



DTPC

Report No.J838/ITP
November 2017

INTERIM TRAVEL PLAN

**PROPOSED LOW SECURE UNITS AND HOUSING
MOLD ROAD, GWERSYLLT**

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CONTROLLED DOCUMENT

<i>DTPC No:</i>		J838 ITP	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	November 2017

<i>Revision Record</i>		
<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
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C O N T E N T S

	Page
1. INTRODUCTION.....	3
Development Proposal	3
Purpose of report	3
Liability of Report	3
2. NATIONAL AND LOCAL POLICY GUIDANCE	4
Addressing health equity within travel plans	4
Local government has a new role in improving health.....	4
3. WHAT IS A TRAVEL PLAN	8
What is a Travel Plan?	8
How the Travel Plan accords with planning policy	9
Aims and Objectives of a Travel Plan	10
How will the Travel Plan be managed?.....	10
Implementation of the Travel Plan	10
4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS	11
Development of a Travel Plan	11
5. DESCRIPTION OF PROPOSED LOCATION AND PROPOSALS	12
Site location context	12
Local Highway Provision	13
Proposals	15
Servicing strategy.....	17
Access improvements	17
Trip levels	18
6. ACCESSIBILITY BY MODE	20
Introduction.....	20
Walking.....	20
Cycling.....	21
Public Transport	23
Rail network	25
Private hire	28
Summary	28
7. TRAVEL PLAN MEASURES	29
Overarching Measures	29
Travel Plan Co-ordinator	29
Travel Pack – to encourage staff/residents to travel sustainably	30
Walking.....	30
Cycling.....	30
Motorcycling	31
Public Transport	31

Publicity Campaign	31
Car Sharing – to reduce single occupancy car trips	31
Quick Wins	32
Mode split Comparison	32
Targets.....	32
Monitoring.....	33
Action Plan	33
Budget.....	34
Full Travel Pack brief.....	34
Example questionnaire.....	34

1. INTRODUCTION

DTPC has been appointed by Condry Lofthouse Associates to prepare an Interim Travel Plan (ITP) associated with the proposed low secure unit and housing Mold Road, Gwersyllt Wrexham.

Development Proposal

The application relates to a site located in the urban area currently used for B2 uses which will be redeveloped.

Purpose of report

The purpose of this report is to provide the LPA and the Local Highway Authority (LHA) with a Framework Travel Plan to enable the student accommodation to manage its future occupants and staff travel modes for the new facility.

This ITP discusses the following issues:

- Government Planning and Transportation Policy
- Site and Local Area
- Sustainability
- Measures and Targets
- Summary & Conclusions.

Liability of Report

This report is prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

Addressing health equity within travel plans

The World Health Organization Global Commission on the Social Determinants of Health advocates for a Health Equity in All Policies approach to tackling inequalities/inequities in health. In particular the Commission recommends that agencies consider the health equity impact of transport and urban design to promote physical activity through investment in active transport (WHO 2008).

Equity in health implies that ideally everyone should have a fair opportunity to attain their full health potential and, more pragmatically, that no one should be disadvantaged from achieving this potential, if it can be avoided. Inequity refers to differences in health which are not only unnecessary and avoidable, but in addition are considered unfair and unjust (World Health Organization, 1998). The social determinants of health are mostly responsible for health inequalities - these are the conditions in which people are born, grow, live, work and age, including the health system. These circumstances are shaped by the distribution of money, power and resources at global, national and local levels, which are themselves influenced by policy choices (World Health Organization, 2008).

Local government has a new role in improving health.

The important role of transport in improving health has been recognised and reflected in changes to local government responsibilities and resources that came into place in March 2013. Local authorities are now responsible for demonstrating improvements in 68 indicators of the health of their residents. Many of these indicators relate to streets and transport including road traffic injuries, air quality, noise, physical activity and social connectedness.

The recent changes in local government have brought this role to the fore. In particular, the importance of the walking and cycling people do as part of their everyday routine, as they will deliver huge economic and social benefits by keeping people active and healthy. The expected growth of cycling up to 2026 is estimated to deliver £250m in health economic benefits annually.

Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries. These issues are all connected, and to deliver the biggest benefits from more walking and cycling there is a need to ensure the streets invite people to walk and cycle whenever possible.

Indicators of a healthy street environment

Source	Main health impacts that can be improved
Physical activity	Obesity Heart disease Stroke Depression Type 2 diabetes
Air quality	Cardiovascular disease Respiratory diseases
Road traffic collisions	Physical injuries Psychological trauma
Noise	Mental health Blood pressure Child development
Access and severance	Mental wellbeing Personal resilience Stress Social isolation

New local government responsibilities for public health

The Health and Social Care Act 2012 transferred responsibility for public health from the National Health Service to local government. Local authorities now have a statutory responsibility to use their powers and resources across all sectors to improve the health of their population.

Council's are responsible for delivering a Local Implementation Plan for transport and a Health and Wellbeing Strategy that will improve the health of its population.

Local authorities are measured against 68 Public Health Outcome Measures to assess how they are improving the health of their population. Many of these health impacts can be directly and indirectly delivered through improving street environments and public transport. Some examples include obesity, physical activity, air quality, noise, deaths and serious injuries on the road, and social connectedness. See table overleaf.

High level outcomes	Wider determinants	Health improvements	Healthcare improvements
• Healthy life expectancy • Health inequalities	• Children in poverty • Pupil absence • 16–18 year old NEET • Employment for people with a LTC • Sickness absence rate • Killed and seriously injured on the road • Violent crime • Population affected by noise • Use of green space for exercise • Social connectedness • Older people's perception of safety	• Low birth rate • Breastfeeding • Early childhood development • Childhood obesity • Wellbeing of looked after children • Diet • Adult obesity • Physical inactivity • Diabetes • Self-reported wellbeing • Falls and fall injuries in the over-65s	• Preventable deaths • Premature deaths from cardiovascular disease • Premature deaths from all cancers • Early death from respiratory disease • Suicide • Quality of life for older people • Hip fractures in the over-65s • Dementia
Health protection			
• Air pollution • Sustainable development plans for public sector organisations			

10 indicators to a healthy street, source Lucy Saunders.

Indicator	How it relates to health
Pedestrians from all walks of life	Everybody needs to be active every day. If the mix of people walking in the street does not include certain groups such as children, older people or those with disabilities then the street environment is excluding some people from staying active.
People choose to walk and cycle	Some people walk or cycle not out of choice but due to poor access by other modes of transport. This can have negative impacts on their health and wellbeing. Success should be measured by people choosing to walk and cycle, rather than levels of walking and cycling.
Clean air	The health impacts of air quality include cardiovascular disease and respiratory disease.
People feel safe	People need to feel that they will be safe from injury and crime when they are on the street.
Not too noisy	Noise has a range of health impacts including stress and high blood pressure. It also discourages people from walking and cycling.
Easy to cross	If streets are difficult to cross because of physical barriers or traffic, people will be discouraged from using the street, particularly on foot. This can be socially as well as physically restricting.
Shade and shelter	Some people have difficulty moderating their body temperature, and this can put their health at risk in hot weather. Shade is needed on streets to enable people to keep cool.
Places to stop	Many people can only walk short distances without taking a rest, particularly those who are older, young, pregnant, injured or who have a disability or health condition such as chronic obstructive pulmonary disease. Providing seating at regular intervals is necessary to enable these people to incorporate much needed physical activity into their daily routine.
Things to see and do	Street environments need to be stimulating and engaging to invite people to walk and cycle more. This highlights the importance of good urban design and maintenance of public spaces in delivering health benefits.
People feel relaxed	Walking or cycling in the street should not be a stressful experience. If people are not relaxed it indicates that issues such as noise, insufficient space or fear of danger have not been addressed.

Examples of the evidence base overleaf.

