



Barnett House
53 Fountain Street
Manchester
M2 2AN

T: 0161 235 6365
F: 0161 235 6366

www.cbotransport.co.uk

Project: Croesnewydd Road, Wrexham

Client: Macbryde Homes

Document: Travel Plan



Project: Croesnewydd Road, Wrexham

Client: Macbryde Homes

Document: Travel Plan



Barnett House
53 Fountain Street
Manchester
M2 2AN

T: 0161 235 6365

F: 0161 235 6366

www.cbtransport.co.uk

Doc Ref:
CBO-0399-001

Issue:
2

Status:
Draft

Date:
21.07.16



Contents

1	Introduction	1
	General Planning Points	1
	Introduction to the Travel Plan	1
	Structure of the Travel Plan	1
2	Policy and Guidance	2
	Introduction	2
	Planning Policy Wales and TAN 18	2
	North Wales Joint Local Transport Plan 2015	2
	Active Travel Act (Wales) 2013 Design Guide	3
	National Guidance	3
3	Accessibility by Sustainable Modes	5
	Development Location	5
	Pedestrian & Cycle Infrastructure	5
	Accessibility for Pedestrians	5
	General Accessibility for Cyclists	6
	Accessibility by Public Transport	7
	Conclusions	7
4	Travel Plan Objectives and Targets	8
	Objectives	8
	Travel Plan Targets	8
5	Management Strategy	9
	Travel Plan Coordinator (TPC)	9
6	Measures	10
	Introduction	10
	Physical Measures	10
	Soft' Measures	10
7	Delivery, Monitoring and Review	12
	Introduction	12
	Travel Plan Co-ordinator	12
	Resident Engagement	12
	Promotion of the Travel Plan	12
	Liaison with Wrexham County Borough Council	12
	Residents Travel Survey	12
	Travel Plan Monitoring and Review Report	12
8	Action Plan	14

Appendices

- Appendix A Information to be Included in Residents Welcome Pack
- Appendix B Example Residents Travel Survey

1 Introduction

General Planning Points

- 1.1 CBO Transport Ltd [CBO] has been commissioned by Macbryde Homes to prepare a Travel Plan for the Croesnewydd Road residential development, Wrexham.
- 1.2 The development is bound by commercial premises to the north, Croesnewydd Road to the east and the A483 to the west. To the south, the site was previously bound by a dismantled railway line but is now bound by the road that is currently under construction to serve the B1 office/call centre site and Western Gateway Project.
- 1.3 The development includes 79 dwellings, made up of the following types of dwelling:
 - 13no. 2 bed houses:
 - 38no. 3 bed house; and
 - 28no. 4 bed houses
- 1.4 With regard to the layout of the scheme, the Active Travel Act (Wales) 2013 Design Guide identifies 5 key principles for making provisions for walking and cycling, indicating that routes need to be coherent, direct, safe, attractive and comfortable. The site layout conditioned to the consent is considered to provide routes that meet these principles and link the site to the existing networks. It is therefore considered to encourage active travel.
- 1.5 **Plan A at Appendix A** shows the layout of the development, together with the pedestrian and cycle links within the scheme.
- 1.6 This Travel Plan is required as part of a condition associated with the planning consent for the scheme, which states:

"21. No dwelling shall be occupied until a Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall include details of an annual monitoring which shall be submitted to the Local Planning Authority for written approval following the anniversary of the occupation of the first dwelling and every year after up to and including the fifth anniversary".

Introduction to the Travel Plan

- 1.7 A Travel Plan is a tool to assist people to make choices about how they travel. It is not a dictate which says this is how they must travel nor does it try to preach an anti-car message. The aim of a travel plan is to make people aware of their travel choices and the benefits of making those choices. Travel Plans will often introduce measures to enhance choice but more often than not they are about making people aware of the choices they have already.
- 1.8 A Travel Plan is not just aimed at getting people to switch totally from car travel to travel by another mode. It is just as much aimed at making small changes – i.e. cycle during nice weather, use the bus/train one or two days a week etc. In fact these small changes are often more effective at achieving long term change than attempts to get people to make whole scale change.
- 1.9 A Travel Plan puts people in touch with sources of information that they would not normally consider looking at or necessarily know where to find. The internet has made this much easier to achieve.

Structure of the Travel Plan

- 1.10 In light of the above, this Travel Plan has been produced in 8 sections including this introduction.
- 1.11 Section 2 considers policy and guidance relating to Travel Plans in order to give this Travel Plan some background and context, whilst Section 3 provides details of the accessibility of the development.
- 1.12 Section 4 sets out the Travel Plan objectives and targets, whilst Section 5 identifies a management strategy. The measures for the development are set out in Section 6.
- 1.13 Section 7 then considers the Travel Plan's delivery, monitoring and review processes, whilst Section 8 provides an Action Plan.

2 Policy and Guidance

Introduction

- 2.1 This section considers the development against the backdrop of current policy, as it relates to sustainable travel and the requirement to reduce single occupancy vehicular trips and reliance on the private car. It also considers current guidance.

Planning Policy Wales and TAN 18

- 2.2 Planning Policy Wales [PPW] “sets out the land use planning policies of the Welsh Government”. Chapter 8 of the policy relates to transport, stating that “Land use planning can help to achieve the Welsh Government’s objectives for transport through:

- Reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
- Locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys”;

- 2.3 PPW Technical Advice Note 18 provides more detail on transport, stating:

“Integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development, in particular climate change and the outcomes identified in the Assembly Government’s Environment Strategy. Integration can help the Assembly Government achieve these environmental outcomes, together with its wider sustainable development policy objectives by.....:

- *ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion.....;*
- *ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;*
- *encouraging the location of development near other related uses to encourage multi-purpose trips;*
- *promoting cycling and walking.....;*
- *encouraging good quality design of streets that provide a safe public realm and a distinct sense of place”*

North Wales Joint Local Transport Plan 2015

- 2.4 The North Wales Joint Local Transport Plan [LTP] covers the period 2015 to 2020, with a framework for schemes to 2030, and has been jointly produced by the six North Wales Local Authorities. The aim of the plan is to:

“improve connections to key destinations and markets, enhance access to employment and services, increase levels of walking and cycling, bring improved safety and security and at the same time bring benefits and minimised impacts on the environment”.

