



TRAVEL PLAN

Wrexham Industrial Estate
Wrexham, Clwyd

Client: FI Real Estate Management



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APPENDICES AVAILABLE IN TRANSPORT ASSESSMENTS/TRANSPORT STATEMENTS

1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Framework Travel Plan (TP) has been prepared to accompany the planning application by FI Real Estate Management ('FIREM') for the comprehensive redevelopment of Wrexham Industrial Estate (WIE).
- 1.1.2 This redevelopment will comprise of 4 different development sites, formally known as site 2, site 3, site 4 and site 5.
- Site 2 – B2/B8 development of approximately 25,069sqft
 - Site 3 – B2/B8 development of approximately 45,077sqft
 - Site 4 – B1/B2 development with a cumulative area of approximately 35,198sqft
 - Site 5 Northern – B2/B8 development of approximately 70,000sqft
 - Site 5 Southern – B1/B2 development with a cumulative area of approximately 27,073sqft
- 1.1.3 Each of the above schemes are subject to separate planning applications. The size of these developments would suggest that this TP is only required for the site 5 scheme. However, the measures are equally applicable for each of the other development proposals and therefore this TP has been submitted in support of each of the above planning applications. This TP should be seen as an overarching TP, covering all of the development proposals that comprise the FIREM proposals for the redevelopment of WIE, not just site 5.
- 1.1.4 This report should not be seen as a definitive document but as the first stage of the TP process which will continue and evolve over time with input from Wrexham Borough County Council (WBCC). This TP represents a commitment by FIREM to ensure that the proposed development is accessible by sustainable modes of transport and every effort will be made to ensure that opportunities to encourage the use of these sustainable modes, particularly walking, cycling and public transport, will be promoted.
- 1.1.5 This document has been prepared alongside the Transport Statements (TS) for sites 2, 3, 4 and the Transport Assessment (TA) for the site 5 development proposals. As many highway and transportation details are pertinent to both documents, there is some repetition between the two and several of the TS/TA appendices are referenced in this document.
- 1.1.6 The suggestions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submissions to which this report relates.

1.1.1 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime Transport Planning (Prime) accepts no liability for the accuracy or otherwise of this data.

1.1.2 Third party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

1.2.1 Following this introduction, the remainder of this report is structured as follows:

- **Section 2** describes the relevant local and national TP policy and guidance and presents the objectives of this TP;
- **Section 3** describes the existing situation in terms of the sites and local highway network;
- **Section 4** details the development proposals;
- **Section 5** details access to the sites by sustainable modes of transport which includes walking, cycling and public transport;
- **Section 6** is a Transport Implementation Plan (TIS), which describes the measures to be employed to promote the sustainability of the site, discusses TP management and describes how TPs should be monitored and reviewed.

2 TRAVEL PLAN POLICY, GUIDANCE AND OBJECTIVES

2.1 Introduction

- 2.1.1 It is important that any new developments conform to and compliment national and local planning policy. This section details the policies that are relevant to this development.

2.2 Planning Policy Wales

- 2.2.1 The document Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government and is supported by a series of Technical Advice Notes (TANs). The most recent version of PPW is Edition 9, published in November 2016.

- 2.2.2 Transport is considered in detail in Chapter 8 of PPW. The document sets out the aim of *'extending choice in transport and securing accessibility in a way which supports sustainable development and helps to tackle the causes of climate change'*. The document states that this will be done by *'encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel and minimising the need to travel'*.

- 2.2.3 The document states that land use planning can help to achieve the above aims in the following ways:

- Reducing the need to travel, especially by private car, by locating development where there is good access by walking, cycling and public transport;
- Locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- Improving accessibility by walking, cycling and public transport;
- Ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- Promoting walking and cycling;
- Supporting the provision of high-quality public transport;
- Supporting traffic management measures;
- Promoting sustainable transport options for freight and commerce;
- Supporting sustainable travel options in rural areas;
- Supporting necessary infrastructure improvements; and
- Ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.

- 2.2.4 The document sets out requirements that LPAs should take on when considering a development that has transport implications. These are:

- The impacts of the proposed development on travel demand;
- The level and nature of public transport provision;

- Accessibility by a range of different transport modes;
- The opportunities to promote active travel journeys, and secure new and improved active travel routes and related facilities, in accordance with the provisions of the Active Travel (Wales) Act 2013;
- The willingness of a developer to promote travel by walking, cycling or public transport, or to provide infrastructure or measures to manage traffic, to overcome transport objections to the proposed development (payment for such measures will not, however, justify granting planning permission to a development for which it would not otherwise be granted);
- The environmental impact of both transport infrastructure and the traffic generated (with an emphasis on minimising the causes of climate change associated with transport); and
- The effects on the safety and convenience of other users of the transport network.

2.2.5 Accordingly, this TS has been structured to include consideration of: accessibility by sustainable modes, including walking, cycling and public transport; road safety; and the impacts of the development on the local highway network.

2.3 Technical Advice Note 18: Transport

2.3.1 Chapter 8 of PPW is supplemented by Technical Advice Note (TAN) 18 which provides detailed guidance on implementing the transport objectives contained in PPW Chapter 8.

2.3.2 TAN 18 outlines the need for, and the required content of TA's, for some classifications and scales of development in Wales. The document outlines the following aims to be considered when producing a TA:

- Understand the transport impacts of the development;
- Clearly communicate the impacts to assist the decision-making process;
- Demonstrate the development is sited in a location that will produce a desired and predicted output (for example in terms of target modal split);
- Mitigate negative transport impacts through the design process and secure through planning conditions or obligations; and
- Maximise the accessibility of the development by non-car mode

2.3.3 TAN 18 provides detailed guidance on visibility standards, and essentially provides for visibility to be based upon the standards in Design Manual for Roads and Bridges (DMRB) for roads where actual road speeds are unknown or where the speed limit is >60kph (37mph), and the standards in Manual for Streets (MfS) where speeds are known and are <60kph (37mph). Visibility at the proposed site access is considered within Section 4 of this TA.

2.3.4 In relation to accessibility, TAN 18 emphasises the utility of using '*accessibility profiles*', which consider whether a site has the potential to minimise travel by the private car. In accordance with this, GIS

software has been utilised to generate accessibility isochrones for walking and cycling trips, while the site's accessibility by public transport has been considered in the context of timetabled services in the area.

- 2.3.5 TAN 18 goes on to outline the requirement for a "Transport Implementation Strategy" (TIS) to be produced as an output of the TA. The document summarises the requirements of the TIS as follows:

"[The TIS] should set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites."

