

Framework Travel Plan

Gatewen Road
Residential Scheme,
Wrexham

July 2018

Gatewen Road Residential Scheme, Wrexham

Framework Travel Plan

Version 2-0

June 2018

Produced by:



For:



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Project Information Sheet

Client	Wrexham Glyndŵr University
Project Code	2627
Project Name	Wrexham Glyndŵr University
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Start Date	24 th April 2018
File Location	2600-2699\2627 Wrexham Glyndwr University\Reports\Gatewen Road

Document Control Sheet

Ver.	Project Folder	Description	Prep.	Rev.	App.	Date
V3-0	F:\Data\2600-2699\2627 Wrexham Glyndwr University	Submission	LM	ML	DP	31/07/18
V2-0		Consultation	LM	ML	DP	18/06/18
V1-0		Final Draft	LM	ML	DP	15/06/18

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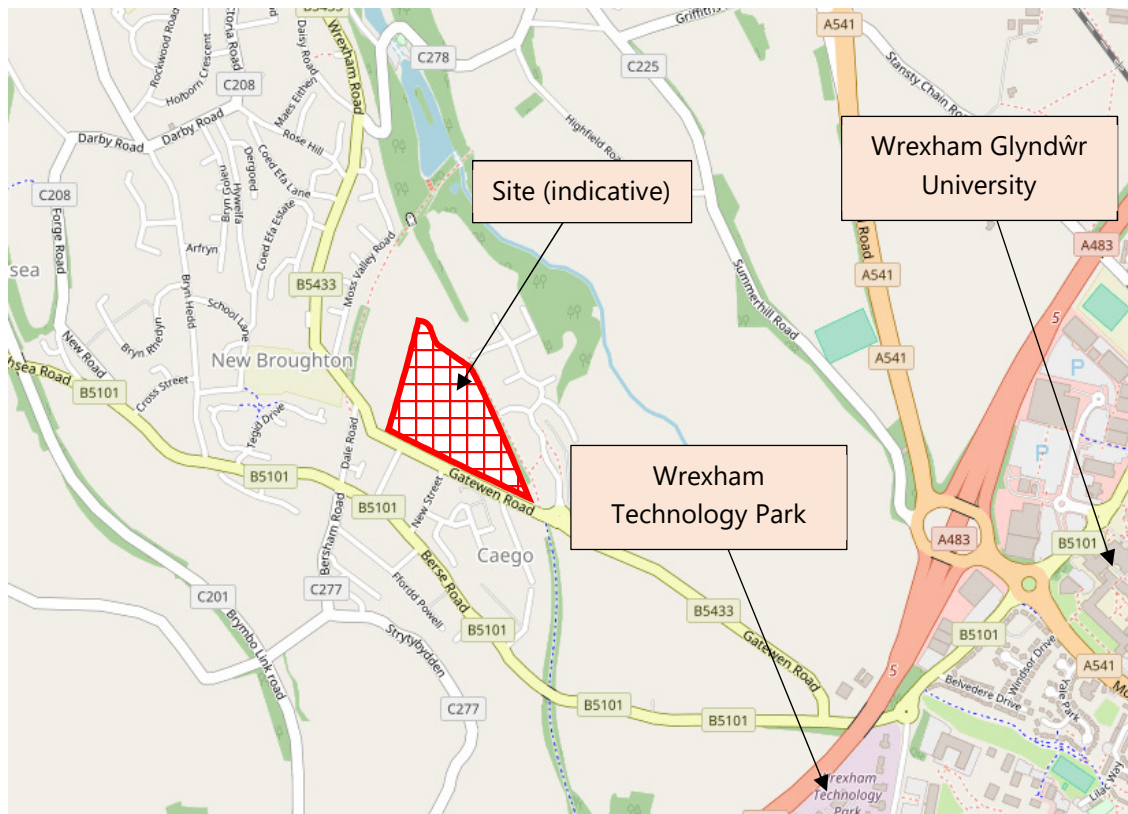
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1. Introduction

Background

- 1.1 Integrated Transport Planning Ltd has been commissioned by Wrexham Glyndŵr University to produce a Framework Travel Plan to support a planning application for the proposed development of up-to 112 new residential dwellings and the construction of a new vehicular access from Gatewen Road. This should be read in conjunction with the associated Transport Assessment.
- 1.2 Gatewen Road is a B-class single carriageway road with an approximate width of 5.7m and serves as a local distributor road, providing access to the surrounding residential developments. Within the vicinity of the proposed development site, the road is fully lit and has a continuous footway along the southern side of the carriageway.
- 1.3 The existing site currently serves as agricultural land, which has an existing gated access onto Gatewen Road. Under the proposals, the existing field gate access point is to be upgraded in line with local adoptable standards to serve as the access to the proposal.
- 1.4 The proposed development site is located between the settlements of New Broughton and Caego, northwest of Wrexham, as shown in Figure 1-1. The site is bounded on the west by an area of playing fields, to the south by Gatewen Road and to the east by a new residential development.