- 2.5 The LTP lists 5 outcomes that the six authorities “want to achieve over the next five years and to 2030”. Outcomes 2 to 4 refer to:

- *“2. Access to Employment: Providing inclusive and affordable access to employment and training (with a focus on the most deprived communities);*
- *3. Access to Services: Promotion of social inclusion and well-being through inclusive and affordable access to education, health services and other key services and facilities (with a focus on the most deprived communities);*
- *4. Increasing Levels of Walking and Cycling: for both necessary travel and recreation, by residents and visitors”*

- 2.6 The LTP then sets out higher level interventions aimed at achieving these outcomes and the aims of the LTP. For the Wrexham area, these include (but are not limited to):

- A483/A525 and A483/A541 junction capacity improvements;
- A5152/Smithfield Road junction capacity / safety improvement;
- Wrexham North New Strategic Transport Hub;
- Public transport infrastructure improvements and quality bus route corridors;
- Sustainable access to Wrexham industrial Estate and improved access to Llay Industrial Estate;
- Access to Wrexham Maelor, Glan Clwyd and Ysbyty Gwynedd Hospitals;
- Wrexham Town Centre Accessibility;
- West Wrexham to Town Centre; and
- Improved Pedestrian Crossing Facilities.

Active Travel Act (Wales) 2013 Design Guide

- 2.7 This design guide *"sets out how local authorities should set about the task.....of planning and designing comprehensive networks of walking and cycling routes that connect places that people need to get to, whether for work, education, shopping or for other reasons"*.
- 2.8 Chapter 5 of the guide *"gives guidance on how active travel networks should be planned"*, with section 5.3 referring to integrated network maps that local authorities are required to develop which *"identify the proposed new and improved routes and the works required to create networks of the required standard"*.
- 2.9 Para 5.3.13 states that:
- "The plans also need to be integrated within a wider programme of measures to improve facilities for active travel. The following non-infrastructure measures should be considered in conjunction with any walking and cycling improvement schemes:*
- *Encourage travel plans, which provide a strategy and action plan for facilitating and encouraging travel by sustainable modes, from all significant developments through the planning process"*.

National Guidance

- 2.10 The Department for Transport [DfT] have produced a number of documents providing guidance on Travel Plans, including *"Making residential travel plans work: guidelines for new development"* (2007) and *"Good Practice Guidelines: Delivering Travel Plans through the Planning Process"* (April 2009).
- 2.11 These guidelines include a Travel Plan pyramid, which sets out five key tiers to a successful residential Travel Plan. This Pyramid is reproduced and discussed below.



- 2.12 Considering the above tiers, the first tier considers site location. This is seen as a key element by the guidance and one that underpins “*all the other aspects of accessibility of the site*”.
- 2.13 The second tier “*comprises the fundamental characteristics that need to be incorporated into the design of the site from an early stage in order to reduce the need to travel and support walking, cycling and bus use*”. This effectively relates to the physical measures that can be delivered as part of the development to ensure it ties into the sustainable transport network as effectively as possible.
- 2.14 The third tier puts in place “*the resource to facilitate and develop the measures in the plan*”. This effectively means the identification of a suitable person to lead the Travel Plan process and ensure the effective management and development of the Travel Plan.
- 2.15 The fourth tier then goes on to consider “*the services that will need to be obtained for the site*” and primarily relates to the ‘soft’ travel planning measures, whilst the fifth and final tier looks at “*promotion, marketing and awareness raising to ensure adequate take-up of these services and to communicate the travel plan to residents*”.

3 Accessibility by Sustainable Modes

Development Location

- 3.1 The Croesnewydd Road development to which this Travel Plan relates is located on the west side of Wrexham. It is bound by commercial premises to the north, Croesnewydd Road to the east and the A483 to the west.
- 3.2 The development includes a vehicular access from Croesnewydd Road towards the northern end of the site's Croesnewydd Road boundary, which also serves as a pedestrian and cycle access. There is also a dedicated pedestrian / cycle access to the development off Croesnewydd Road towards the southern end of its Croesnewydd Road boundary.
- 3.3 This section of the Travel Plan goes on to provide details of the development's accessibility for pedestrians, cyclists and by public transport.

Pedestrian & Cycle Infrastructure

Provision Through the Site

- 3.4 There are pedestrian footways provided into the development off Croesnewydd Road adjoining the vehicular accesses. These vehicular accesses are conducive to cycle use.
- 3.5 There is also a dedicated pedestrian / cycle route into the site off Croesnewydd Road, linking the southern section of the development directly to this route.
- 3.6 Within the development, footways are provided around all access routes. All internal routes are conducive to cycle use.
- 3.7 **Plan A at Appendix A** shows these internal provisions and links within the development. A copy of this plan will be included in the Residents Welcome Pack.

Off Site Provision

- 3.8 There are footways on both sides of Croesnewydd Road between the development and the Croesnewydd Road / Rhyd Broughton Lane / Bangor University roundabout to the north, which includes dropped crossings on all key arms. From this roundabout a good network of footways is provided linking to Wrexham Technology Park, the hospital, Ramada hotel, town centre and wider area.
- 3.9 To the south, there is a continuous footway along the east side of Croesnewydd Road between the Croesnewydd Road / Rhyd Broughton Lane / Bangor University roundabout to the north and the A525 Ruthin Road to the south. On the western side, a combined footway / cycleway is being implemented along the site frontage as part of the development. Following the implementation of this facility, there will be a combined footway/cycleway running from the development site access all the way south to the A525 Ruthin Road.
- 3.10 With regard to cycle provision and as set out above, Croesnewydd Road has a formal cycleway running along the majority of its length. There is also a dual use facility in place linked to the footway on Croesnewydd Road to the north in the vicinity of the hospital providing access to Wrexham's cycle route network from which most areas within the town may be reached.

