

**PROPOSED RESIDENTIAL DEVELOPMENT LLAY NEW ROAD,
RHOSROBIN**

TRAVEL PLAN

PREPARED ON BEHALF OF:

SG ESTATES



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1.0 INTRODUCTION

1.1 Background

- 1.1.1 SG Estates propose to develop land in Rhosrobin for up to 92 residential dwellings. The development site is located in Rhosrobin, to the north of Wrexham. The site is a parcel of open green land to the immediate east of the B5425 Llay New Road. To the north and east, the site is bounded by cemetery space. To the south, the site is bounded by residential properties located along Church Lea, along with the Wrexham-Chester rail line.
- 1.1.2 A Travel Plan has been prepared for the development in accordance with current policy and guidance. The Travel Plan forms a strategy for the promotion of sustainable travel associated with the proposed development. The Travel Plan will evolve as dwellings are occupied and information on the residents becomes available, such as their means of travel and the locations they travel to. The Travel Plan will be formally monitored annually by the TPC, for a five year period. The Travel Plan is a living document, which will be funded by on-going financial commitments from SG Estates for the life of the plan.
- 1.1.3 The key aim of the Travel Plan is to set out a range of measures that will be implemented at the site to demonstrate how sustainable travel can be promoted.
- 1.1.4 The Travel Plan is designed to improve awareness of the opportunities for reducing car usage (particularly single occupancy journeys) through the promotion of car sharing, walking, cycling and the use of public transport. The Travel Plan will be promoted widely amongst residents.

1.2 Report Structure

1.2.1 The remainder of this report is structured as follows:

- **Section 2.0** summarises the development proposals that are the focus of this Travel Plan;
- **Section 3.0** provides details of the existing site location in terms of its proximity to key local facilities;
- **Section 4.0** summarised the objectives of the Travel Plan;
- **Section 5.0** outlines measures and initiatives which are currently proposed on site and measures to encourage sustainable travel. The role of the Travel Plan Co-ordinator will also be detailed;
- **Section 6.0** sets out the targets of the Travel Plan;
- **Section 7.0** detail the development action plan, implementation strategy; and
- **Section 8.0** draws conclusions and summarised the content of the report.

2.0 PROPOSED RESIDENTIAL DEVELOPMENT

2.1 The Site Location

- 2.1.1 The proposed residential development benefits from its strategic location in relation to the A483(T), Wrexham town centre and the local distributor routes of the B5425 Llay Road, Rhosrobin Road and Plas Acton Road.
- 2.1.2 The proposed development includes the construction of 92 residential units, including access roads, parking areas and service provision.
- 2.1.3 The site is a parcel of open green land to the immediate east of the B5425 Llay New Road. To the north and east, the site is bounded by cemetery space. To the south, the site is bounded by residential properties located along Church Lea, along with the Wrexham-Chester rail line. The location of the site in relation to the local highway network is illustrated in **Figure 2-1**.

