

Development by

Liberty Properties Developments Ltd

Proposed Road Side Services Holt Road, Wrexham

Framework Travel Plan

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Acknowledgements:

The TRICS database has been used in this report to calculate traffic generations from trip rates obtained from the database.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

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1 Introduction

- 1.1 Sanderson Associates have been appointed to advise on traffic and transportation issues relating to the development of road side services comprising of a Petrol Filling Station (PFS) with a kiosk / retail shop, HGV layover / rest area, drive through coffee shop and public house / restaurant, at land off the A5156 / A534 / Holt Road, Wrexham. Liberty Properties Developments Ltd, will be submitting the planning application for the development proposals. The location of the development is shown in Figure 1 (Appendix A).
- 1.2 The site is located immediately adjacent to the A5156 / Holt Road (Stryt Holt) / A534 roundabout. Access to the development proposals is via an existing arm of this roundabout.
- 1.3 One mechanism that can assist in reducing the dependence upon the use of the private car is for new and expanding businesses to introduce a “Travel Plan” that encourages its employees to travel by other modes that have less impact than the car.
- 1.4 This Framework Travel Plan has been prepared for the road side service proposals and since this is a new facility it is difficult to predict the travel mode of staff yet to be recruited. It is proposed that within 6 months of occupation of the individual elements a staff travel survey will be undertaken and the results used to finalise full Travel Plans for each use, which will subsequently be implemented, in full.
- 1.5 The purpose of the Framework Travel Plan is therefore to set out a long term strategy for reducing the dependence on travel by private car, particularly for employees. Its objective is to reduce private car mileage in favour of more sustainable modes of travel, which reflect national policy objectives in respect of transport.
- 1.6 This Framework Travel Plan sets out the facilities that will be incorporated into the development to encourage future employees of the development to use

sustainable transport, along with suggested initiatives that should be adopted by the end-user to encourage sustainable access by customers.

- 1.7 The proposed PFS and coffee shop would operate 24 hours, 7 days a week and the typical licensed opening hours for the pub / restaurant element are from 10:00am Monday to Saturday and 11:00am on a Sunday closing at 12:00am Sunday to Thursday and 1:00am on a Friday and Saturday. The measures contained within this Framework Travel Plan are bespoke to the needs of the future employees and help to provide employees with varying sustainable travel options which will be encouraged by the operators of the individual elements of the development.
- 1.8 This Framework Travel Plan has been prepared prior to the construction and subsequent occupation of the development and should form the basis of a further full Travel Plan that will be drawn up within 9 months of the opening of the full development. This will give an opportunity for base data to be collected from staff during the first 6 months of trading so that reasonable estimates can be given for the modal split of trips to and from the site. This data will facilitate the formation of appropriate staff travel targets which can be set for future years.
- 1.9 In the following sections of this Framework Travel Plan, an outline is given of the existing and proposed pedestrian facilities, cycle routes and the public transport network, together with a description of the surrounding public highway network.
- 1.10 Section 3 of the Framework Travel Plan gives details of the development. Section 4 outlines the strategy for the Framework Travel Plan and measures which will be introduced through implementation of a Travel Plan to influence a change to more sustainable means of travel. Section 5 describes the role of the Travel Plan Coordinator, Section 6 gives a summary of measures to be introduced to encourage walking, Section 7 gives a summary of measures to encourage cycling and Section 8 gives a summary of measures to be introduced to encourage the use of the public transport network, to and from the road side service development

and Section 9 outlines the promotion of car sharing. Section 10 outlines the process for monitoring and review of the Travel Plan targets and objectives.

- 1.11 The operators of the individual elements should acknowledge their wider responsibilities to encourage sustainable development that will lead to the protection of the environment. Therefore, all future employees of the development will be made aware of their Travel Plan responsibilities when they are appointed, to ensure the Travel Plan is effective upon occupation.

2 Site Description and Location

2.1 *Site and surrounding area and Highway Network*

2.1.1 The site is located on land off Holt Road, Wrexham approximately 3.8km to the north east of Wrexham Town Centre. A site location plan is included at Appendix A, Figure 1.

2.2 The site is bounded by the Wrexham Golf Club access to the east, the A534 to the south, the A5156 to the west and open fields to the north. The site is located on the edge of large residential areas on the outskirts of Wrexham. The Wrexham Industrial Estate (WIE) is located approximately 2.7km to the south east of the site.

2.3 Access to the site is gained from the A5156 / A534 / Holt Road Roundabout via a minor arm shared by the site and Wrexham Golf Club. Wrexham Golf Club is accessed from this arm via a simple give-way priority junction. The road is single carriageway with an approximate width of 7.6m and footways on both sides of the carriageway.

2.4 Along the site frontage the A5156 is a dual carriageway with an approximate width of 15.0m with grass verges on its western and eastern flanks and a central reserve with barriers. The A5156 is subject to the national speed limit and connects to the A5156 / A534 / Holt Road roundabout at its southern extent. There are pedestrian crossing facilities at this roundabout junction in the form of dropped kerb crossings with tactile paving.

2.5 To the south of the site the A534 is a dual carriageway with an approximate width of 16.0m and a central reserve kerbed island with barriers. Pedestrian crossing facilities are present in the form of dropped kerb crossing with tactile paving. There are no pedestrian footways on the northern and southern flanks of the roundabout however an off road shared cycle footway is provided to the south of this road allowing access for pedestrians and cyclists from Wrexham to Wrexham Industrial Estate.

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- 2.6 Wrexham Town Centre is situated approximately 3.8km south west of the site and provides numerous local services and facilities including banks, shops and supermarkets. Bus connections are provided between the residential properties off of Holt Road to Wrexham Town Centre.
- 2.7 There are nearby bus stops within approximately 480m walking distance of the site and these stops are located along St Mellion Crescent. Wrexham Central Railway Station is situated approximately 3.9 km (walking distance) south west of the development. Details of public transport, pedestrian and cycle facilities are included in sections 6, 7 and 8.