Figure 1-1: Location of Development Site



Travel Plan

- 1.5 Travel Plans are an increasingly important tool to facilitate sustainable development. Together with Transport Assessments, they provide the mechanism for assessing and managing access to new or redeveloped sites.
- 1.6 Travel Plan benefits include an increasing choice of travel mode, reducing journey times, and money saving for site users. The local environment can benefit from improved air quality, and less congestion and noise. A Travel Plan also has the benefit of making the development more accessible to all users, whether they have access to a car or not, and therefore helps to promote social equality within the local community.
- 1.7 This Framework Travel Plan has been informed by the Transport Assessment and contains various objectives, targets and measures to promote the use of more sustainable modes of travel and to reduce the use of private cars. It provides an overarching strategy for improving sustainable travel behaviour across the site. Full Travel Plans will be produced at detailed planning stage, with reference to the Framework Travel Plan.

- 1.8 The Travel Plan Coordinator will be responsible for the implementation of the Travel Plan. This includes the responsibilities set out in this document, such as monitoring and reporting, as well as the majority of steps included in the action plan.
- 1.9 Effective travel plans are dynamic and involve a continuous cycle of action-monitoring-review to ensure that they remain relevant.

Report Scope

- 1.10 This Framework Travel Plan has been grouped into the following sections:
- Section 2 - contains details of relevant national and local transport planning policy;
 - Section 3 - outlines an overview of existing site accessibility;
 - Section 4 – describes the development proposals and access arrangements;
 - Section 5 - details the travel plan's targets, including current mode share splits and mode share targets;
 - Section 6 - sets out the actions to be taken, including deadlines and responsibilities;
 - Section 7 - details the process of monitoring and reporting that should be undertaken and highlights the roles of different stakeholders; and
 - Section 8 - summarises the findings of the report.

2. Policy

People, Places, Futures – The Wales Spatial Plan

2.1 The Wales Spatial Plan is a high-level document that's purpose is:

- *Making sure decisions are taken with regard to their impact beyond sectoral or administrative boundaries and that the core values of sustainable development govern everything we do*
- *Setting the context for local and community planning*
- *influencing where we spend money through understanding the roles of and interactions between places*
- *providing a clear evidence base for the public, private and third (voluntary) sectors to develop policy and action.*

2.2 The Wales Spatial Plan defines sustainable development as:

...improving wellbeing and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources.

2.3 In regard to travel and climate change, The Wales Spatial Plan supports the development of spatially targeted responses. This includes:

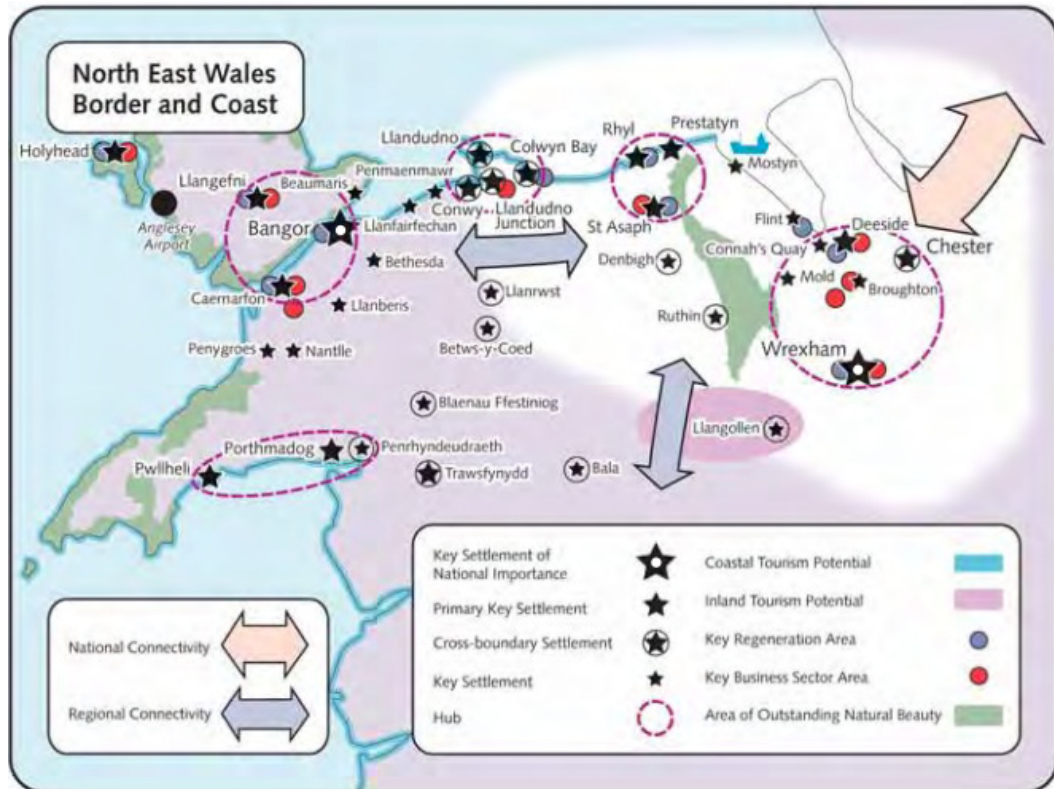
...reducing the need to travel by co-locating jobs, housing and services, for instance, and changing behaviour in favour of 'greener' modes of travel, such as car sharing, public transport, walking and cycling.

2.4 The Wales Spatial Plan also has a role in informing the development of Local Transport Plans. It does this by defining high-level growth and development areas and key movement corridors, such as that shown in Figure 2-1 below.

2.5 It can be seen that The Wales Spatial Plan defines Wrexham as a Key Settlement of National Importance, with emphasis later placed on:

Strengthening key hubs as a focus for investment in future employment, housing, retail, leisure and services.