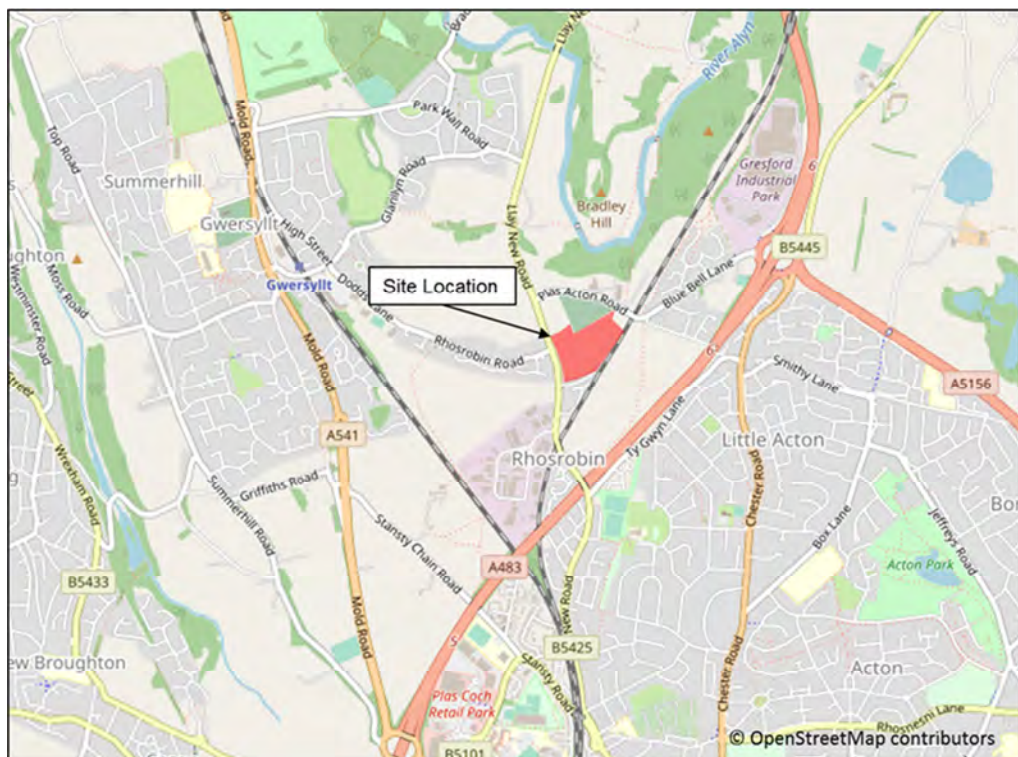


Figure 2-1: Site Location

2.2 Site Layout

- 2.2.1 The application site covers an area of some 11.646 acres (4.713 Ha) and the net developable area is 7.280 acres (2.946 Ha). The site is a parcel of open green land to the immediate east of the B5425 Llay New Road. To the north and east, the site is bounded by cemetery space. To the south, the site is bounded by residential properties located along Church Lea, along with the Wrexham-Chester rail line.
- 2.2.2 The site layout is included in **Appendix A** and indicates that the site could accommodate up to 92 residential units, at a net density of approximately 31.228 dwellings per hectare. The residential dwellings will include an element of affordable housing.
- 2.2.3 Access to the development site is proposed to be taken via a new four arm roundabout junction, replacing the existing three arm priority controlled T-junction of Rhosrobin Road with the B5425 Llay New Road..

2.3 Access and Movement Strategy

- 2.3.1 A comprehensive transport access and movement strategy has been developed for the proposed residential development site. The site layout indicates that the site will be accessed via a new four arm roundabout junction, replacing the existing three arm priority controlled T-junction of Rhosrobin Road with the B5425 Llay New Road.
- 2.3.2 The compact roundabout scheme has been designed in accordance with the national standards described in DMRB 5.2.3 TD16/07 'Geometric Design of Roundabouts'.
- 2.3.3 Internally the site and access route will continue onwards to form a number of cul-de-sac terminations. The main site access spine route will be of a 5.5 metre width design, in accordance with current WCBC guidance and is considered suitable to accommodate the additional traffic movements associated with the development site.

- 2.3.4 The footpath connections on the site facilitate easy and convenient access to bus stops. The existing public footpath crossing the site will be upgraded to a 3.00 metre wide footpath/ cycleway; providing a link to the footpath/ cycleway on the Gwersyllt side of Llay New Road.
- 2.3.5 Thus the overall philosophy for the design of the movement networks across the site will be to provide high quality and convenient connections for and to sustainable transport modes, to maximise the potential for travel making on foot, by bike and by public transport.
- 2.3.6 The design of the vehicular access routes will maximise the permeability of the site and will connect into the existing surrounding highway networks.

2.4 Proposed Parking Provision

- 2.4.1 The car parking standards set out in Wrexham's Local Planning Guidance Note No. 16 is maximum standards for each land use category. In accordance with national policy the Council has no minimum parking requirements. The document states that

'In cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the likely level of demand, without undermining requirements for inclusive access'.

- 2.4.2 It expands on this by stating that:

'Where developments are close to local services and facilities and/or are in areas where people are able to walk or cycle to them or travel to them easily by public transport, it may be appropriate for less on-site parking to be provided than for developments in remoter areas'.

'In areas where people can easily travel to sites by means other than by car, reducing the amount of space dedicated to car parking could allow land to be used more efficiently by enabling a higher density development or to provide landscaping to enhance the appearance of an area'.

2.4.3 As stated in the previous section, it is evident that the development is accessible to pedestrians, cyclists and users of public transport. Bus stops are located on the B5425 Llay New Road within the recommended 400 metres walking distance of the site, with a stop located adjacent to the site boundary. There are also numerous local facilities located with an acceptable walking and cycling distance of the site. It is therefore considered that providing parking below the maximum parking standards stated below is justified.

2.4.4 The maximum residential car parking standards, as set out in Wrexham's Local Planning Guidance Note No. 16, state the following car parking requirements:

- One bedroom dwellings – 1.5 car parking space per unit;
- Two bedroom dwellings – two car parking spaces per unit;
- Three/ four bedroom dwellings – three car parking spaces per unit;
and
- Five bedroom dwellings – four car parking spaces per unit.

The parking standards state that garages will not be counted as car parking spaces.

2.4.5 Parking provision for the proposed residential development is detailed in **Table 2-1**.

Table 2-1: Proposed Parking Provision

No. of Bedrooms	No. of Units	Policy Standards	No. of Car Parking Spaces Proposed per unit
1	12	1.5	1.75
2	18	2	2
3	1	3	3 + Garage
	20	3	2 + Garage
4	12	3	3 + Garage
	27	3	2 + Garage
5	2	4	2 + Garage

2.4.6 There are an additional 14 visitor car parking spaces across the site, the location of which is illustrated in **Appendix B**.

3.0 ACCESSIBILITY OF THE SITE

3.1.1 The proposal site is accessible by a number of non-car modes, providing real potential to reduce private car use. One of the key objectives of the Travel Plan is to encourage the use of sustainable travel modes. The position of the site can take advantage of the transport, employment and other key facilities located within close proximity to the site.