- 2.3.6 In relation to how a TIS interfaces with the production of a TA and TS, the guidance states that:

"TISs resulting from the TA process are intended to incorporate all the components of a travel plan and ensure these are integrated with design elements of the new development."

- 2.3.7 In the light of the above, a TIS is included within the contents of the Framework TP which has been produced to accompany this TA, and draws upon the findings and conclusions of this TA, in addition to the potential sustainable travel measures described within the TP.

2.4 North Wales Joint Local Transport Plan 2015

- 2.4.1 The North Wales Joint Local Transport Plan (LTP) was jointly prepared by the North Wales Local Authorities in response to the Welsh Government requirement for LTPs to be submitted by the end of January 2015. The LTP's stated 'vision' is to 'remove barriers by delivering safe, sustainable, affordable and effective transport networks'.

- 2.4.2 The LTP aims to address the key issues for North Wales:

- The ability of the strategic road and rail corridors to provide the necessary good connectivity, for people and freight, within North Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism;
- The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather;
- The need for good access to and between the three Enterprise Zones in North Wales;
- The lack of viable and affordable alternatives to the car to access key employment sites and other services; and
- The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture.

- 2.4.3 This Plan therefore provides the strategic baseline for considering developments that have a transportation element within the wider area. In terms of the proposed residential units within this application, consideration will be made of the wider integration within the highways network and access by sustainable modes.

2.5 Wrexham Unitary Development Plan (1996-2011)

- 2.5.1 The Unitary Development Plan (UDP) 1996 - 2011 was adopted by WCBC on the 14th February 2005. The Plan covers the administrative area of the WCBC. It supersedes previous adopted development plans, namely the Wrexham Maelor Local Plan: Forward to 2001, the Glyndwr District Local Plan, and the Clwyd Structure Plan: First Alteration.

- 2.5.2 The document reflects the council's corporate vision for the County Borough's future based on:

- Aspiring city status, with Wrexham centre as its civic hub;
- Rural revitalised distinct towns and villages and attractive viable hinterland;
- Modern robust economy across all sectors;
- Improve quality of life for residents with an emphasis on supporting access to a variety of education and employment opportunities; and
- Institutions of growing stature: for example, the Council itself.

- 2.5.3 Part 1 of the strategic policies within this document outlines policy PS1, PS2, PS3, PS4. These policies outline the broad locations of where developments should be sought:

- **Policy PS1** New development for housing, employment, and community services will be directed to within defined settlement limits/employment areas;
- **Policy PS2** Development must not materially detrimentally affect countryside, landscape/townscape character, open space, or the quality of the natural environment;
- **Policy PS3** Development should use previously developed brownfield land comprising vacant, derelict or underused land in preference to the use of greenfield land, wherever possible, particularly so where greenfield land is of ecological, landscape or amenity value, or comprises agricultural land of grades 1, 2 or 3a quality; and
- **Policy PS4** Development should maintain the existing settlement pattern and character and be integrated with the existing transport network to help reduce the overall need to travel and encourage the use of alternatives to the car.

- 2.5.4 In addition to these, Policy PS5 outlines the need for housing provision between 1996 – 2011, with Policy PS8 outlining the development targets for transportation:

- **Policy PS5** Provision will be made for the development of 5775 dwellings between 1996 and 2011.
- **Policy PS8** The transport network will be developed by providing an integrated range of travel options to and from principal residential, commercial, employment and education centres by making the best use of the existing road and rail network, including, where necessary, the provision of facilities for both passenger and freight interchange and by the encouragement of public transport, cycling and walking.

2.5.5 It is noted that the Unitary Development Plan (1996-2011) is currently outdated, however, the Wrexham Local Development Plan 2 (2013-2028) is still undergoing consultation and is yet to be released. As such, the Unitary Development Plan (1996-2011), as the only document available, shall be used for reference when completing this Statement.

2.6 Wrexham Local Development Plan 2 (2013-2028)

2.6.1 Wrexham County Borough Council is preparing the Local Development Plan (LDP) which will replace the current adopted Unitary Development Plan. The LDP will be a long-term land use and development strategy focused on achieving sustainable development and will:

- guide development for housing, employment, retail and other uses;
- set out policies that will be used to decide planning applications; and
- safeguard areas of land requiring protection or enhancement

2.6.2 The LDP is due to be fully adopted as the statutory Development Plan for the LA in Spring 2019.

2.7 Local Planning Guidance Note 16- Parking Standard (LPGN 16)

2.7.1 This guidance note explains the parking standards the Council applies to new development. It amplifies Unitary Development Plan (UDP 1996-2011) policies and will be a material consideration in the determination of planning applications. This guidance note was revised by the Council in July 2011, subject to external consultation in September 2011 and was formally adopted for use by the Executive Board in November 2011.

2.7.2 The parking mix of the developments will be included within this document and addressed due to this report contributing towards a detailed application. It is noted through review of this document the parking standards required for these proposed land use. This can be seen below within **Figure 2.1**.

Figure 2.1 Parking Standards

Type of Development	Parking Standard	Cycle Parking Standard
B1 Business and light industry	1 car space per 30m ² gross floor space	1 cycle space per 300m ² gross floor space
B2 General Industry	1 car space per 50m ² gross floor space	1 cycle space per 500m ² gross floor space
B8 Storage and Distribution	1 car space per 100m ² gross floor space	1 cycle space per 1000m ² gross floor space
An area suitable for HGVs to load/unload and turn within the site will normally be required for B2 and B8 uses, particularly for sites accessed from a classified road. Any extensions to industrial or warehouse premises should not result in the loss of HGV loading/unloading/turning spaces unless an adequate alternative can be provided within the site.		

2.8 Wrexham Connected: Our Sustainable Urban Mobility Plan 2016

- 2.8.1 The Wrexham Connected document sets a clear vision for the future of transport for the area. It brings together the council's overall direction of transport planning.
- 2.8.2 The document outlines the importance of the councils Sustainable Urban Mobility Plan (SUMP). This is discussed in specific reference to WIE, and the councils concern for the public ability to connect in and around the town centre, as well as corridors outside of the town.
- 2.8.3 Stated within the document are the Wrexham Connected objectives, which are set to maximise how the council can contribute to the national well-being goals contained within the Future Generations Act, being that they support a cohesive Wales and more resilient Wales;
- **Safer Places** – working with partners to create safer environments for people to live, work and play;
 - **Sustainable Places** – will embrace a 'sustainable', transport-first approach to new development;
 - **Healthy Places** – reduce the impacts of air and noise pollution;
 - **Affordable Places** – stimulate inwards investment and regeneration that leads to job creation; and
 - **Well Connected Places** – enhance connectivity to, from and within Wrexham to improve the attractiveness and quality of the area.