Evidence for effective measures to improve health through transport		
Owner	Resource	What it is for
NICE	Public Health Guidance 8 Physical activity and the environment (January 2008)	'Gold standard' evidence-based guidance from the National Institute for Health and Care Excellence (NICE) relating to active travel. These are summarised in NICE's pathway for local authorities.
NICE	Public Health Guidance 13 Promoting physical activity in the workplace (May 2008)	
NICE	Public Health Guidance 17 Promoting physical activity for children and young people (January 2009)	
NICE	Public Health Guidance 25 Prevention of cardiovascular disease (June 2010)	
NICE	Public Health Guidance 31 Preventing unintentional road injuries among under-15s: road design (November 2010)	
NICE	Public Health Guidance 41 Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (November 2012)	

Policy guidance on transport and health		
Owner	Resource	What it is for
UK Faculty of Public Health	Transport & health: Position statement and briefing statement (2013)	These papers set out the position of the UK body of public health specialists part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
UK Faculty of Public Health	Built environment & physical activity: Position statement and briefing Statement (2013)	These papers set out the position of the UK body of public health specialists, part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
Public Health England & Local Government Association	Obesity and the environment: Increasing physical activity and active travel (2013)	This document summarises the importance of active travel in tackling obesity and outlines the regulatory and policy approaches that can be taken.

Evidence of the health impacts of transport		
Owner	Resource	What it is for
Mindell JS, Watkins SJ, Cohen JM (eds.), Stockport: Transport and Health Study Group	Health on the Move 2. Policies for health promoting transport (2011)	This report provides a detailed compendium of evidence and expert opinion on the full range of health impacts of transport as well as policy recommendations.
Saunders et al, Plosone	What Are the Health Benefits of Active Travel? A Systematic Review of Trials and Cohort Studies (2013)	This paper brings together for the first time every published study that measured a health outcome of walking or cycling for transport in either a trial or a cohort study (empirical studies not cross-sectional ones). It shows the wide range of health benefits associated with active travel including diabetes, mental wellbeing, obesity, bone strength and breast cancer.
British Medical Association	Healthy Transport = Healthy Lives (2012)	This accessible report describes the main impacts of transport on health in the UK and includes clear graphs and illustrations.
Mackett RL & Brown B, University College London	Transport, Physical Activity and Health: Present knowledge and the way ahead (2011)	This report explores in detail the links between transport and its biggest health impact, physical activity.
Sustainable Development Commission	Fairness in a Car Dependent Society (2011)	This report presents the range of health inequalities that arise from car-dependent societies.

The use of walk/cycle modes either as an individual mode or part of a linked travel mode is key to delivering healthy outcomes.

The following chapters of this report will show that the proposed development is compliant with local and national policy in this respect.

3. WHAT IS A TRAVEL PLAN

What is a Travel Plan?

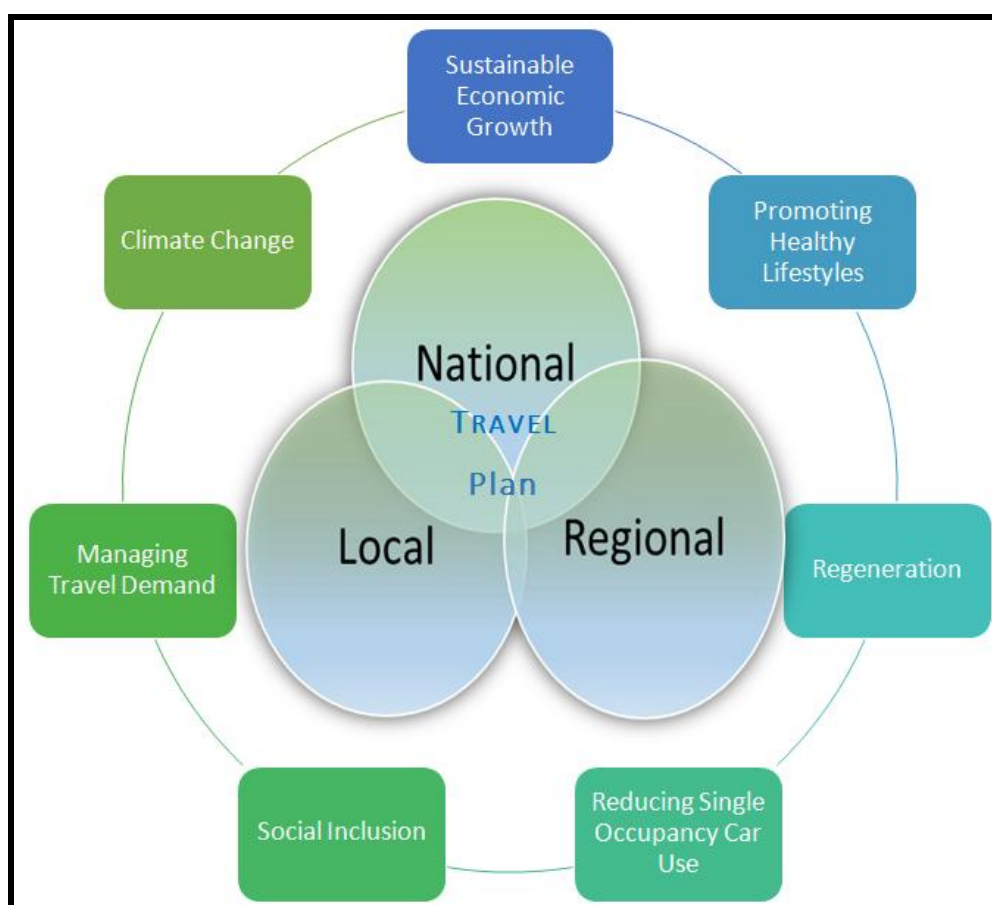
A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.

National planning policy states that single occupant car trips are unsustainable, and should be mitigated wherever possible in favour of trips by walking, cycling or public transport.

A Travel Plan achieves this by raising awareness of available alternative transport modes, and offering incentives to site users to make the switch away from car journeys. It is important for a development to take responsibility for the impact of the vehicle trips that it generates on the local highway network and surrounding environment.

A Travel Plan provides a robust evaluation tool to ensure that developments are achieving gains in environmental sustainability, and are more efficiently managing the demand for travel to and from the site. This will benefits to all parties involved – public, private and community.

The key objectives of the travel plan will be to include policies which reduce the dependency on single occupancy car trips to and from the site thus meeting the access needs of occupants and staff in a new way and require partnerships between developers, local authorities, local communities and new residents.