3 The Development Proposals

- 3.1 Sanderson Associates have been appointed to advise on traffic and transportation issues relating to the development of road side services comprising of a Petrol Filling Station (PFS) with a kiosk / retail shop, HGV layover / rest area, drive through coffee shop and public house / restaurant, at land off the A5156 / A534 / Holt Road, Wrexham. The location of the development is shown in Figure 1 (Appendix A).
- 3.2 The internal layout of the site has been designed to accommodate the service requirements of the development. Service and delivery areas for the pub / restaurant and PFS units are shown on the architect's layout a copy of which is included in Appendix B.
- 3.3 The proposed PFS and coffee shop would operate 24 hours, 7days a week and the typical licensed opening hours for the pub / restaurant element are from 10:00am Monday to Saturday and 11:00am on a Sunday closing at 12:00am Sunday to Thursday and 1:00am on a Friday and Saturday.

4 Travel Plan Objectives and Targets

- 4.1 The principal objective of this Framework Travel Plan is to influence a change to more sustainable means of travel for staff journeys to and from the Road side services. It is recognised that for this particular type of development, the trading hours extend late into the evening and therefore has less potential for reduction in private car trips than many other types of development. However, the objective of the Travel Plan must be to reduce the proportion of private car trips to and from the site by staff to a minimum, by transfer of trips to other means of travel.
- 4.2 The development proposals have yet to receive planning consent and it is not, therefore, possible at the time of preparation of this Framework Travel Plan to give specific information on the travel patterns for staff.
- 4.3 This Framework Travel Plan recognises the requirement to carry out surveys to establish details of staff travel patterns to and from the site, the results of which will form the basis for the travel base line data.
- 4.4 The survey of staff will be carried out within the first 6 months of opening of each use so that the detailed Travel Plan for that unit can be prepared within 9 months of the use commencing. This is to allow time for staff and customer trading patterns to settle after opening. The Framework Travel Plan document should be used as the basis for individual Travel Plans, revised as necessary, to include details of the travel patterns of staff following analysis of the surveys.

4.5 The objectives of the Framework Travel Plan will be to;

- Reduce the reliance of car based journeys
- Reduce the number of single occupancy car journeys
- Improve accessibility to the development by sustainable modes
- Promote wider choice of travel options and provide information about them
- Raise awareness of travel and transport issues, including the economic social and environmental impacts

4.6 The TRICS database has been interrogated to assess the Multi Modal and vehicle trips to the development (PFS, drive thru Coffee shop and Pub/Restaurant). The land use categories 13 – Petrol Filling Stations, category B –PFS, With Retail; 06 – Hotel, Food & Drink, category D – Fast Food - Drive Thru and 06 – Hotel, Food & Drink, category C – Pub / Restaurant have been used to assess person trip rates for the three development elements. To ensure a robust assessment, the output of the TRICS Database has been refined to exclude Greater London and Ireland where possible.

4.7 The drive through coffee shop is a relatively new concept but is considered to fall in to the A3 planning use class. There are no surveys in the TRICS database for this specific type of use. However, the land use category 06 – Hotel, Food & Drink D – Fast Food - Drive Thru has been used to determine potential person trip rates for the drive through coffee shop element although the surveys are acknowledged to comprise primarily of McDonalds and Burger King type facilities which are also considered to be within the planning use class A3. It is recognised that these are not fully comparable to the proposed coffee shop use, however these are given as an estimation of the potential multi modal trips. In this situation, the coffee shop is expected to draw a large proportion of its custom from visitors to the adjacent PFS use and from passing traffic on the A5156 / A534 / Holt Road.

- 4.8 The following tables provide details of the Multi Modal two-way trip rates along with the corresponding modal percentage split and generated trips for the PFS with retail, drive through coffee shop and Pub/Restaurant. The assessment is based on the trip generation in the weekday AM and PM peak periods when the combination of development-related traffic and local highway peak traffic are likely to be highest, in order to present a robust scenario. It is acknowledged that the pub / restaurant would not be open in the AM peak hour with regard to licensing hours and traditionally these facilities tend to be busier on a Friday PM and at weekends in relation to development traffic generation. Where TRICS data is available for the PFS and Fast food drive through elements this has been provided for a Friday PM and Saturday afternoon taken to be the hour 1200-1300. Due to the operating hours of the Pub/Restaurant development a weekday PM and Friday PM network peak hour have been considered and for Saturday the period 1200-1300 has been used. A separate 24 hour modal trip rate has also been provided for the 3 uses.
- 4.9 With regard to the PFS with Retail there are 6 weekday multimodal surveys and only one survey on a Friday in mainland UK. For the Saturday there is only one survey in mainland UK. The week day selection parameters are, date range 01/01/2008 to 12/11/2013 excluding Greater London and Ireland for sites with 8 to 12 filling bays. For the Saturday survey the date of the survey was 01/10/2011 with 8 pumps. A copy of the full TRICS output is contained in Appendix D of the Transport Assessment submitted with the planning application.

PFS With Retail 8 pumps			
Weekday (6 Sites)	2-way Trip Rate	Modal Split %	Generation (people)
AM Peak Hour Modal Split (08:00-09:00)			
Pedestrians	5.161	19.0%	41
Cyclists	0.143	0.5%	1
Public Transport Users	0.143	0.5%	1
Vehicle Occupants	21.678	79.9%	173
Total People Trips	27.108	100.0%	217
PM Peak Hour Modal Split (17:00-18:00)			
Pedestrians	4.483	13.9%	36
Cyclists	0.196	0.6%	2
Public Transport Users	0.107	0.3%	1
Vehicle Occupants	27.393	85.1%	219
Total People Trips	32.178	100.0%	257
24 Hour Modal Split			
Pedestrians	57.359	14.6%	459
Cyclists	1.911	0.5%	15
Public Transport Users	1.236	0.3%	10
Vehicle Occupants	331.517	84.6%	2652
Total People Trips	392.018	100.0%	3136
Friday PM Peak Hour Modal Split (17:00-18:00) 1 site			
Pedestrians	10.25	16.2%	82
Cyclists	0.5	0.8%	4
Public Transport Users	1.25	2.0%	10
Vehicle Occupants	51.25	81.0%	410
Total People Trips	63.25	100.0%	506

Table 4.9 (a): Multimodal Trip Rates and Generations – Weekday AM, PM and Daily, Friday PM

PFS With Retail 8 pumps			
Saturday (1 Site)	2 Way Trip Rate per Unit	Modal Split %	Generation (people)
Peak Hour Modal Split (1200 – 1300)			
Pedestrians	0.5	0.8%	4
Cyclists	0	0.0%	0
Public Transport Users	0	0.0%	0
Vehicle Occupants	65	99.2%	520
Total People Trips	65.5	100.0%	524
24 Hour Modal Split			
Pedestrians	4.125	0.8%	33
Cyclists	0.5	0.1%	4
Public Transport Users	2	0.4%	16
Vehicle Occupants	497.375	98.7%	3979
Total People Trips	504	100.0%	4032

Table 4.9 (b): Multimodal Trip Rates and Generations – Saturday PM and Daily

- 4.10 With regard to Multi Modal Fast food surveys there are 3 weekday (2 Tuesday and 1 Wednesday) and no Friday surveys. Two of the surveys are in Ireland. For the Saturday there is only one survey in Ireland. The week day selection parameters are; date range 01/01/2008 to 01/12/2012 excluding Greater London but including Ireland for sites in the size range 250 to 450 sqm. For the Saturday survey the date of the survey was 01/12/2012 of 225sqm floor area. A copy of the full TRICS output is contained in Appendix E of the Transport Assessment submitted with the planning application.