2.9 Summary

- 2.9.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. The production of this TA is consistent with the requirement for TAs set out in PPW, TAN 18 and the UDP for Wrexham. How the sites conforms to and complements the other policies and guidance described above is discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

3.1.1 The location and mix of the proposed development proposals are described below, the locations of the sites can be viewed within **Figure 1** in **Appendix c** of the TS/TA's:

- Site 2 - The application site currently has no existing usage and exists as grasslands. The site is bounded to the north east by existing industrial units, with Clywedog Road N to the west, and direct site frontage to the south onto Clywedog Road N also. The sites frontage to Clywedog Road N is approximately 70m in length.
- Site 3 - The application site currently has no usage and exists as grasslands. The site has direct frontage to Clywedog Road E to the north, existing industrial units to the west and east, with the proposed site 5 to the south with a tree line boundary separating the two. The sites frontage to Clywedog Road E is approximately 65m in length.
- Site 4 – The application site is currently undeveloped grassland. The site is bounded to the west by Clywedog Road N, with Clywedog Road E to the south and existing industrial units to the east and north, with direct site frontage to the west onto Clywedog Road N also. The site frontage to Clywedog Road N comprising is circa 200m
- Site 5 - The application site is currently an undeveloped plot of land, situated off Clywedog Road S. The site is bounded to the east by dense vegetation including a number of mature trees which separate the site from the residential area that can be found further to the east. To the north the site is again bounded by a line of mature trees, beyond which can be found a number of additional commercial buildings, to the south lies undeveloped land with Clywedod Road S forming the western boundary. The sites frontage to Clywedog Road S is circa 380m in length.

3.1.2 WIE is circa 3.5km east from Wrexham town centre, circa 4km north from Bangor-on-Dee and approximately 6km south west from Farndon.

3.1.3 The location of the individual sites in the context of the local highway network, as well as the accident study area, are illustrated in **Figure 1** in **Appendix C** of the TS/TA's for the sites.

3.2 Local Highway Network

Bridge Road

3.2.1 Bridge Road is single carriageway, running a generally north east to south west alignment, with a circa 12m width. The road is subject to a 40mph speed limit with two 3-armed roundabouts being found in

the vicinity of the site. One roundabout can be found at the junction of Clywedog Road E/Bridge Road S, the other located circa 100m south of Coed Aben Road, providing access to Spectrum Business Park.

- 3.2.2 Bridge Road is circa 530m in length, with an approximate 2m footway along its southern verge. A similar width footway exists along the north verge, separated from the carriageway by a section of grass verge, approximately 3m in width. A site visit was undertaken 4th May 2018, to which it was noted that street lighting is present. HMP Berwyn (which opened in 2017) takes access from this road.
- 3.2.3 Five bus stops exist along the length of Bridge Road. A north and south bound stop exist to the south of Coed Aben Road, circa 60m from the junction. The third stop is north bound and exists circa 140m to the south of the Bridge Road/Spectrum Business Park roundabout, with the 4th and 5th existing circa 50m north from the Clywedog Road S/Bridge Road/Bridge Road S roundabout, both north and southbound.
- 3.2.4 A pelican crossing exists slightly to the south of the 3rd bus stop, with double yellow lines along both the north bound and south bound verge to prevent on street parking. Dropped kerbs and tactile paving exist along the road and at the roundabouts to aid in pedestrian movements.

Bridge Road S

- 3.2.5 Bridge Road S is a continuation from Bridge Road and extends for approximately 800m southwards towards Cefn Road. Two 3-armed roundabouts exist along this stretch of road, with the first being circa 670m south from the Bridge Road roundabout, providing a continuation of Bridge Road S and a connection to Clywedog Road S. The second 3-armed roundabout exists circa 140m further south from the above-mentioned roundabout, connecting to Cefn Road and Sesswick Way. Cefn Road provides a route through to Wrexham town centre and Sesswick Way through to the A525.
- 3.2.6 The road is single carriageway, approximately 8m in width and the majority is subject to a 30mph speed limit. A site visit was undertaken 4th May 2018, to which it was noted street lighting is present and a pedestrian cycle footway exists along the northern verge of road, circa 3m in width, with the southern verge of footway ceasing from the southern roundabout of Bridge Road. Similarly, to Bridge Road, double yellow lines exist along both the northbound and southbound verge to prevent on street parking.
- 3.2.7 The Maes Brenin/Pilgrim Way residential development takes two access points from Bridge Road S along its northern verge, with industrial units taking two access points from the southern verge. A north bound and south bound bus stop exist approximately 250m south of the roundabout with Bridge Road, called 'Pentre Maelor'.

Clywedog Road S

- 3.2.8 Clywedog Road S is a single carriageway road, running in a general north to south direction for circa 1200m. The northern section of Clywedog Road S meets with Clywedog Road N, and to the south the

road meets with Bridge Road S at a 3-armed roundabout. Clywedog Road E meets at a priority junction with Clywedog Road S, 250m south from the junction with Clywedog Road N. The road is circa 8m in width, subject to a 40mph speed limit with a site visit undertaken 4th May 2018 confirming street lighting is present.

- 3.2.9 A continuous footway begins circa 400m north from the southern section of Clywedog Road S, running through to the junction with Clywedog Road N. The footway is circa 2m in width, and alternates between the eastern and western verges.
- 3.2.10 Numerous industrial buildings take access from Clywedog Road S, with a small business park also taking access from this road. No bus stops exist along this road, with the nearest being found along Bridge Road S.

Clywedog Road E

- 3.2.11 Clywedog Road E connects Bridge Road S with Clywedog Road S, running in a general north west to south east direction, this being circa 580m in length. To the north a priority junction connects to Clywedog Road S and to the south a 3-armed roundabout connects to Bridge Road S/Bridge Road. Clywedog Road N connects into Clywedog Road E circa 250m to the south of the junction with Clywedog Road S. The road is single carriageway, circa 8m in width, a site visit was undertaken 4th May 2018, to which it was noted street lighting is present and the road is subject to a 40mph speed limit
- 3.2.12 Footways are provided along Clywedog Road E from its junction with Clywedog Road S to its junction with Clywedog Road S. Several industrial buildings take access from the road, north from the junction with Clywedog Road N.

