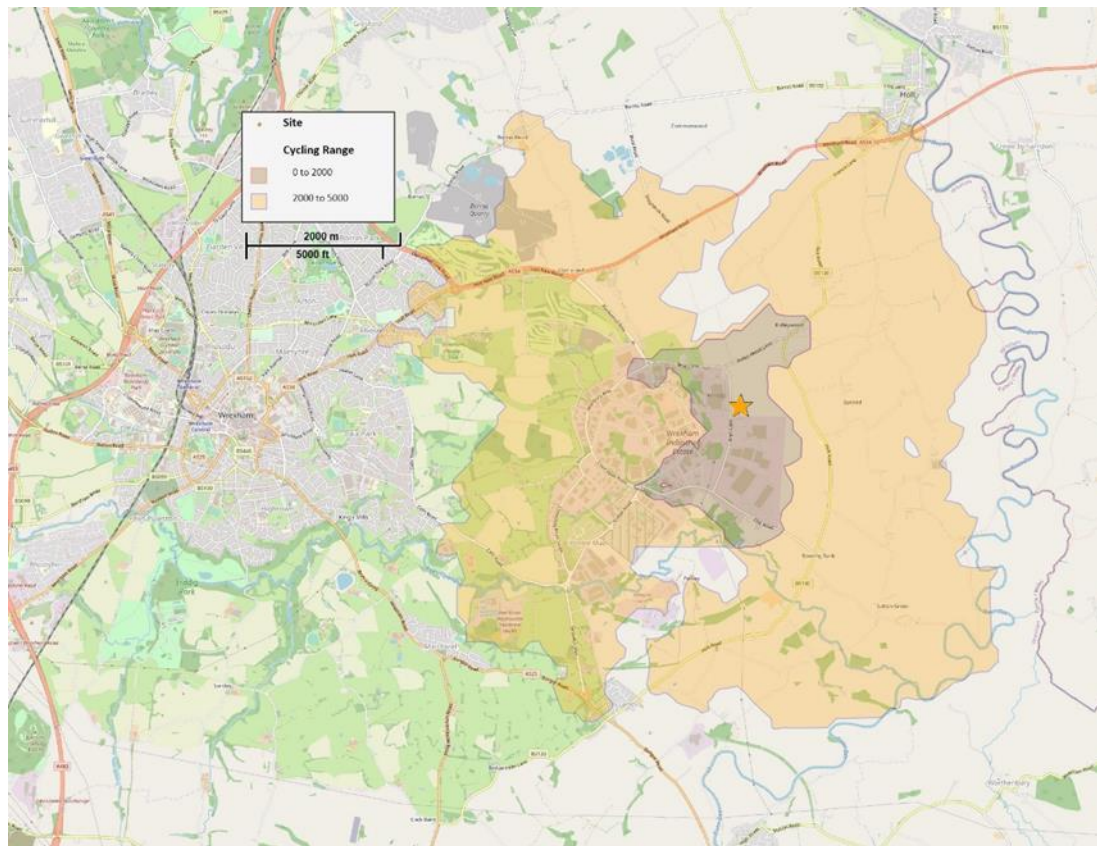
- 5.2.8 Given the evidence presented above, walking can be considered a realistic method of travel to/from the site to access the surrounding area of WIE and vice versa.

5.3 Access by Cycle

- 5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, but also as part of longer journeys by public transport.
- 5.3.2 The CIHT document Cycle Friendly Infrastructure (2004) states in paragraph 2.3 that:

‘Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.’

- 5.3.3 Local Transport Note 1/20 Cycle Infrastructure Design states similar, that ‘Two out of every three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people’.
- 5.3.4 It is noted that a combined footway/cycleway is provided in the western verge of Bryn Lane in the vicinity of the site. A combined footway/cycleway is proposed as part of the site access strategy to connect the proposed development into the existing cycling infrastructure on Bryn Lane, thus maximising the connectivity of the proposed development by cycle.
- 5.3.5 A cycling isochrone showing the site’s catchment has also been produced using TRACC and is shown as Image 5.2. The figure illustrates 2,000m and 5,000m catchment ranges, which equate to 10-minute and 25-minute journey times respectively which are based on the somewhat conservative cycle speed of 12kph. Commuting cyclists are in fact more typically considered to travel at speeds between 15-20kph so a greater catchment may be more realistic.