Fast Food – Drive Thru 204sqm			
Friday (3 Sites)	2-way Trip Rate	Modal Split %	Generation (people)
AM Peak Hour Modal Split (08:00-09:00)			
Pedestrians	3.966	47.1%	8
Cyclists	0	0.0%	0
Public Transport Users	0.721	8.6%	1
Vehicle Occupants	3.725	44.3%	8
Total People Trips	8.414	100.0%	17
PM Peak Hour Modal Split (17:00-18:00)			
Pedestrians	3.142	12.2%	6
Cyclists	0	0.0%	0
Public Transport Users	0.37	1.4%	1
Vehicle Occupants	22.181	86.3%	45
Total People Trips	25.693	100.0%	52
24 Hour Modal Split			
Pedestrians	52.964	14.7%	108
Cyclists	0.95	0.3%	2
Public Transport Users	9.022	2.5%	18
Vehicle Occupants	297.59	82.5%	607
Total People Trips	360.528	100.0%	735

Table 4.10 (a): Multimodal Trip Rates and Generations – Friday AM, PM and Daily

Fast Food – Drive Thru 204 sqm			
Saturday (1 Site)	2 Way Trip Rate per Unit	% Modal Split	Generation (people)
Peak Hour Modal Split (1200 – 1300)			
Pedestrians	0	0.0%	0
Cyclists	0	0.0%	0
Public Transport Users	0	0.0%	0
Vehicle Occupants	14.666	100.0%	30
Total People Trips	14.666	100.0%	30
24 Hour Modal Split			
Pedestrians	12.887	2.4%	26
Cyclists	0	0.0%	0
Public Transport Users	0	0.0%	0
Vehicle Occupants	533.77	97.6%	1089
Total People Trips	546.667	100.0%	1115

Table 4.10 (b): Multimodal Trip Rates and Generations – Saturday PM and Daily

- 4.11 With regard to Multi Modal pub / restaurant surveys there are 10 weekdays (1 Tuesday and 1 Wednesday and 8 Friday). For the Saturday there are 6 surveys. The week day selection parameters are; date range 01/01/2007 to 25/05/2014 excluding Greater London and Ireland for sites in the size range 285 to 1400 sqm. For the Saturday surveys the date range is 01/01/2006 and floor area range is 270 to 1,000sqm floor area. A copy of the full TRICS output is contained in Appendix F of the Transport Assessment submitted with the planning application.

Pub/restaurant (527sqm GIA)			
Weekday (10 Sites)	2-way Trip Rate	% Modal Split	Generation (people)
PM Peak Hour Modal Split (17:00-18:00)			
Pedestrians	2.817	29.4%	15
Cyclists	0	0.0%	0
Public Transport Users	0.267	2.8%	1
Vehicle Occupants	6.49	67.8%	34
Total People Trips	9.574	100.0%	50
24 Hour Modal Split			
Pedestrians	55.193	38.8%	291
Cyclists	0.509	0.4%	3
Public Transport Users	6.271	4.4%	33
Vehicle Occupants	80.228	56.4%	423
Total People Trips	142.197	100.0%	750
Friday PM Peak Hour Modal Split (17:00-18:00) (8 Sites)			
Pedestrians	3.468	32.2%	18
Cyclists	0.000	0.0%	0
Public Transport Users	0.218	2.0%	1
Vehicle Occupants	7.070	65.7%	37
Total People Trips	10.755	100.0%	56

Table 4.11 (a): Multimodal Trip Rates and Generations – Weekday PM and Daily, Friday PM

Pub / Restaurant (527sqm GIA)			
Saturday (6 Sites)	2 Way Trip Rate per Unit	% Modal Split	Generation (people)
Peak Hour Modal Split (1200 – 1300)			
Pedestrians	0	0.0%	0
Cyclists	0	0.0%	0
Public Transport Users	0	0.0%	0
Vehicle Occupants	14.666	100.0%	77
Total People Trips	14.666	100.0%	77
24 Hour Modal Split			
Pedestrians	24.861	11.7%	131
Cyclists	0.668	0.3%	4
Public Transport Users	1.126	0.5%	6
Vehicle Occupants	186.414	87.5%	982
Total People Trips	213.071	100.0%	1123

Table 4.11 (b): Multimodal Trip Rates and Generations – Saturday PM and Daily

- 4.12 The table below summarises the total Multi Modal generation for the three elements of the development for the Weekday AM, PM, Weekday Daily and Saturday 1200 – 1300 periods.

Weekday	Generation (people)
AM Peak Hour Modal Split (08:00-09:00)	
Pedestrians	49
Cyclists	1
Public Transport Users	3
Vehicle Occupants	181
Total People Trips	234
PM Peak Hour Modal Split (17:00-18:00)	
Pedestrians	57
Cyclists	2
Public Transport Users	3
Vehicle Occupants	299
Total People Trips	361
24 Hour Modal Split	
Pedestrians	858
Cyclists	20
Public Transport Users	61
Vehicle Occupants	3682
Total People Trips	4621
Saturday 1200-1300 Hour Period Modal Split	
Pedestrians	4
Cyclists	0
Public Transport Users	0
Vehicle Occupants	627
Total People Trips	631

Table 4.12: Overall Multimodal Trip Generations – Weekday AM PM & Daily and Saturday PM (1200-1300)

- 4.13 As can be seen from the above, the predicted level of pedestrian, cyclist and public transport users are modest in the peak hours and it is considered that they can be accommodated within the existing infrastructure. Because of the nature and type of development proposals, catering for motorists passing on the main A5156 / A534 route together with the location of competing opportunities, primarily to the west and north, travel on foot, by cycle and public transport is likely to be lower than might be expected for customers. With regard to the pub / restaurant offer this is a food led, family restaurant and therefore car sharing is likely to be high for its customers. The three elements would tend to have a low level of staff at work at any one time with perhaps 5 to 6 for the PFS with retail, a similar number for the

Coffee Shop and around 12 for the pub/restaurant with the manager living on site.
Given this staff related Multi Modal generations are likely to be low.