Clywedog Road N

- 3.2.13 Clywedog Road N runs in an 'S' shape alignment, connecting to Clywedog Road E to the south, Coed Aben Road to the north, and meeting with Clywedog Road S at a priority junction midway along its length. A site visit was undertaken 4th May 2018, to which it was noted street lighting is present.
- 3.2.14 Footway exists along the southern verge of carriageway and runs continuously from the Clywedog Road E junction through to Erilas Lane, with northern verge footway beginning approximately 300m north from Clywedog Rd E and running through the Abenbury Way/Coed Aben Road junction. Both footways are circa 2m in width, with the footway in the northern verge being separated from the main carriageway by a 1.5m grass verge. No bus stops exist along this road, with the nearest being Bridge Road S.

Coed Aben Road/Abenbury Way

- 3.2.15 Coed Aben Road passes through the centre of WIE. The road is approximately 670m in length and provides a connection between Bridge Road in the south and Clywedog Road N in the north. The road

is circa 9m in width, has circa 2m footways in both verges, and from a site visit on the 4th May 2018 is confirmed to have street lighting and is subject to a 40mph speed limit.

- 3.2.16 Abenbury Way is the extension westwards of Coed Aben Road. This is circa 7m in width, has a footway in the southern verge only and is subject to a 40mph speed limit.

3.3 Road Safety

- 3.3.1 Personal injury accident data has been obtained from WCBC to cover the five-year period from 1st January 2012 and 31st December 2016, this being the latest data available at the time of our request. The information provided can be viewed within **Appendix D** of this report. The study area includes the southern section of WIE, this being Coed Aben Road, Bridge Road/Bridge Road S, Clywedog Road S/N/E and the roads associated with residential estate. The accident study area is shown in **Figure 1** in **Appendix C**.

- 3.3.2 In total there were 10 accidents, of which 4 were classed as serious and 6 were classed as slight. The annual breakdown of numbers and type of classification is shown in Table 3.2 below.

Table 3.2: Summary of Reported Personal Injury Accidents

Year	Severity			Total
	Slight	Serious	Fatal	
2012	1	-	-	1
2013	2	-	-	2
2014	1	2	-	3
2015	-	-	-	
2016	2	2	-	4
Total	6	4	-	10
Severity %	60%	40%	0%	100%

- 3.3.3 The accidents have been reviewed in relation to the relevant geographic locations to aid in the identification of any common causation factors across the highway network near to the site.

Clywedog Road S

- 3.3.4 Over the above-mentioned time period 3 accidents have occurred along Clywedog Road S, all of which have been classified as serious.
- 3.3.5 The first of these accidents occurred in 2016 during an afternoon in fine conditions. It is stated that a pedal cyclist was travelling along Clywedog Road S when they collided into the rear of an HGV. The vehicle was stationary at the side of the carriageway, to which the officer who attended stated that it was very likely the rider failed to look properly.
- 3.3.6 The second of these accidents also occurred in 2016, with fine conditions in daylight. It is stated that the driver of an HGV collided into the rear of a pedal cyclist. It is stated that it is very likely that the

driver of the vehicle was travelling too close to the rider, as well as the driver failing to look properly, resulting in a collision due to driving without due care and attention.

- 3.3.7 The third accident occurred in 2014, during the early evening in rain. The details state that a vehicle exited from a giveaway junction, onto Clywedog Road S and into the path of a motorcycle and a collision occurred. The officer who attended the scene stated that defective lights from the motorcycle may have been a contributory factor, as well as the driver of the vehicle failing to look properly.

Bridge Road/Bridge Road S

- 3.3.8 Over the above-mentioned time period 5 accidents have occurred along Bridge Road/Bridge Road S, all of which have been classified as slight.
- 3.3.9 The first of these accidents occurred in 2016, at the Bridge Road/Redwither Road junction, in daylight with fine weather conditions. The details state that a vehicle was waiting at this junction, when a light goods vehicle failed to stop in time and collided into the rear of the first. No officer attended the scene and as such no contributory factors have been stated.
- 3.3.10 The second accident occurred in 2013, circa 150m south from the Bridge Road/Redwither Road junction, in daylight with dry conditions. The details state that a rabbit had run into the carriageway, to which the driver had swerved and braked to avoid the animal and as a result collided with the kerb.
- 3.3.11 The third accident occurred in 2012 during daylight and in dry conditions. It is stated that a vehicle had slowed to allow a second vehicle to exit from a junction, to which a third vehicle travelling behind the first failed to stop and a collision occurred. The officer who attended the scene stated that it is possible the first vehicle may have braked suddenly, though it is very likely that the second vehicle was driving in a careless manner, too close to the first.
- 3.3.12 The fourth accident occurred in 2016 in daylight with dry conditions. The details state that a cyclist was travelling along the road when it collided head on with a motorcycle. No officer attended the scene, and as such no contributory factors have been identified.
- 3.3.13 The fifth accident occurred in 2014 during daylight and in dry conditions. The details state that a cyclist entered the first roundabout of Bridge Road S, upon doing so a vehicle had clipped the rear wheel of the cyclist causing the rider to fall to the ground. No officer attended the scene and as such no contributory factors have been identified.

Clywedog Road N/Abenbury Way

- 3.3.14 A total of two accidents occurred along Clywedog Road N/Abenbury Way, of which one was classed as serious and the other was classed as slight.

- 3.3.15 The first accident to occur on Clywedog Road N/Abenbury Way happened in 2014 during daylight hours in dry conditions and was classed as serious. The details state that a motorcycle was travelling Abenbury Way, when the rider performed a maneuverer to turn right onto Clywedog Road N. The rider, for an unknown reason, lost control and fell to the floor. The officer who attended the scene stated that a poor turn from the rider was a very likely cause for the accident.
- 3.3.16 The second accident to occur within this area was classed as slight and took place in 2013, with dry conditions in daylight, within the vicinity of the Ash Road N junction and Abenbury Way. The details state that that a vehicle was approaching the junction of Ash Road N, failing to stop in time for a second vehicle, and a collision occurred. The officer who attended the scene stated that it is likely the first vehicle was driving without due care and attention.

3.4 Summary

- 3.4.1 The above shows that within the agreed study area, there have been 10 injury accidents during the latest 5-year period from 1st January 2012 and 31st December 2016. The majority of these were slight in nature. The locations and severity proportions are not unusually high based on traffic flows, link and junction types; in addition, the causality of all the accidents appear to be down to driver / human error / misjudgement. No observations were made during the site visit that suggested highway condition or layout was unsafe.
- 3.4.2 From a review of the data provided, it is therefore concluded that there are no deficiencies in the existing highway network, or existing safety issues within the vicinity of the site, that would be exacerbated by the development proposals

4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 As mentioned above, this TP has been prepared to accompany the planning application by FIREM for the comprehensive redevelopment of WIE.