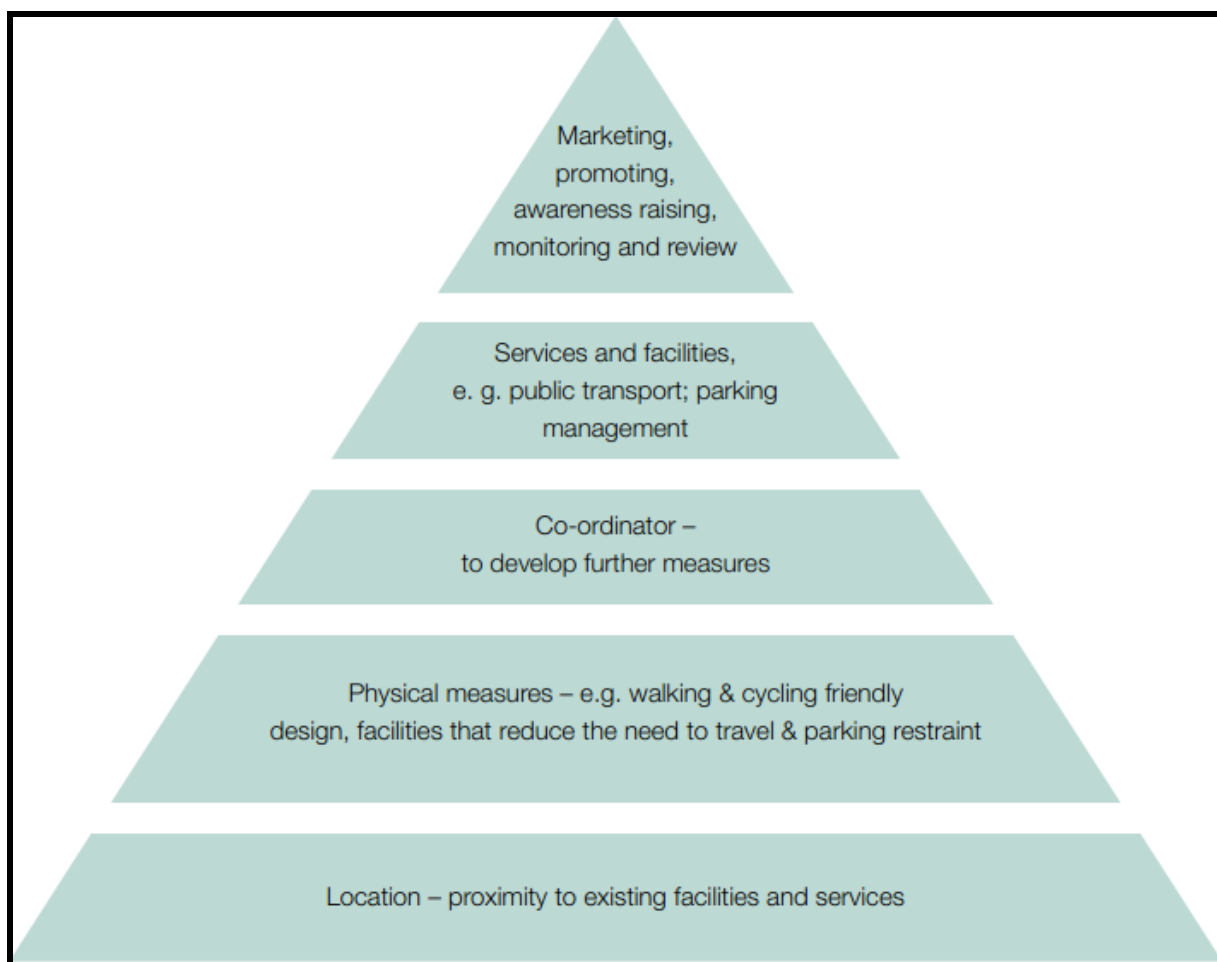


Travel Plan relationship to policy and wider initiatives

How the Travel Plan accords with planning policy

The Site Travel Plan will need to accord with national and local planning policy related to the development of softer-transport measures and sustainable travel objectives.

All the measures put forward should be integrated into the design, marketing and occupation of the site. In addition parking restraint is often crucial to the success of the plan in reducing car use, responsible car use rather than ownership is seen as the key factor.



Travel Plan Pyramid

It can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought.

At Level 1, the base of the pyramid, the **choice of location** for the development, provides the foundation for good accessibility, by ensuring proximity to existing facilities and services, including shops, health facilities, schools and public transport.

At Level 2 are all the **physical aspects** of the development that can be expected to influence travel.

At Level 3 is the input of a **site travel co-ordinator** to co-ordinate the ongoing development and management of the plan.

At Level 4 are the **services and facilities** to be delivered as part of the travel plan to help meet transport needs as appropriate.

At Level 5, the top of the pyramid, is **awareness raising, marketing and information**. These are measures designed to ensure that people know about the services and facilities provided through the travel plan and to encourage more sustainable travel.

Aims and Objectives of a Travel Plan

The Aims and Objectives of the Travel Planning process are to:

“Reduce the number of car borne trips particularly single occupancy trips on the network from the site to a significantly lower level than predicated within the Transport Assessment and to encourage residents and visitors to travel by sustainable modes of transport”.

The targets should be SMART:-

- *A statement of intent (the objectives) including a series of qualitative and quantitative **SMART** Travel Plan targets (**S**ustainable, **M**easurable, **A**ccessible, **R**ealistic, **T**ime sensitive);*
- *An assessment of the current problems/issues for the given ‘target group’;*
- *An action plan of measures intended to address these issues and move toward attainment of the targets including a marketing and promotion strategy;*
- *A monitoring and review element to ensure it remains a ‘living’ document.*

The aims and objectives of this Travel Plan accord with the sustainable development aspirations, and the management/operational objectives of the operator.

How will the Travel Plan be managed?

This Travel Plan has been prepared in support of a detailed planning application. As the site has no known occupier at this stage the key management will be via on site management and the TPC for the site.

Implementation of the Travel Plan

The Council's Sustainable Travel Plan Officer will be informed when building will commence along with the name of the TPC and timeframes of the various agreed tasks.

On the finalisation of the Travel Plan (following approval by the Travel Plan Officer at the Council) the document will be taken forward by the nominated Travel Plan Co-ordinator and a promotion and awareness campaign will be launched encouraging residents/visitors to review their journeys to and from site, and to consider the provision of accessible transport alternatives.

At this time it will be important that the measures set out in this Travel Plan are fully developed and implemented in accordance with the agreed aims and objectives.

