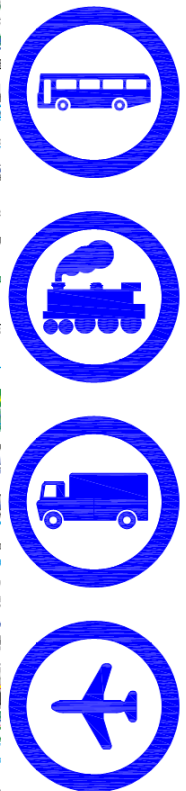
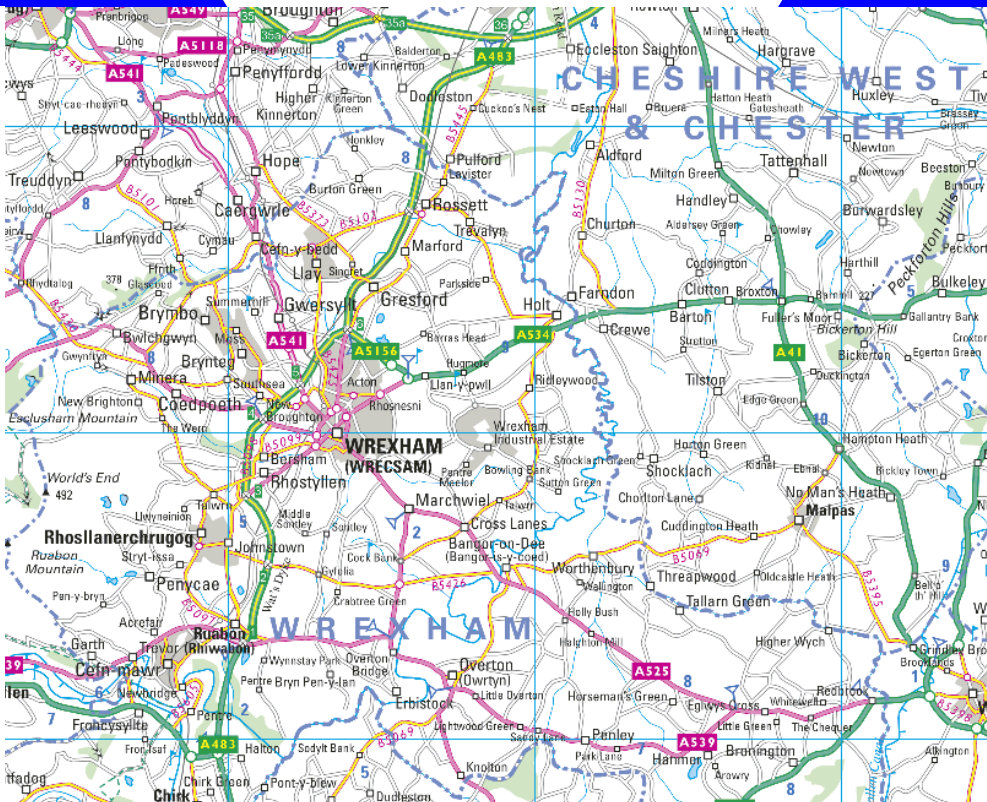
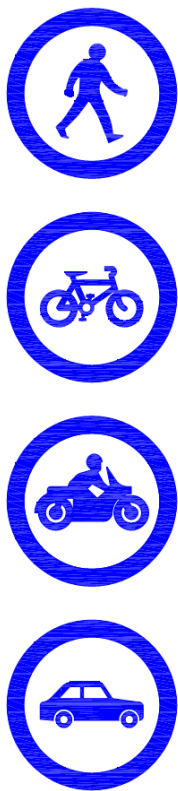


INTERIM TRAVEL PLAN
FOR A PROPOSED DEVELOPMENT
AT
ASH ROAD SOUTH
WREXHAM INDUSTRIAL ESTATE, WREXHAM



FOR
THE VILLAGE BAKERY (WREXHAM) LTD



Interim Travel Plan

The Village Bakery (Wrexham) Ltd
Ash Road South, Wrexham Industrial Estate, Wrexham

REPORT VERIFICATION

SITE ADDRESS	Ash Road, Wrexham Industrial Estate, Wrexham
REPORT TITLE	Interim Travel Plan
JOB NUMBER	27-15
PREPARED BY	JRS

ISSUE NO.	DATE	STATUS	REPORT VERSION	ISSUED BY
1	18-01-16	Final for Planning	01	JRS

INDEX

DESCRIPTION	PAGE
1. Brief	3
2. General	3
3. Benefits of a Travel Plan	3
4. Amenities	4
5. Transport	5
6. Traffic Generation	6
7. Objectives	7
8. Travel Plan Targets	7
9. Travel Plan Management	8
10. Travel Plan Measures	9
11. Monitoring and Review	12

APPENDICES

Appendix 1	Site Location Plan & Aerial View plan
Appendix 2	Distances From The Site plan
Appendix 3	Cycle Routes plans
Appendix 4	Bus Routes & Timetables
Appendix 5	Site Access Details drawing No. 27-15-05
Appendix 6	Main Road & Rail Routes plan
Appendix 7	DPA Block Plan drawing No. P-02A

1. BRIEF

- 1.1. Sumner Consultancy has been appointed by The Village Bakery (Wrexham) Ltd to produce an Interim Travel Plan in connection with their proposed construction of a new Bakery and Offices.

2. GENERAL

- 2.1. This Interim Travel Plan has been produced to accompany a full planning application by The Village Bakery (Wrexham) Ltd in accordance with The National Planning Policy Framework (March 2012) – Travel Plans, Transport Assessments and Statements in Decision-Taking.
- 2.2. The Site is located in the middle of Wrexham Industrial Estate on the southern side of Ash Road South, which has been an industrial area since circa 1960. The Site Location Plan and Aerial View are in Appendix 1.
- 2.3. The Site has an irregular shape comprising open relatively flat grassland with a woodland area to the south and woodland along the western boundary and an industrial unit at the eastern boundary. The Site has an area of 6.86ha.
- 2.4. Wrexham Industrial Estate is on the eastern side of Wrexham and located in Wrexham County Borough, with bordering councils of Flintshire to the northwest, Cheshire to the northeast, Shropshire to the southeast, Powys to the southwest and Denbighshire to the west.
- 2.5. Wrexham Industrial Estate comprises:
- 2.5.1. An outer loop road incorporating Abenbury Way, Bryn Lane, Oak Road, Redwither Road and Coed Aben Road.
 - 2.5.2. An inner loop road incorporating Ash Road North, Abbey Road and Bridge Road North.
 - 2.5.3. Internal roads incorporating Ash Road South, Forth Road, First Avenue, Second Avenue and Dutton Road.
 - 2.5.4. Pentre Maelor on the south western side and Prysmain Cables & Systems complex off Oak Road to the south east.
- 2.6. The Site is the last undeveloped area along Ash Road South, and one of the few remaining vacant sites on the Industrial Estate.