Image 5.2: Cycling Isochrone – 2,000m and 5,000m ranges

5.3.6 It is clear that the whole of WIE and the residential areas of Cross Lanes and Holt are within the 5,000m catchment. Whilst parts of Wrexham and Marchwiel are outside of the 5,000m distance, the site may still be within a reasonable cycling distance for many staff who live there given the CIHT and DfT advice.

5.3.7 It is considered that commuting to the site via cycling is a viable option for future employees. Appropriate levels of cycle parking will be provided in line with local standards.

5.4 Access by Public Transport

5.4.1 As mentioned above the nearest bus stops are known as 'Barclays Bank' which is located on Bridge Road and 'Bridge Road North' which is situated on its namesake. The west bound stop at Barclays Bank provides a shelter, bus stop 'flag' and a raised boarding area which aids access for mobility impaired passengers while the eastbound stop comes in the form of a bus stop 'flag' and raised boarding area. These stops are circa 2,000m from the site access. The bus stop on Bridge Road North offers a bus shelter and a raised boarding area.

5.4.2 A summary of the bus service available from these stops, using the January 2023 timetable, is provided in Table 5.2.

Table 5.2: Summary of Bus Services from ‘Barclays Bank’ Stop

Bus Service	Route	Weekday Period	Weekend	
			Saturday	Sunday
41 42W	Ridley View/Redwither Tower – Wrexham (bus station)	05:42 – 18:42 Approx. 1-2 services/hr Last: 21:42	05:42 – 18:42 Approx. 1-2 services/hr Last: 21:42	-
	Wrexham (bus station) – Ridley View/Redwither Tower	05:53 – 19:25 Approx. 1-2 services/hr Last: 22:20	05:53 – 19:25 Approx. 1-2 services/hr Last: 22:20	-

- 5.4.3 The 41/42W bus route shown in Table 5.2 above provides services to and from Wrexham with a frequent service of up to two per hour Monday to Saturday. Wrexham town centre can be reached in circa 20-minutes from the ‘Barclay’s Bank’ stop, with a similar journey time from the town to Wrexham Industrial Estate. However, to access this bus stop will require a 25-minute walk from the site.
- 5.4.4 It is understood that the public transport provision is limited within the vicinity of the proposed development with a 25-minute walk between the site and the nearest bus stop.
- 5.4.5 Given the above, we would like to engage with the public transport officers at WCBC and the local bus operators to discuss how effective improvements to public transport provision can be facilitated. These improvements would need to form part of an overall strategy for improved public transport access to WIE and would need to seek potential contributions from other developers in the area. At the time of writing, we have contacted the public transport officer at WCBC to discuss potential improvements but are yet to receive a response.
- 5.4.6 In respect of rail travel, Wrexham General train station can be reached via the abovementioned bus service with a short, circa 7-minute, walk from Wrexham bus station. The train station provides access to a wider range of locations, with Cardiff Central, Holyhead, Bidston, Birmingham International, Shrewsbury, Chester and Manchester all having services from this station. The station provides 20 CCTV protected bicycle storage spaces with 68 car parking spaces also provided¹.
- 5.4.7 The North Wales Metro project intends to enhance rail service frequencies across North Wales, with significant improvements to Wrexham’s stations being part of the plans, which should further encourage travel by rail in the area.
- 5.4.8 In summary, both bus and rail services, combined with walking/cycling as part of a multimodal commute are likely to provide a realistic travel option for commuters and visitors to the site at peak times and throughout the day.