Figure 2-1: North East Wales Border and Coast area strategy



Planning Policy Wales (Edition 9, November 2016)

- 2.6 Planning Policy Wales sets out the land use planning policies applicable to Wales, as devolved to the Welsh Government. Its overriding aim is to translate the Welsh Government's commitment to sustainable development into the planning system.
- 2.7 In regard to transport, planning policy intends to help to achieve the Welsh Government's objectives through:
- *reducing the need to travel, especially by private car, by locating development where there is good access by walking, cycling and public transport;*
 - *locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;*
 - *improving accessibility by walking, cycling and public transport;*
 - *ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;*
 - *promoting walking and cycling;*

- *supporting the provision of high quality public transport;*
- *supporting traffic management measures;*
- *promoting sustainable transport options for freight and commerce;*
- *supporting sustainable travel options in rural areas;*
- *supporting necessary infrastructure improvements; and*
- *ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.*

2.8 Section 8.7 discusses development management and transport, setting out the following policy position for the determination of planning applications in regard to transport:

When determining a planning application for development that has transport implications, local planning authorities should take into account:

- *the impacts of the proposed development on travel demand;*
- *the level and nature of public transport provision;*
- *accessibility by a range of different transport modes;*
- *the opportunities to promote active travel journeys, and secure new and improved active travel routes and related facilities, in accordance with the provisions of the Active Travel (Wales) Act 2013; 124 Planning Policy Wales Edition 9 – November 2016 – Chapter 8 Transport*
- *the willingness of a developer to promote travel by walking, cycling or public transport, or to provide infrastructure or measures to manage traffic, to overcome transport objections to the proposed development (payment for such measures will not, however, justify granting planning permission to a development for which it would not otherwise be granted);*
- *the environmental impact of both transport infrastructure and the traffic generated¹² (with a particular emphasis on minimising the causes of climate change associated with transport); and*
- *the effects on the safety and convenience of other users of the transport network.*

Wrexham's Unitary Development Plan

2.9 Wrexham's Unitary Development Plan was adopted in February 2005. It was originally intended to expire in 2011, however consultation is ongoing for its replacement, therefore it continues to form the current statutory planning document for Wrexham Borough Council.

2.10 The plan contains four key themes, which sit above the strategic policies:

- Sustainable development
- Countryside, Landscape and Biodiversity
- Settlement Growth
- Housing

2.11 Policy PS8 covers transport and states:

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.

2.12 Policy T8 covers parking delivered as part of a development and states:

Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate: -

- a) the availability of public transport nearby,*
- b) proximity to public car parking,*
- c) proximity to local services and facilities,*
- d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.*

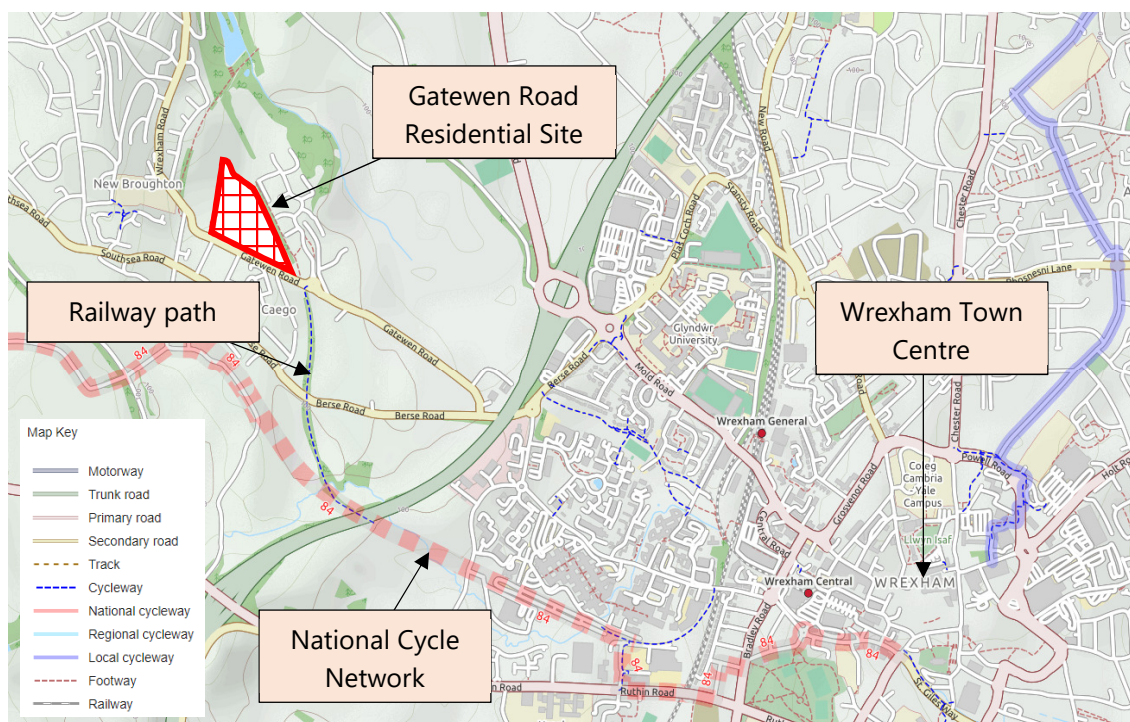
Where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport, or walking and cycling as appropriate.