- 4.14 The assessment did not include any discounting of trip rates for either peak hour spreading, linked trips, or for likely changes to sustainable modes of transport.
- 4.15 Given this background, careful consideration must be given to the setting of targets for the reduction in car travel as in practice the trip generation from the development could be less than those identified. Also the modal split for staff could be different from the aggregate modal split for staff and customers indicated above. The target included in this Framework Travel Plan is to reduce staff single occupancy peak hour vehicle trips by 10% over a five year period after occupation of the development.
- 4.16 The setting of targets will be subject to the results of the initial travel survey as clearly the 'base' modal split will have a fundamental impact on the setting of targets and the proportion of the proposed shift to more sustainable modes of travel and the above suggested target would be refined once the initial surveys have been analysed.

5 Travel Plan Coordinator

- 5.1 It is essential that for a Travel Plan to work successfully that a person be appointed as Travel Plan Coordinator. The Coordinator's duties will be to promote, coordinate, monitor and review the Travel Plan. The Travel Plan Coordinator should be a permanent member of staff and preferably full time.
- 5.2 The Operator of each of the three development elements will appoint a Travel Plan Coordinator for their use who will be responsible for the implementation and monitoring of their Travel Plan. The Travel Plan Coordinator will be a senior member of staff, at an appropriate level within the organisation to have responsibility for managing the Travel Plan. Upon appointment, the Travel Plan Coordinator will prepare an 'Action Plan' summarising his/her main responsibilities, an example action plan is attached at Appendix C.
- 5.3 This paragraph sets out the main responsibilities of the Travel Plan Coordinator for each use. These responsibilities will be reviewed and amended, as necessary, as part of the monitoring process of each Travel Plan.
- To act as point of contact for staff, representatives of the Local Planning Authority and transport operators for all matters relevant to implementation and progress of the Travel Plan.
 - To provide each member of staff access to a copy of the Travel Plan to make them aware of their responsibilities and to encourage staff to contribute towards the success of the Travel Plan. Travel information will be provided to all staff before the unit is brought into use via an induction process and staff notice board. This travel information will include maps or plans showing local walking and cycle routes, the location of nearby bus stops, and information on local bus routes and timetables and train services.

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- Staff will also be made aware of the sustainable travel links to the site during the interview stage and up-to-date travel information will be provided on the staff notice board for new and existing employees.
 - To ensure that all staff are made aware of updates that have been made to the Travel Plan as a result of the monitoring process or any other relevant changes to the local infrastructure and travel information.
 - To emphasise the potential health benefits associated with walking and cycling to work as an alternative to the use of the private car.
 - To consult with staff on the Travel Plan at regular intervals and as part of the monitoring process.
 - To make available to all members of staff up-to-date information on the public transport network and contact details. This must include information on local bus routes and timetables together with the location of the nearest bus stops to the unit.
 - To make available to all members of staff details of the local pedestrian and cycle routes within the area so that members of staff would be familiar with the local access routes to and from the unit.
 - To assemble and maintain the current public transport timetable and fare information and ensure this is made readily available to customers.
 - To be responsible for the co-ordination of the preparation, distribution, collection and analysis of staff and customer travel questionnaires as part of the regular monitoring process.
 - To ensure that the induction process for new staff includes a discussion to determine their travel needs. Any staff intending to travel to and from the site

by car should be provided with sufficient information regarding the non car modes of travel to enable informed travel choices to be made.

- To prepare the review report of the Travel Plan and assessment of its progress towards achieving modal share target on a regular basis.
- To update the Travel plan as necessary following the first and subsequent staff / customer travel surveys.

5.4 The Travel Plan Coordinator for each use will establish and maintain a staff travel database which will include the following information for all staff and employees:-

- (i) Home postcode
- (ii) Normal working hours
- (iii) Means of travel to and from work
- (iv) Potential for car sharing for normal journeys to and from work
- (v) Any additional information which may be required on public transport routes, journey times and costs

5.5 The Travel Plan Coordinator will liaise with other Travel Plan Coordinators for the development if appropriate to obtain any information and details of measures and initiatives that may be of relevance for staff for each use.

6 Measures to Encourage Walking

6.1 **Accessibility on Foot**

- 6.1.1 Walking is an important mode of transport in the urban area; it can replace a large number of short car journeys which contribute to congestion and pollution, and the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.
- 6.1.2 Walking stimulates both personal health and the health of communities and local economies. Government health improvement advice states that just 30 minutes brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.
- 6.1.3 In relation to acceptable walking distances Manual for Streets which is the latest national guidance on the design of residential roads offers the following guidance in Section 4.4 "The walkable neighbourhood"
- 6.1.4 *"4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS 13 states walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents". It is noted that PPS 13 has been superseded by NPPF but the general guidance offered in Manual for Streets is considered relevant.*

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- 6.1.5 A plan indicating the 2km walking catchment is available in Appendix A (Figure 2). It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.
- 6.1.6 In relation to the application site, the site is on the outskirts of Wrexham to the east with the residential areas predominantly to the west of the site. With regard to pedestrian connectivity the street pattern and built form around the site together with the location of local residential areas influence to choice of route on foot.
- 6.1.7 Footways approximately 2.0m wide are provided at the site access and dropped kerbed pedestrian crossing facilities with tactile paving are provided on the A5156/ A534/ Holt Road roundabout. The central reserve island provides refuge for pedestrians to cross the whole carriageway on the A5156 and A534 in two separate stages
- 6.1.8 In addition to the above the site is also in proximity to bus stops providing regular services between Wrexham Town Centre and surrounding area. It is therefore
- 6.2 ***Initiatives***
- The Travel Plan Coordinator(s) will promote walking to work by staff and will promote an informal walking buddy scheme given the number of staff.
 - The Travel Plan Coordinator will inform staff and customers of the facilities that exist at the site and the fact that they are accessible on foot to try and discourage unnecessary traffic around the area.
 - Where possible staff will be recruited from the local area making it easy to use alternative modes of transport to the private car.
 - The Travel Plan Coordinator will review on a regular basis the level of staff walking to work and consult with employees to establish measures to encourage this activity.
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7 Measures to Encourage Cycling

7.1 *Accessibility by Cycle*

7.1.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. The bicycle is generally more affordable than the car and hence there are social equity benefits to the promotion of cycling. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. A shared cycle route/footway is provided along Holt Road from Dean Road.