3. BENEFITS OF A TRAVEL PLAN

- 3.1. A Travel Plan aims to make significant changes to the way people choose to travel. This will result in a better local environment for pedestrians and cyclists and result in cleaner air and less congested local streets.
- 3.2. A wider range of travel options, savings and benefits will help to enhance the quality of the development. The Site will become more accessible and safer for all. It will also become a more attractive place to work.
- 3.3. The Travel Plan Targets should be “**SMART**” which means they must be:
- **Site-specific**
 - **Measurable**
 - **Achievable**
 - **Realistic and**
 - **Time related**
- 3.4. A Travel Plan is an evolving document that should be regularly assessed and updated to ensure that the aims and objectives represent the current situation in respect of travel and access to the Site.

4. AMENITIES

4.1. Distances from the Site (as the crow flies) are shown on the plan in Appendix 2. The distances shown below are by road.

4.2. ROUTES

From the Industrial Estate routes to:

4.2.1. Chester/Ellesmere Port/Birkenhead/Liverpool would be via the A534/A5156/A483/A55/M53

4.2.2. Manchester would be via the A534/A5156/A483/A55/M53/M56

4.2.3. Crew/Stoke-On-Trent would be via the A4534/A51/A500

4.2.4. Shrewsbury/Telford/Wolverhampton/Birmingham would be via the A483/A5/M54/M6

4.2.5. South and mid Wales would be via the A483/A489/A470

4.2.6. North Wales would be via A483/A5, A525, A550/A55

4.3. TRANSPORT

4.3.1. Bus Station

NUMBER	LOCATION	DIRECTION FROM SITE ENTRANCE	DISTANCE (miles)
1	Wrexham	W	4.8

4.3.2. Railway Station

NUMBER	LOCATION	DIRECTION FROM SITE ENTRANCE	DISTANCE (miles)
1	Wrexham General	W	5.1
2	Chester	W/N	15
3	Shrewsbury	W/S	29

4.3.3. Airport

NUMBER	LOCATION	DIRECTION FROM SITE ENTRANCE	DISTANCE (miles)
1	Liverpool	W/NE	44
2	Manchester	W/NE	47
3	Birmingham	W/SE	78

4.3.4. Roads

NUMBER	ROAD NUMBER	DIRECTION FROM SITE ENTRANCE	DISTANCE (miles)
1	A534	W/NW	1.6
2	A5156 (via A534)	W/NW	2.5
3	A483 (via A534 & A5156)	W/NW	4.1

4	A55 (via A534, A5156 & A483)	W/N	11.2
5	M53 Junction 12 (via A534, A5156, A483 & A55)	W/NE	17
6	A5 (via A534, A5156 & A483)	W/S	13.5
7	M6 Junction 16 (via A534, A5156, A51 & A500)	W/E	30.0

4.3.5. Towns/Cities

The nearest towns/cities within 25 miles of the Site.

NUMBER	LOCATION	DIRECTION FROM SITE ENTRANCE	DISTANCE (miles)
1	Wrexham	W	5.1
2	Chester	W/N	15
3	Mold	W/NW	15
4	Whitchurch	W/SE	15
5	Oswestry	W/S	21
6	Ellesmere Port	W/N	23
7	Ruthin	W	23
8	Crew	W/E	25

5. TRANSPORT**5.1. Footways**

5.1.1. There are no footways along Ash Road South

5.1.2. The nearest footways to the Site are around the inner loop road incorporating Ash Road North, Abbey Road and Bridge Road North.

5.2. Cycleways

5.2.1. There are no existing cycleways in the immediate vicinity of the Site.

5.2.2. The nearest cycleway is along Bryn Lane as shown on the Cycle Routes Map for the Industrial Estate in Appendix 3. The Cycle Routes plan for Wrexham is also in Appendix 3.

5.3. Busses

5.3.1. The bus routes which serve the Industrial Estate are numbers 13, 41, 41A & 42, which provide the following services:

No. 13B Wrexham – Gardwn Village – Borrass – Rhosnesni – Wrexham Industrial Estate
 No. 41 Wrexham – Queensway – Wrexham Industrial Estate
 No. 41A Wrexham – Wrexham Industrial Estate – Bangor on Dee
 No. 42 Wrexham – Stockwell Grove – Wrexham Industrial Estate

The Bus Routes and Timetables are shown in Appendix 4

5.3.2. The nearest bus stop to the Site is at the junction of Ash Road South with Ash Road, which is 330m to the west of the site entrance. Bus Nos. 13b, 41, 41a & 42 pass this location.

- 5.3.3. The next closest bus stop to the Site is along Coed Aben Road and is located adjacent to the existing Village Bakery Offices. This bus stop can be accessed from the Site via the new access link in the south western corner of the Site through the existing Village Bakery Offices Site, a distance of approximately 430m.
- 5.3.4. The Department for Transport's 'Inclusive mobility' recommends that in residential areas bus stops should be located ideally so that nobody in the neighbourhood is required to walk more than 400 metres from their home. The IHT's 'Guidelines for Provision of Public Transport in New Developments' also recommends the walk distance to a bus stop from development should be no greater than 400m.
- 5.3.5. It is proposed to provide a new bus stop along Ash Road South adjacent to the Site entrance, as shown on the Site Access Details drawing number 27-15-05 in Appendix 5. Bus No. 13b will be accommodated by these new stops.
- 5.3.6. The provision of additional bus stops along Ash Road South and the access through the adjoining Site to Coed Aben Road will mean that employees would not have to walk along Ash Road South to catch an appropriate bus where there are no footways.
- 5.4. Railways
 - 5.4.1. The closest railway station to the Site is in Wrexham 5.1 miles to the west, which is on a main route with services to Bidston/Shotton to the north, Chester to the northeast, Shrewsbury and Cardiff Central to the south. Chester and Shrewsbury stations are on principal routes with comprehensive services for all destinations.
- 5.5. Roads
 - 5.5.1. The main roads in close proximity to the Site are the A534, A5156 and A483 to the west of the Site, with the A483 basically running north to south. The A534 running to the west and the A525 which basically runs in a northwest to southeast direction.
- 5.6. A plan showing the Main Road and Rail Routes in the Wrexham area is in Appendix 6.