Accessibility for Pedestrians

- 3.11 It is commonly accepted that walking has the greatest potential to replace short car trips, particularly those under two kilometres. The "Guidelines for Providing for Journeys on Foot" includes a table which suggests that 800 metres is an acceptable maximum walking distance in a town centre and that 1.2km is an acceptable maximum walking distance elsewhere. It also suggests a distance of 2km is an acceptable maximum for commuter and education journeys.
- 3.12 In the context of the above, **Plan B at Appendix A** shows key facilities that fall within and around these catchment distances, together with the most appropriate walking routes to and from these destinations. This plan will be included in the Residents Welcome Pack to show residents the facilities available to them within and around recognised walking distances.
- 3.13 Details of the facilities shown on **Plan B** are set out below.

Local Schools / University

3.14 The local primary schools and their walk distances from the development are listed below:

- St. Mary's Catholic Primary School – 1.6km;
- Plas Coch Primary School – 1.6km;
- Victoria Primary School – 1.7km;
- Rhosddu Primary School – 2km;
- St. Giles Primary School – 2km;
- Alexandra Primary School – 2.4km.

3.15 The local high schools and their walk distances from the development are as follows:

- Clywedog School - 1km;
- St Joseph's RC High School – 2.4km.

3.16 Wrexham University is 1km from the development.

Wrexham Town Centre

3.17 The western edge of Wrexham Town Centre is approximately 1.5km from the development.

Wrexham Technology Park / Wrexham Maelor Hospital

3.18 Wrexham Technology Park is situated approximately 400m from the development on Rhyd Broughton Lane, whilst Wrexham Maelor hospital is situated approximately 450m from the development on Croesnewydd Road.

Supermarkets

3.19 There is a supermarket situated on Ruthin Road that is approximately 1.2km from the development and accessible through the Wrexham Maelor Hospital campus. There are also a number of supermarkets situated in the Plas Coch Retail Park approximately 1km from the development.

Plas Coch Retail Park

3.20 The retail park is situated approximately 1km to the north of the development.

Bus Stops

3.21 The closest bus stops to the development are located on both sides of Croesnewydd Road to the east of the Rhyd Broughton Lane / Bangor University roundabout and on Croesnewydd Road to the south just south of Bryn Coch. Details of the routes these stops serve are provided later.

Railway Station

3.22 Wrexham Central and Wrexham General railway stations are situated approximately 1.2km and 1.7km respectively from the development. Details of the routes the station serves are provided later.

General Accessibility for Cyclists

3.23 **Plan C at Appendix A** shows the local on and off road cycle routes in Wrexham in the context of the key destinations highlighted above. These routes have been identified from the route maps available on the Sustrans webpage, which can be found at <http://www.sustrans.org.uk/wales/national-cycle-network/free-leaflets-and-maps>. This plan and website details will be included in the Residents Welcome Pack to show residents the local cycle facilities available to them.

3.24 The routes indicated on Plan C pass by other routes that are considered conducive to cycle use.

- 3.25 Using the above routes and considering the developments wider accessibility by bicycle, it is commonly accepted that cycling has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport. In this context, a 5km cycle ride takes in all of Wrexham and its suburbs, together with places such as Rhostllen, Bersham, Coedpoeth, Brynteg and Gwersyllt.

Accessibility by Public Transport

Bus

- 3.26 As set out above, the closest bus stops to the development are located on both sides of Croesnewydd Road to the east of the Rhyd Broughton Lane / Bangor University roundabout and on Croesnewydd Road to the south just south of Bryn Coch.
- 3.27 These stops serve numerous bus services, including the number 9, 10, 11, 12, 14, 15, 16, 21A, 26 / 27, T3 and X50 services. Latest timetables for these and other services are provided at:
http://www.wrexham.gov.uk/english/travel/bus/timetables/timetable_index.htm

Rail

- 3.28 Trains through Wrexham Central station run between Wrexham and Bidston and stop at local stations in between.
- 3.29 Trains through Wrexham General also run between Wrexham Central and Bidston, as well as between Holyhead and Cardiff Central, with the Holyhead to Cardiff trains stopping at numerous stations in North and South Wales.
- 3.30 Full details of latest train timetables can be found at:
www.nationalrail.co.uk.

Conclusions

- 3.31 This section of the Travel Plan demonstrates that existing pedestrian, cycle and public transport provisions and infrastructure surrounding the development are of a high quality. These provisions mean the development is well placed to offer the opportunity for residents to travel by the sustainable modes.
- 3.32 In light of the above, it is suggested that the development's location adequately meets tier 1 'Location – proximity to existing facilities and services' of the DfT's Travel Plan Guidance pyramid and meets the policies referred to in Section 2.

4 Travel Plan Objectives and Targets

Objectives

- 4.1 This Travel Plan sets out a package of measures to encourage residents of the development to choose alternatives to single-occupancy car use. These measures can deliver real benefits to residents and can help improve issues associated with health, accessibility and air quality. The objectives of this Travel Plan are:
- To deliver a Travel Plan that is user friendly and helpful and not long, cumbersome and driven by bureaucratic process;
 - To encourage sustainable transport and increase the use of walking, cycling, bus and rail travel, as well as car sharing;
 - To improve access to the development by all modes and promote viable alternatives to the car; and
 - To ensure safe access and help improve health.