7.1.2 In relation to the application site; cycling distances from local residential centres within 5km, along with the corresponding cycle time based on 12 km per hour are as follows. A 5km radius of possible destinations can be found in Figure 3 at the rear of this report.

Origin	Distance	Time
Wrexham Central Station	4km	14 minutes
Wrexham General Centre	4.5km	16 minutes
Rhosnesni	1.6km	5 minutes
Acton	2.3m	8 minutes
Llan-y-pwll	1.4km	4 minutes
Hightown	4.3km	15 minutes
Redwither Business Park	3.5km	10 minutes
Borras	2.1km	6 minutes

7.1.3 The proposed development will be provided with secure cycle stands in accordance with the Local Authorities Local Planning Guidance Note NO. 16.

7.1.4 The proposed development is to be provided with adequate cycle provision on site with good cycle accessibility from local residential areas and connectivity to public transport.

7.1.5 Information for cyclists including details of routes and maps can be found at:-

www.cycle-route.com
www.sustrans.org.uk

In addition to the above, a free app can also be downloaded for use with all iPhones, iTouch and iPads and is entitled 'The Complete National Cycle Network'. The app provides detailed mapping and route locations and operates in conjunction with the handsets GPS locator. Staff with access to any of the aforementioned devices will be informed that this software is available for free download.

7.2 ***Initiatives***

- The Travel Plan Coordinator will promote the health, environmental and other benefits associated with cycle use.
- Secure cycle parking facilities will be provided close to each building. Changing room and toilet facilities should be provided for staff of each use.
- Cycle route information will be clearly displayed within the building, to encourage the use of local routes.
- The Travel Plan Coordinator will review on a regular basis the level of staff cycling to work, as well as encouraging the health, environmental and other benefits associated with cycle use.

7.2.1 The Travel Plan Coordinator will review on an annual basis the level of staff cycling to work, as well as encouraging the health, environmental and other benefits associated with cycle use.

8 Measures to Encourage Bus Use

- 8.1 The site is located within 480m of bus stops on St Mellion Crescent which offers the closest service alternatively Birkdale Road / Holt Road offers other buses but these are further away. A plan indicating the location of the immediate bus stops in the proximity of the site is available in Appendix A (Figure 4) to the rear of this report. Details of the facilities provided at each of the stops along with the available services are provided below:-

Location:	St Mellion Cres
Reference:	wremgwj
Distance to stop:	480m from the centre of the site
Direction of travel:	SouthWest Bound Traffic
Facilities:	Pole Stop
Bus services:	35

- 8.2 A summary of the bus services which operate at the above stop is provided below.

Summary of services		Frequency			
Route Number	Overall Route	Daytime Frequency (Mon - Sat)	Evening Frequency (Mon – Sat)	Sunday Daytime Frequency	Sunday Evening Frequency
35 / 35a	Wrexham Bus Station - Borras Park/Sunningdale Estate via Acton, Oak Drive, Huntsmans Corner	30 mins	30 mins	30 mins	30 mins

- 8.3 As can be seen from the table above, the level of service provided by stops on St Mellion Crescent is an average of 2 buses per hour in each direction during peak daytime periods. There are more stops along Holt Road (southwest of the site) providing further services, however these stops fall outside 800m walking distance.

8.4 Other bus services include the 13B and C56 which run along Dean Road to Holt Road A534 (13B) and from the centre of Wrexham to the A534 (C56). The 13B provides hourly services Monday to Friday between Wrexham and Wrexham Industrial Estate. The C56 provides hourly daytime services between Wrexham and Chester Monday to Saturday and runs along Holt Road and the A534.

8.5 Further information regarding time tables and other bus information can be found at: www.stagecoachbus.com, www.travelinesw.com and

8.6 ***Initiatives***

- In order to encourage the use of the existing bus services it is proposed to prominently display route maps, timetables, plus ticket and special offer information in staff areas of each building. It will be the responsibility of the Travel Plan Coordinator to make sure the information is kept up to date in order to promote the use of these services.
- The Travel Plan Coordinator shall keep in contact with local bus companies regarding ticketing promotions and this information will be passed on to employees through staff induction, welcome packs and staff notice boards.
- The Travel Plan Coordinator will promote the free journey planning service, which is available at: www.stagecoachbus.com, and www.travelinesw.com

8.6.1 The aim is to encourage an annual incremental increase in the number of staff travelling to work by public transport.

9 Promotion of Car Sharing

- 9.1 The site is accessible to the highway network and the employee travel to work survey will clarify numbers of staff travelling to work in a car driven by another employee. The Travel Plan Coordinator will be responsible for promoting car sharing.
- 9.2 It is likely that a proportion of staff will live locally. The results of the initial mode split surveys will provide further details on origin of trips made by staff. Encouraging and organising staff that use their car to pick up other staff members on their way to or from work will make a significant difference. With a small close knit group of employees, staff would be encouraged to arrange their own car share scheme, rather than being dictated to by management. The Travel Plan Coordinator would be available to assist staff members to identify car share partners working on specific shifts or who may not live near other staff members.
- 9.3 The car sharing scheme will be organised and promoted by the Travel Plan Coordinator. In promoting car sharing amongst staff the Travel Plan Coordinator will highlight benefits such as the cost savings in terms of fuel.
- 9.4 It is proposed that an alternative lift home procedure will be prepared for staff participating in the car sharing scheme. This would cover emergencies or times at which a staff member's car share driver is unable to make the return trip.
- 9.5 Car sharing schemes will also be promoted to further encourage car sharing. There is a scheme for North Wales operated by Liftshare. Further details of car sharing schemes can be found at

www.liftshare.com
www.carsharedevon.com
- 9.6 Any car sharing schemes will also consider the provision of lifts to and from bus stops for users of public transport.