6. TRAFFIC GENERATION

- 6.1. The Village Bakery consider that their staff will come to work by the following transport means:

6.1.1.	Walking	10%
6.1.2.	Cycling	5%
6.1.3.	Motorcycle	5%
6.1.4.	Car	50%
6.1.5.	Bus	30%

- 6.2. The number of shifts and the times for the proposed development are:

- 6.2.1. 4 teams (19 per team) rotating 4 on 4 off days and nights (05:45 to 18:00) (17:45 to 06:00)
- 6.2.2. 2 teams (11 per team) working 4 on 4 off days only (05:45 to 18:00)
- 6.2.3. 1 team (4 per team) working Days 06:00 to 15:00
- 6.2.4. 1 team (6 per team) working 08:00 to 17:00

7. OBJECTIVES

- 7.1. The overarching objective for the Travel Plan for the proposed development can be summarised as being to minimise the impact of Site generated traffic on the environment and the local community by encouraging those who work at or visit the Site to travel by sustainable transport modes, through improvements to the choice of transport available to them.
- 7.2. Within this overarching objective, there are a number of sub-objectives:
- To ensure that alternative modes to the private motor vehicle are available for employees and visitors.
 - To raise awareness of sustainable travel and the associated benefits to employees and visitors.
 - To implement the measures designed to reduce the need to travel.
 - To promote sustainable travel within the wider community.

8. TRAVEL PLAN TARGETS

- 8.1. The setting of targets is essential to ensure that the objectives of the Travel Plan are met. Targets should be linked to the objectives and be “SMART”.
- 8.2. In order to formulate the Travel Plan targets it is important that they are based on accurate information consequently it is recommended that a travel to work survey is conducted by the Travel Plan Coordinator (TPC) as outlined in point 9.3.7 below. This will enable the TPC to devise a more detailed and site specific plan.
- 8.3. The pre-determined reduction in single car occupancy trips will be achieved by an increase in the number of passengers through car sharing, an increase in public transport use, and an increase in walking and cycling.

TARGETS	INDICATORS	ASSUMED INITIAL USE	TARGET	TARGET USE
Percentage of employees walking to work	Number of walking trips	Walking 10%	Minimum increase of 2.0%	Walking 12%
Percentage of employees cycling to work	Number of cycling trips	Cycling 5%	Minimum increase of 2.0%	Cycling 7%
Percentage of employees coming to work on a motorcycle	Number of motorcycle trips	Motorcycling 5%	Minimum increase of 0%	Motorcycling 0%
Percentage of employees driving to work in single occupancy vehicles	Number of single car occupancy trips	Single occupancy car use 50%	Minimum decrease of 16.0%	Single occupancy car use 34%
Percentage of employees in a car sharing scheme	Number of car sharing trips	Car sharing 0%	Minimum increase of 7.0%	Car sharing 3%
Percentage of employees using public transport	Number of public transport trips	Public transport 30%	Minimum increase of 5.0%	Public transport 35%

9. TRAVEL PLAN MANAGEMENT

- 9.1. This Interim Travel Plan can form the framework for the future development of a Full Travel Plan once the development is occupied.
- 9.2. At the moment The Village Bakery does not have a Travel Plan for their existing premises, however they are currently working to have one in place as The Village Bakery's commitment to meet Marks & Spencer Plan A ethos.
- 9.3. TRAVEL PLAN COORDINATOR
- 9.3.1. The implication and long term management of a Travel Plan will be achieved through the appointment of a TPC.
- 9.3.2. A suitable person either currently employed by The Village Bakery or a new member of staff or organization will be appointed to provide a key role in delivering a successful Travel Plan.
- 9.3.3. When the TPC has been appointed, they will act as the main contact for the Travel Plan with outside organisations, including the Local Authority, and will be responsible for implementation of the Travel Plan and annual monitoring.
- 9.3.4. The TPC will be encouraged to become a member of ATC TravelWise who promote and facilitate sustainable travel choices, ATC TravelWise members benefit from a range of services designed to support them in their projects and careers in sustainable transport and mobility.
- 9.3.5. The TPC will be responsible for the day to day operation of the Travel Plan and be the first point of contact for all employees. They will also be responsible for implementing the Travel Plan proposals promotion of the Travel Plan and the distribution and collation of travel surveys at each of the monitoring stages.
- 9.3.6. The TPC will also promote use of Wrexham County Borough Council's website (www.wrexham.gov.uk/english/links/links_transport.htm) to all staff based at the Site, which includes useful information on the Transport Links including Busses, Car Sharing Concessionary Travel and Rail travel.
- 9.3.7. The TPC will be responsible for setting up and launching the Travel Plan in accordance with the initial schedule outlined below, which will be agreed with the Local Authority. However this may be superseded by the proposals to meet Marks & Spencer Plan A ethos.
- a) 1 month prior to occupation
 - i) Exchange contact details with relevant the Council's Officer who is responsible to travel plan coordination.
 - ii) Investigate the possibility of joining ATC TravelWise
 - iii) Set up a Travel Plan working file
 - iv) Research travel information
 - b) 2 weeks prior to occupation
 - i) Obtain up-to-date public transport timetables and travel literature.
 - ii) Prepare welcome packs for all new staff
 - iii) Setup a staff database
 - iv) Setup a database of suppliers/delivery companies who will be coming to the Site
 - c) Within 6 months of occupation
 - i) Distribute a Travel Plan survey to all staff
 - ii) Distribute a Travel Plan survey to suppliers/delivery companies
 - iii) Collect the travel plan surveys and analyse the results
 - iv) Submit a progress report to the Company, staff and the Local Authority

- d) Annually
 - i) Review promotional travel and health information and revise the Travel Plan where necessary and re-issue
 - ii) Promote and support local and national campaigns for sustainable transport
 - iii) Monitor staff and suppliers/delivery companies travel patterns through new surveys
 - iv) Undertake an audit of the Travel Plan and update/modify it where appropriate
 - v) Update Travel Plan targets and issue progress to all staff.

10. TRAVEL PLAN MEASURES

- 10.1. A successful and cost effective Travel Plan is one that implements measures that are relevant and realistic for the Site. Consultation with employees and suppliers/delivery companies is therefore important in achieving support from them and avoids measures that may prove difficult to implement and those which may be unpopular.
- 10.2. Good accurate information on the choice of travel modes from the Site and the initiatives being promoted by The Village Bakery will be a critical element of a successful Travel Plan.
- 10.3. All staff both new and existing will be made aware of the Travel Plan and the key measures to be implemented. The TPC will promote the Travel Plan and the sustainable travel opportunities to access the Site through the distribution of travel information packs.
- 10.4. The travel information pack would include, though not exclusively, the following:
 - 10.4.1. An introductory leaflet to the Travel Plan, highlighting the purpose and key measures being implemented as well as contact details of the TPC
 - 10.4.2. Bus timetables of local services from nearby bus stops
 - 10.4.3. A car cost calculator, providing information on the full cost of car use (i.e. financial, environmental, health, etc.)
- 10.5. The TPC will regularly review the information provided within the travel information pack to ensure that staff are kept up to date with any changes, such as new bus timetables, withdrawn or new services, or new contact details, and will distribute this information to employees via email or on a staff notice board.
- 10.6. Throughout the year there are a number of national events, for example Bike Week, that promote sustainable transport. The TPC will promote these and any local events to employees in order to raise awareness and encourage action on travel issues. The range of events to be promoted will be agreed and coordinated with the Local Authority.
- 10.7. In addition, other promotions will be considered with the potential for rewards for those who participate, such as leaving the car at home one day a week or running a 'Sustainable Travel Employee of the Month' scheme.
- 10.8. The TPC will set-up a staff database upon first occupation of the development that contains contact details of all employees and suppliers/delivery companies. The TPC will prepare a travel survey for the Travel Plan to distribute to each employee, to collect the following details:
 - 10.8.1. Employee profile, including age and gender
 - 10.8.2. Home postcode
 - 10.8.3. Normal working hours
 - 10.8.4. Mode of travel to work
 - 10.8.5. Reasons for not using public transport and other modes