3. Access to Sustainable Transport

Walking and cycling

- 3.1 The site is well-located within an existing residential area, as shown in Figure 1-1, therefore there is an excellent provision of local walking routes. The area surrounding the is highly permeable on foot with a grid-style network of streets, as well as pedestrian routes along disused railway lines, including a recently upgraded traffic-free link to the town centre.
- 3.2 In regard to local schools, Ysgol Penrhyn New Broughton School is approximately 500m from the development, equivalent to a 6-minute walk. The nearest convenience store is located approximately 200m from the development on Chapel Road.
- 3.3 Wrexham has a good network of cycle routes across the town, which comprise of traffic-free paths, low-traffic streets and cycle lanes.

Figure 3-1: Wrexham cycle map



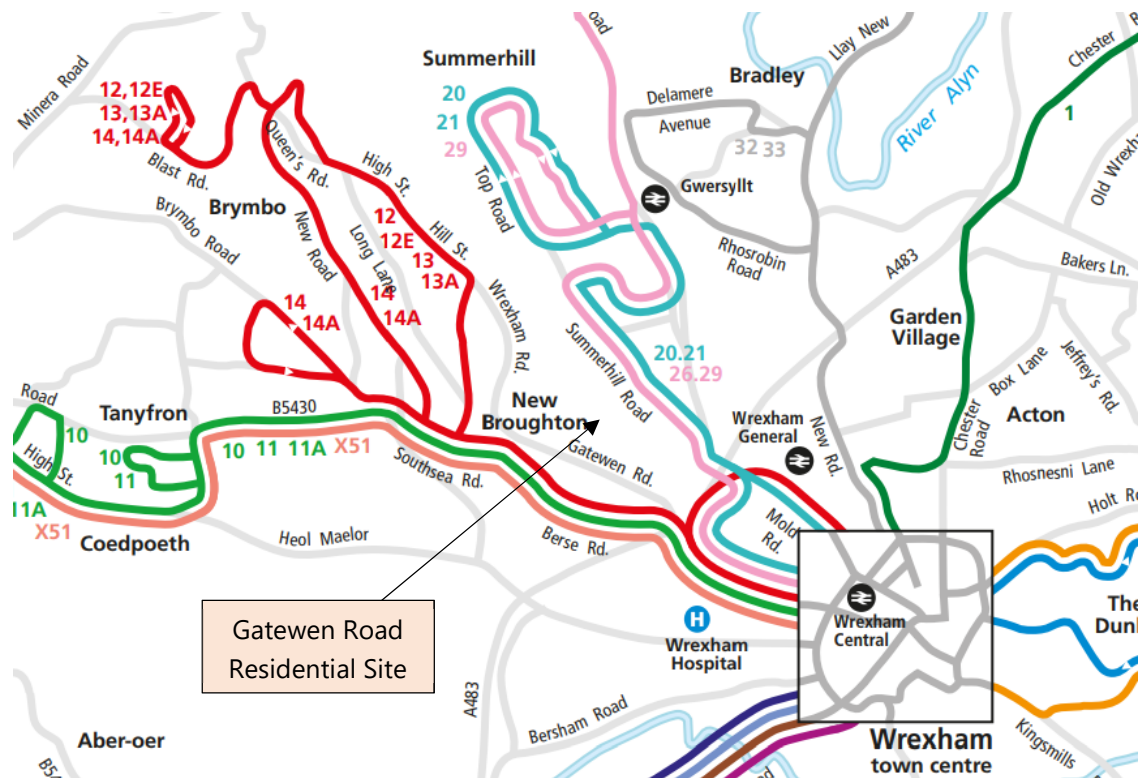
Source: Open Street Map Contributors

- 3.4 The proposed development site benefits from its proximity to a continuous traffic-free foot and cycle path to the town centre, via a disused railway line, as shown in Figure 3-1.

Bus

- 3.5 The bus stops located immediately adjacent to the proposed development site on Gatewen Road are served by the No. 17 Bus Service, operated by Wrexham Taxis, as well as the PC2 service, operated by Pat's Coaches.
- 3.6 The No. 17 Bus Service runs three times daily, Monday-Saturday, providing a route between Wrexham Town Centre and Moss, via Gatewen Road. The PC2 service, operated by Pat's Coaches operates once per day on weekdays, providing a single outbound service to, and return service from Llay Industrial Estate via Wrexham Town Centre.
- 3.7 Berse Road to the south of the proposed development site is a major east-west bus corridor and therefore provides a much wider range of services and at a higher frequency. The bus stops on Berse Road are within the close proximity to the proposed development site; approximately 150m from the site access, equivalent to a 2-minute walk.
- 3.8 Figure 3-2 shows an extract of Arriva bus's network map for Wrexham. The Berse Road bus stops provide access to nine services – 10, 11, 11A, 12, 12A, 13A, 14, 14A and X51 - which are summarised below.