Taxi

- 9.7 Taxi use will also be promoted to staff as an alternative to car sharing. It is recognised that the 11.00 pm finish represents a late finishing time. As such a local taxi firm number will be displayed on the staff notice boards and taxi sharing will be encouraged amongst employees to ensure the best value for money.
- 9.8 Discussions with local taxi firms will also take place to negotiate reduced rates and fares. This information will be regularly updated and displayed on the staff notice boards.

10 Monitoring and Review of Travel Plan Targets and Objectives

- 10.1 This Framework Travel Plan outlines the measures which will be introduced with the objective of reducing the proportion of private car trips to and from the road side services development.
- 10.2 This Framework Travel Plan will form the basis for the preparation of the subsequent Travel Plans for each use which will be prepared within 9 months of the opening of the businesses.
- 10.3 Operation of the Travel Plan is an ongoing process which may be amended, as and when necessary, following the review of the defined targets and objectives.
- 10.4 The operators of the three uses should support the measures outlined in their Travel Plans and will, wherever possible, encourage staff and customers to consider their means of travel with the objective of reducing private car travel.
- 10.5 Within 6 months of opening of each use, information will be obtained from all members of staff to establish the 'baseline' travel pattern for journeys to and from the site. When that base travel information is available, staff travel targets will be set with the objective of reducing the number of staff journeys to and from the site by private car. The employee survey will be based upon the sample survey contained in UK Standard Assessment Method for Travel Plan Impacts (advice for Developers & Planning Authorities) amended to suit the particular business a copy of which is included in Appendix D.
- 10.6 On the first anniversary of the staff travel survey, a further survey will be carried out to establish the travel pattern for each member of staff. The results of this survey will enable comparisons to be made with the base study so that the performance of the Travel Plan can be assessed against its defined staff travel targets.

-
- 10.7 A review report for each use will be prepared on an annual basis to summarise the Travel Plan performance and to set targets for future years for a five year period.
- 10.8 The Travel Plan Coordinator will be responsible for the preparation of the annual review report of the Travel Plan.
- 10.9 Surveys of staff will be carried out on an annual basis to assess the success of the Travel Plan each year. Targets may be revised as part of the Travel Plan review on an annual basis, with the objective of reducing the proportion of private car journeys to and from each use.

11 Conclusions

- 11.1 This Framework Travel Plan has considered the travel impact of the application proposals for the development of road side services at land off the A5156 / A534 / Holt Road, Wrexham. It sets out the requirements for the operators of the three use elements to implement a Travel Plan which should aim to achieve a reduction in travel by the private car.
- 11.2 It is considered that these and other measures outlined in this Framework Travel Plan, when added to the existing facilities will help to reduce the reliance on the private car and meet the objectives of the Travel Plan.
- 11.3 This Framework Travel Plan will be further developed once the businesses are operational and specific travel needs are identified.
- 11.4 As the accessibility section of this report shows, the site is accessible by a number of different travel modes.
- 11.5 The site is accessible by public transport with bus services operating in the vicinity of the site and connecting with local centres and the wider area.

APPENDIX A

Figure 1 – Site Location Plan

Figure 2 – 0.8km & 2.0km Walking Radii Plan

Figure 3 – 5.0km Cycling Radius Plan

Figure 4 – Bus Stop Location Plan



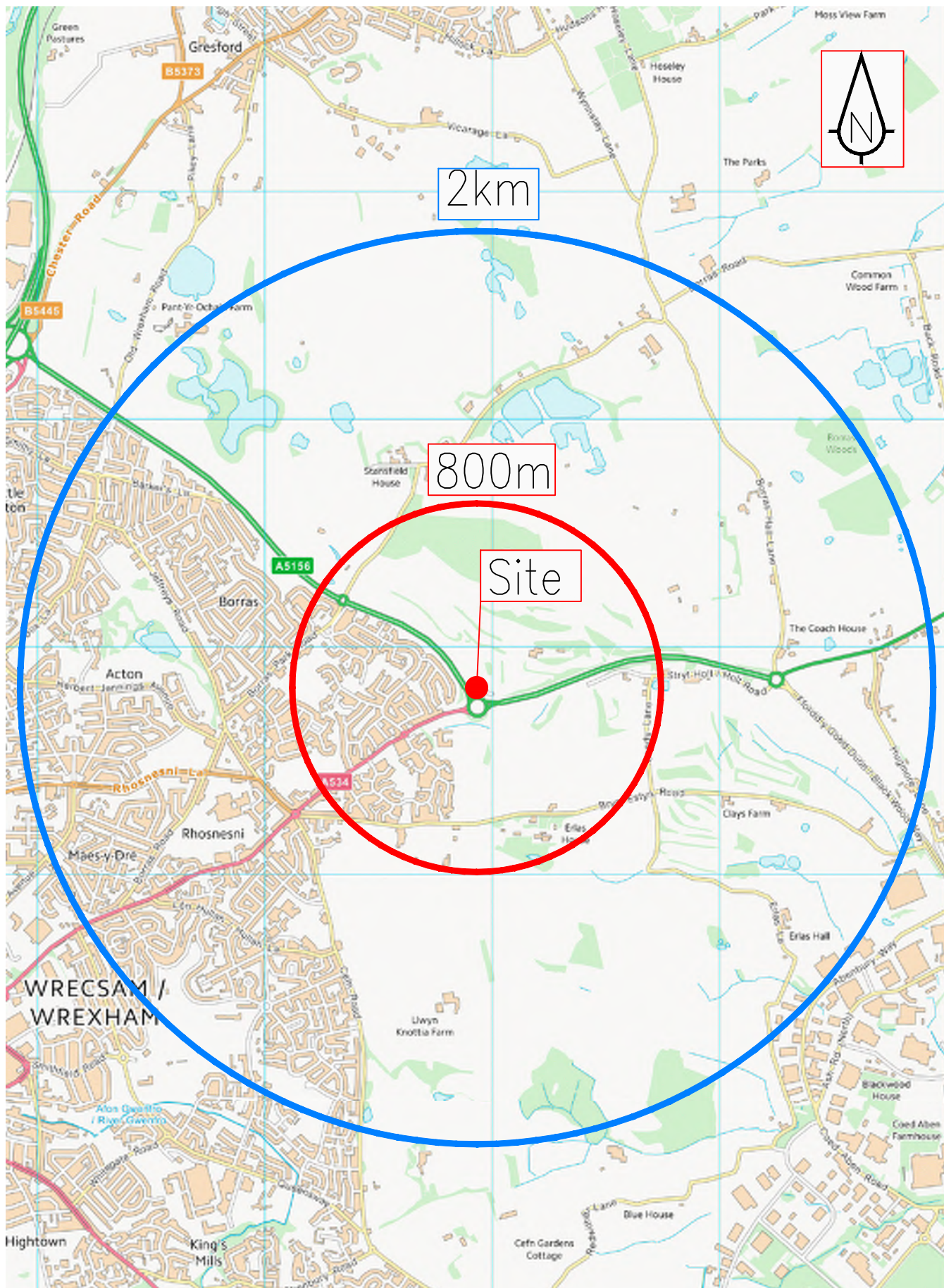
Highways | Traffic | Transportation | Water