Walking and Cycling Network

3.1.2 The Institute of Highways and Transportation (IHT) document 'Providing for Journeys on Foot', identifies suitable walking distances to key facilities. The IHT document reports that approximately 80% of journeys on foot in urban areas are less than 1.6km (one mile). It provides a table of suggested acceptable walking distances, as follows:

Table 3-1: IHT Suggested Acceptable Walking Distances

	Town Centre (m)	Commuting/ School/ Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

3.1.3 **Figure 3.1** illustrates an 800 metre, 1,200 metre and 2,000 metre local catchments as measured from the access point of the proposed residential development. The analysis illustrates that Rhosrobin, Pandy and the parts of Gwersyllt falls within an acceptable local walking catchment and, as such, the site's proximity to the following local everyday services should be noted:

- Gwersyllt County Primary School;
- Gwersyllt Support Centre;
- Gwersyllt Rail Station;
- Local food and convenience shops; and
- A dental surgery.

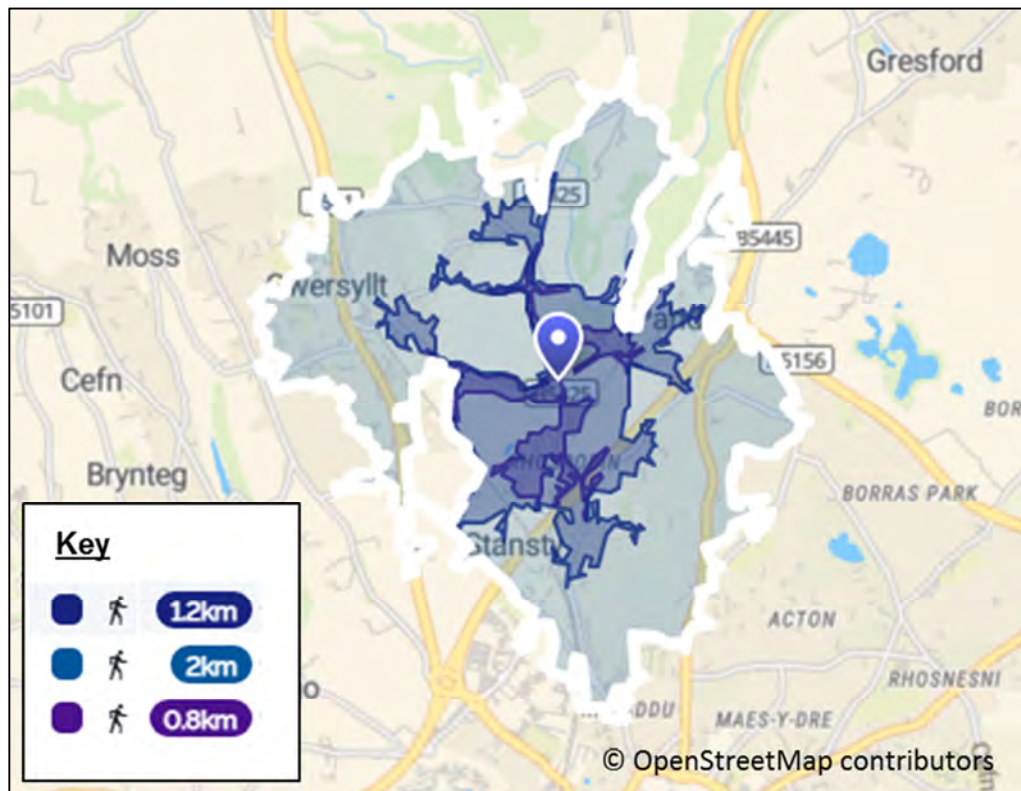


Figure 3-1: Walking Isochrone

3.1.4 In addition to walking connections, the pedal cycle has been identified as an acceptable travel mode for journeys of up to five kilometres. **Figure 3-2** illustrates the five kilometre cycle catchment from the site and demonstrates that Wrexham lies entirely within an appropriate cycle distance, along with the outlying areas of Gresford and Llay.