¹ <https://www.nationalrail.co.uk/stations/WRX/details.html> accessed 21/03/2023

5.5 Summary

- 5.5.1 This section of the report has demonstrated the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist for access to local residential areas and local amenities on foot, by cycle and by public transport.
- 5.5.2 It should be noted, however, that bus access to the site is limited and the applicant is attempting to engage with the public transport officers at WCBC to discuss how effective improvements to public transport provision can be facilitated. These improvements would need to form part of an overall strategy for improved public transport access to WIE and would need to seek potential contributions from other developers in the area.

6 TRANSPORT IMPLEMENTATION PLAN

6.1 Introduction

- 6.1.1 It is important that TP measures are appropriate for the developments and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.
- 6.1.2 Not only should measures be realistic but it is important that resources are made available to help deliver them. Therefore, the roles and responsibilities of all parties involved, particularly WCBC Highways and the eventual Travel Plan Co-ordinator for the site, should be presented, discussed and agreed at the earliest opportunity.
- 6.1.3 This section presents potential measures to help maximise the accessibility of the site by sustainable model of travel. Some of these measures are collective and apply to all modes of sustainable transport while others are specific to each mode.

6.2 Welcome Packs

- 6.2.1 Welcome Packs will be provided for all staff upon first occupation of the development. These will be produced by FIREM (or their consultant) with input from the WCBC Sustainable Travel team. Such packs will be essential to educating and informing future staff of both the sustainable transport modes available to them and the benefits they can have for them and their families including time and cost savings, supporting a healthy lifestyle and minimising their carbon footprint. They are therefore essential to the promotion of what this Framework TP aims to achieve.
- 6.2.2 Typically, the content of a Welcome Pack would include:
- Introduction to the TP concept dealing with objectives and benefits;
 - Educational literature on the health benefits of walking and cycling and the environmental benefits of sustainable modes of transport;
 - Maps highlighting local walking and cycling routes and catchment plans indicating typical walking and cycling times to key destinations;
 - The provision of information on public transport routes and timetabling of services; and
 - Details of the appropriate TP Co-ordinator.

6.3 Other Methods of Awareness Raising and Marketing

- 6.3.1 Aside from Welcome Packs, there are other effective ways to raise the awareness of and market the benefits of sustainable travel including:
- Personalised travel planning for individuals/staff, often arranged by a TP Co-ordinator;

- Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at physical meeting or by using social media with websites such as Twitter, Facebook and Streetlife having mass appeal and membership, yet having localised content and discussion groups;
- Set-up of travel notice boards in communal areas displaying information such as lists of sustainable travel websites, local taxi services and car clubs; and
- Promotion of events such as National Bike Week and Living Street's series of walking events including Walk to Work Week and Walk to School Week.

6.4 Measures to Encourage Walking

6.4.1 Walking is considered to be the most sustainable and accessible mode of travel. It also has the benefit of zero carbon emissions and significant health benefits, with doctors recommending 150 minutes of activity per week to keep your body healthy and prevent illness including heart disease, cancer and diabetes (<https://www.nhs.uk/live-well/exercise/>). The 150 minutes could be achieved by walking leisurely for 30 minutes per day, five days a week, or briskly for 10 minutes per day (<https://www.nhs.uk/live-well/exercise/walking-for-health/>). Furthermore, recent research from the University of Cambridge has discovered that just a brisk 20-minute walk each day, burning between 90 and 110 calories, could reduce the risk of premature death by between 16-30% for inactive individuals (<http://www.cam.ac.uk/research/news/lack-of-exercise-responsible-for-twice-as-many-deaths-as-obesity>).

6.4.2 Potential measures to encourage walking include the following:

- Raise awareness of the health benefits of walking for all ages of people of fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people's day-to-day lifestyles;
- Promote the local walking routes available (through Welcome Packs and notice boards) including off-road public rights of way;
- Ensure the clear signage of pedestrian routes within and adjacent to the site;
- Provision of discount vouchers for redemption at local outdoor wear retailers; and
- Promotion of a 'walking buddy' scheme (through Welcome Packs, notice boards and social media).

6.5 Measures to Promote Cycling

6.5.1 Like walking, cycling is sustainable and accessible. It has the benefits of zero carbon emissions and has significant health benefits.