Figure 3-2: Wrexham bus service map



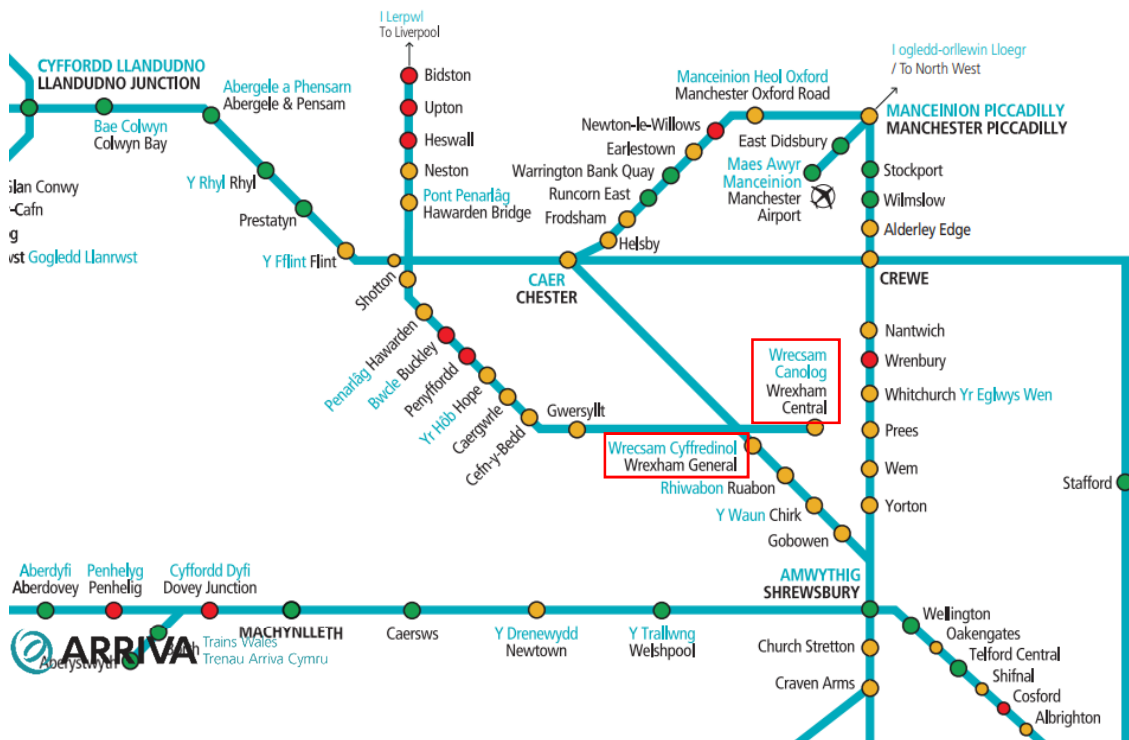
Source: Arriva Bus Wales

- 3.9 A service operates on each route every 30 minutes, at different intervals, on both weekdays and Saturdays, providing at least one service every 5 minutes. This grants frequent access to Wrexham town centre, which has a wide range of services and amenities, including Wrexham General and Wrexham Central Rail Stations, for connections further afield. It is therefore considered that the site is well connected by bus.

Rail

- 3.10 Wrexham General Station is located approximately 500 metres to the northwest of the town centre and is the closest to the development site; approximately 2 kilometres from the site on foot. Wrexham General also has the addition of being served by long-distance services operated by Virgin Trains West Coast on a limited basis. The network maps of both operators are shown as Figure 3-3 and Figure 3-4 respectively.
- 3.11 Wrexham Central Station is situated in the centre of town; just a short walk from the high street. This station is operated by Arriva Trains Wales, offering services from Wrexham to Bidston. These call additionally at Wrexham General Station.

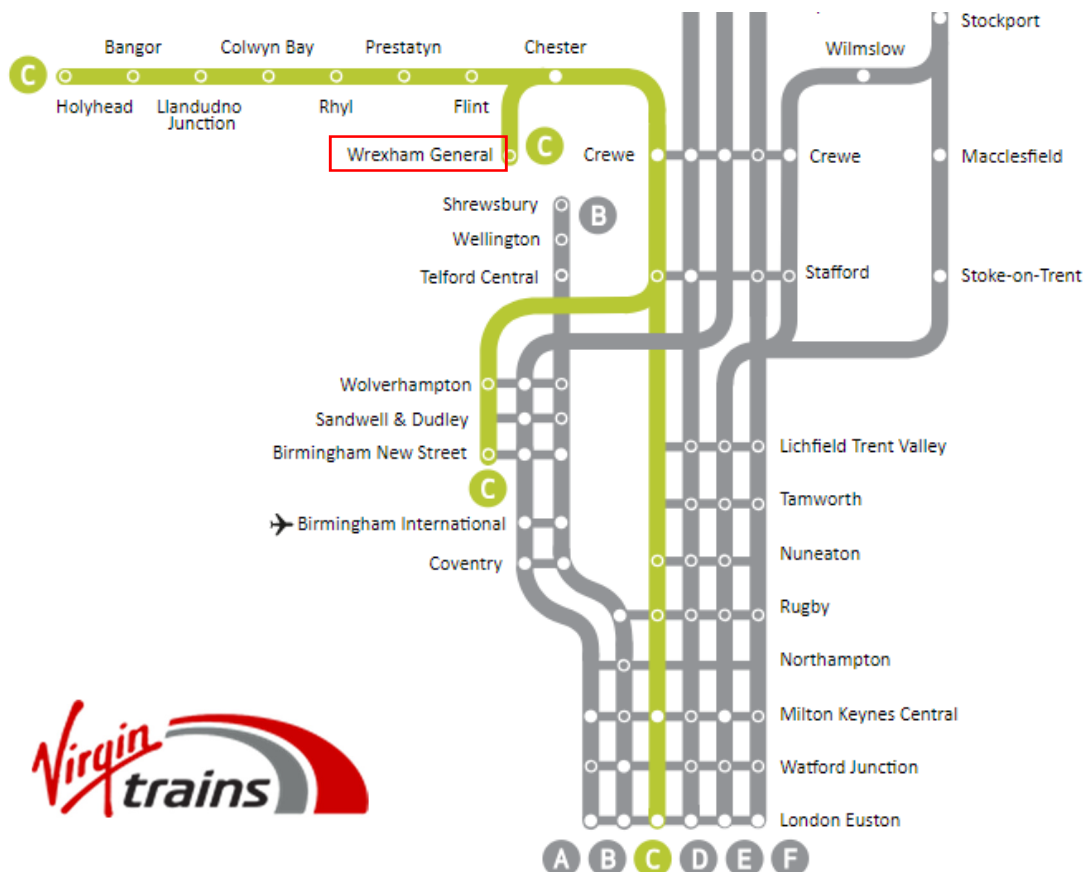
Figure 3-3: Arriva Trains Wales network map extract