- 10.8.6. The anticipated take-up of a car sharing scheme for work journeys as well as use of public transport or other non-car modes of travel to work
- 10.8.7. Information relating to potential areas for sustainable travel improvement, upon which the TPC could act and draw up measures to improve the travel plan.
- 10.9. The responses received from these surveys will be entered into the staff database to help analyze the data and allow a year on year comparison of travel patterns for each employee. This will also provide the opportunity to target certain promotions to specific employees based on their answers.
- 10.10. All data collected from the travel survey in connection with the Travel Plan will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will hold the database and be responsible for the release of information, with all data held being used solely for the purposes of the Travel Plan.
- 10.11. As changes to employees occur, where possible, the TPC will seek to ensure that all former staff are removed from the database and new employees are entered into the database.
- 10.12. Information contained within the database and the travel patterns derived from the data will inform the annual review process. The TPC will submit the results of the annual review along with the survey data to The Village Bakery and Local Authority for their information within 6 months of occupancy. However, in the interests of security, names and addresses of staff will not be provided.
- 10.13. Walking and Cycling Measures
 - 10.13.1. Provide plans showing the key pedestrian routes to the Site including crossing facilities.
 - 10.13.2. Provide plans showing the key cycling routes to the Site including crossing facilities. This information could be combined with the pedestrian route plan.
 - 10.13.3. Raise awareness of the health benefits of walking through promotional material.
 - 10.13.4. Carry out an audit of the local footway and footpath network on an annual basis and report any defects and or maintenance issues to the Highway Authority.
 - 10.13.5. Details of nearby cycle shops including location, contact information and those that may offer discounts on cycles and repairs/maintenance.
 - 10.13.6. The Village Bakery should consider becoming a member of the Cyclescheme which would allow employees to get a bike tax-free, saving a minimum of 25% on its high street value. It's completely free to join, and easy to administer online.
 - 10.13.7. Local Planning Guidance Note No. 16 on Parking Standards, which is used by Wrexham County Borough Council outlines the following guidance on parking standards:
B1 Business and Light Industry - 1 cycle space per 300m² gross floor space
B8 Storage and Distribution - 1 cycle space per 1000m² gross floor space
 - 10.13.8. Classing the Offices as B1, then 2012m² will require 7 cycle spaces.
Classing the Bakery as B8, then 17883m² will require 18 cycle spaces.
 - 10.13.9. This gives a total recommended number of cycle spaces of 25.
 - 10.13.10. A 25 bike secure cycle shelter will be provided on the west side of the proposed Offices, as shown on DPA's Block Plan drawing No. P-02A in Appendix 7.
 - 10.13.11. Shower facilities and storage lockers will be provided for employees.

10.14. Public Transport

- 10.14.1. Staff will be provided with public transport route and timetable information in travel information packs which will be updated via email or on a staff notice board.
- 10.14.2. Details of local taxi firms will be provided within the travel information pack.
- 10.14.3. The TPC will provide details of websites and telephone contact numbers where employees can obtain details of their individual journey requirements including Wrexham County Borough Council's website (www.wrexham.gov.uk/english/links/links_transport.htm) and Traveline (www.traveline.info).
- 10.14.4. It is proposed to provide a new bus stop along Ash Road South adjacent to the Site entrance, as shown on the Site Access Details drawing number 27-15-05 in Appendix 5. Bus No. 13b will be accommodated by these new stops.
- 10.14.5. The provision of additional bus stops along Ash Road South and the access through the adjoining Site to Coed Aben Road will mean that employees would not have to walk along Ash Road South to catch an appropriate bus where there are no footways.

10.15. Car Sharing Scheme

- 10.15.1. The TPC will collate the database to highlight potential employees who could car share, also possibly have a section within The Village Bakery website for car sharing.
- 10.15.2. The TPC will encourage employees to join Liftshare.com which has a client base of over 650 organisations; both public and private, and over half a million active members.

10.16. Car Parking

- 10.16.1. Local Planning Guidance Note No. 16 on Parking Standards, which is used by Wrexham County Borough Council outlines the following guidance on parking standards:
 - B1 Business and Light Industry - 1 car space per 30m² gross floor space
 - B8 Storage and Distribution - 1 car space per 100m² gross floor space
- 10.16.2. Classing the Offices as B1, then 2012m² will require 68 car parking spaces.
Classing the Bakery as B8, then 17883m² will require 179 car parking spaces.
- 10.16.3. This gives a total recommended number of car parking spaces of 247.
- 10.16.4. The Village Bakery consider that 50% of their staff will come to work by car (Paragraph 6.1), hence based on this figure, the number of car parking spaces required would be 124. Therefore allowing 20 spaces for visitor parking there will be an additional 53 parking spaces which is 18.6% more than is considered necessary.
- 10.16.5. The Village Bakery could consider installing charging points for electric vehicles.
- 10.16.6. As part of the Travel Plan employees may have to satisfy criteria to qualify for a parking space, depending on demand, which could include the following:
 - a) Employees who live within walking distance will not qualify
 - b) Low emission or electric vehicles would have priority
- 10.16.7. The demand and supply of the car parking areas will be surveyed at each monitoring stage. This will identify any overspill of car parking throughout the day. Further measures could then be implemented to prevent future overspill parking.

10.16.8. The following car parking management initiatives may be considered as the Travel Plan progresses.

- a) Introduce eligibility criteria restricting who is able to park
- b) Financial incentives for those choosing not to park
- c) Introduce a parking permit scheme
- d) Reserve the most convenient spaces for car sharers
- e) Reserve priority spaces for low emission or electric vehicles

10.17. Visitors

10.17.1. The degree to which visitors can be encouraged to use sustainable modes of transport will depend on a number of factors, including accessibility of the Site by public transport from the visitor's origin and whether visitors to the Site are usually invited or arrive on spec.

10.17.2. The TPC will encourage travel by sustainable modes for visitors by implementing the following initiatives:

- a) Show public transport routes on maps sent to visitors
- b) Identify the nearest bus stops to the Site on the maps
- c) Identify the location of the nearest railway station and indicating the approximate taxi fare from the station to the Site
- d) Offer lifts from the station to the Site

10.18. Deliveries

10.18.1. Both incoming and outgoing deliveries can be addressed by the TPC by encouraging use of local suppliers and potential coordination of deliveries with parts of the business.