Travel Plan Targets

- 4.2 Travel Plans include targets against which the success of the plan can be monitored over time. Targets should be ambitious yet realistic. There are two main types of targets that are applicable to this Travel Plan: "action type" and "aim type" targets.
- 4.3 Action targets include the commitment to deliver a package of measures to help promote and encourage sustainable travel. Suitable measures are discussed further in Section 5.
- 4.4 Aim targets are aspirational and set out a target for the changes in travel modes used by residents. These are typically defined by a reduction in the number of single occupancy car journeys or targets for non-car modes of travel.
- 4.5 For this Travel Plan, the initial / indicative aim targets are to reduce single car occupancy trips by up to 10% over a five year period. These targets may be subject to review following the completion of the first residents travel survey.

5 Management Strategy

Travel Plan Coordinator (TPC)

- 5.1 This Travel Plan will be implemented under the control of a Travel Plan Co-ordinator [TPC] who will work in conjunction with the planning and highway authorities for the continuing progression of the Travel Plan. A Travel Plan Coordinator will be appointed by Macbryde Homes following approval of the Travel Plan. Appropriate contact details will be provided at that stage but, in the interim, Macbryde's contact details are as follows:

Macbryde Homes
Macbryde House
Unit 28 St Asaph Business Park
Glascoed Road
St Asaph
LL17 0LJ
T: 01745 536677
E: info@macbryde-homes.co.uk

- 5.2 Once the development is under construction, a member of the site team will be appointed as a permanent TPC. Macbryde Homes are committed to maintaining someone in this position for the period of the construction of the scheme, after which it would be expected that a resident of the development or a management company would take up and be responsible for the role.
- 5.3 In the event that the temporary or permanent TPC leaves the post, a replacement TPC will be appointed within two months. Details of the new TPC will be provided to Wrexham County Borough Council [WCBC] within one month of their appointment.
- 5.4 The TPC will be the key decision maker on day-to-day matters of implementation of the Travel Plan. The role of the TPC will be as follows:
- Provision of walking information to and from the development to all residents;
 - Provision of cycling information to and from the development to all residents;
 - Providing information on public transport routes to travel to and from the development;
 - Ensuring that all relevant information is provided to all residents and that such information is provided through the Residents Welcome Pack;
 - Providing information for residents in the Residents Welcome Pack to encourage them to travel, where possible, by alternative modes of transport to the private car;
 - Participation in the annual multi-modal travel surveys of residents;
 - To liaise with WCBC as appropriate.

6 Measures

Introduction

- 6.1 In order to ensure that the opportunities for modal shift can be realised a number of measures are to be implemented. This chapter therefore sets out these measures, which will be taken forward to encourage sustainable travel and reduce reliance on the private car.

Physical Measures

- 6.2 As set out in Section 3, a number of physical measures are being implemented as part of the development to enhance sustainable access. Details of these measures are listed below.
- The provision of pedestrian footways into the development off Croesnewydd Road adjoining the vehicular accesses. These vehicular accesses are conducive to cycle use.
 - The provision of a dedicated pedestrian / cycle route into the site off Croesnewydd Road, linking the southern section of the development directly to this route.
 - Within the development, the provision of footways around all access routes. All internal routes are conducive to cycle use.
 - The implementation of a combined footway / cycleway on the west side of Croesnewydd Road along the site frontage. Following the implementation of this facility, there will be a combined footway/cycleway running from the development site access all the way south to the A525 Ruthin Road.
- 6.3 The above facilities will provide safe, secure and well-lit pedestrian and cycle routes through the development and to and from the existing infrastructure set out in Section 3. These facilities will enhance the development's accessibility and help promote additional use of sustainable transport.

Soft' Measures

- 6.4 Set out below are a number of 'soft' travel planning measures which will assist in meeting the developers objectives and will be continually reviewed / investigated as the development progresses and the Travel Plan evolves.
- 6.5 The TPC will provide all new householders within the development with travel information as part of the Residents Welcome Pack. This pack will include the summary travel plan, information and plans provided in **Appendix A** of this Travel Plan.

Car Share

- 6.6 Car sharing is one of the most effective and popular 'soft' travel planning measures. Not only is it a proven way of reducing the number of car based trips at a development, thereby having a positive benefit on highway operation, but it also has a cost saving benefit for participants.
- 6.7 There are a number of car share database on the internet, including websites such as www.carshare.org or www.nationalcarshare.co.uk, which could act as a starting point for setting up such a scheme. These links would be provided to new residents through the Residents Welcome Pack.

Bus & Rail Awareness

- 6.8 It is not always apparent to residents who are new to an area just what their travel options are and the opportunities that exist to travel by bus and rail. It is also suggested that once a travel pattern is established it is hard to break. On that basis, making residents of the development aware of opportunities to travel by bus and rail from the outset will prove highly effective in helping to reduce their reliance on the car.
- 6.9 The Plans in Appendix A provide residents with details of the nearest bus stops and routes to the railway station.
- 6.10 The Residents Welcome Pack will also provide details of websites such as WCBC's "Bus Timetables" page and the national rail website, which provide current timetable information for bus and rail services.

Walking and Cycling Awareness / Schemes

- 6.11 As with bus information, it is important that residents are made aware of walking and cycling opportunities at an early stage to help establish a sustainable travel pattern. The plans Appendix A will be included in the Residents Welcome Pack and will assist in identifying the areas and facilities within walking and cycling distance.
- 6.12 Details will also be provided for the Sustrans website, where up to date cycle route information can be found.

Take Part in National Sustainable Travel Events

- 6.13 Throughout the year a wide range of sustainable travel events take place including bike / walk to work week, car free day, national liftshare day and others associated with health such as world health day or obesity awareness week. The TPC will endeavour promote these events within the development.

Measures to Educate Residents to Travel More Sustainably

- 6.14 Travel information will be provided as part of the Residents Welcome Pack. This will include providing a summary of this Travel Plan and details of appropriate websites (as included in **Appendix A**).
- 6.15 The Residents Welcome Pack will offer a range of information on travel by non-car modes. This will include the plans provided in **Appendix A** of this Travel Plan and, where possible / appropriate, other information such as local walking and cycling maps, details of safe walking and cycling routes, travel posters and local bus timetables.