4.1.2 This redevelopment will comprise of 4 different development sites, formally known as site 2, site 3, site 4 and site 5. The developments will comprise of the below:

- Site 2 – To develop a currently vacant site to a new B2/B8 25,069sqft business unit with associated parking;
- Site 3 – To develop a currently vacant site to a new B2/B8 45,078 sqft business and storage unit with associated parking;
- Site 4 – To develop a currently vacant site to 11 B1/B2 industrial units, accumulating to 35,198sqft total floor with associated parking; and
- Site 5— To develop a currently vacant site to 6 industrial business units, with a cumulative GIA of 97,073sqft. The northern section is proposed to house a large B2/B8 singular unit of 70,000sqft GIA with the southern section being smaller with 5 B1/B2 units totalling to 27,073sqft.

4.1.3 A detailed breakdown for each of the proposed developments, including access arrangements, can be found within each of the respective TS/TA's.

4.2 Parking

4.2.1 Each of the sites have adopted the parking standards outlined within LPGN 16 (seen within **section2**) were possible for the evolvement of the planning applications. A breakdown of the proposed parking levels can similarly be found with each of the site's respective TS/TA.

4.3 Summary

4.3.1 Additional details as to the differing sites development sites accesses, parking provisions and overall description are provided within each of the respective TS/TA's.

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5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction to Sustainable Modes of Transport

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. These sustainable modes include walking, cycling, public transport, car sharing and use of low emission vehicles (electric/hybrid).
- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how accessible the sites are by these modes.

5.2 Access by Foot

- 5.2.1 As described in **Section 3** and **Section 4** of the respective TS/TA's, the sites are proposed to take access from different locations with WIE, namely Clywedog Road S, Clywedog Road E and Clywedog Road N. Details as to access for the sites can be seen within **Section 4** of their respective TS/TA's.
- 5.2.2 The footways provided within WIE, as described within **Section 3**, are of good width and quality, with pedestrian drop kerbs provided at the majority of junctions. Together these combine to create a conducive walking environment, allowing for walking as a sustainable mode to be a genuine choice for pedestrians around WIE. The fairly recent development of Bridge Road/Bridge Road S to provide a pelican crossing, smooth footways and tactical drop kerbs allows for ease of northern and southern movements within the estate.
- 5.2.3 Research has indicated that acceptable walking distances depend on several factors, including the quality of the street environment, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in **Table 5.1**.

Table 5.1: Suggested Acceptable Walking Distances

Criteria	Commuting (m)	Local Services (m)
Desirable	500	400
Acceptable	1000	800
Preferred Maximum	2000	1200

Source: CIHT Document 'Providing for Journeys on Foot' (2000)

- 5.2.4 Whilst **Table 5.1** provides useful guidance on walking distances, Manual for Streets provides a context for interpreting them. Manual for Streets states that:

‘The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street... it can pass without noticing.’

- 5.2.5 The accessibility for pedestrians to and from the sites, in relation to Wrexham Industrial Estate, has been considered in the above context. **Figure 2 Appendix C** within the respective TS/TA's demonstrates the area which is realistically achievable to walk to and from the sites, in accordance with the CIHT guidance.
- 5.2.6 Seen within **Figure 2 Appendix C** within the respective TS/TA's, the sites are accessible by the majority of Wrexham Industrial estate, with only a handful of units falling outside of the 2000m walking range, this being the preferred CIHT maximum distance.
- 5.2.7 In addition, the existing amenities within WIE (local row of shops, Gourmet Café and Barclays bank), fall within the approximate 2000m walking range for the sites and can be easily accessed by the estate's footways. It is noted that these amenities sometimes fall outside of the 1200m preferred maximum walk for local services, dependent of the location of the development sites. However, as seen within **Section 3**, the industrial estates infrastructure in terms of footway provision and street lighting helps to promote a conducive environment towards walking. It is deemed as a result, that the walking distance is reasonable.
- 5.2.8 The Maes Brenin/Pilgrim Way residential access falls within within an approximate 1200m walking range for all of the site access points, this being within the 2000m preferred maximum commuting distance, seen within **Table 5.1**. The amenities associated with this residential area, i.e Post Office and Scallywags Day Nursery, are within a similar distance via the same routes from the respective sites.
- 5.2.9 The local bus stops for the sites are further highlighted within **Figure 2 Appendix C** of the TS/TA's, as seen each site has a varying distances to their nearest bus stops. The services provided with WIE are detailed within **Section 5.3**.
- 5.2.10 All footways, as described within **Section 3**, are of reasonable width and quality, with street lighting provided to aid in pedestrian movements and contribute towards a conducive walking environment. Noted however, that the routes to the nearest bus stops from some sites may not be as suitable as other routes to further afield bus stops.
- 5.2.11 Given the evidence presented above, walking can be considered a realistic method of travel from the site to access the surrounding industrial, manufacturing and residential areas of Wrexham Industrial Estate, and vice versa.

5.3 Access by Cycle

- 5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, and also as part of longer journeys by public transport.