11. MONITORING AND REVIEW

11.1. A successful Travel Plan must have an appropriate monitoring programme that measures success (and in some cases failure) and reinvigorates the process where necessary.

11.2. The monitoring should:

- 11.2.1. Demonstrate to the Local Authority the effectiveness of the measures implemented and the progress being made towards the Aims & Objectives of the Travel Plan.
- 11.2.2. Maintain support of the Travel Plan by reporting successes.
- 11.2.3. Help identify any deficiencies within the Travel Plan, including measures that are not effective.
- 11.2.4. The appropriate data can be shared with other local companies as well as inform the Local Authority and public transport operators of local travel patterns.

11.3. The very low and realistic objective of the travel plan is to achieve the Target Use in Paragraph 8.3

11.4. A critical element of the information gathering exercise for the Travel Plan is to carry out a questionnaire survey of the employees. This will provide details of individual circumstances, travel patterns and preferences etc. The survey also increases the employees' awareness of travel issues. The results can then be compared with the Targets in Paragraph 8.3.

11.5. The TPC will agree the monitoring programme with the Local Authority to ensure that the monitoring procedures are appropriate. The TPC will maintain a monitoring table of progress to key Travel Plan targets based on the results of the travel surveys. This table will be published and distributed to employees.

Interim Travel Plan

The Village Bakery (Wrexham) Ltd
Ash Road South, Wrexham Industrial Estate, Wrexham

- 11.6. The TPC will undertake a review of the Travel Plan following the results of each monitoring stage. This review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary. In particular the following will be assessed:
- 11.6.1. The level on car/non car usage at the Site
 - 11.6.2. Comments received from the employees
- 11.7. When reviewing the effectiveness of the Travel Plan the following questions should be considered:
- 11.7.1. Which areas offer the greatest potential for change and or improvement
 - 11.7.2. Was the initiative implemented by the target date
 - 11.7.3. How well used is each scheme or initiative
 - 11.7.4. How much did it cost to introduce
 - 11.7.5. Is the review process itself effective
- 11.8. The TPC will compare the mode share statistics obtained from the annual monitoring to the targets set for the Site. Following consultation with the Local Authority, the TPC may choose to revise these targets in order to maintain a realistic goal for the aims and objectives of the Travel Plan.
- 11.9. The TPC will investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards the aims and objectives of the Travel Plan. In agreement with the Local Authority, the TPC may choose to remove ineffective measures and or initiatives and implement new measures.
- 11.10. The TPC will prepare a progress report to include the results of the monitoring, details and success of measures implemented and an action plan for the future period. This report will be submitted to the Local Authority for their review.