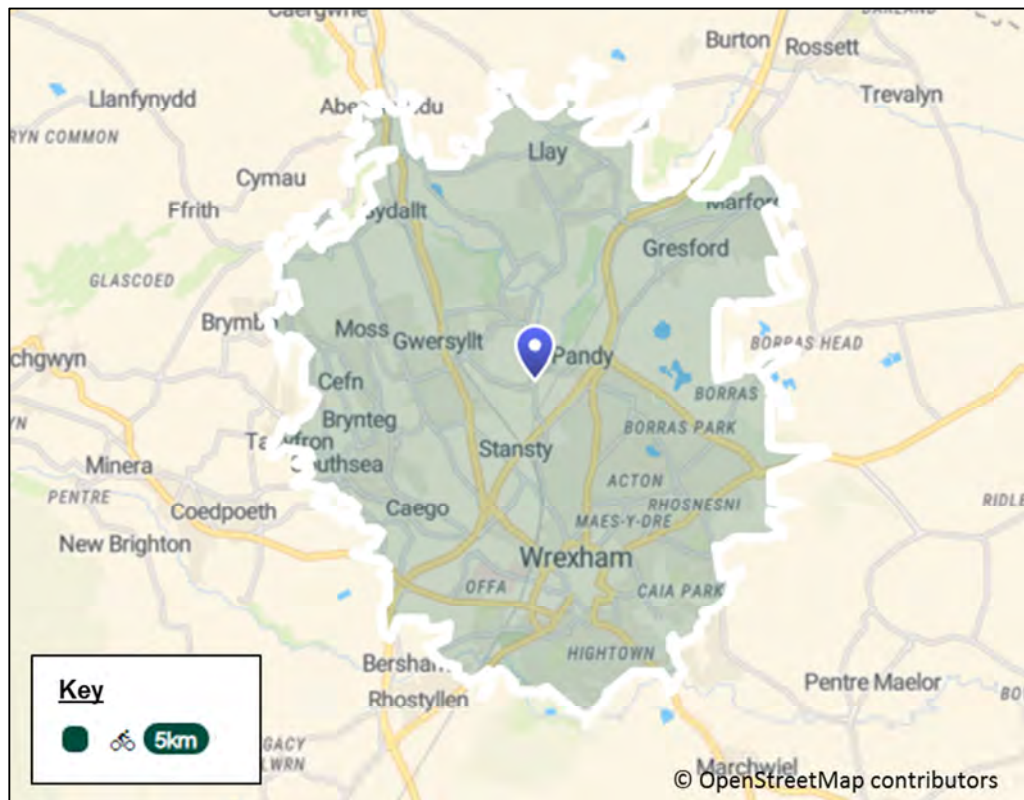


Figure 3-2: Cycling Isochrone

3.1.5 There are a number of Public Rights of Way (footpaths) in the vicinity of the site. **Figure 3-3** shows an extract of the Public Rights of Way plan in the vicinity of the proposed site. Footpaths are illustrated in purple.



Source: http://www.wrexham.gov.uk/english/leisure_tourism/prow/definitive_map.htm

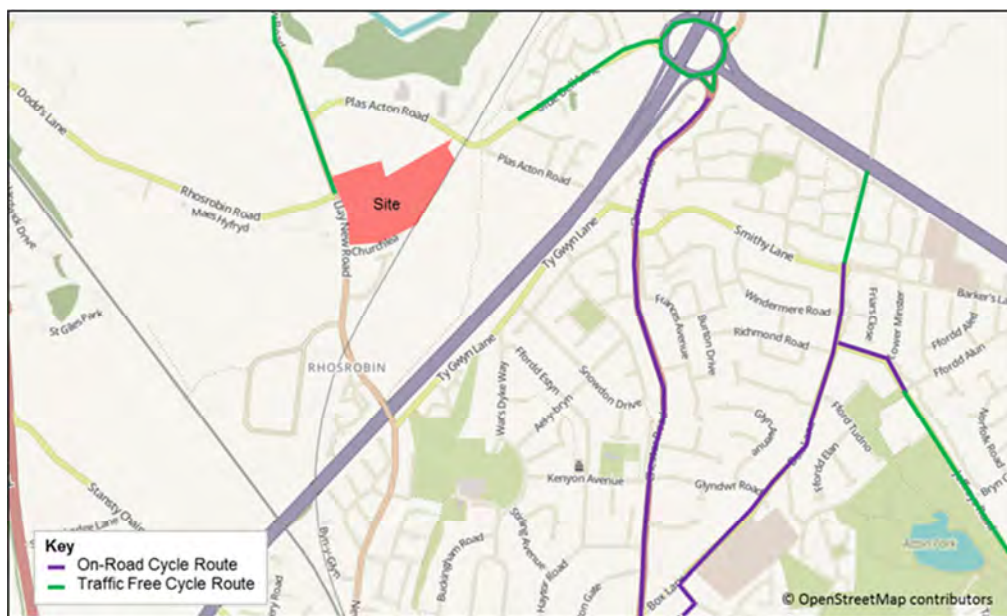
Figure 3-3: Extract of Wrexham's Public Right of Way Map for Rhosrobin

3.1.6 Public Rights of Way operating through the site and illustrated in the above plan include:

- Footpath GWE/ 30 – This connects the B5425 Llay New Road to the west with Plas Acton Road to the east (approximate length of 350 metres).

As illustrated in the site layout plan, this route will be maintained as part of the development proposals, in the form of a 3.0 metre footpath/ cycleway.

3.1.7 **Figure 3-4** illustrates a number of on-road/ advisory cycle routes (purple routes) and a traffic free route (green route) in the vicinity of the site.



Source: www.sustrans.org.uk

Figure 3-4: Cycle Facilities in Close Proximity to the Site

- 3.1.8 Due to the urban location of the proposed development, the site benefits from a good network of high quality footways, surrounding the site. Street lighting is provided along all roads within the vicinity of the site, aiding pedestrian security and enhancing road safety. Dropped kerbs are also provided at all junctions for the convenience of pedestrians. The existing footways/footpaths surrounding the development site ensure that the proposed development will have excellent connectivity to the local community facilities present in Rhosrobin and beyond.

Public Transport

Buses

- 3.1.9 Access to the site by public transport is excellent. Guidance published by the Institute of Highways and Transportation 'Planning for Public Transport in Developments' (1999) recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five minute walk.
- 3.1.10 The site is within a 400 metre walking distance of a number of bus services. Bus stops are located on both side of the B5425 carriageway. The location of bus stops within close proximity to the site is illustrated in **Figure 3-5**. Services that operate along these routes are detailed in **Table 3-2**.