Setting up / identifying 'buddy' schemes

- 6.16 Pending the findings of the first residents travel survey, the TPC could investigate the interest in walking and cycling buddy schemes and, if appropriate, will set up a scheme that caters for any identified need. The Residents Welcome Pack will also include details of walk and cycle buddy websites which could be used by residents.

Providing skills and incentives

- 6.17 Pending the findings of the first residents travel survey, the TPC will review the potential for a cycling training scheme, a "try a bike" scheme and maintenance checks.

School Travel

- 6.18 Pending the findings of the first residents travel survey, the TPC will review the potential for promoting measures specifically aimed at school travel, such as walking buses and scoot to school arrangements. The TPC may also speak to local schools to link any identified measures to the aims and objectives of individual School Travel Plans within the local catchment.

7 Delivery, Monitoring and Review

Introduction

- 7.1 A Travel Plan is a development specific document and remains a live document influenced by continuous improvement. As such, travel plans need to be based on surveys and monitoring. This section therefore sets out the process for delivering, monitoring and reviewing the Travel Plan.

Travel Plan Co-ordinator

- 7.2 The TPC will be responsible for co-ordinating the travel survey as well as launching, promoting and monitoring the Travel Plan.

Resident Engagement

- 7.3 Information on the Travel Plan, for example new initiatives, will be disseminated to residents via an appropriate mechanism.

Promotion of the Travel Plan

- 7.4 The Travel Plan will be promoted to all residents of the development through the Residents Welcome Pack. All residents will be able to access this Travel Plan via the TPC.

Liaison with Wrexham County Borough Council

- 7.5 There will be an on-going improvement process including periodic monitoring, as necessary, by the TPC. This will include monitoring the use of facilities, ascertaining information regarding residents travel behaviour and collecting feedback.
- 7.6 The TPC will in any case, as the key point of contact, consult with WCBC on a regular basis as necessary.
- 7.7 Findings of the travel survey will be made available to WCBC and will be submitted with a short report comparing results with targets. This information will be made available annually within 3 months of the survey.

Residents Travel Survey

- 7.8 A residents travel survey will be undertaken upon occupation of 50% of the development to enable a representative sample to be collected.
- 7.9 This survey will provide information on the travel patterns of residents and help identify changes to the identified measures if required to assist in meeting targets. The survey will be repeated as part of the review process every 12 months for a period of up to five years. The survey will be used to determine any changes in mode split and uptake of travel plan initiatives.
- 7.10 The questions that will form the travel survey will be determined at a later stage once the development is meaningfully occupied and day to day travel requirements established. This travel survey will be shared with WCBC prior to the first survey and any subsequent changes agreed.
- 7.11 Notwithstanding the above, an example survey showing the types of questions to be included in the survey is provided at **Appendix B**.
- 7.12 The survey will aim to ascertain how residents travel and why, investigate awareness and opinions of measures to encourage sustainable travel and which factors might encourage greater sustainable travel.

Travel Plan Monitoring and Review Report

- 7.13 Following on from the annual travel survey and based on its findings, the Travel Plan will be reviewed to determine its effectiveness. As part of this process the identified measures will be reviewed and amended, and/or new ones identified, where considered necessary and/or appropriate.

-
- 7.14 As part of this process, a Travel Plan Monitoring and Review report will be prepared and submitted to WCBC. Should this review identify a need for amendments to the Travel Plan, the document will subsequently be updated in agreement with WCBC.

8 Action Plan

- 8.1 Based on the measures identified in Section 5, Table 8.1 below sets out an initial action plan for the implementation of the Travel Plan. It should be noted that this is very much the starting point of an implementation programme which must be reviewed as the scheme progresses.

Table 8.3: Initial Action Plan

Action	Purpose	Timescale	Responsibility
The provision of pedestrian footways into the development off Croesnewydd Road adjoining the vehicular accesses.	Increase accessibility, encourage walking, cycling and public transport use	Prior to first occupation / during construction of internal streets	Design team and contractor
The provision of a dedicated pedestrian / cycle route into the site off Croesnewydd Road, linking the southern section of the development directly to this route.	Increase accessibility, encourage walking, cycling and public transport use	Prior to 75% occupation	Design team and contractor
The provision of footways around all access routes within the development.	Increase accessibility, encourage walking, cycling and public transport use	During construction of internal streets	Design team and contractor
The implementation of a combined footway / cycleway on the west side of Croesnewydd Road along the site frontage.	Increase accessibility, encourage walking, cycling and public transport use	Commenced immediately upon signing of Section 278 agreement and completed prior to 10% occupation	Design team and contractor
Appointment of TPC	Effective Travel Plan Implementation	Following approval of Travel Plan	Macbryde Homes
Liaison with WCBC	Information sharing / approvals	Following WCBC sign off of condition and on going	TPC
Implementation of initial 'soft' measures where possible prior to survey	Effective Travel Plan Implementation	0 – 3 months after first occupation	TPC
Residents Travel Survey	Monitoring	50% occupation	TPC
Update measures & specific targets (if required)	Effective Travel Plan Implementation / Monitoring	3 months after first survey	TPC / WCBC
Implementation of new measures (if required)	Effective Travel Plan Implementation	3 – 6 months after first survey	TPC
Updated Travel Survey / Travel Plan Monitoring and Review Report	Monitoring	Annual, starting 12 months after first survey for a period of up to 5 years	TPC



Appendix A: Information to be Included in Residents Welcome Pack



TRAVEL PLAN SUMMARY

Welcome

Macbryde Homes have prepared a Travel Plan as part of the development on which your home sits. This summary is aimed at providing a useful overview of this Travel Plan.