John Sumner
Sumner Consultancy Ltd
January 2016

APPENDIX 1

SITE LOCATION PLAN & AERIAL VIEW PLAN

Interim Travel Plan

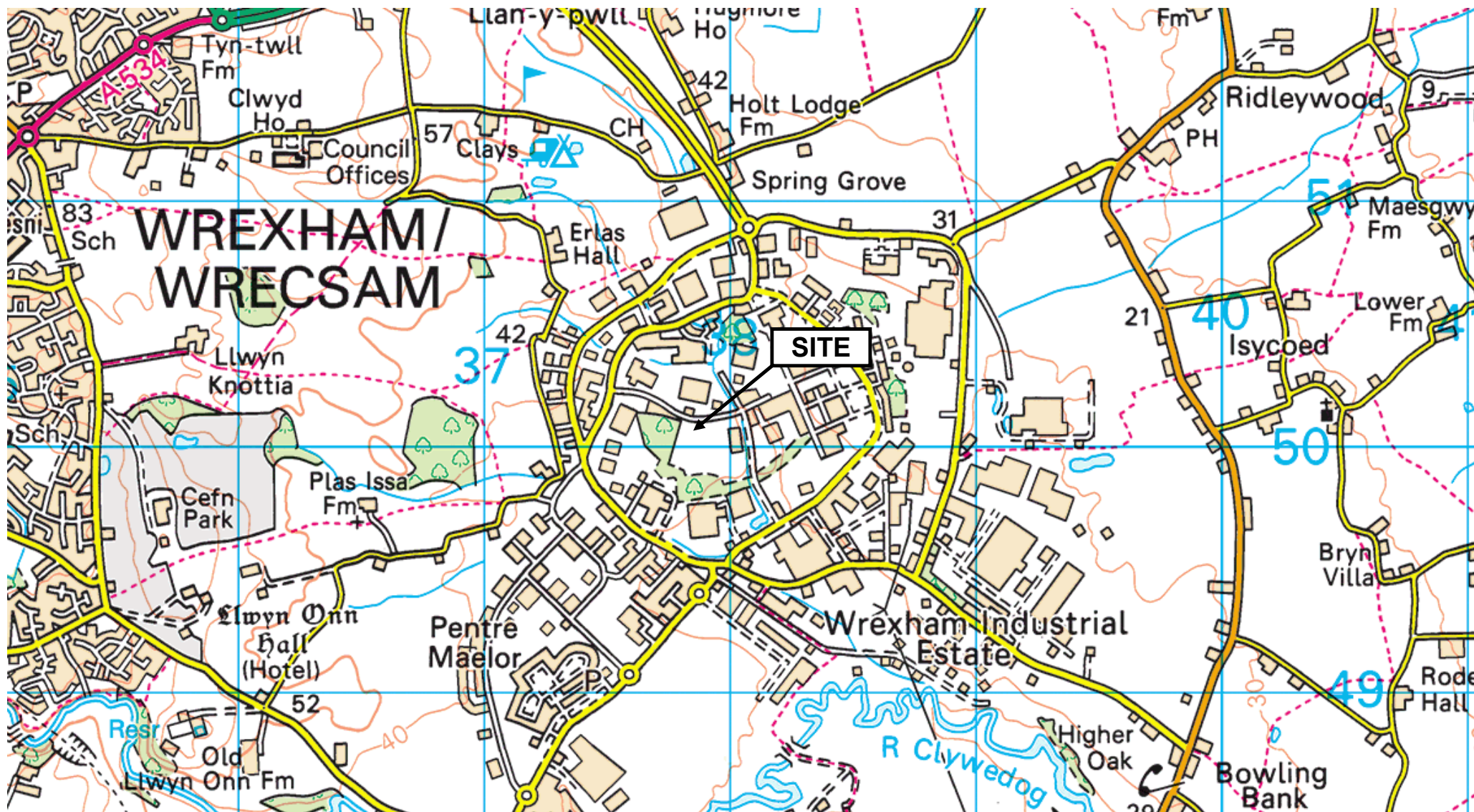
The Village Bakery (Wrexham) Ltd

Ash Road South, Wrexham Industrial Estate, Wrexham

SITE LOCATION PLAN

Nearest Post Code LL13 9UG

Grid Reference SJ 37866 50028



Interim Travel Plan

The Village Bakery (Wrexham) Ltd

Ash Road South, Wrexham Industrial Estate, Wrexham

AERIAL VIEW

Nearest Post Code LL13 9UG

Grid Reference SJ 37866 50028



APPENDIX 2

DISTANCES FROM SITE PLAN

DISTANCES FROM THE SITE

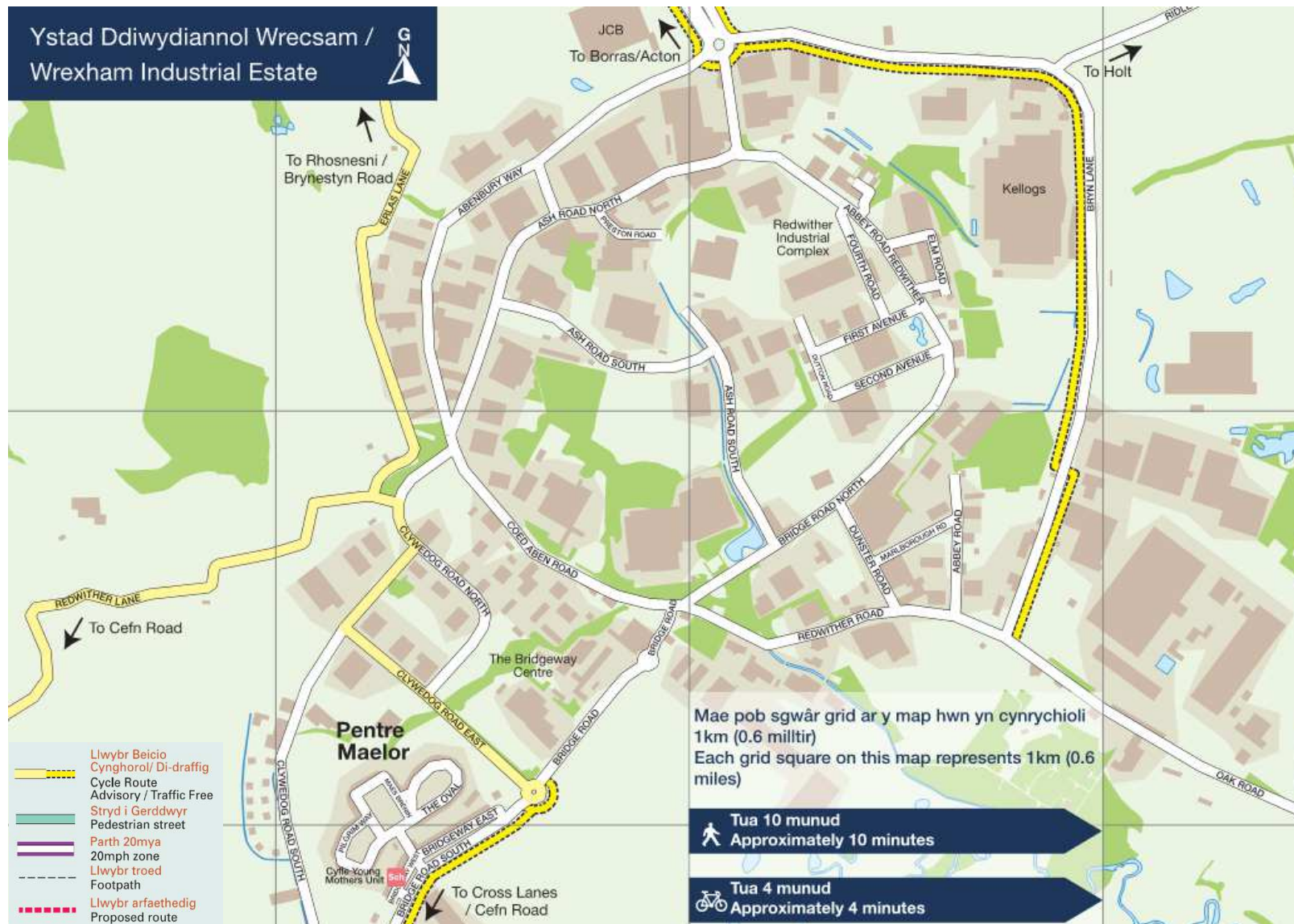
Distances are shown “as the crow flies”



APPENDIX 3

CYCLE ROUTES PLANS

CYCLE ROUTES WREXHAM INDUSTRIAL ESTATE



Interim Travel Plan

The Village Bakery (Wrexham) Ltd

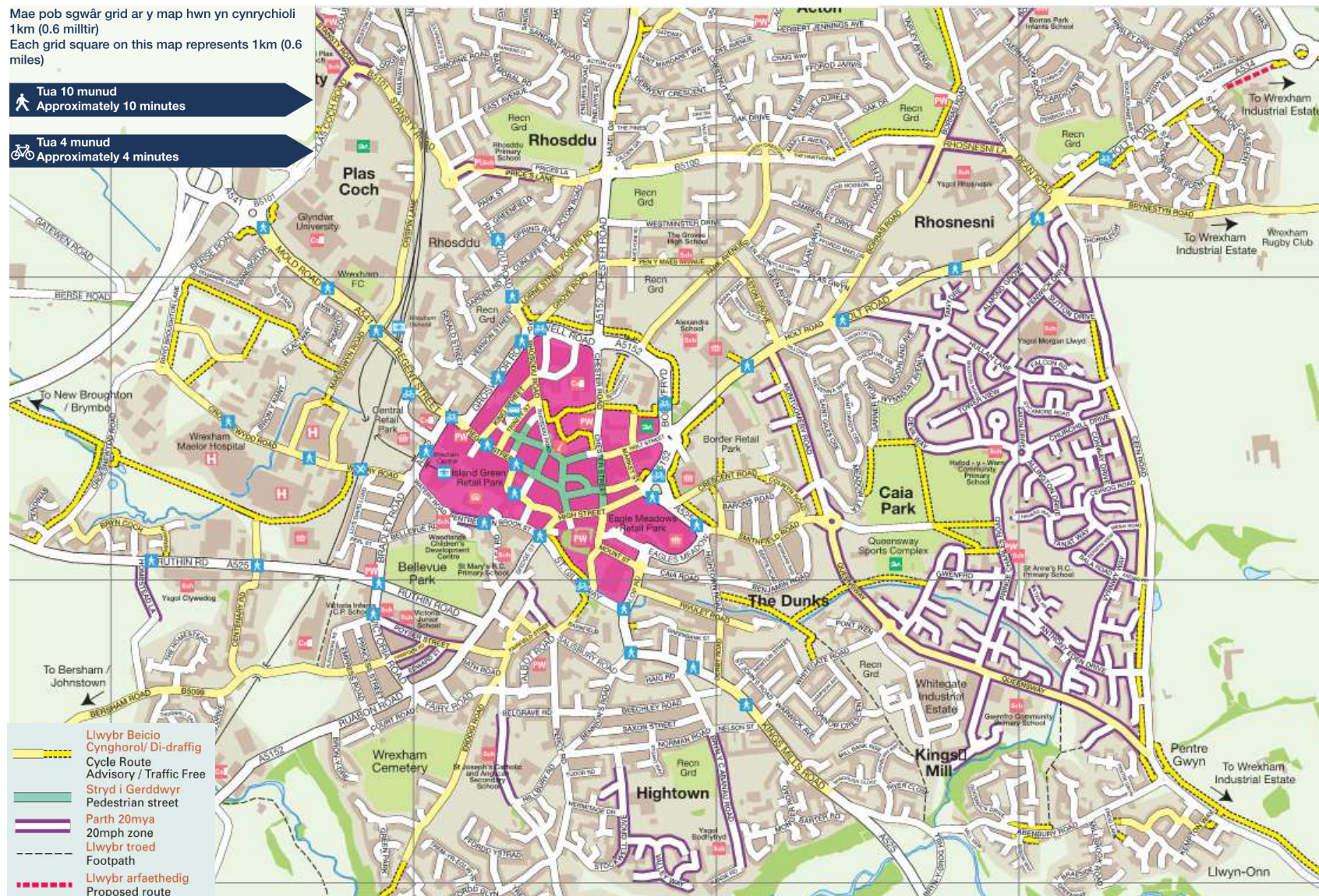
Ash Road South, Wrexham Industrial Estate, Wrexham