4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS

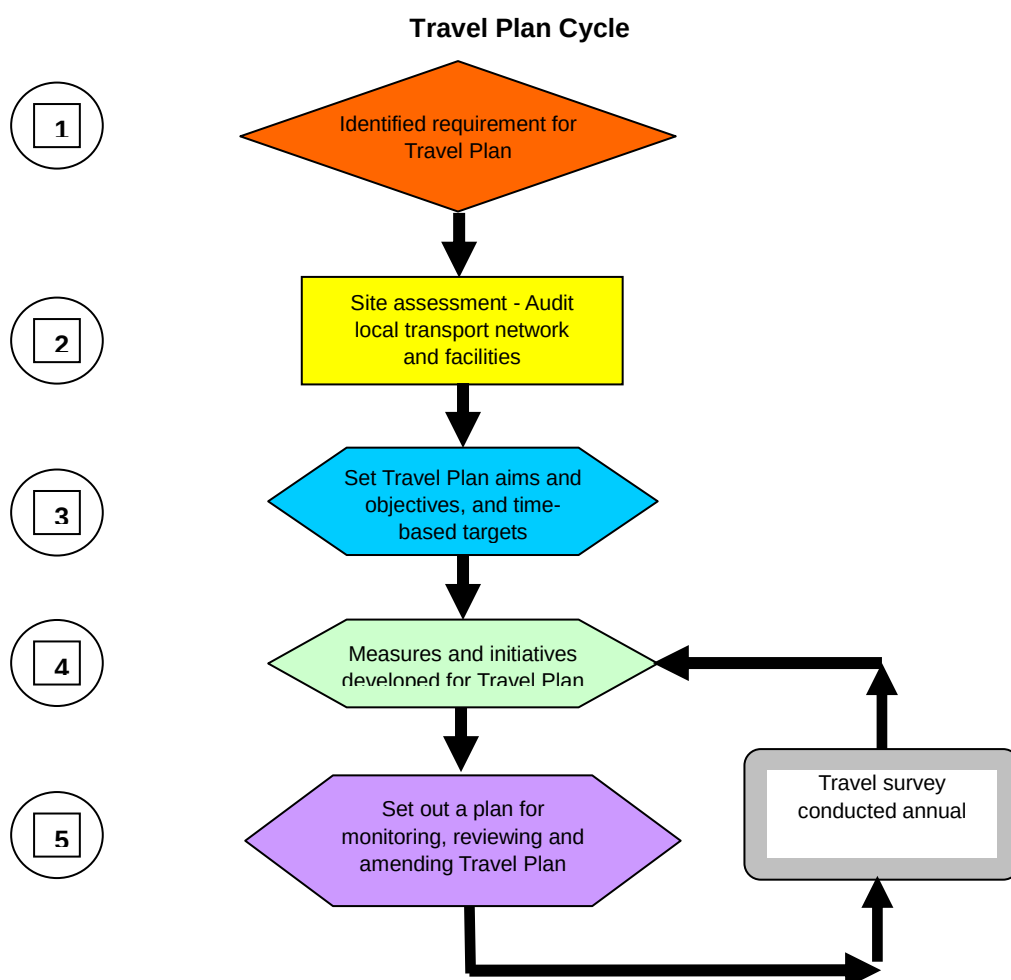
Development of a Travel Plan

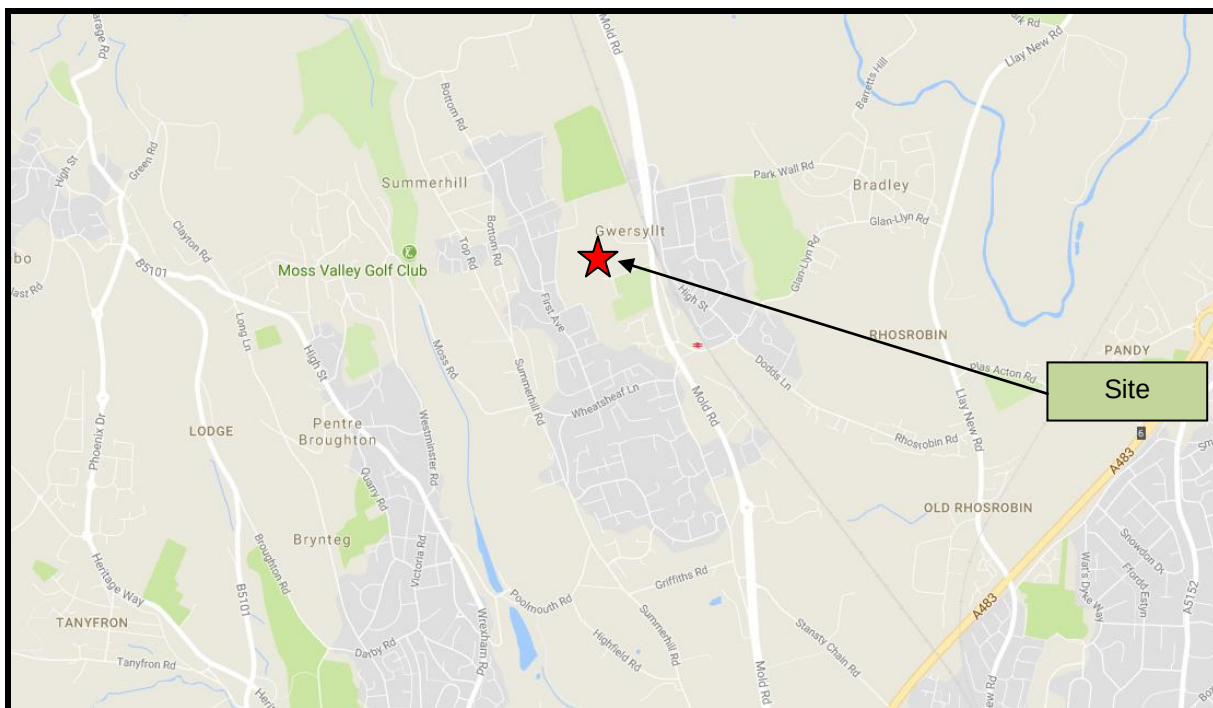
A Travel Plan operates cyclically by implementing a set of measures and then regularly evaluating and checking the effectiveness of these measures through a process of review and amendment.

Information on travel patterns and traveller opinion is collated and assessed through a multi-user travel survey. This process is used to establish the baseline travel situation for the site. The Travel Plan objectives incorporate national, regional and local planning policy. The Travel Plan allows a package of objectives, targets and measures to be constructed.

At distinct points through the Travel Plan cycle, measures will be actioned and their effectiveness explored through annual post-completion site user travel surveys. The Travel Plan will be annually reviewed by the Council's Travel Plan Co-ordinator and the developers appointed Travel Plan advisor, and necessary amendments made, so that the cycle may begin again with a fresh set of targets and measures. Through this process, the Travel Plan will evolve and become more tailored to the site.

A typical Travel Plan cycle comprises of the components outlined below.





Local area setting and the site.

The application site is illustrated below and it is located to the north of Gwersyllt and is around 4km north of the centre of Wrexham. The application site is around 2.5ha and it is located around 600m north of Gwersyllt railway station and 300m north of Ysgol Bryn Allyn high school.



Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarily an urban centre catchment containing local services/retail units and employment. From site observation the area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods.

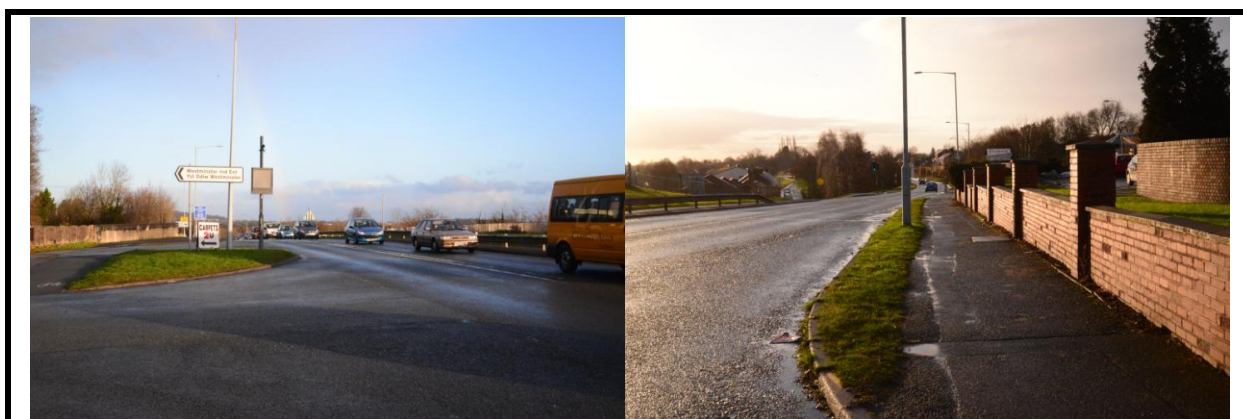
A detailed photographic record of the local access and setting is provided below for future reference



In and out of Alexandra Road at the east end



Approach from south and north of the site access.



View left and right from access junction to Mold Road



View to Mold Road to site before and at the bend



Proposals

The scheme promotes two areas of use:

SCHEDULE OF RESIDENTIAL ACCOMMODATION				
REF	ACCOMMODATION		PARKING	
	TYPE	No. Houses/ Apartments	Provisions per Unit	No. provided (disabled included)
1 - 9	Detached & semi detached 3 - 4 bed houses	9	2	18
A	3 Storey apartment block 1 & 2 bed flats	9	1.5	13
B	3 Storey apartment block 1 & 2 bed flats	9	1.5	14
C	3 Storey apartment block 1 & 2 bed flats	9	1.5	14
Total Residential Units		36		
Total Parking				59 (includes 7No disabled)

ACCOMMODATION - GIA 4955 m ²			
1. 14 Bed Assessment Treatment Unit arranged as 2No. 7 bed units. 2. 40 Bed Low Secure Accommodation arranged as 4No. 10 bed units. 3. Main reception. 4. Clinical and management administration units. 5. Resident facilities including cafe, activity rooms, gym, and sports hall. Includes external amenity spaces			
PARKING			
	TYPE	PROVISIONS	NOTES
1.	Standard parking spaces	66	To provide for staff in 3no shifts as part of 24 hours operation and visitors
2.	Disabled parking spaces	5	Close to main entrance
3.	Cycle parking spaces	10	Refer to Braxap Coventry Cantilever cycle shelter spec sheet
4.	Motor cycle parking spaces	4	Close to main entrance

The site plan is shown below:



Site Layout

OAK BANK/OAK BANK NURSING HOME, HARPURHEY - TUESDAY 30 SEPTEMBER 2014 (16:30-17:30)

The above would give an AM trip rate of 0.226 and PM 0.132, these are significantly below a residential trips rate.

The residential use based on the agreed fallback tip levels would be AM 0.583 two way and PM 0.622 two way. For 36 units this would be AM 21 and PM 22.

The fall back of 59 in the AM would see a decrease of 25 two way trips and for the PM a net decrease of 35 trip.

The proposal would therefore have little or no discernible impact on the local network over that approved.

6. ACCESSIBILITY BY MODE

Introduction

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Local facilities, accessibility on foot and cycle; and accessibility by public transport;

Walking

The local area has excellent facilities to promote movement of pedestrians, puffin crossings, wide footways, and directional signage to aid visitors to the area.

The proposed development site is located in the urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km yellow / 2km brown distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

For the urban areas a 400m maximum desirable distance to bus stops based on urban studies corresponds to a walk time of 5 minutes, based upon typical normal walking speed, the site lies well within this distance for the stops at the Mold Road.