6.5.2 As mentioned above, the NHS website (<https://www.nhs.uk/live-well/exercise/>) suggests that adults should do at least 150 minutes of moderate intensity activity a week, such as riding a bike, or 75 minutes of vigorous intensity activity a week such as riding a bike at speed or on hills. Therefore, like

walking, this could be broken down into 30 minutes five days a week, or a 30-minute bike ride could contribute towards the recommended weekly activity target.

6.5.3 Websites such as 'We are cycling UK' (<https://www.cyclinguk.org>) offer general advice, information and inspiration for all cyclists including beginners. Cycling UK highlights that cycling has broad appeal with young and old, the able-bodied and people with disabilities who can all enjoy cycling with the right equipment.

6.5.4 Potential measures to encourage cycling include the following:

- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the 'fun' element of cycling;
- Promote the local cycling routes available and cycle storage facilities at key destinations such as in district centres (through Welcome Packs and notice boards);
- Promotion of events such as National Bike Week (www.bikeweek.org.uk);
- Promotion of a Bicycle User Group (BUG) (through Welcome Packs, notice boards and social media) which could include cycle proficiency courses; and
- Discounts on cycles and cycle accessories.

6.6 Measures to Encourage Public Transport

6.6.1 It is understood that the public transport provision is limited within the vicinity of the proposed development with a 25 minute walk between the site and the nearest bus stop.

6.6.2 Given the above, it is proposed as part of this application to engage with the public transport officers at WCBC and the local bus operators to discuss how effective improvements to public transport provision can be facilitated. These improvements would need to form part of an overall strategy for improved public transport access to WIE and would need seek potential contributions from other developers in the area.

6.6.3 It should however be noted that to highlight what public transport services are available in the area a TV/Screen will be provided in publicly accessible areas displaying the latest routing and timetable information, this supplementing the information provided in Welcome Packs mentioned above.

6.7 Measures to Reduce Single Occupancy Car Trips

6.7.1 Car/lift sharing can be an effective way to reduce single occupancy car trips. These trips can often be arranged between friends and neighbours or by using lift sharing websites including the following:

- Liftshare (<https://liftshare.com/uk>); and
- GoCarShare (<http://gocarshare.com>).

- 6.7.2 The Liftshare websites enable users to register and search for lifts in their area. Users typically have to be over 18 years of age but do not always have to have driving licences (as passengers). Websites such as these can be promoted through Welcome Packs, notice boards and social media.
- 6.7.3 Staff could also manage their own lift sharing as many staff are likely to travel to and from destinations within close proximity of each other. There is potential for the TP Co-ordinator to co-ordinate this through the provision of a database containing staff address details, mode of travel to work, and their willingness to car share, collected for all existing staff and new joiners.
- 6.7.4 It should also be noted that car sharing will be encouraged by the provision of priority parking within each of the proposed car parks. It may also be that some form of charging for parking may be introduced at each of the proposed units and that discounts for car shares can be applied. The application of parking charges will however be dependent on the policies of the future occupiers of the proposed buildings.

6.8 Measures to Promote Taxi Use

- 6.8.1 Taxi use is considered to be a sustainable mode of travel, particularly in terms of an infrastructure provision perspective as it reduces the need for car parking. The local area is currently well-served by taxi, including app and phone based private hire and Hackney cabs.
- 6.8.2 Details of local taxi operators could be included in Welcome Packs and on travel notice boards to encourage travel by taxi. Consideration will also be given to the inclusion of a taxi drop off/pick up area in the car parks of each of the proposed units, this will however be dependent on the security requirements of the future occupiers of the proposed buildings.

6.9 Reducing the Need and Distance to Travel

- 6.9.1 Section 5 of this TP has described how the site is well-located in terms of being within walking and cycling distance to existing residential areas. It also demonstrated how public transport services may provide a viable and convenient mode of travel.