Figure 3-5: Bus Stop Locations in Close Proximity to the Site

Table 3-2: Bus Services and Headways

Service	Destination	Bus Headway (minutes)		
		Mon – Fri	Saturday	Sunday
X33/ 33	Wrexham - Llay via Rhosddu, Gwersyllt & Bradley	30 (hourly after 1830)	30 (hourly after 1830)	60
34	Wrexham –Trevalyn	3 services	3 services	-
PC2	Gatewen – Queenspark – Llay Industrial estate	1 AM & 1 PM peak service	-	-

Source: <http://planner.traveline-cymru.info/>

3.1.11 The table demonstrates that there are a number of services operating within a 400 metre walking distance from the site, throughout the week and during weekends. These services provide connections into Wrexham, Mold and Flint. These destinations provide jobs, education, leisure, healthcare and many other community facilities. It should be noted that at the time of writing many bus services are operating at a reduced frequency due to the Coronavirus pandemic; historically service 33 has operated on a 20 minute frequency Monday to Saturday.

Rail

3.1.12 The closest railway station to the site is Gwersyllt Railway Station which is located approximately three kilometres from the site. Gwersyllt Railway Station is one of five stations located within Wrexham County Borough.

3.1.13 During weekdays and Saturdays the station offers an hourly service in each direction (southbound to Wrexham Central and northbound to Bidston). On Sundays the stations offers a service every 2.5 hours in each direction.

Travel Patterns and Key Destinations

Employment

3.1.14 Journey to work data from the 2011 Census showed that for Rhosrobin residents, residing in the output area Wrexham 003 (W02000080), in excess of 31.0% of the working population travel over 5km to a place of work. **Table 3-3** below provides a full breakdown of the distance travelled to work statistics.

Table 3-3: Distance Travelled to Work Statistic

Distance Travelled	Percentage of Working Population
Works mainly at or from home	12.5%
Less than 2km	17.7%
2km to less than 5km	23.0%
5km to less than 10km	11.4%
10km to less than 20km	10.9%
20km to less than 30km	3.6%
30km to less than 40km	2.3%
40km to less than 60km	1.7%
60km and over	1.0%
No fixed place of work	15.7%

Source: 2011 Census;

3.1.15 From the information above, it is conceivable that approximately 45% (including those with no fixed place of work for robustness) of the new residential population within the Rhosrobin area could travel via the strategic highway network during the traditional peak periods to area of employment in Flintshire, Wrexham, Chester and Ellesmere Port and Neston.

3.1.16 The location of the development site benefits from its close proximity to the A483 and the A5156, to access the above destinations.

Education

3.1.17 There are a number of primary schools located in close proximity to the proposed residential development, including Gwersyllt Community Primary, Plas Coch County Primary School and Wats Dyke County Primary School.

3.1.18 The closest secondary school to the proposed development is Ysgol Bryn Alyn.

Retail

3.1.19 There are a number of food and non-food retail units in close proximity to the proposed development including:

- the neighbourhood centre off Dodds Lane in Gwersyllt, which includes a Lidl, Iceland and Home Bargains and is located approximately 1.5km from the proposed development; and
- Plas Coch Retail Park off Plas Coch Road, which includes an Aldi, Sainsbury's and Pets at Home and is located approximately 2.4km from the proposed development.

3.1.20 Wrexham town centre is a key retail destination for residents of Rhosrobin. Facilities include Eagles Meadow and the larger retailers including Debenhams, Marks and Spencer and Next.

Health

3.1.21 Existing health facilities in close proximity to the proposed development include a dental surgery at Dodds Lane Neighbourhood Centre, the GP Surgery at Plas Coch Campus on Mold Road, opticians on Croesnewydd Road and pharmacies on Chester Road and Rhosddu Road.

3.1.22 The closest hospital to the proposed development site is Wrexham Maelor Hospital, which has a 24-hour A&E department and is located approximately 3.4km from the proposed development.

Leisure and Community Facilities

3.1.23 The majority of leisure facilities are located in Wrexham town centre. These include Waterworld (swimming pool), libraries and museums, in addition to cinemas and bowling alleys.

3.2 Summary

- 3.2.1 Overall it is evident that the site is accessible to pedestrians, cyclists and users of public transport. The proposed residential development includes measures to promote the use of such sustainable modes of transport.

4.0 OBJECTIVES

- 4.1.1 This section outlines the vision and objectives that will guide the development and implementation of the Travel Plan. This Travel Plan is designed to improve awareness of the opportunities for reducing car usage (particularly single occupancy journeys) through the promotion of car sharing, walking, cycling and the use of public transport.
- 4.1.2 The Travel Plan will be promoted widely amongst residents, not only to minimise any traffic impacts associated with the residential units on the surrounding network, but also to promote the health and environmental benefits of taking exercise by walking and cycling as well as the social aspects of car sharing.
- 4.1.3 This Travel Plan aims to deliver the following objectives:
- To minimise the total distance travelled by residents and visitors to the site through the reduction in journey lengths and frequency, particularly single occupancy car trips. This will in turn reduce congestion and improve air quality and noise pollution;
 - To improve awareness and usage of alternative modes of transport and reduce the reliance on the private car;
 - To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns; and
 - To enable people to make more informed travel choices.
- 4.1.4 Residents will be informed of the locally available non-car modes of transport and the benefits of adopting sustainable travel patterns. Regular liaison with residents will seek to achieve a long term commitment to changing travel behaviour at the site.
- 4.1.5 There are a number of benefits that will be derived from the successful implementation of the Travel Plan, for both residents and visitors to the site as well as the wider community. Benefits are expected to include:

- A better environment within the site and its immediate environs as vehicular movements are minimised;
- Increased flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- Improved health and fitness through increased levels of walking and cycling.