As well as this summary, your welcome pack includes plans and a list of useful websites that are linked to the Travel Plan, all of which is aimed at making you aware of, and assisting you in using, travel opportunities and modes other than the car.

The aim of the Travel Plan is to reduce car based trips by up to 10% over a 5 year period. Your participation would be welcomed to help achieve these targets and could also help you in saving money and improving health.

Full details of the Travel Plan can be provided by the Travel Plan Co-Ordinator who's contact details are:

Macbryde Homes
Macbryde House, Unit 28 St Asaph Business Park
Glascoed Road, St Asaph, LL17 0LJ
T: 01745 536677
E: info@macbryde-homes.co.uk

What is a Travel Plan?

A Travel Plan is a tool to assist you in making choices about how you travel. Its aim is to make you aware of your travel choices and the benefits of making those choices, which could assist in saving money and improved health.

A Travel Plan is not just aimed at getting you to switch totally from car travel to travel by another mode. It is just as much aimed at making small changes – i.e. cycle during nice weather, use the bus/train one or two days a week etc. In fact these small changes are often more effective at achieving long term change.

Site Accessibility

The below provides a summary of the accessibility of the area in which your home sits, the facilities that are accessible by modes other than the car and the infrastructure to assist in using these modes.

Pedestrian & Cycle Infrastructure

There are pedestrian footways provided into the development off Croesnewydd Road adjoining the vehicular accesses. These vehicular accesses are conducive to cycle use.

There is also a dedicated pedestrian / cycle route into the site off Croesnewydd Road, linking the southern section of the development directly to this route.

Within the development, footways are provided around all access routes. All internal routes are conducive to cycle use. Plan A in the welcome pack shows these internal provisions and links within the development.

There are footways on both sides of Croesnewydd Road between the development and the Croesnewydd Road / Rhyd Broughton Lane / Bangor University roundabout to the north. From this roundabout a good network of footways is provided linking to the surrounding area.

To the south, there is a continuous footway along the east side of Croesnewydd Road between the Croesnewydd Road / Rhyd Broughton Lane / Bangor University roundabout to the north and the A525 Ruthin Road to the south. On the western side, there is a combined footway/cycleway running from the development site access all the way south to the A525 Ruthin Road.

With regard to cycle provision, Croesnewydd Road has a formal cycleway running along the majority of its length. There is also a dual use facility in place linked to the footway on Croesnewydd Road to the north in the vicinity of the hospital providing access to Wrexham's cycle route network from which most areas within the town may be reached.

Accessibility for Pedestrians / Cyclists

Plan B in the welcome pack shows key facilities that fall within walking distance of the development, together with the most appropriate walking routes to and from these destinations. Plan C in the Welcome Pack shows the local on and off road cycle routes. The areas, services and facilities most likely to be typically frequented are listed below.

St. Mary's Catholic Primary School – 1.6km;
Plas Coch Primary School – 1.6km;
Victoria Primary School – 1.7km;
Rhosddu Primary School – 2km;
St. Giles Primary School – 2km;
Alexandra Primary School – 2.4km.

Clywedog School - 1km;
St Joseph's RC High School – 2.4km.
Wrexham University - 1km

Wrexham Town Centre – 1.5km to western edge
Wrexham Technology Park – 400m
Wrexham Maelor Hospital – 450m
Supermarkets – 1km to 1.2km
Plas Coch Retail Park – 1km

Bus Stops – Croesnewydd Road to the east of the Rhyd Broughton Lane / Bangor University roundabout and Croesnewydd Road to the south just south of Bryn Coch (under 400m)

Wrexham Central railway station – 1.2km
Wrexham General railway station – 1.7km

Accessibility by Public Transport

The local bus stops serve numerous bus services, including the number 9, 10, 11, 12, 14, 15, 16, 21A, 26 / 27, T3 and X50 services. Latest timetable information can be found at: http://www.wrexham.gov.uk/english/travel/bus/timetables/timetable_index.htm

With regard to rail travel, trains through Wrexham Central station and Wrexham General station run between Wrexham and Bidston, whilst trains through Wrexham General also run between Holyhead and Cardiff Central. Latest timetable information can be found at: www.nationalrail.co.uk/

Measures

A number of measures are being implemented and promoted through the Travel Plan. These measures are being implemented under the control of the Travel Plan Co-ordinator referred to earlier. They should be your first point of contact if you have any queries or if you are interested in finding out more about these measures.

Car Share

Car sharing is one of the most effective and popular 'soft' travel planning measures. Not only is it a proven way of reducing the number of car based trips, but it also has a cost saving benefit for participants.

Bus / Rail Awareness

It is not always apparent to residents who are new to an area just what their travel options are and the opportunities that exist to travel by bus and rail. The Travel Plan therefore aims to make you aware of opportunities to travel by bus and rail to help reduce reliance on the car.

Walking and Cycling Awareness / Schemes

The plans in the welcome pack identify the areas and facilities within walking and cycling distance, whilst the useful website list provides details of websites such as Sustrans cycling pages. The welcome pack also includes details of walk and cycle buddy websites which could be useful.

Other Potential Measures

Other potential measures are identified in the Travel Plan for investigation following the residents travel survey should targets not be met. More detail on these potential measures can be provided by the Travel Plan Co-ordinator.