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

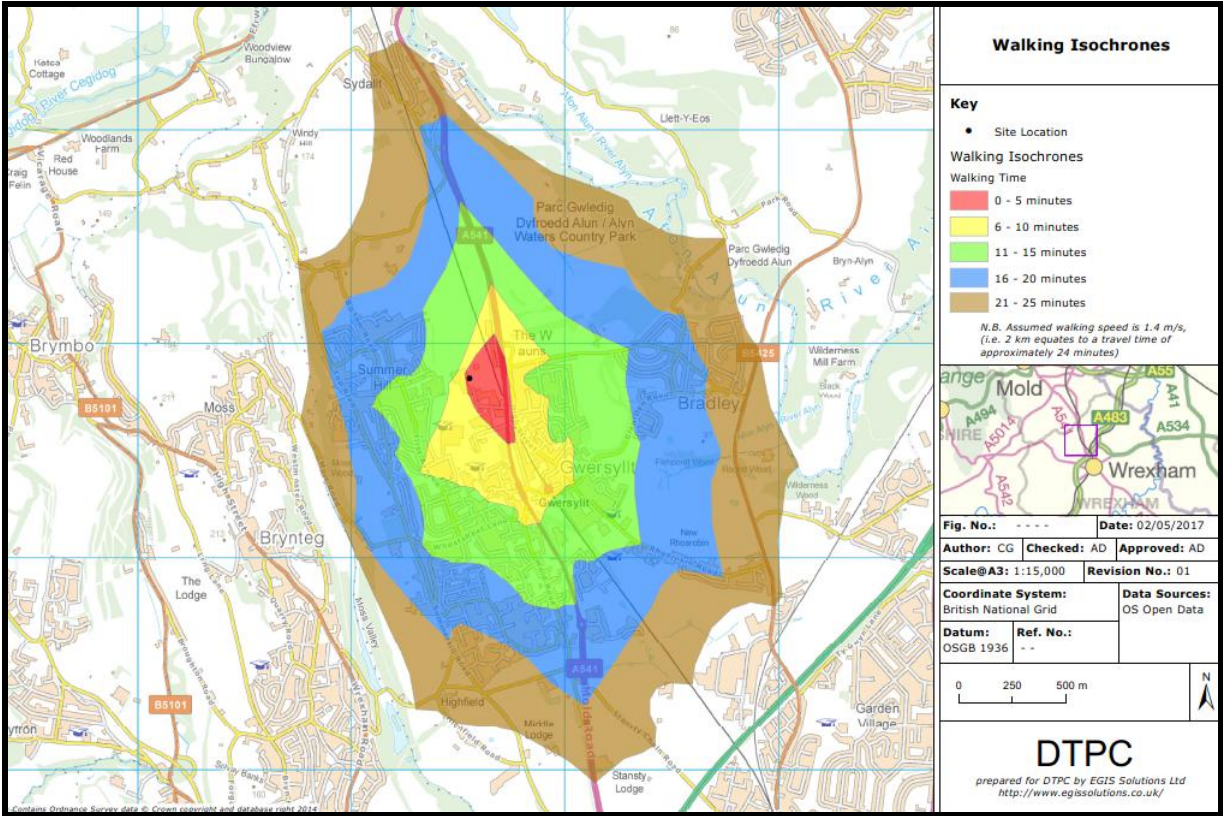
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.



Walk Catchments

Clearly, there is also potential for walking to form part of a longer journey for residents and employees to and from the proposed development.

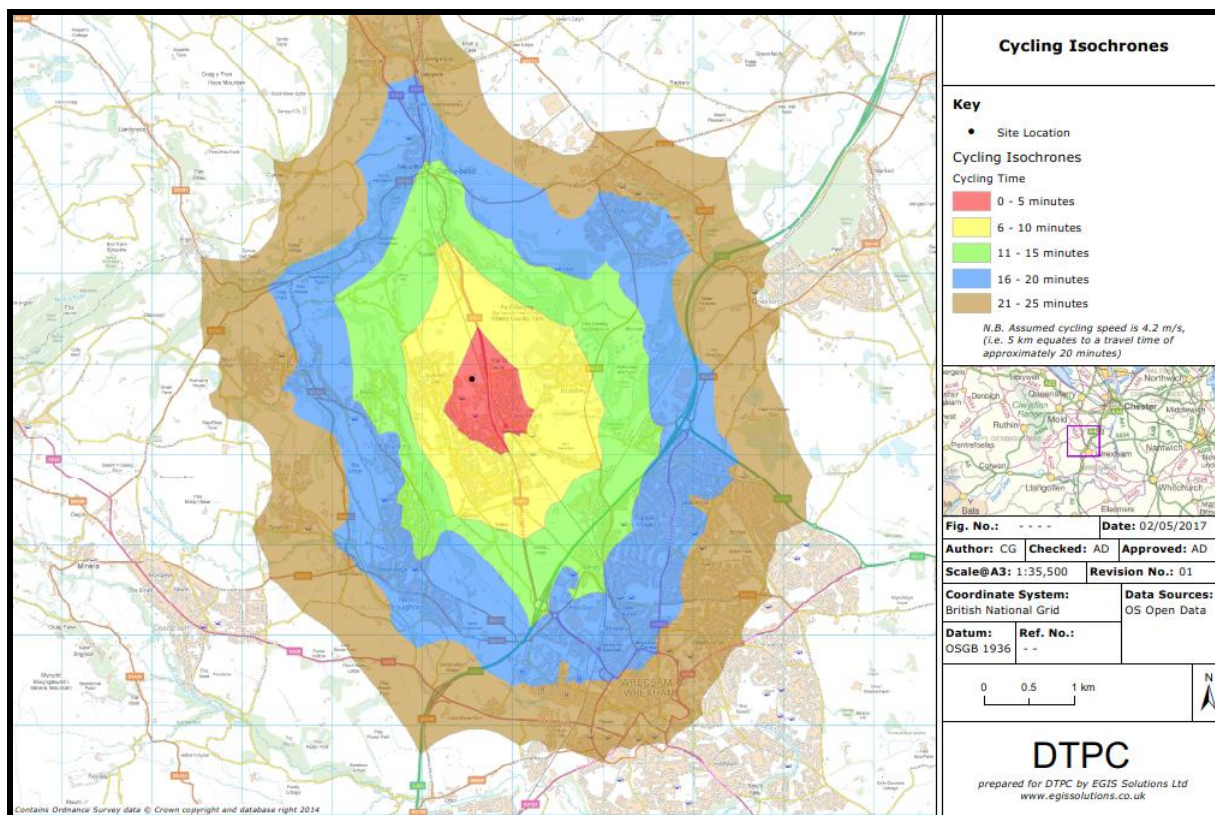
There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

Cycling

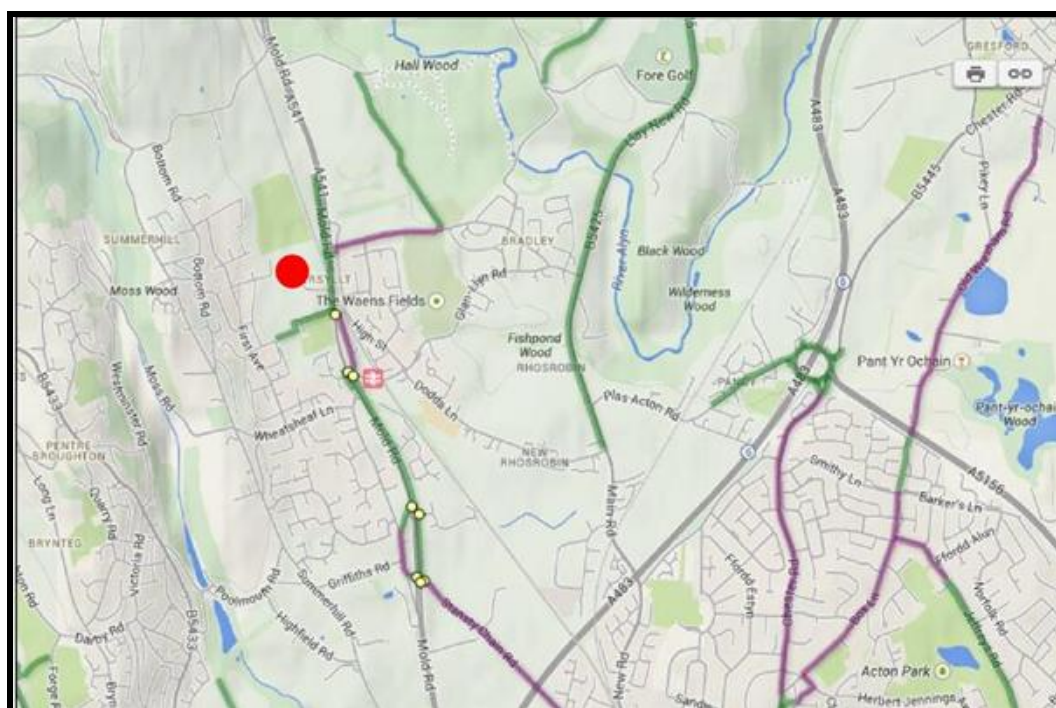
Historic Guidance and perceived good practice suggests: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport” The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short.

Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used. The brown area indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the development site is well linked to the wider area.



Cycle Catchments and local network below



There is an off road cycle route along Church Street which links Bryn Glas to Mold Road. The route then carries on to the north along the western side of Mold Road as shown. To the south the route passes along Old Mold Road, on carriageway and then leads to additional off road cycle facilities alongside the A541. The route then leads into Wrexham using Stansty Chain Road.

Therefore, there are a variety of leisure, employment and amenity attractions within the cycle catchment area that can access the site.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

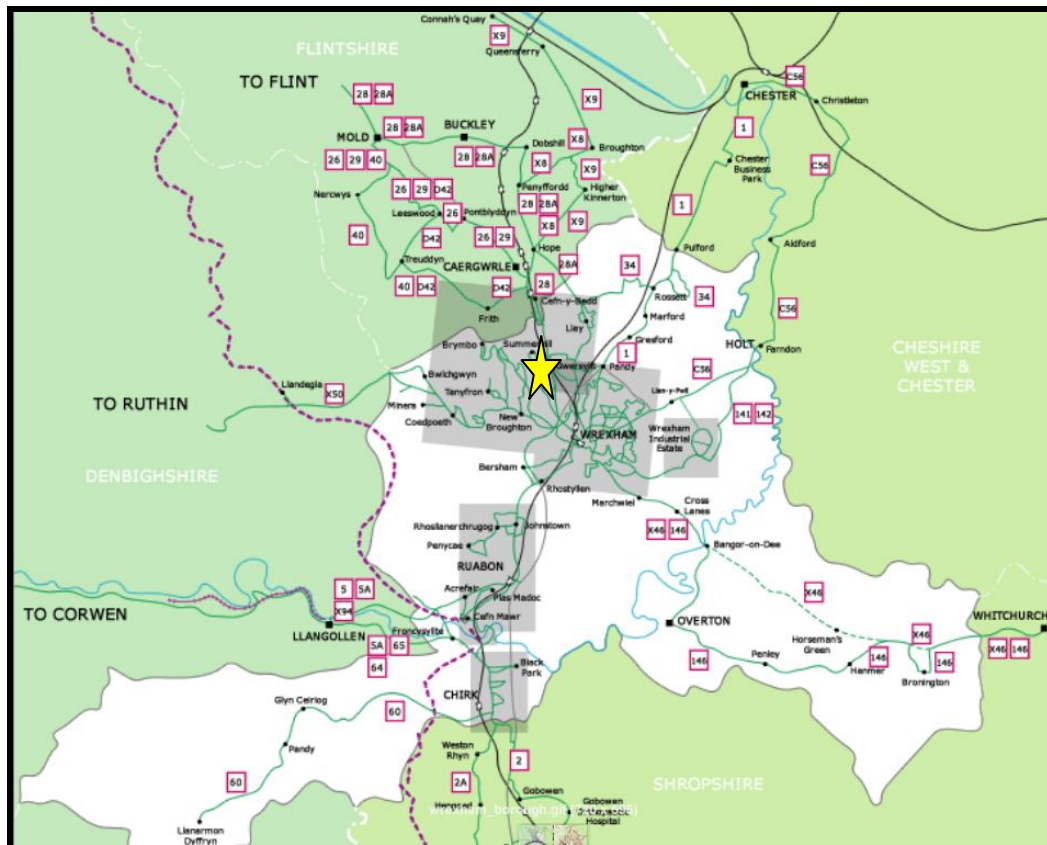
Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

As shown in the walking section the development site is located well within 400 metres from the nearest bus stops.

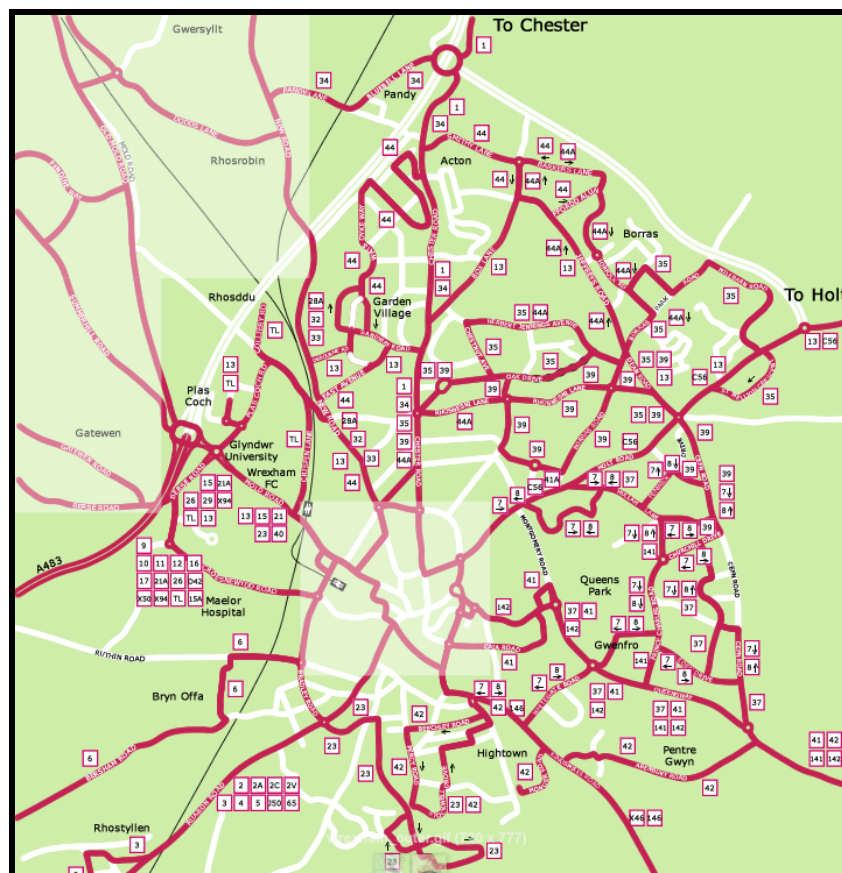
The bus stops closest to the site are at Mold Road are 360m.

The routes are shown below and the bus mapping overleaf.