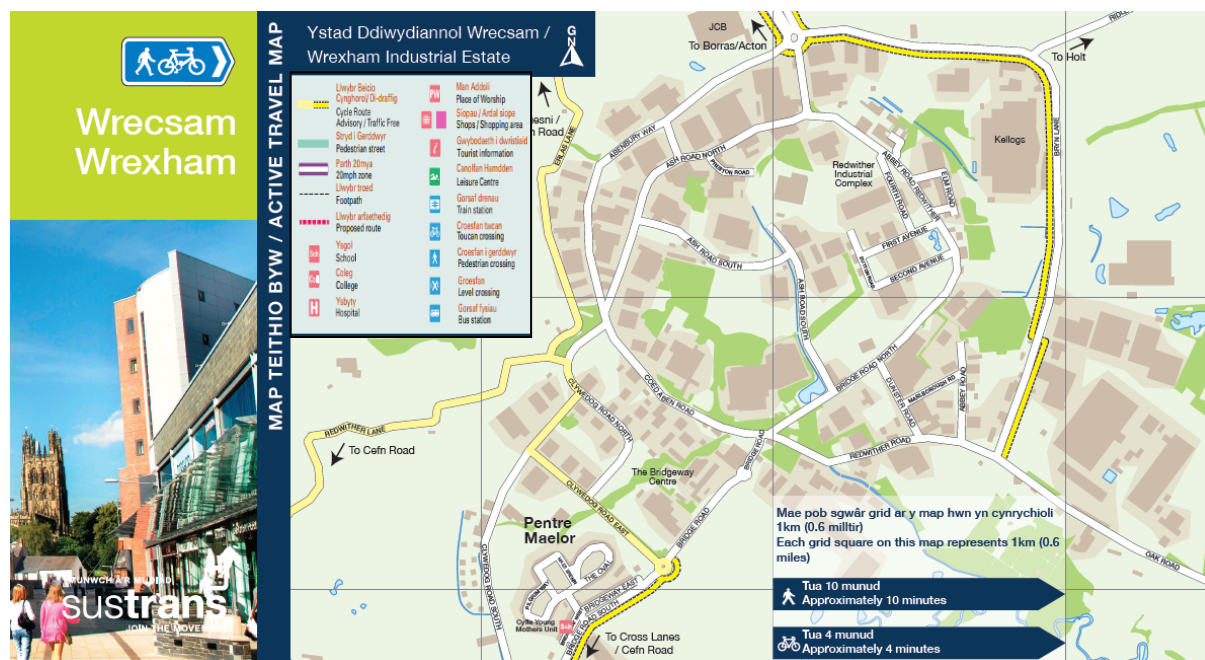
5.3.2 The DfT's Local Transport Note 2/08 Cycle Infrastructure Design states that:

'The road is the most basic (and important) cycling facility available, and the preferred way of providing for cyclists is to create conditions on the carriageway where cyclists are content to use it, particularly in urban areas.'

5.3.3 In terms of cycling, there are both on-road and off-road/ traffic free cycle routes within WIE, these being highlighted in **Image 5.1** below. There is an on-road/ advisory cycle route running from the north, along the western side of WIE (depicted in pale yellow on **Image 5.1**) which runs via Erlas Lane, onto Redwither Lane leading south to Cefn Road. There is also an on-road / advisory route from Erlas Lane, via Clywedog Road South and Clywedog Road East towards Cefn Road and Cross Lanes. This route then meets with the traffic free route on Bridge Road South (shown in bright yellow, with dotted black edges in **Image 5.1**). On the eastern edge of WIE, there is a traffic free route on Bryn Lane which leads to the roundabout junction of Bryn Lane and Abenbury Way to the west. This route then leads towards Borrass/ Acton to the north, towards Wrexham.

5.3.4 There were signposts to the on-road and traffic free routes observed during the site visit 2018, particularly around Clywedog Road South and East, nearby the residential dwellings of Maes Brenin/Pilgrim Way. In addition to the localised routes, there are a number of National Cycle Network Routes (NCNs) relatively close to WIE. Regional Route 70 is an on-road route, this being located circa 5km to the east of WIE. This links with NCN45 to the east of the site and continues northwards towards Chester and southwards towards Whitchurch and beyond.

Image 5.1: Cycling map / route from Sustrans Website



(SOURCE: <http://www.sustrans.org.uk>)

- 5.3.5 A cycling isochrone showing the site's catchment has also been produced using TRACC and is shown as **Figure 3** in **Appendix C** of the TS/TA's. The figure illustrates 2000m and 5000m catchment ranges, which equate to 10-minute and 25-minute journey times respectively which are based on the somewhat conservative cycle speed of 12kph. Commuting cyclists are in fact more typically considered to travel at speeds between 15-20kph, so a greater catchment may be more realistic.
- 5.3.6 It is clear that the aforementioned Maes Brenin/Pilgrim Way residential site, local shops/cafe and industrial units of WIE listed in **Section 5.2** all fall within the first 2000m cycling range for all sites, indicated within **Figure 3** of **Appendix C** of the TS/TA's. Further to this, the southern and eastern sections of Wrexham also fall within the 5000m cycling range for all sites. This allows for the residential areas of Coed-Y-Glyn, Hightown, Rhosnesni, Acton and Wrexham Town Centre to become accessible.
- 5.3.7 In addition to this the smaller residential village of Marchwiell falls within the 5000m cycling range, as well as Cross Lanes, and the smaller hamlets of Hugmore and Bowling Bank.
- 5.3.8 These residential areas then allow for additional amenities found within Wrexham and the surrounding area to be accessed from the site, including but not limited to a Co-op food store and an ATM cash point.
- 5.3.9 Due to the accessible location of the sites, and the cycling infrastructure providing in close proximity to the site, it is considered that commuting to the sites via cycling is a viable option for future employees and no additional off-site cycling measures are considered to be necessary.

5.4 Access by Public Transport

- 5.4.1 The CIHT document '*Planning for Public Transport in Developments*' (1999) recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately 1.4m/s walking speed.
- 5.4.2 The nearest bus stops for the sites vary between the 'Pentre Maelor', 'Bridge Road' and 'Tenax' stops, with these providing services southbound/northbound towards Wrexham and around WIE. Specifics as to the distances from these stops to their closest site can be seen within **Section 5** of the varying TS/TA's. It is acknowledged that these bus stops are outside of the recommended CIHT distance for the sites, though footways, as discussed within **Section 3**, are of good quality, with appropriate footway width and as such can be considered conducive to walking. Noted however, that the routes to some stops may not be as suitable as other routes to further afield bus stops. .
- 5.4.3 The services from these stops provide connections to/from WIE from Wrexham and the Brynteg areas. These services are summarised in **Table 5.2** below.

Timetabling information has been obtained from 'Traveline' with the timetables reference at the time of writing this report available on request. (<https://www.traveline.info/>).

Table 5.2: Summary of Bus Services with WIE (approximate times)

<i>Bus Service</i>	<i>Route</i>	<i>Weekday Period</i>	<i>Weekend</i>
			<i>Sat</i>
41a	<i>Redwither Tower - Wrexham</i>	06:10 – 18:17 Approx. 1 service/hr	06:10 – 18:17 Approx. 1 service/hr
	<i>Wrexham – Redwither Tower</i>	05:45 – 17:40 Approx. 1 service/hr	05:45 – 17:40 Approx. 1 service/hr
1E	<i>Wrexham Industrial Estate - Darby Road shops (Brynteg)</i>	16:32 1 service	-
	<i>Darby Road shops (Brynteg) – Wrexham industrial Estate</i>	07:42 1 service	-

5.4.4 **Table 5.2** above demonstrates that the services which operate with WIE provide a frequent service approximately every hour and would be a viable option for commuters and visitors to the proposed development proposals. The sites can be reached within a circa 20-minute journey time from Wrexham town centre. **Appendix C Figure 4** within the TS/TA's visualise the journey time and areas served by these services for a typical Monday morning between 06:00 and 09:00.