4.1.6 In terms of the wider community, the successful implementation of the Travel Plan will result in reduced traffic congestion and improved air quality as a result of the reduction in car use.

4.1.7 The overall Travel Plan strategy includes physical measures designed to enhance the sustainable transport provision at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the Plan.

5.0 TRAVEL PLAN MEASURES AND INITIATIVES

5.1.1 This Travel Plan sets out a range of measures that will be incorporated within the development proposals, to encourage sustainable travel and to achieve the objectives of the Plan, as outlined above. These measures and their timescales for implementation are detailed below.

Table 5-1: Travel Plan Measures and Timescales

Measures	Timescales
Appointment of Travel Plan Co-ordinator (TPC)	Opening of sales suite
Travel Information Pack and Guides	Upon Occupation of Dwellings
Bike User Group	On-going and organised by the TPC

Travel Plan Co-ordinator

5.1.2 A Travel Plan Co-ordinator (TPC) will be appointed by S G Estates to promote the Travel Plan amongst residents.

5.1.3 The TPC will have overall responsibility for the development and implementation of the final Travel Plan and for monitoring the success of the Plan on an on-going basis.

5.1.4 The TPC will be employed from the initial marketing of the properties at the site for whichever is the later period of five years from first occupation of the site; or six months after full occupation of the site.

5.1.5 Their duties will also include liaison with Wrexham County Borough Council and monitoring the usage of the facilities implemented as part of the Travel Plan.

5.1.6 The TPC will be available via email to answer any travel-related queries that residents have and to assist new residents in their travel planning.

5.1.7 The scale of resource required to fulfill the role of the TPC will vary throughout the lifetime of the development. At the outset of the development, the TPC will need to dedicate a reasonable level of time and resources to the implementation of the Plan and to conduct the initial travel surveys and report the results. At other times the role will reduce in scale, but regular interaction with residents and with the local authority will be necessary to ensure that the Plan continues to be implemented effectively.

5.1.8 The TPC will be the key decision maker on day-to-day matters of implementation of the Travel Plan, and the role will encompass the following:

- To promote and encourage the use of travel modes other than the car, including the distribution of publicity material;
- Promoting the Travel Plan internally;
- To ensure that all relevant information is provided to all residents;
- To co-ordinate soft measures;
- 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.

Personalised Travel Planning

5.1.9 The TPC will answer any travel-related queries that residents have and assist new residents in their travel planning. Studies undertaken by the Department for Transport indicate that travel planning can reduce car use by c. 10% (DfT, 2004).

Travel Information Packs

5.1.10 Travel Packs will be issued to all new residents at the site upon first occupation of their property, as part of the Home Information Pack supplied with all new properties.

- 5.1.11 A lack of information on the available travel opportunities is often cited as a reason for not using sustainable travel modes. To overcome such a barrier, new residents will be supplied with 'Travel Packs' which will set out information relating to the walking, cycling and bus routes available to access the development.
- 5.1.12 The packs will include bus route plans, timetable information and information on cycling and walking routes leading to/ from key destinations, bus stops, railway station and the surrounding areas. Links will be provided to key websites including <http://www.nationalrail.co.uk/>, <http://www.transportdirect.info/>, and www.liftshare.com/wales/.
- 5.1.13 It will be the Travel Plan Co-ordinators responsibility to ensure that these are distributed to all residents, during the formal monitoring period of the plan. The TPC will also ensure that this information is kept up to date.

Bike User Group

- 5.1.14 The TPC will co-ordinate a Bicycle User Group (BUG), which could provide a platform for people to share their interest in cycling to work and by doing so, encourage others to join and exchange hints and tips on safe routes and bike maintenance. The BUG will be informal in nature and details on how to join and who to contact will be published in an appropriate manor.
- 5.1.15 Should there be a high number of cyclists to/ from the site, the TPC could investigate the possibility of introducing professional cycle training at the site. This can increase confidence, encouraging people to increase the frequencies/ lengths of these journeys and also teach safer cycling.

Car Sharing

- 5.1.16 Benefits of car sharing include saving money on vehicle operating costs, cutting down on congestion and pollution as well as social benefits of sharing lifts and meeting new people.
- 5.1.17 Car sharing represents a relatively convenient form of travel whilst offering a significant potential to reduce overall mileage of residents and employees.

- 5.1.18 The Travel Plan Co-ordinator will explore the possibility of creating an informal car sharing scheme at the site for residents. This will be promoted through the Travel Packs.
- 5.1.19 In addition to any on-site based car sharing scheme, the Travel Plan Co-ordinator will inform residents of the web-based Lift Share schemes (www.liftshare.com/wales/).
- 5.1.20 The TPC will promote the benefits of this service and provide support in helping people to register via the Travel Packs. This will enable residents to either car share amongst themselves or with other car sharers living in the surrounding area.

6.0 TARGETS

6.1.1 Modal split targets will be set throughout the monitoring period of the Travel Plan, to ensure that the measures are being implemented properly and are achieving the goals of the Travel Plan and providing benefits to the residents at the site.