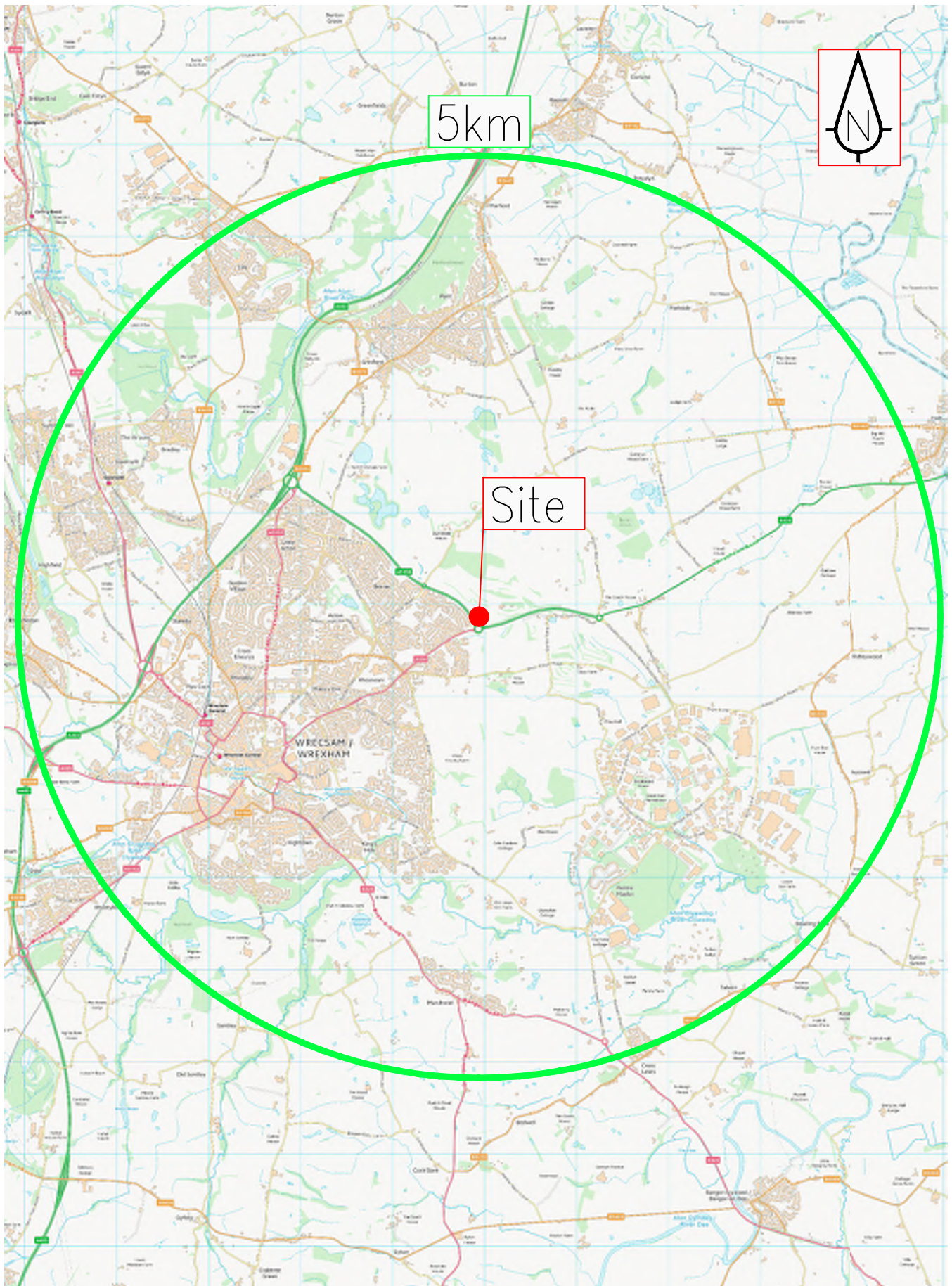
T 01924 844080 mail@sandersonassociates.co.uk
F 01924 844081 www.sandersonassociates.co.uk

Proposed Road Side Services
Holt Road
Wrexham

Site Location Plan

Drawn LOB	Scale NTS	 ISO 9001 REGISTERED FIRM
Checked DJC	Date May 2016	
Approved DJC	Drawing Number Figure 1	Size A4



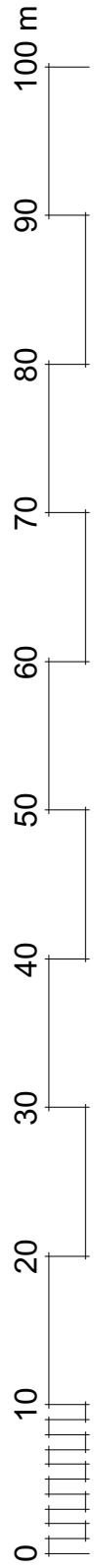




APPENDIX B
Architects Site layout



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Z	24/5/16	DRAINAGE UPDATED AND MATERIALS SHOWN	ACR
Y	03.05.16	DEVELOPMENT AREAS, ESTATE ROAD, PFS LOCATION ALTERED	ACR
X	19.04.16	DEVELOPMENT AREAS SHOWN	ACR
W	07.04.16	ROAD LAYOUT ALTERED	ACR
V	07.04.16	ROAD LAYOUT ALTERED	ACR
U	05.02.16	LAYOUT ALTERED	ACR
T	2.11.15	LAYOUT UPDATED	ACR
S	6.10.15	TITLE UPDATED	ACR
R	24.9.15	SCHEME LAYOUT ALTERED	ACR
Rev	Date	Description	By