5.4.5 In light of existing service times and frequencies, it is considered that existing bus services provide a realistic travel option for staff at the proposed development to travel to work during typical weekday working hours and also on a Saturday if it's a requirement for weekend working.

5.4.6 In respect of rail travel, Wrexham Railway Station can be reached as part of a multi-modal journey including the use of the above-mentioned bus services and a short walk from Wrexham Bus Station. This station provides access to a wider range of locations, with Cardiff Central, Holyhead, Bidston, Birmingham International, Shrewsbury, Chester and Manchester all having services from this station. The station provides twenty bicycle storage spaces with 68 car parking spaces also provided

5.4.7 In summary, both bus and rail services, combined with walk / cycle as part of a multi modal commute are likely to provide a realistic travel option for commuters and visitors at the proposed developments at both peak times and throughout the day.

5.5 Summary

5.5.1 This section of the report has demonstrated that the sites are in a reasonably sustainable location where access to public transport is available and where local amenities fall within reasonable walking and cycling distances. The vast majority of WIE falls within a reasonable walking distance, indicating that the sites themselves are accessible within the local area and are commutable from the Maes Brenin/Pilgrim Way residential site. The local bus services provide connections both locally around WIE and towards Wrexham town centre at traditional working times and throughout the day, making bus travel a viable option to and from the proposed developments. As such, the development proposals accord with the context and thinking as outlined in Wrexham Connected: Our Sustainable Urban Mobility Plan (2016) and the Wrexham Unitary Development Plan (1996-2011).

- 5.5.2 The PPW, at chapter 8, sets out the aim of '*extending choice in transport and securing accessibility*', in ways which '*supports sustainable development*'. The document states that these aims can be achieved in numerous ways, such as reducing the need to travel, locating developments near other related used to encourage multi-purpose trips and supporting sustainable travels options in rural areas. In light of the location of the site and the existing walking, cycling and public transport infrastructure it is considered that there are is good opportunity for access to the site by sustainable modes.

6 TRANSPORT IMPLEMENTATION PLAN

6.1 Introduction

- 6.1.1 It is important that TP measures are appropriate for the developments and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.
- 6.1.2 Not only should measures be realistic but it is important that resources are made available to help deliver them. Therefore, the roles and responsibilities of all parties involved, particularly WCBC Highways and the eventual Travel Plan Co-ordinator for the sites, should be presented, discussed and agreed at the earliest opportunity.
- 6.1.3 This section presents potential measures to help achieve a high level of sustainability for the sites. Some of these measures are collective and apply to all modes of sustainable transport while others are specific to each mode.

6.2 Welcome Packs

- 6.2.1 Welcome Packs will be provided for all staff, upon first occupation of the developments. These will be produced by FIREM (or their consultant) with input from the WCBC Sustainable Travel team. Such packs will be essential to educating and informing future staff of both the sustainable transport modes available to them and the benefits they can have for them and their families including time and cost savings, supporting a healthy lifestyle and minimising their carbon footprint. They are therefore essential to the promotion of what this Framework TP aims to achieve.
- 6.2.2 Typically, the content a Welcome Pack would include:
- Introduction to the TP concept dealing with objectives and benefits;
 - Educational literature on the health benefits of walking and cycling and the environmental benefits of sustainable modes of transport;
 - Maps highlighting local walking and cycling routes and catchment plans indicating typical walking and cycling times to key destinations;
 - Public transport route maps and timetables; and
 - Details of the appropriate TP Co-ordinator.

6.3 Other Methods of Awareness Raising and Marketing

- 6.3.1 Aside from Welcome Packs, there are other effective ways to raise the awareness of and market the benefits of sustainable travel including:
- Personalised travel planning for individuals/staff, often arranged by a TP Co-ordinator;

- Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at physical meeting or by using social media with website such as *Twitter*, *Facebook* and *Streetlife* having mass appeal and membership, yet having localised content and discussion groups;
- Set-up of travel notice boards in communal areas displaying information such as lists of sustainable travel websites, local taxi services and car clubs; and
- Promotion of events such as *National Bike Week* and *Living Street's* series of walking events including *Walk to Work Week* and *Walk to School Week*.

6.4 Measures to Encourage Walking

6.4.1 Walking is considered to be the most sustainable and accessible mode of travel. It also has the benefit of zero carbon emissions and significant health benefits, with doctors recommending 150 minutes of activity per week to keep your body healthy and prevent illness including heart disease, cancer and diabetes (www.nhs.uk). The 150 minutes could be achieved by walking for 30 minutes per day, five days a week (www.walkingforhealth.org.uk). Furthermore, recent research from the University of Cambridge has discovered that just a brisk 20 minute walk each day, burning between 90 and 110 calories, could reduce the risk of premature death by between 16-30% for inactive individuals (<http://www.cam.ac.uk/research/news/lack-of-exercise-responsible-for-twice-as-many-deaths-as-obesity>).

6.4.2 Potential measures to encourage walking include the following:

- Raise awareness of the health benefits of walking for all ages of people of fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people's day-to-day lifestyles;
- Promote the local walking routes available (through Welcome Packs and notice boards) including off-road PRoWs;
- Ensure the clear signage of pedestrian routes within and adjacent to the sites;
- Provision of personal safety alarms to enhance safety; and
- Promotion of a 'walking buddy' scheme (through Welcome Packs, notice boards and social media).

6.5 Measures to Promote Cycling

6.5.1 Like walking, cycling is sustainable and accessible. It has the benefits of zero carbon emissions and has significant health benefits. The NHS website (<http://www.nhs.uk/Livewell/fitness/Pages/Cycling.aspx>) outlines the health benefits of cycling stating that '*the best way to build your cardiovascular fitness on the bike is to ride for at least 150 minutes every week*' which, like walking could be broken down into 30 minutes five days a week. The website also states that cycling is the third most popular recreational activity in the UK and makes the

pertinent point that it has broad appeal with young and old, the able-bodied and people with disabilities who can all enjoy cycling with the right equipment. Potential measures to encourage cycling include the following:

- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the 'fun' element of cycling;
- Promote the local cycling routes available and cycle storage facilities at key destinations such as in district centres (through Welcome Packs and notice boards);
- Promotion of events such as *National Bike Week* (www.bikeweek.org.uk);
- Promotion of a Bicycle User Group (BUG) (through Welcome Packs, notice boards and social media) which could include cycle proficiency courses; and
- Discounts on cycles and cycle accessories as mentioned earlier.