6.1.2 These targets will be set after the results of the initial travel surveys are established and agreed with officers at Wrexham County Borough Council. In order to provide an indication of potential travel patterns from the site, the modal split data has been derived from the TRICS database (the same data used in the TA) and are as follows:

- Car Driver – 60%;
- Car Passengers – 18%; and
- Sustainable Modes – 22%.

7.0 ACTION PLAN FOR MONITORING AND IMPLEMENTATION

7.1 Action Plan

7.1.1 An Action Plan has been prepared setting out a list of measures to be implemented as part of the Plan and identifying who is responsible for its implementation. In addition associated timescales have been examined. This is set out in **Table 7-1** below

Table 7-1: Travel Plan Action Plan

Action	Date	Responsibility
Agree Travel Plan	Planning application	SG Estates
Implement pedestrian/ cycle links across the development	Delivered as part of site construction	SG Estates
Appoint Travel Plan Co-ordinator	3 months prior to occupation of first dwelling	SG Estates
Produce Marketing Material	Prior to marketing the units	SG Estates/ TPC
Travel Packs including bus routes, timetables and cycle/ walking routes	Upon occupation of dwellings and reviewed annually	TPC
Walking Maps/ Routes to Key Destinations	Upon occupation of dwellings	TPC
Cycle Maps	Upon occupation of dwellings and reviewed annually	TPC
Investigate BUG	On-going from occupation	TPC
Promote National Cycle Initiatives	Annually	TPC
Information on Bus and Rail Services	Upon occupation of dwellings and reviewed annually	TPC
Investigating a Car Share Scheme	On-going from occupation	TPC
Broadband/ Internet Provision	Delivered as part of site construction	SG Estates
Promote Home Delivery Services	On-going from occupation	TPC

7.2 Timescales for Monitoring and Implementation

7.2.1 The Travel Plan will be formally monitored annually by the TPC, for a five year period. Wrexham County Borough Council's Travel Plan Officer will be notified of the date when building commences.

- 7.2.2 The monitoring of the Travel Plan will be based upon resident travel surveys which will be arranged by the TPC. The initial baseline travel survey will be conducted when 33% of the dwellings are occupied (i.e. prior to occupation of the 30th dwelling, based on 92 units). The format of the travel questionnaire will be agreed with Wrexham County Borough Council. Additional travel surveys will then be undertaken by the TPC annually thereafter for a period of five years, to assess the success of the Travel Plan measures.
- 7.2.3 Following the completion of the travel surveys and analysis of the survey results, the TPC will be responsible for the preparation of an annual monitoring report for issue to Wrexham County Borough Council. The annual report will be issued to the Council within three months of completion of the surveys.
- 7.2.4 The annual monitoring report will set out a comparison of the residents' modal splits against the agreed target modal splits and will provide a summary of the travel plan measures that have been implemented throughout the previous year and their effectiveness.
- 7.2.5 If the agreed target modal splits have not been achieved, the TPC will prepare a detailed action plan setting out which additional travel plan measures would be implemented at the site, together with dates for their implementation, to seek to achieve the targets. Within three months of the additional measures being implemented a review will be undertaken to assess the effectiveness of these measures, to allow changes, if necessary, to be made prior to the annual survey being undertaken.
- 7.2.6 The TPC will attempt to set up a residents' management group, who could take on the monitoring of the Travel Plan once the TPC role has ceased, after the formal monitoring period.

7.3 Responsibility, Ownership and Implementation

- 7.3.1 SG Estates will assume overall responsibility for ensuring that the Travel Plan is implemented at the site. The implementation of the Travel Plan measures will be delegated to the TPC who will carry out the day-to-day management of the plan and whose role will be essential to the success of the plan.

- 7.3.2 The TPC will liaise with residents and with the relevant officers of Wrexham County Borough Council. Wrexham County Borough Council will be notified of the TPC's contact details upon their appointment.

8.0 CONCLUSION

8.1.1 This Travel Plan has been prepared based on the site layout that is the subject of the planning application.

8.1.2 To achieve the target set out within this Travel Plan, the Travel Plan Coordinator for the site will encourage residents, to take into account the benefits of sustainable forms of transport that are available to them given the highly accessible location of the site.

8.1.3 The Travel Plan will seek to achieve significant reductions in car usage, particularly single occupancy trips. This will produce resultant benefits in terms of air quality and emissions and will also significantly reduce car parking demand and traffic generation associated with the development.

8.1.4 This Travel Plan aims to deliver the following objectives:

- To minimise the total distance travelled by residents and visitors to the site through the reduction in journey lengths and frequency, particularly single occupancy car trips. This will in turn reduce congestion and improve air quality and noise pollution;
- To improve awareness and usage of the alternative modes of transport and reduce the reliance on the private car;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns; and
- To enable people to make more informed travel choices.

8.1.5 In conclusion, this Travel Plan document represents an excellent opportunity to build on the sustainable location of the site and create sustainable travel patterns throughout the lifetime of the development.