USEFUL WEBSITES

Wrexham County Borough Council

<http://www.wrexham.gov.uk/>

Car share

National websites

www.carshare.org

www.nationalcarshare.co.uk

<https://carbudi.liftshare.com/>

Public Transport

General Wrexham County Borough Council Website

<http://www.wrexham.gov.uk/english/travel/bus/>

Public transport maps

http://www.wrexham.gov.uk/english/travel/bus/maps/wrexham_borough.htm

Bus timetables

http://www.wrexham.gov.uk/english/travel/bus/timetables/timetable_index.htm

Rail

<http://www.nationalrail.co.uk/>

Walking

<https://walkbudi.liftshare.com/>

Cycling

Sustrans Wales

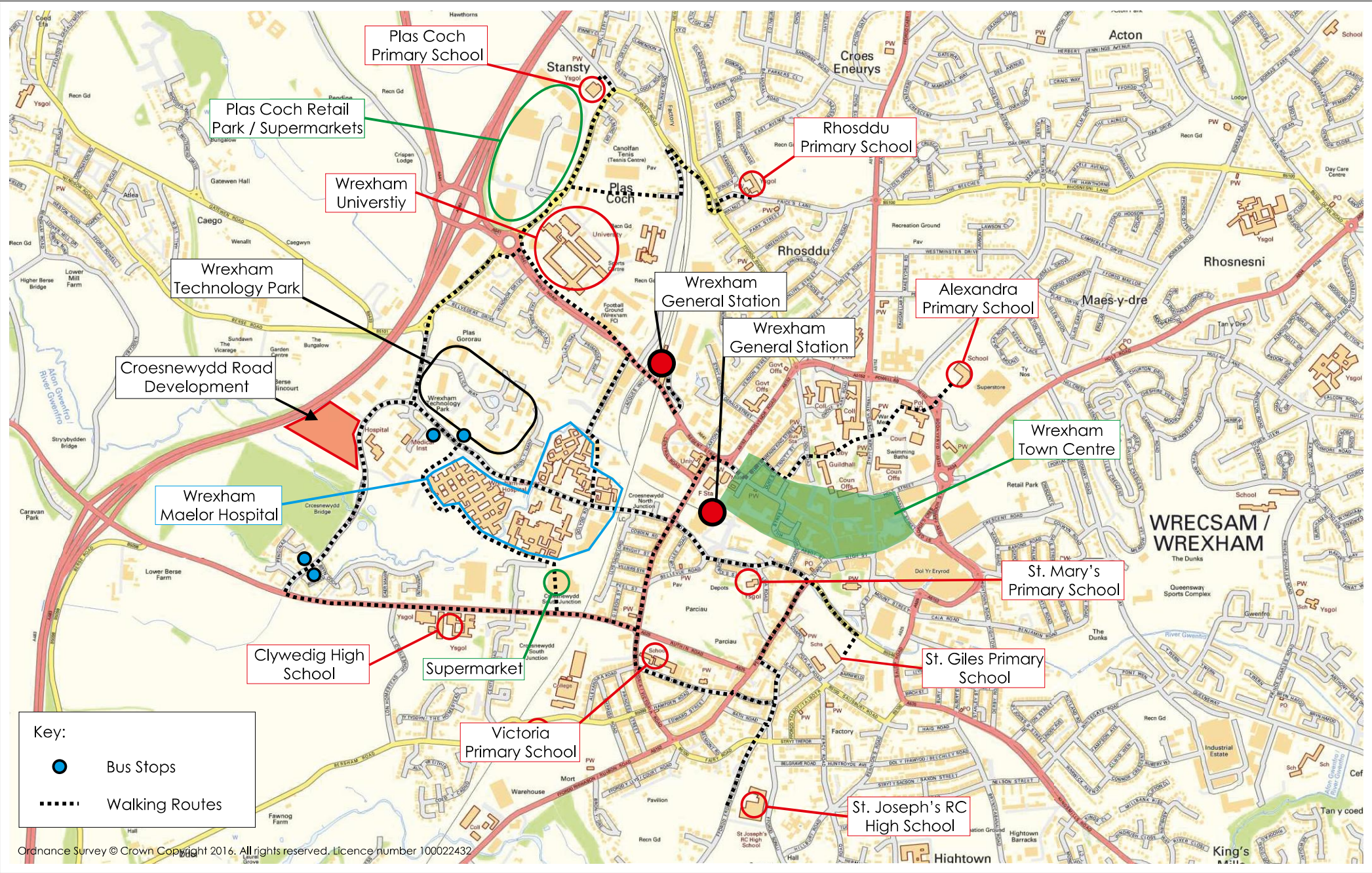
<http://www.sustrans.org.uk/wales>

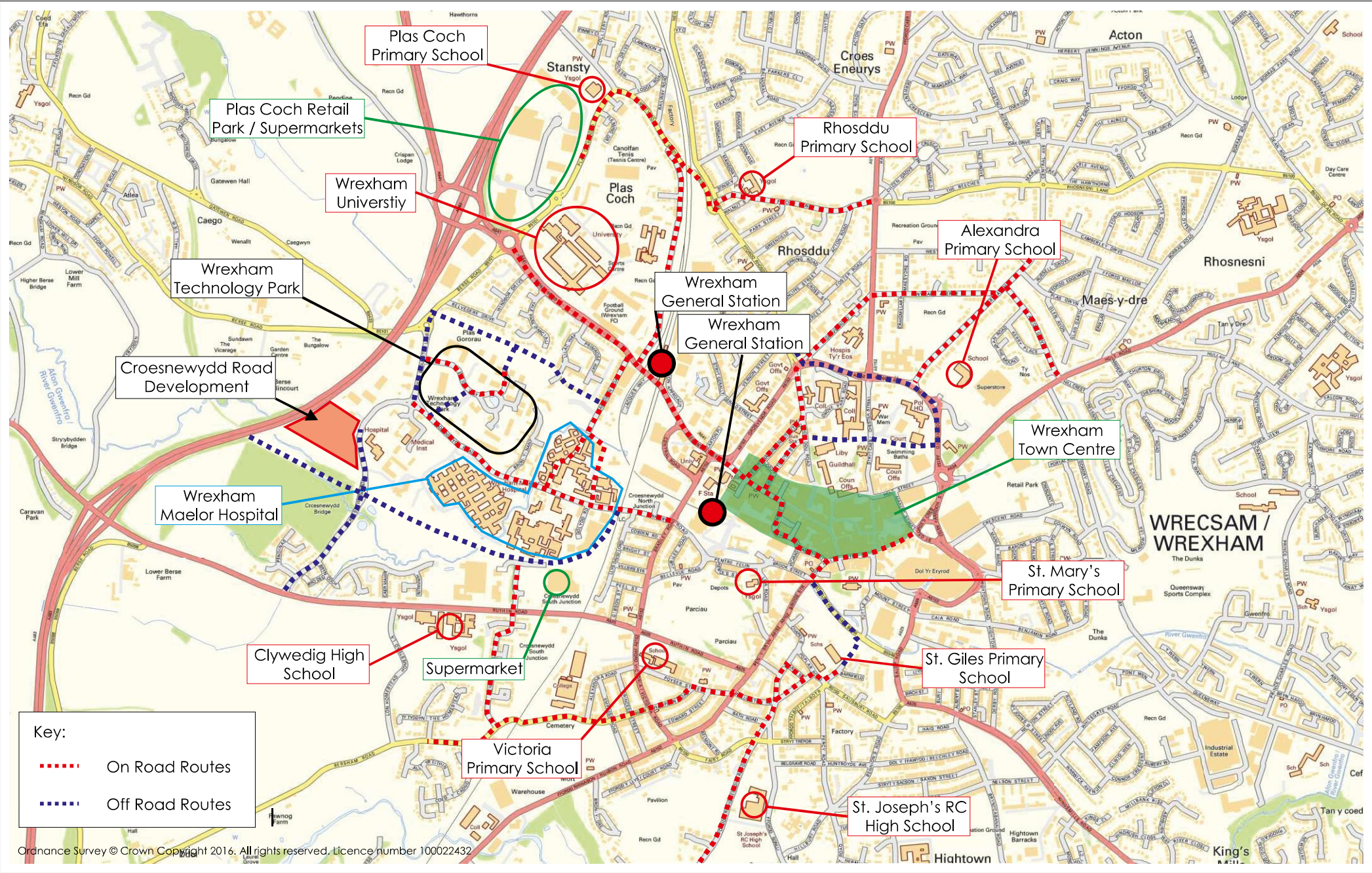
<http://www.sustrans.org.uk/wales/national-cycle-network/free-leaflets-and-maps>

General Websites

<https://bikebudi.liftshare.com/>









Appendix B: Example Residents Travel Survey

Travel Plan Questionnaire

A Travel Plan is operational at the Croesnewydd Road development. The aim of the Plan is to help give you the residents of the development a greater choice in the way you travel to and from home.

As part of this process, it would assist us greatly if you could complete this short questionnaire. It will help us target measures which are likely to have the most benefit. We want to hear from everyone who lives in the development even if you don't think the Plan will be a benefit to you.

Name / Address (optional)	
----------------------------------	--

About your work		
What is your current employment status?	Unemployed	
	Employed	
	Work from Home	
Can you provide a bit more information about your work patterns? (Tick your typically work pattern)	Work days	
	Work nights	
	Work shifts	
	Work weekends	

How you travel		
How do you usually travel to work? Tick Bus or Train if these form the main parts of your journey acknowledging that you will undertake parts of the journey on foot or by bike (or possibly get a lift if using the train).	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
Do you sometimes use another mode of transport to get to work? If so which one? Tick Bus or Train if these form the main parts of your journey acknowledging that you will undertake parts of the journey on foot or by bike (or possibly get a lift if using the train).	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	

If applicable, how do you usually travel to school?	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
Do you sometimes use another mode of transport to get to school? If so which one?	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
How do you usually travel to undertake shopping trips?	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
Please provide details of where you usually shop		