CYCLE ROUTES WREXHAM

Mae pob sgwâr grid ar y map hwn yn cynrychioli
1km (0.6 milltir)
Each grid square on this map represents 1km (0.6
miles)

Tua 10 munud
Approximately 10 minutes

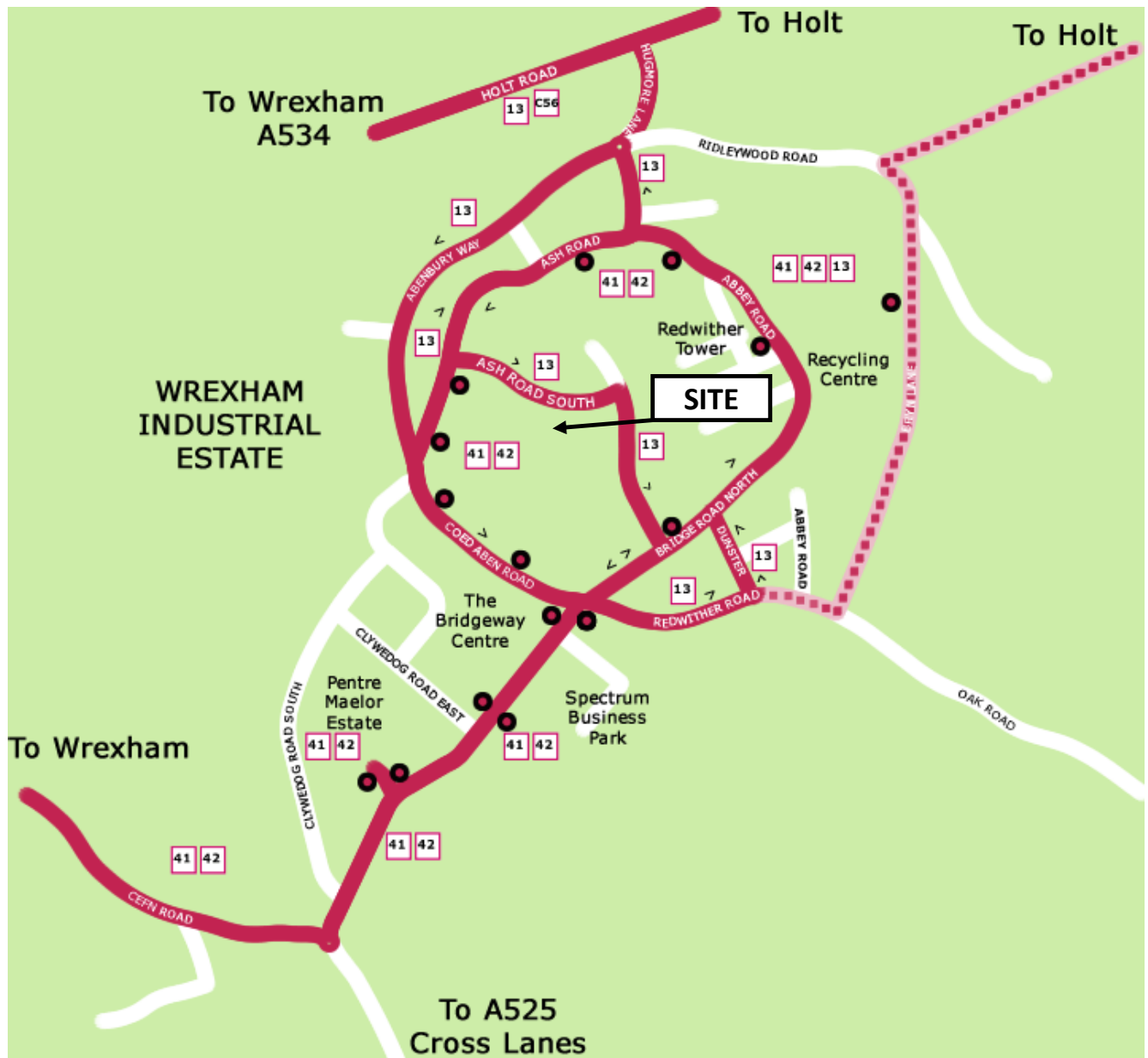
Tua 4 munud
Approximately 4 minutes



APPENDIX 4

BUS ROUTES & TIMETABLES

BUS ROUTES



BUS TIMETABLES

13b Wrexham – Wrexham Industrial Estate
Via Gardwn Village, Borras & Rhosnesni
Monday to Friday except Bank Holidays

D. Jones & Son

Wrexham to Wrexham Industrial Estate												
Wrexham Bus Station	07:20	08:10	08:40	09:40	10:40	11:40	13:40	14:40	15:40	16:40	17:40	
Rhosddu Road/Osbourne Road	07:24	08:12	08:42	09:42	10:42	11:42	13:42	14:42	15:42	16:42	17:42	
Jeffreys Road/Norfolk Road	07:29	08:17	08:49	09:49	10:49	11:49	13:49	14:49	15:49	16:49	17:49	
Dean Road, Post Office	07:31	08:19	08:51	09:51	10:51	11:51	13:51	14:51	15:51	16:51	17:51	
Abenbury Way	07:38	08:26	08:58	09:58	10:58	11:58	13:58	14:58	15:58	16:58	17:58	
Redwither Tower	07:48	08:32	09:10	10:10	11:10	12:10	14:10	15:10	16:10	17:10	18:10	