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Client
LIBERTY PROPERTIES DEVELOPMENT LTD

Project
**HOLT ROAD
WREXHAM**

Drawing
PROPOSED SITE LAYOUT

Scale	Status	Date	Drawn	Checked
1:500@A1; 1:1000@A3	PLANNING	23.05.16	ACR	
Drawing No.		Revision		

3621/P104 Z

APPENDIX C
Example Action Plan

Action Plan	Checklist	
	Yes	No
• Travel Plan Co-ordinator appointed prior to first occupation of use		
• Travel Plan measures to be undertaken prior to opening:		
○ Obtain posters, leaflets and promotional literature from the Council and bus operators etc (Prior to occupation)		
○ Prepare Travel Information Pack for staff prior to occupation		
○ Future Staff made aware of the Travel Plan initiatives and how they can access the site sustainably at induction stage		
○ Car Sharing schemes investigated and given consideration (prior to occupation)		
• Staff Questionnaire prepared (Prior to occupation)		
Staff Questionnaire distributed to staff within 6 months of occupation		
• Questionnaire results compiled and Travel Plan updated within 9 months of initial occupation of each use		
• Begin implementing the Travel Plan (prior to Occupation)		
• Circulate Travel Information Pack to employees prior to occupation		
• Update Travel plan to incorporate baseline data (within 9 months of initial occupation) and annual monitoring survey results (every 12 months)		
○ Resurvey employees annually		
Travel Plan Measures		
Car Sharing		
• Employee car sharing list/database produced (within 3 months of initial occupation)		
Cycle Space Facilities		
• Bicycle suppliers, discounts available, maintenance and servicing details displayed (from initial occupation) on staff notice board		
Motorcycle Parking Facilities		
• Provision for convenient parking located close to the unit entrance (from initial occupation)		
Taxi		
• Liaise with local taxi firms to negotiate staff discount, display taxi firm contact details on staff notice board and provide information on taxi sharing		
Public Transport Facilities		
• Provide details of any discounts and display on the staff/ notice board (from initial occupation)		
• Bus timetables displayed on staff notice board (From initial occupation)		
• Contact bus operators for inclusion on mailing list for up to date public transport information (within 3 months of initial occupation)		
• Are the bus tables regularly monitored? (At least quarterly from initial occupation)		

APPENDIX D
Staff Travel Survey

Staff Travel Questionnaire

We are committing to produce a Travel Plan. A Travel Plan is an evolving document which seeks to challenge the way in which we all travel to work and aims to encourage alternative modes of transport to single car occupancy journeys. This benefits the employee with health improvements and petrol cost savings – the organisation: with a reduced demand for car parking spaces and the associated costs and the environment in reduced air pollution and reduced traffic congestion.

Your answers and the findings of our survey will provide us with an accurate basis on which to proceed towards our aims and also gives you the opportunity to make any comments that you feel are important in relation to the way you choose to travel to work.

Minimum personal information is required and confidentiality will be maintained.

Travel Survey

1. What is your home postcode?

.....

2. What town or village do you live in?

.....

3. What is your usual place of work?

.....

4. How far do you travel to work?

☐ up to 1 mile

☐ over 2 miles and up to 5 miles

☐ over 10 miles and up to 20 miles

☐ over 1 mile and up to 2 miles

☐ over 5 miles and up to 10 miles

☐ over 20 miles

5. Over a seven day period what are your normal shift times?

	Mon	Tues	Weds	Thurs	Fri	Sat	Sun
Start Time							
Finish Time							

6. Is your work

☐ part time

☐ full time?

☐ if part time, please specify how many days per week you work

.....

7. Do you have any mobility difficulties which affects your transport choice?

☐ Yes

☐ No

8. How did you travel to work in the last 7 days? If your journey used more than one mode of transport, please show just the main part of the journey.

	Mon	Tues	Weds	Thurs	Fri	Sat	Sun
Bus							
Bicycle							
Car, as driver, on your own							
Car, as driver, with other (s)							
Car, as passenger							
Foot							
Motorbike							
Train							
Home Working							
Taxi							

9. How do you travel to work if your normal form of transport is not available?

☐ Bus

☐ Car as driver with other (S)

☐ Foot

☐ Other – please specify

☐ Bicycle

☐ Motorbike

☐ Car, as driver, on your own

☐ Car as passenger

☐ Train

10. If you drive to work on your own, would you be willing to try more environmentally-friendly options such as walking, cycling or public transport some of the time?

☐ yes

☐ No

Travel Survey

11. If you drive to work on your own, would you be willing to car share some of the time?

☐ As a driver

☐ As a passenger

12. Are there any particular barriers which make it difficult for you to use these more environmentally-friendly options? What are they?

.....

13. If you are travelling directly between your home and work, how easy or difficult do you think it is to travel by the following means?

	Very Easy	Quite Easy	Quite Difficult	Very Difficult	Not Possible
Walking					
Bike					
Bus					
Train					
Car Share					

14. Which of the following would encourage you to walk or cycle to work? Please tick no more than three.

- ☐ Cycle loan scheme
- ☐ Drying rooms and lockers at work
- ☐ Showers and changing rooms
- ☐ Secure bike parking
- ☐ A course to practice cycling and gain confidence in safe environment
- ☐ Another cyclist to show you a good cycling route to work
- ☐ Construction of dedicated cycle tracks – if so, please specify location
- ☐ Creation of new site entrance to make your route more convenient – if so, please specify location
- ☐ Other – please specify

15. Which of the following changes would most encourage you to use public transport to or from work? Please tick no more than three

- ☐ Better quality bus waiting facilities
- ☐ Readily available up to date bus and train timetables
- ☐ Reduced cost staff pass on public transport
- ☐ Existing public transport services re-timed to better fit your work hours – if so, please specify bus or train service.....
- ☐ Additional bus route – if so, please specify location
- ☐ Other – please specify

16. Which of the following changes would most encourage you to car share to and from work?

- ☐ A car share database to help you find a partner with similar work patterns
- ☐ Reserved car parking in a prime spot for car sharers
- ☐ Others – please specify

17. If you drive to work, where do you usually park?

☐ At worksite

☐ Free parking in nearby street

☐ Paid parking in nearby street

☐ Paid parking in commercial car park

18. Do you have any other comments?

.....