6.10 Management

- 6.10.1 The overall responsibility for TP implementation will lie with future occupants of the 3 units on site, who would each appoint a member of staff to take on the role of TP Co-ordinator. The appointment and role of a TP Co-ordinator is covered more in Section 6.10 below.
- 6.10.2 The TP Co-ordinator will take ownership of the Travel Plan for each occupier, ensuring the measures and initiative outlined herein are implemented and staff encouraged/ incentivised to travel by alternative modes of transport to the private car.
- 6.10.3 The TP co-ordinator will be expected to be the point of contact with the local planning/ highway authority who together will ensure the continual progression of the TP.

6.11 Appointment of a Travel Plan Co-ordinator

6.11.1 It is envisaged that the future occupants of the site will appoint a Travel Plan Co-ordinator (TPC) to be in place prior to occupation. It is likely that the individuals appointed to undertake the role for each unit would be a member of the company's management team as they will be a key decision maker on day-to-day matters of the TP implementation. The management level status of the TPC will also ensure that credibility is given to the adoption of measures that are implemented to encourage use of non-car modes.

6.11.2 The role of the TPC is likely to include but not be exclusive to the following:-

- To promote and encourage the use of travel modes other than the car, including the distribution of publicity material;
- To provide a point of contact and travel information for staff;
- To ensure that all relevant information is provided to all new members of staff and that up to date information is clearly displayed on the Travel Plan boards;
- To ensure that relevant information is made available to customers via the customer travel notice board (if applicable) and updated as necessary;
- To co-ordinate any lift-sharing scheme, bicycle user group and walking buddy schemes;
- To arrange for travel surveys to be undertaken where necessary; and
- To provide a point of contact with transport operators and officers of the council.

6.11.3 It is difficult to estimate the resource requirement for the TPC and what proportion of their working time will be required for the management of the TP, as much of the input will be required on an intermittent basis. Therefore, for the first year of the plan's operation it is proposed that the TPC will review and programme necessary TP work in conjunction with their other responsibilities on a monthly basis. The success of this approach will be evaluated as part of the first annual review of the plan.

6.12 Monitoring and Review

6.12.1 It is important that TP implementation is monitored at regular intervals to assess success and help to evolve TP measures. It is envisaged that each TPC will monitor the TP at regular intervals over a period of time and will most likely be post 100% occupation. Following the agreed 'trigger point' described above, this should be undertaken on an ongoing basis by the TPC for each unit.

6.12.2 The most effective form of review will be the undertaking of staff travel surveys which would not only ask how individuals travel to work at that time but also if they have considered the use of other modes previously or would consider them in the future. The main purpose of the surveys is to gain an understanding of the numbers travelling by the various modes of transport but also to ascertain what barriers exist to using more sustainable modes of travel. Understanding the barriers is helpful in determining if there are solutions to those barriers being removed.

- 6.12.3 The TP will need to be reviewed at regular intervals after monitoring is complete, looking at the take-up of each measure and progress against modal share targets. The review should entail the removal any unsuccessful incentives and replace them with measures that will help to achieve the TP targets. If a TP is shown to be underachieving, a remedial strategy will need to be outlined which should consider measures to address any failing aspects of the TP. Any changes to a TP will need to be made in agreement with WCBC.

6.13 Interim Action Plan

- 6.13.1 We have produced an interim action plan of actions likely to be undertaken prior to and following the occupation of the site. It should however be noted that this is only indicative at this stage as the future occupants of the site should each produce a Full Travel Plan following occupation, which should provide more detailed information on the TP actions and measures.

Table 6.1: Interim Action Plan

Stage	Action
Submission of Planning Application	Engage with public transport officers at WCBC and the local bus operators to discuss how effective improvements to public transport provision can be facilitated.
3 months prior to occupation	Appoint Travel Plan Coordinator (TPC) and inform WCBC of contact details
	Prepare Welcome Packs and arrange printing
Occupation of unit	Arrange for Welcome Packs to be presented to new owners with keys to units
	Provide sustainable travel vouchers on request and collate information on feedback forms
3 months after occupation	Undertake travel surveys, collate and report results to WCBC
Annually for five years	Repeat travel surveys and if targets are not met, provide further sustainable travel vouchers and personal travel planning advice