How do you usually travel to undertake other leisure trips?	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
Please provide details of the destinations to which the above answer relates		

Sustainable Travel Options

Car sharing is a great way to save money and meet new people. There are a number of car share initiatives operating in the area as set out in the useful website list within your residents welcome pack.

Would you consider joining either of the identified schemes, it would be free of charge?	Yes	
	No	
If a scheme was set up specifically for the Croesnewydd Road development, would you be more likely to use this than one of the schemes identified in the welcome pack?	Yes	
	No	

Public Transport

As shown in the plan in your welcome pack, there are bus stops close to the development providing local services, whilst railway stations are also accessible on foot or by bicycle.

If you don't already use public transport would you consider doing so if there was help in planning your journey?	Yes	
	No	
Would you be interested in finding out more about bus / rail travel and what help may be available to get you started?	Yes	
	No	

Walking

As shown in the plan in your welcome pack, there are a number of key destinations are within walking distance of the development using safe and direct routes, including Wrexham Town Centre.

If you don't usually walk when undertaking work, school, shopping or leisure journeys, will / have the plans included in your welcome pack help / helped encourage you to do so?	Yes	
	No	
If you don't usually walk due to personal safety fears, would you consider walking more regularly if the walk could be made safer? For example through a walking buddy scheme, which put you in touch with other residents of the development who are interested in walking more regularly?	Yes	
	No	
If you don't usually walk to school, would you consider walking more regularly if specific initiatives were explored? For example, walking buses and scoot to school arrangements?	Yes	
	No	

Cycling is a great way to travel (particularly on dry summer days) and get fit. There are also a number of routes available around the development as shown on the plan in your welcome pack.

If you don't already / aren't planning to cycle to work, school, retail or leisure destinations, do you own a bike?	Yes	
	No	
If you do, do you ride your bike more than once a month – for any purpose including recreation?	Yes	
	No	
Would a cycle buddy scheme, which put you in touch with other residents of the development who are interested in cycling so you didn't need to cycle alone, encourage you to cycle more regularly?	Yes	
	No	
Would a cycle training scheme, a "try a bike" scheme and/or maintenance checks encourage you to cycle more regularly?	Yes	
	No	

Thank you for spending the time completing the questionnaire.