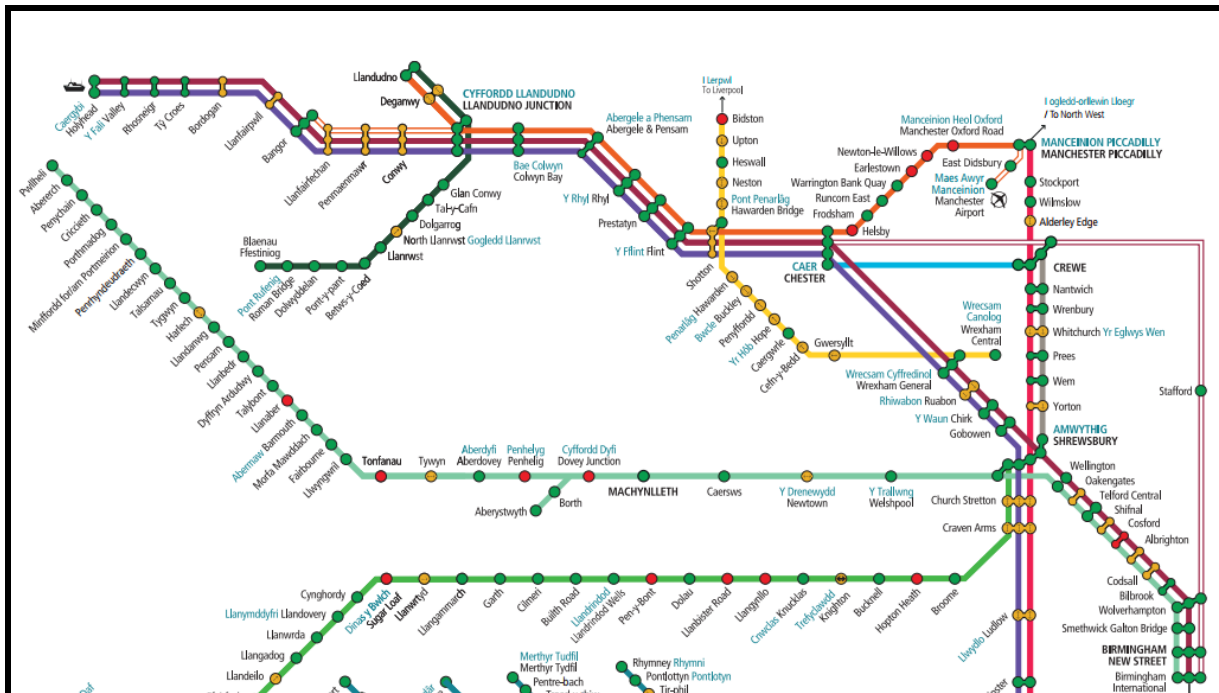
Service no	Route	Mon to Sat	Sunday/Bank Hols
26/27	Mold/Wrexham	1 per hour each way	none
28	Wrexham/Mold/Flint	6 buses per day each way	none
40	Mold/Treuddynn/Wrexham	1 bus per 2 hours each way	none
X9	Wrexham/Broughton Retail Park/Connahs Quay	4 buses per day each way	none
D42	Wrexham/Mold – evenings and Sundays/Bank Holidays	2 buses per evening each way	1 bus per 2 hours each way



Wider bus routes above and local below



The local rail station is next to the site which allows the site to access a wide catchment area via rail and possibly cycle/taxi connection.



These services provide an opportunity for the staff/residents to access the wider area from the proposed development via public transport.

Wrexham - Bidston (Birkenhead)											Wrexham - Bidston (Birkenhead)											Saturdays															
Wrexham - Bidston (Penbedw)											Wrexham - Bidston (Penbedw)											Dydd Sadwm															
Mondays to Fridays											Mondays to Fridays											Dydd Llun i ddydd Gwener															
Dydd Llun i ddydd Gwener											Dydd Llun i ddydd Gwener											Dydd Llun i ddydd Gwener															
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Wrexham Central / Wrexham Canolog	d		0728	0830	0930	1030	1130	1230	1330	1430	1530	Wrexham Central / Wrexham Canolog	d		0728	0830	0930	1030	1130	1230	1330	1430	1530	Wrexham Central / Wrexham Canolog	d		0728	0830	0930	1030	1130	1230	1330	1430	1530		
Shrewsbury	d	0520	0610	0724	0821	0924	1023	1125	1225	1325	1425	Shrewsbury	d	0520	0610	0722	0822	0925	1022			1225		1422	Shrewsbury	d	0520	0610	0722	0822	0925	1022			1225	1422	
Wrexham General / Wrexham Cyffredinol	d	0631	0730	0832	0932	1032	1132	1232	1332	1432	1532	Wrexham General / Wrexham Cyffredinol	d	0631	0730	0832	0932	1032	1132	1232	1332	1432	1532	Wrexham General / Wrexham Cyffredinol	d	0631	0730	0832	0932	1032	1132	1232	1332	1432	1532		
Gwersyllt	d	0635	0734	0836	0936	1036	1136	1236	1336	1436	1536	Gwersyllt	d	0635	0734	0836	0936	1036	1136	1236	1336	1436	1536	Gwersyllt	d	0635	0734	0836	0936	1036	1136	1236	1336	1436	1536		
Cefnrybedd	d	0640	0739	0841	0941	1041	1141	1241	1341	1441	1541	Cefnrybedd	d	0640	0739	0841	0941	1041	1141	1241	1341	1441	1541	Cefnrybedd	d	0640	0739	0841	0941	1041	1141	1241	1341	1441	1541		
Caergwrle	d	0642	0741	0843	0943	1043	1143	1243	1343	1443	1543	Caergwrle	d	0642	0741	0843	0943	1043	1143	1243	1343	1443	1543	Caergwrle	d	0642	0741	0843	0943	1043	1143	1243	1343	1443	1543		
Hope / Yr Hob	d	0644	0743	0845	0945	1045	1145	1245	1345	1445	1545	Hope / Yr Hob	d	0644	0743	0845	0945	1045	1145	1245	1345	1445	1545	Hope / Yr Hob	d	0644	0743	0845	0945	1045	1145	1245	1345	1445	1545		
Penyffordd	d	0648	0747	0849	0949	1049	1149	1249	1349	1449	1549	Penyffordd	d	0648	0747	0849	0949	1049	1149	1249	1349	1449	1549	Penyffordd	d	0648	0747	0849	0949	1049	1149	1249	1349	1449	1549		
Buckley / Bwcle	d	0651	0750	0852	0952	1052	1152	1252	1352	1452	1552	Buckley / Bwcle	d	0651	0750	0852	0952	1052	1152	1252	1352	1452	1552	Buckley / Bwcle	d	0651	0750	0852	0952	1052	1152	1252	1352	1452	1552		
Hawarden / Penarlag	d	0655	0754	0856	0956	1056	1156	1256	1356	1456	1556	Hawarden / Penarlag	d	0655	0754	0856	0956	1056	1156	1256	1356	1456	1556	Hawarden / Penarlag	d	0655	0754	0856	0956	1056	1156	1256	1356	1456	1556		
Shotton	a	0659	0758	0900	1000	1100	1200	1300	1400	1500	1600	Shotton	a	0659	0758	0900	1000	1100	1200	1300	1400	1500	1600	Shotton	a	0659	0758	0900	1000	1100	1200	1300	1400	1500	1600		
Rhyl	a	0753	0829	0957	1037	1229		1330	1529	1629	1728	Rhyl	a	0729	0829	0930	1129	1229		1330	1529		1630	Rhyl	a	0729	0829	0930	1129	1229		1330	1529		1630		
Rhyl	d	0626	0715	0813	0913	1013	1112	1212	1312		1508	Rhyl	d	0656	0703	0813	0913	1013	1112	1212	1312		1415	1510	Rhyl	d	0656	0703	0813	0913	1013	1112	1212	1312		1415	1510
Shotton	d	0659	0759	0900	1000	1100	1200	1300	1400	1500	1600	Shotton	d	0659	0759	0900	1000	1100	1200	1300	1400	1500	1600	Shotton	d	0659	0759	0900	1000	1100	1200	1300	1400	1500	1600		
Hawarden Bridge / Pont Penarlag	d	0701x	0801x									Hawarden Bridge / Pont Penarlag	d	0701x	0801x									Hawarden Bridge / Pont Penarlag	d	0701x	0801x										
Neston	d	0710	0810	0910	1010	1110	1210	1310	1410	1510	1610	Neston	d	0710	0810	0910	1010	1110	1210	1310	1410	1510	1610	Neston	d	0710	0810	0910	1010	1110	1210	1310	1410	1510	1610		
Heswall	d	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	Heswall	d	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	Heswall	d	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615		
Upton	d	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	Upton	d	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	Upton	d	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621		
Bidston	a	0730	0830	0931	1030	1130	1230	1330	1430	1530	1630	Bidston	a	0730	0830	0931	1030	1130	1230	1330	1430	1530	1630	Bidston	a	0730	0830	0931	1030	1130	1230	1330	1430	1530	1630		
Liverpool Central	a											Liverpool Central	a											Liverpool Central	a												
Birkenhead North	a											Birkenhead North	a											Birkenhead North	a												