Source: Arriva Trains Wales

- 3.12 Arriva Trains Wales operates two routes through Wrexham: Shrewsbury–Chester and Wrexham–Bidston (for connections to Liverpool). Direct services are also available to Holyhead, Birmingham International and Cardiff. Services run at hourly intervals during weekdays, with an enhanced service at peak hours.
- 3.13 Virgin Trains currently operate one direct service between Wrexham and London Euston every weekday morning with a return service in the evening.
- 3.14 Wrexham is also set to benefit significantly from the recently-announced Wales and Borders franchise, which will commence in October 2018. This will include investment in new services, trains and stations, including the acceleration of a North Wales Metro, which will see improved connectivity between Wrexham, Chester and Liverpool – a key growth corridor.
- 3.15 The proposed residential site is therefore easily accessible by rail and presents an attractive alternative for those who would otherwise travel to the site by car.

Figure 3-4: Virgin Trains West Coast network map extract



Source: Virgin Trains

- 3.16 Wrexham is also set to benefit significantly from the recently-announced Wales and Borders franchise, which will commence in October 2018. This will include investment in new services, trains and stations, including the acceleration of a North Wales Metro, which will see improved connectivity between Wrexham, Chester and Liverpool – a key growth corridor.

Summary

- 3.17 Existing pedestrian and cycle networks surrounding the site provide a good level of accessibility to and from local education, retail, community and health facilities. Local bus services currently provide frequent links between the site, Wrexham and Chester.
- 3.18 Rail services to provide links across north Wales and to Chester, links to the rest of the UK can be accessed from there.
- 3.19 Based on the above it is evident that the site benefits from a wide range of sustainable modes and destinations accessible within a short distance of the proposed development, showing that the existing provision of sustainable travel options is good. This provides a genuine alternative to using a private car for potential occupants and shows how the proposed development can build on its location.

4. Proposed Development

Introduction

- 4.1 The proposed development site is located between the settlements of New Broughton and Caego, northwest of Wrexham, as shown in Figure 4-1. The site is bounded on the west by an area of playing fields, to the south by Gatewen Road and to the east by a new residential development.
- 4.2 The proposals seek to obtain outline permission for up to 112 residential dwellings, with access to be gained by upgrading the existing gated field access with Gatewen Road to an all movements priority junction. Figure 4-1 introduces the proposed site layout, showing the proposed accesses to the residential site off Gatewen Road.

Figure 4-1: Proposed site layout



- 4.3 Gatewen Road is a B-class single carriageway road with an approximate width of 5.7m and serves as a local distributor road, providing access to the surrounding residential developments. Within the vicinity of the proposed development site, the road is fully lit and has a continuous footway along the southern side of the carriageway.
- 4.4 The existing site currently serves as agricultural land, which has an existing gated access onto Gatewen Road. Under the proposals, the existing field gate access point is to be upgraded in line with local adoptable standards to serve as the access to the proposal.

Access

- 4.5 Access routes to and throughout the proposed development are indicated on the Master Plan included fully in the associated Transport Assessment.
- 4.6 The development will be served by upgrading the existing gated field access to an all movements priority junction with Gatewen Road to serve the proposed 112 dwellings. The proposed access will provide a carriageway width of 5.5m for the minor arm and two 2m-wide footways entering the site. Uncontrolled pedestrian crossings with dropped kerbs will be provided to tie in with the existing footways on Gatewen Road.
- 4.7 Additional Traffic calming measures will be implemented, including speed cushions and surface treatment on Gatewen Road, to further encourage lower vehicle speeds, in support of the existing features. Trimming of the hedgerow to the east of the site access is considered achievable in order to ensure that visibility splays of 2.4 x 43m are maintained in both directions, in line with Manual for Streets (MfS) requirements for 30mph roads.
- 4.8 Access drawings are provided as part of the associated Transport Assessment.

Travel by Foot and Cycle

- 4.9 Careful consideration has been given with regard to the integration of the proposed development with existing facilities and infrastructure ensuring that the potential to fully utilise these sustainable modes is fully maximised.