Wrexham Industrial Estate to Wrexham												
Redwither Tower	.....	.....	09:12	10:12	11:12	12:12	14:12	15:12	16:12	17:12	18:12	
Wockhardt, Wrexham Ind. Est.	.....	.....	09:13	10:13	11:13	12:13	14:13	15:13	16:13	17:13	18:13	
Dean Road, Post Office	.....	.....	09:19	10:19	11:19	12:19	14:19	15:19	16:19	17:19	18:19	
Jeffreys Road/Norfolk Road	.....	.....	09:21	10:21	11:21	12:21	14:21	15:21	16:21	17:21	18:21	
Rhosddu Road/Osbourne Road	.....	.....	09:27	10:27	11:27	12:27	14:27	15:27	16:27	17:27	18:27	
Wrexham Bus Station	.....	.....	09:31	10:31	11:31	12:31	14:31	15:31	16:31	17:31	18:31	

Route Description: 13B

Wrexham Bus Station, Trinity Street, Rhosddu Road, Osbourne Road, Balmoral Road, Sandway Road, Chester Road, Box Lane, Jeffreys Road, Norfolk Road, Borras Park Road, Dean Road, Holt Road, Wrexham Road A534, WIE Link Road, Abenbury Way, Ash Road, Ash Road South, Bridge Road North, Redwither Road, Abbey Road South, Malborough Road, Dunster Road, Bridge Road North, Abbey Road, Hugmore Lane, WIE Link Road.

RETURN via reverse of outward journey.

41 Wrexham - Queensway - Wrexham Industrial Estate

Monday to Saturday (not Bank Hol Mondays) / Llun I Sadwrn Heblaw Gwyliau Cyhoeddus

GHA COACHES

Days / Dyddiau:	NS				NS				NS				NS			
Vauxhall Industrial Estate	0515	.....	.....	0715	0730	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Johnstown	0517	.....	.....	0717	0732	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rhostyllen	0523	.....	.....	0723	0739	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wrexham, Bus Station [2]	0530	0630	0710	0730	0750	0810	0820	0900	0920	1020	1120	1220	1320	1420	1520	1535
High Street	0533	0633	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Market Street	.....	.....	0714	0734	0754	0814	0824	0904	0924	1024	1124	1224	1324	1424	1524	1539
Eagles Meadow	.....	.....	0716	0736	0756	0816	0826	0906	0926	1026	1126	1226	1326	1426	1526	1541
Bernard Rd	0538	0638	0718	0738	0758	0818	0828	0908	0928	1028	1128	1228	1328	1428	1528	1543
Queensway (West)	0542	0642	0722	0742	0802	0822	0832	0912	0932	1032	1132	1232	1332	1432	1532	1547
Pentre Maelor	0547	0647	0727	0747	0807	0827	0837	0917	0937	1037	1137	1237	1337	1437	1537	1552
Redwither Tower	0550	0650	0730	0750	0810	0830	0840	0920	0940	1040	1140	1240	1340	1440	1540	1555

41 Wrexham - Wrexham Industrial Estate - Holt 41A Wrexham - Wrexham Industrial Estate - Bangor on Dee

Monday to Saturday (not Bank Hol Mondays) / Llun I Sadwrn Heblaw Gwyliau Cyhoeddus

GHA COACHES

Service No. / Rhif Gwasanaeth:	41	41	41A	41	41A
Wrexham, Bus Station [2]	1830	1930	2030	2130	2230
Market Street	1833	1933	2033	2133	2233
Queensway (West)	1835	1935	.....	2135	.....
Kingsley Circle Shops	.....	.....	2037	.....	2237
Queensway (top)	1839	1939	2039	2139	2239
Pentre Maelor	1844	1944	2044	2144	2244
Redwither Tower	1849	.....	2049	2149	.....
Holt, Cross	1859	.....	2059	.....	.....
Marchwiel, Piercy Avenue	.....	1951	.....	.....	2251
Bangor on Dee	.....	1956	.....	.....	2256
Overton	.....	.....	.....	.....	2303

42 Wrexham - Stockwell Grove - Wrexham Industrial Est

Monday to Saturday (not Bank Hol Mondays)

GHA COACHES

Wrexham, Bus Station [2]	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750
Market Street	0854	0954	1054	1154	1254	1354	1454	1554	1654	1754
Hightown, Stockwell Grove	0901	1001	1101	1201	1301	1401	1501	1601	1701	1801
Hightown, Farmfoods	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804
Pentre Gwyn	0909	1009	1109	1209	1309	1409	1509	1609	1709	1809
Pentre Maelor	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813
Redwither Tower	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816

42 Wrexham Industrial Estate - Stockwell Grove - Wrexham

Monday to Saturday (not Bank Hol Mondays)

GHA COACHES

Redwither Tower	0810	0940	1040	1140	1240	1340	1440	1540	
Pentre Maelor	0819	0949	1049	1149	1249	1349	1449	1549	
Pentre Gwyn	0823	0953	1053	1153	1253	1353	1453	1553	
Kings Mills, Monger Rd	0827	0957	1057	1157	1257	1357	1457	1557	
Hightown, Farmfoods	0829	0959	1059	1159	1259	1359	1459	1559	
Hightown, Stockwell Grove	0833	1003	1103	1203	1303	1403	1503	1603	
Salop Road	0838	1005	1105	1205	1305	1405	1505	1605	
Market Street	0841	1006	1106	1206	1306	1406	1506	1606	
Wrexham, Bus Station [2]	0845	1010	1110	1210	1310	1410	1510	1610	

APPENDIX 5

SITE ACCESS DETAILS
DRAWING NO. 27-15-05

APPENDIX 6

MAIN ROAD & RAIL ROUTES

MAIN ROAD & RAIL ROUTES



Interim Travel Plan

The Village Bakery (Wrexham) Ltd

Ash Road South, Wrexham Industrial Estate, Wrexham

APPENDIX 7

**DPA BLOCK PLAN
DRAWING NO. P-02A**



NOT APPROVED FOR CONSTRUCTION

A Planning Application		22/1/21	GE
Rev	Description	Date	Author
PLANNING			
Client			
VILLAGE BAKERY WREXHAM LTD			
Project			
NEW BAKERY & OFFICES, ASH ROAD, WREXHAM INDUSTRIAL ESTATE			
Drawing		Project no.	Scale
BLOCK PLAN		1501	1:500 & A2
Drawing no.		Date	Scale
1501		08/1/21	1:1000 & A2
Revision		Author	Scale
1		GE	1:1000 & A2
dpd		P-02	A
Design and Planning Associates Bryngha House, 10 Salford Road Chester, Cheshire Tel: 01244 635895 Email: info@dpd.co.uk www.dpd.co.uk			

BLOCK PLAN