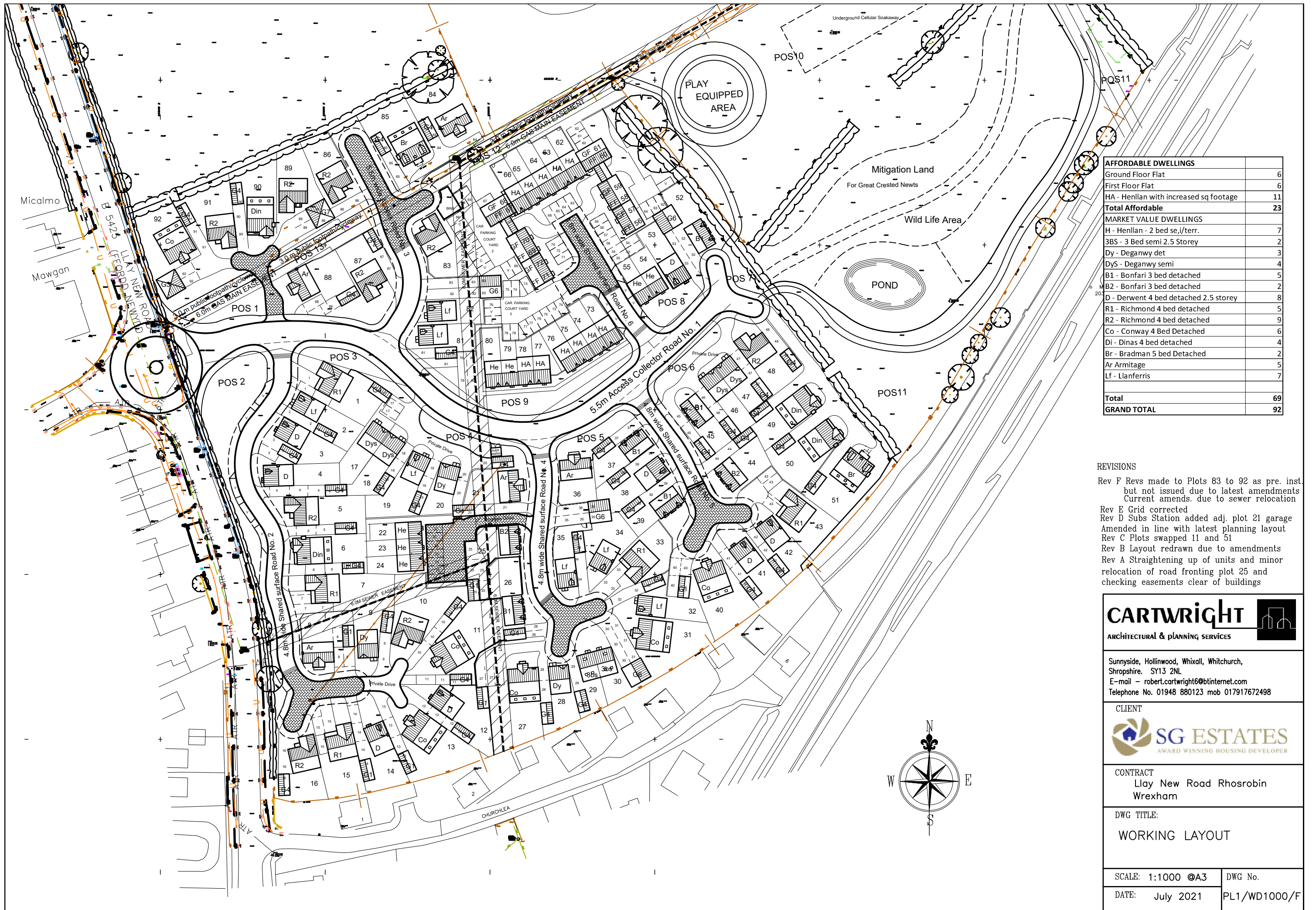


APPENDICES



APPENDIX A

SITE LAYOUT PLAN



AFFORDABLE DWELLINGS	
Ground Floor Flat	6
First Floor Flat	6
HA - Henllan with increased sq footage	11
Total Affordable	23
MARKET VALUE DWELLINGS	
H - Henllan - 2 bed se,i/terr.	7
3BS - 3 Bed semi 2.5 Storey	2
Dy - Deganwy det	3
DyS - Deganwy semi	4
B1 - Bonfari 3 bed detached	5
B2 - Bonfari 3 bed detached	2
D - Derwent 4 bed detached 2.5 storey	8
R1 - Richmond 4 bed detached	5
R2 - Richmond 4 bed detached	9
Co - Conway 4 Bed Detached	6
Di - Dinas 4 bed detached	4
Br - Bradman 5 bed Detached	2
Ar Armitage	5
Lf - Llanferris	7
Total	69
GRAND TOTAL	92

REVISIONS

Rev F Revs made to Plots 83 to 92 as pre. inst. but not issued due to latest amendments
Current amends. due to sewer relocation

Rev E Grid corrected
Rev D Subs Station added adj. plot 21 garage
Amended in line with latest planning layout
Rev C Plots swapped 11 and 51
Rev B Layout redrawn due to amendments
Rev A Straightening up of units and minor relocation of road fronting plot 25 and checking easements clear of buildings

CARTWRIGHT

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CLIENT

**SG ESTATES**
AWARD WINNING HOUSING DEVELOPER

CONTRACT

Llay New Road Rhosrobin
Wrexham

DWG TITLE:

WORKING LAYOUT

SCALE: 1:1000 @A3

DWG No.

DATE: July 2021

PL1/WD1000/F