6.6 Measures to Encourage Public Transport

6.6.1 Public transport use and accessibility is an important element of TPs. Public transport can often be effective options for many trip types, particularly mid to long distance journeys. **Section 5** of this report and the respective TS/TA's has demonstrated that bus travel should be a suitable and convenient mode of transport for visitors/staff travelling to/from the sites.

6.6.2 The key measure to promote bus use will be through the provision of route and timetable information in Welcome Packs, on notice boards and at the stops themselves. Discount tickets or other fare incentives, as mentioned above, could be provided in Welcome Packs for a period of time.

6.7 Measures to Reduce Single Occupancy Car Trips

6.7.1 Car/lift sharing can be an effective way to reduce single occupancy car trips. These trips can often be arranged between friends and neighbours or by using lift sharing websites including the following:

- Liftshare (<https://liftshare.com/uk>); and
- GoCarShare (<http://gocarshare.com>).

6.7.2 The Liftshare websites enable users to register and search for lifts in their area. Users typically have to be over 18 years of age but do not always have to have driving licences (as passengers). Websites such as these can be promoted through Welcome Packs, notice boards and social media.

6.7.3 Staff could also manage their own lift sharing as many staff are likely to travel to and from destinations within close proximity of each other. There is potential for the TP Co-ordinator to co-ordinate this through the provision of a database containing staff address details, mode of travel to work, and their willingness to car share, collected for all existing staff and new joiners.

6.8 Reducing the Need to Travel

6.8.1 **Section 5** of this TP has described how the sites area well-located in terms of being within walking and cycling distance to existing residential areas. It also demonstrated how public transport services may provide a viable and convenient mode of travel. Furthermore, the site's access strategy maximises the potential for the attractiveness of travel via sustainable modes by providing convenient connections along existing desire lines.

6.8.2 The sites could in future see an increase in working from home given improvements in home telecommunications, such as broadband and video calling, and information technology, including cloud computing and the increase in '.com' industries. Anecdotally, more employers, often through adoption of their own TPs, are allowing increasing numbers of staff to work from home. Clearly, while the majority of travel demand associated with the sites will be production/warehouse operatives, such improvements may in future reduce travel demand associated with office-based staff.

6.9 Management

6.9.1 The overall responsibility for TP implementation will lie with future occupant of the various sites, who would appoint a member of staff to take on the role of TP Co-ordinator. The appointment and role of a TP Co-ordinator is covered more in **Section 6.10**. The TP Co-ordinator will take ownership of the Travel Plan, ensuring the measures and initiative outlined herein are implemented and staff encouraged/ incentivised to travel by alternative modes of transport to the private car.

6.9.2 The TP co-ordinator of the sites will be expected to be the point of contact with the local planning/ highway authority who together will ensure the continual progression of the TP.

6.10 Appointment of a Travel Plan Co-ordinator

6.10.1 It is envisaged that future occupants of the sites will appoint a Travel Plan Co-ordinator (TPC) prior to opening of the new facility. It is likely that the individual appointed to undertake the role would be a member of the company's senior management team as they will be a key decision maker on day-to-day matters of the TP implementation. The management level status of the TPC will also ensure that credibility is given to the adoption of measures that are implemented to encourage use of non-car modes.

6.10.2 The role of the TPC is likely to include but not be exclusive to the following:-

- To promote and encourage the use of travel modes other than the car, including the distribution of publicity material;
- To provide a point of contact and travel information for staff;
- To ensure that all relevant information is provided to all new members of staff and that up to date information is clearly displayed on the Travel Plan boards;

- To ensure that relevant information is made available to customers via the customer travel notice board (if applicable) and updated as necessary;
- To co-ordinate the company car-sharing scheme, bicycle user group and walking buddy scheme;
- To arrange for travel surveys to be undertaken where necessary; and
- To provide a point of contact with transport operators and officers of the council.

6.10.3 It is difficult to estimate the resource requirement for the TPC and what proportion of their working time will be required for the management of the TP, as much of the input will be required on an intermittent basis. Therefore, for the first year of the plan's operation it is proposed that the TPC will review and programme necessary TP work in conjunction with their other responsibilities on a monthly basis. The success of this approach will be evaluated as part of the first annual review of the plan.

6.11 Monitoring and Review

6.11.1 It is important that TP implementation is monitored at regular intervals to assess success and help to evolve TP measures. It is envisaged that the future occupants/The TPC of the sites will monitor the TP at regular intervals over a period of time and will most likely be post 100% occupation. Following the agreed 'trigger point' described above, this should be undertaken on an ongoing basis by the TPC for each individual element of the sites.

6.11.2 The most effective form of review will be the undertaking of staff travel surveys which would not only ask how individuals travel to work at that time but also if they have considered the use of other modes previously or would consider them in the future. The main purpose of the surveys is to gain an understanding of the numbers travelling by the various modes of transport but also to ascertain what barriers exist to using more sustainable modes of travel. Understanding the barriers is helpful in determining if there are solutions to those barriers being removed.

6.11.3 The TP will need to be reviewed at regular intervals after monitoring is complete, looking at the take up of each measure and progress against modal share targets. The review should entail the removal any unsuccessful incentives and replace them with measures that will help to achieve the TP targets. If a TP is shown to be underachieving, a remedial strategy will need to be outlined which should consider measures to address any failing aspects of the TP. Any changes to a TP will need to be made in agreement with WCBC.

6.12 Interim Action Plan

6.12.1 FIREM has produced an interim action plan of actions likely to be undertaken prior to and following the occupation of the sites. It should however be noted that this is only indicative at this stage as

FIREM/the TPC should produce a Full Travel Plan following occupation, which should provide more detailed information on the TP actions and measures.

Table 6.1: Interim Action Plan

Stage	Action
3 months prior to occupation	Appoint Travel Plan Coordinator (TPC) and inform WCBC of contact details
	Prepare Welcome Packs and arrange printing
Occupation of unit	Arrange for Welcome Packs to be presented to new owners with keys to dwellings/to all staff at sites
	Provide sustainable travel vouchers on request and collate information on feedback forms
3 months after occupation	Undertake travel surveys and collate and report results to WCBC
Annually for five years	Repeat travel surveys and if targets not met provide further sustainable travel vouchers and personal travel planning advice