- 4.10 The proposed layout has been developed on the principle of providing permeability for all modes of travel. The primary streets within the development will be provided with segregated footways to maintain the safety of all users and allow pedestrians, cyclists and drivers to move freely through the site. Footways will also be provided along the secondary streets with the development although there will be some areas where shared streets will be promoted allowing pedestrians and drivers to share the carriageway where lower volumes and speeds of vehicles permit this.
- 4.11 The development proposals will open up the site to the local area by providing cycle and walking links through the site to connect with Gatewen Rd.
- 4.12 The development proposals for walking will:
- Provide new footways within the development, which will be linked to the existing network of footways surrounding the site.
 - The footways will be designed in accordance with the principles of Manual for Streets (MfS) and will provide some areas of shared space or level surface, therefore giving priority to pedestrians and cyclists.
 - New linkages will be convenient, well lit, follow desire lines and have dropped kerbs where required.
- 4.13 The cycle improvement proposals include:
- A 3.0m traffic free route shared cycle/pedestrian link being provided within the development site adjacent to the primary link road through the site. These are in accordance with the principles of Manual for Streets (MfS) therefore giving priority to cyclists and pedestrians.
- 4.14 A number of design measures to cater for pedestrian and cycle movements within the development will be employed, including:
- A street pattern that generates natural surveillance where entrances and frontages face all public routes.
 - An internal layout that encourages low vehicle speeds and therefore creates an environment where pedestrians and cyclists are not intimidated by motor vehicles.
 - A permeable hierarchy of direct routes within the development comprising a range of shared, segregated and recreational links which would connect all internal areas of the development to the points of access.

Car Parking Provision

- 4.15 Car parking standards for the development site are in accordance with the Wrexham Borough Council Local Planning Guidance entitled *Local Planning Guidance Note No. 16*. The standards are based on maximum provision and therefore provide flexibility in the level of provision based on the accessibility of the site location.
- 4.16 The standards require up to 1.5 spaces for one-bedroom dwellings, up to 2 spaces for two-bedroom dwellings, and; up to 3 spaces for three and four-bedroom dwellings. The use of fractions of a space indicate the use of assigned and unassigned spaces, allowing provision for visitor parking to those sites with a high number of single bedroom dwellings. The standards also require two cycle parking spaces per dwelling, irrespective of the number of bedrooms.
- 4.17 As an outline application, the final mix of housing has not yet been determined. The proposed layout does, however, make provision for two off-street parking spaces per dwelling, therefore demonstrating that it is possible to achieve the parking standards set out above.

Summary

- 4.18 The development proposals are for up to 112 residential units. The parking provision will comply with Wrexham Borough Council Local Planning Guidance. Access to the proposed development will be taken from one location onto Gatewen Road as an all movements priority junction.
- 4.19 The Masterplan has been developed on the principle of providing permeability for all modes of travel. The development proposals for walking will provide new footways within the development, which will be linked to the existing network of footways surrounding the site.

5. Travel Plan Targets

Introduction

- 5.1 Through the travel planning measures outlined in section 6, it is predicted that people will shift towards more sustainable transport modes, thereby reducing the impact of the development on the road network.
- 5.2 The main target is for the continued decrease in the proportion of people travelling to and from the site by single occupancy car journeys.

Base Travel Patterns

- 5.3 Using 2011 Census data for the area the site is situated in Middle Layer Super Output Area (MSOA) 'Wrexham 005', it showed that 75% of respondents travelled to and from work via private car. The next most popular modes of travel were as a passenger in a car and on a bus with both at 9%. Table 5-1 provides a summary of the survey results.

Table 5-1: Modal Splits

Mode	Trip Generation		Mode Share	
	AM Peak	PM Peak	AM Peak	PM Peak
Train	0	0	0.5%	0.5%
Bus, minibus or coach	8	8	9%	9%
Driving a car or van	65	68	75%	75%
Passenger in a car or van	8	8	9%	9%
Bicycle	1	1	1%	1%
On foot	4	4	5%	5%
Other method of travel to work	1	1	1%	1%
Total	87	91	100%	100%

Targets

- 5.4 Using the information provided in Table 5-1, targets for the potential modal shift for the site has been and set out in Table 5-2. Overall, an 11% modal shift has been anticipated. This This mode shift is intended to provide an increase the proportion of people walking, cycling and travelling by bus or train, and can be achieved through full utilisation of this Framework Travel Plan.

Table 5-2: Mode Share Targets

Mode	Current	Target	Change
Train	0.5%	2.5%	+2pp
Bus, minibus or coach	9%	10%	+1pp
Driving a car or van	75%	70%	-5pp
Passenger in a car or van	9%	9%	0pp
Bicycle	1%	3%	+2pp
On foot	5%	6%	+1pp
Other method of travel to work	1%	1%	0pp

Objectives

- 5.5 The objectives of the Framework Travel Plan, customised to this site, are:
- To enable the production of Full Travel Plans by the occupiers of the site;
 - To ensure that every site resident, school employee and visitor is aware of sustainable ways to travel to and from the site;
 - To reduce the number of commuting trips made by private car, particularly single occupancy vehicles;
 - To enable residents, school employees and visitors to arrive at the site by public transport, on foot, or by bicycle;
 - To encourage a healthy lifestyle by encouraging residents and school employees to incorporate active travel into their daily routine; and
 - To reduce the impact on the existing transport infrastructure.

6. Measures

- 6.1 Table 6-1 highlights a range of measures required to encourage site users to travel by sustainable modes as an alternative to car use, including promotional campaigns and improved information provision.
- 6.2 These measures could be put in place to meet the objectives set out in section 5. The measures have been assigned to individual parties to ensure accountability and a suggested timeframe for deliver has also been included.

Table 6-1: Travel Plan Measures

Measure	Justification	Responsibility	Target Date
Preparation of a Full Travel Plan.	To provide a document for the site's specific needs.	Applicant	Prior to the submission of a detailed, or reserved matters, planning application
Assign a Travel Plan Coordinator (TPC).	To manage the Travel Plan and conduct the travel surveys.	Occupier	Pre-occupation
Make provision for sustainable travel information packs to be left at each residential unit for residents.	To promote sustainable transport options to residents.	TPC	On occupation
Ensure the provision of information on the available sustainable transport modes on noticeboards in communal areas of the residential development.	To promote sustainable transport modes to residents.	TPC	On occupation
Send out a monthly sustainable travel newsletter via email to residents.	To promote sustainable transport modes.	TPC	On occupation

Measure	Justification	Responsibility	Target Date
Ensure a copy of the Travel Plan is made available online and in paper format.	To ensure that site users are aware of the sustainable transport modes available to them.	TPC	On occupation
Provide support to existing workplace and school travel plans in the area.	To further promote sustainable transport modes.	TPC	On occupation
Investigate introducing vouchers for free/discounted services, public transport tickets or cycle purchase.	To encourage residents to travel by public transport or to cycle.	TPC	Pre-occupation
Ensure secure cycle parking facilities are available to residents.	To promote cycling rather than car use.	Site developer	Pre-occupation
Ensuring that site users are aware of local pedestrian and cycle routes which serve the local area by providing cycle and walking maps.	To promote active travel rather than car use.	TPC	On occupation
Carry out baseline (Year 1) travel surveys with residents to ascertain travel patterns and habits and establish the baseline modal split. Use this data to formulate Travel Plan targets.	To understand the level of travel patterns on the site and inform any changes to mode share.	TPC	Within 3 months of first occupation
Undertaken annual travel survey of employees and visitors.	To understand the level of travel patterns on the site and inform any changes to mode share.	TPC	Annually

Measure	Justification	Responsibility	Target Date
Review Travel Plan and amend actions based on the outcomes of the annual travel survey.	To understand the level of travel patterns on the site and inform any changes to mode share.	TPC	At least annually

7. Monitoring and Reporting

Annual Travel Survey

- 7.1 Monitoring is an imperative part of any Travel Plan in order to understand the success of measures in terms of promoting the use of sustainable travel modes. The Travel Plan should be a working document which is updated as actions are completed, and new actions are required.
- 7.2 Monitoring is also crucial in order to assess the value of the actions taken, identify trends over time and justify the time and resources spent on the development.
- 7.3 It is recommended that the success of the Travel Plan is measured through an annual site users Travel Survey, to be undertaken each year for a minimum of 5 years starting one-year post-occupation. Mode share counts should be undertaken during the agreed monitoring month to include car sharing, cycling, walking and public transport use. The Travel Plan Coordinator will have responsibility for undertaking the travel survey.

Monitoring Procedures

- 7.4 The role of the developer is to provide adequate cycling facilities such as cycle parking on-site for both residents and the public. There is potential for an access way to be provided from the new development to the Jewellery Quarter station and this should be explored.
- 7.5 The developer will be responsible for providing a copy of the Travel Plan to the confirmed tenant / occupier at the earliest opportunity and make clear their responsibilities.
- 7.6 The occupier is then responsible for the appointment of a Travel Plan Coordinator and the ongoing support of the role and the Travel Plan. The occupier will also be responsible for facilitating the Travel Plan Coordinator role.
- 7.7 The role of the Travel Plan Coordinator is to oversee the Travel Plan and ensure that the measures highlighted in Table 6-1 are implemented and its effectiveness monitored. The Travel Plan Coordinator is also responsible for regularly liaising with the Local Planning Authority to obtain information and share ideas.

- 7.8 Wrexham Borough Council are responsible for setting and enforcing planning conditions. The Council should also suggest improvements if they consider that there is not enough being done to promote sustainable travel.
- 7.9 If the targets for modal shift are not met, the procedure is to arrange a meeting with all stakeholders in order to identify reasons why the targets might not have been met and to discuss ways to ensure a greater shift to sustainable transport modes. Additional documents and measures can be undertaken, such as a car park management strategy, to further help with modal shift.
- 7.10 There will be no financial penalties if targets are not met in line with the guidance included in the National Planning Practice Guidance.

Reporting

- 7.11 The key aims and objectives of the Travel Plan should be clearly communicated to residents in an appropriate manner. This could include email bulletins, a notice board, social media or similar. The measures undertaken should aim to create a sense of ownership of the Travel Plan by all concerned parties to get maximum benefits.

8. Conclusions

- 8.1 This Framework Travel Plan reviews the existing transport facilities around the site off Gatewen Road, Wrexham. The site benefits from a variety of sustainable transport modes and good travel links within the immediate area.
- 8.2 This Framework Travel Plan therefore identifies a range of measures in that can be implemented to reduce overall car usage and promote the use of the available sustainable transport modes.
- 8.3 The progress towards the mode share targets mentioned in Table 5-2 will be measured by the Travel Plan Coordinator through annual travel surveys. These will be undertaken once a year for a minimum of 5 years starting from One-Year post-occupation.