Wrexham - Bidston (Birkenhead)											Wrexham - Bidston (Birkenhead)											Saturdays				
Wrexham - Bidston (Penbedw)											Wrexham - Bidston (Penbedw)											Dydd Sadwm				
Mondays to Fridays											Mondays to Fridays											Dydd Llun i ddydd Gwener				
Dydd Llun i ddydd Gwener											Dydd Llun i ddydd Gwener											Dydd Llun i ddydd Gwener				
	AW	AW	AW	AW									AW	AW	AW	AW										
Wrexham Central / Wrexham Canolog	d	1630	1743	1944	2155							Wrexham Central / Wrexham Canolog	d	1630	1743	1944	2155									
Shrewsbury	d	1526	1624	1909	2024							Shrewsbury	d	1528	1625	1822	2025									
Wrexham General / Wrexham Cyffredinol	d	1632	1745	1948	2157							Wrexham General / Wrexham Cyffredinol	d	1632	1745	1948	2157									
Gwersyllt	d	1636	1749	1950	2201							Gwersyllt	d	1636	1749	1950	2201									
Cefnrybedd	d	1641	1754	1955	2206							Cefnrybedd	d	1641	1754	1955	2206									
Caergwrle	d	1643	1756	1957	2208							Caergwrle	d	1643	1756	1957	2208									
Hope / Yr Hob	d	1645	1758	1959	2210							Hope / Yr Hob	d	1645	1758	1959	2210									
Penyffordd	d	1649	1802	2003	2214							Penyffordd	d	1649	1802	2003	2214									
Buckley / Bwcle	d	1652	1805	2006	2217							Buckley / Bwcle	d	1652	1805	2006	2217									
Hawarden / Penarlag	d	1656	1809	2010	2221							Hawarden / Penarlag	d	1656	1809	2010	2221									
Shotton	a	1700	1813	2014	2225							Shotton	a	1700	1813	2014	2225									
Rhyl	a	1759	1858	2108	2330							Rhyl	a	1758	1929	2106	2310									
Rhyl	d	1536	1733	1912	2147							Rhyl	d	1612	1712	1912	2148									
Shotton	d	1700	1813	2014	2225							Shotton	d	1700	1813	2014	2225									
Hawarden Bridge / Pont Penarlag	d	1702x										Hawarden Bridge / Pont Penarlag	d	1702x												
Neston	d	1711	1823	2024	2235							Neston	d	1711	1823	2024	2235									
Heswall	d	1716	1828	2029	2240							Heswall	d	1716	1828	2029	2240									
Upton	d	1722	1834	2035	2246							Upton	d	1722	1834	2035	2246									
Bidston	a	1731	1845	2044	2255							Bidston	a	1731	1845	2044	2255									
Liverpool Central	a											Liverpool Central	a													
Birkenhead North	a											Birkenhead North	a													

Wrexham - Bidston (Birkenhead)										Sundays										Bidston (Birkenhead) - Wrexham										Mondays to Fridays									
Wrexham - Bidston (Penbedw)										Dydd Sul										Bidston (Penbedw) - Wrexham										Dydd Llun i ddydd Gwener									
Wrexham Central / Wrexham Canolwg	d		1105	1335	1605	1835	2105														Birkenhead North	d																	
Shrewsbury	d		1016	1217	1524	1730	2023															Liverpool Central	10	d															
Wrexham General / Wrexham Cyffredinol	d	0838	1108	1338	1608	1838	2108															Bidston	d	1635	1745	1846	2056	2256											
Gwersyllt	d	0842	1112	1342	1612	1842	2112															Upton	d	1636	1746	1847	2057	2257											
Cefn-y-bedd	d	0847	1117	1347	1617	1847	2117															Heswall	d	1643	1753	1854	2104	2304											
Coergwile	d	0849	1119	1349	1619	1849	2119															Neston	d	1648	1758	1859	2109	2309											
Hope / Yr Hob	d	0851	1121	1351	1621	1851	2121															Hawarden Bridge / Pont Penarlwg	d	1657x	1807x														
Penyffordd	d	0855	1125	1355	1625	1855	2125															Shotton	a	1659	1809	1909	2119	2320											
Buckley / Bwcle	d	0858	1128	1358	1628	1858	2128															Rhyl	a	1728	1858	2006	2238												
Hawarden / Penarlwg	d	0902	1132	1402	1632	1902	2132															Rhyl	d	1536	1733		2039	2216											
Shotton	a	0906	1136	1406	1636	1906	2136															Shotton	d	1659	1809	1909	2119	2320											
Rhyl	a	1022	1237	1436	1710	2016	2235															Hawarden / Penarlwg	d	1704	1814	1914	2124	2325											
Rhyl	d	0820			1545	1744	2040															Buckley / Bwcle	d	1709	1819	1919	2129	2330											
Shotton	d	0906	1136	1406	1636	1906	2136															Penyffordd	d	1712	1822	1922	2132	2333											
Hawarden Bridge / Pont Penarlwg	d	0908x	1138x	1408x	1638x	1908x	2138x															Hope / Yr Hob	d	1716	1826	1926	2136	2337											
Neston	d	0917	1147	1417	1647	1917	2147															Coergwile	d	1718	1828	1928	2138	2339											
Heswall	d	0922	1152	1422	1652	1922	2152															Cefn-y-bedd	d	1720	1830	1930	2140	2341											
Upton	d	0928	1158	1428	1658	1928	2158															Gwersyllt	d	1724	1834	1934	2144	2347											
Bidston	a	0935	1206	1436	1706	1936	2206															Wrexham General / Wrexham Cyffredinol	a	1731	1841	1941	2151	2354											
Liverpool Central	10																					Shrewsbury	a	1827	2014		2323												
Birkenhead North	a																					Wrexham Canolwg / Wrexham Central	a	1736	1846	1946	2156												

Bidston (Birkenhead) - Wrexham										Mondays to Fridays										Bidston (Birkenhead) - Wrexham										Saturdays											
Bidston (Penbedw) - Wrexham										Dydd Llun i ddydd Gwener										Bidston (Penbedw) - Wrexham										Dydd Sadwrn											
Birkenhead North	d																					Birkenhead North	d																		
Liverpool Central	10	d																				Liverpool Central	10	d																	
Bidston	d		0731	0831	0932	1032	1132	1232	1332	1432	1532											Bidston	d		0731	0831	0932	1032	1132	1232	1332	1432	1532								
Upton	d		0732	0832	0933	1033	1133	1233	1333	1433	1533											Upton	d		0732	0832	0933	1033	1133	1233	1333	1433	1533								
Heswall	d		0739	0839	0940	1040	1140	1240	1340	1440	1540											Heswall	d		0739	0839	0940	1040	1140	1240	1340	1440	1540								
Neston	d		0744	0844	0945	1045	1145	1245	1345	1445	1545											Neston	d		0744	0844	0945	1045	1145	1245	1345	1445	1545								
Hawarden Bridge / Pont Penarlwg	d		0753x	0853x																		Hawarden Bridge / Pont Penarlwg	d		0753x	0853x															
Shotton	a		0755	0855	0955	1055	1155	1255	1355	1455	1555											Shotton	a		0755	0855	0955	1055	1155	1255	1355	1455	1555								
Rhyl	a		0829	0957	1037		1229	1330	1429	1529	1629											Rhyl	a		0829	0930	1029	1129	1229	1330	1429	1529	1630								
Rhyl	d		0715	0813	0913	1013	1112	1212	1312		1508											Rhyl	d		0703	0813	0913	1013	1112	1212	1312	1415	1510								
Shotton	d		0755	0855	0955	1055	1155	1255	1355	1455	1555											Shotton	d		0755	0855	0955	1055	1155	1255	1355	1455	1555								
Hawarden / Penarlwg	d		0800	0900	1000	1100	1200	1300	1400	1500	1600											Hawarden / Penarlwg	d		0800	0900	1000	1100	1200	1300	1400	1500	1600								
Buckley / Bwcle	d		0805	0905	1005	1105	1205	1305	1405	1505	1605											Buckley / Bwcle	d		0805	0905	1005	1105	1205	1305	1405	1505	1605								
Penyffordd	d		0808	0908	1008	1108	1208	1308	1408	1508	1608											Penyffordd	d		0808	0908	1008	1108	1208	1308	1408	1508	1608								
Hope / Yr Hob	d		0812	0912	1012	1112	1212	1312	1412	1512	1612											Hope / Yr Hob	d		0812	0912	1012	1112	1212	1312	1412	1512	1612								
Coergwile	d		0814	0914	1014	1114	1214	1314	1414	1514	1614											Coergwile	d		0814	0914	1014	1114	1214	1314	1414	1514	1614								
Cefn-y-bedd	d		0816	0916	1016	1116	1216	1316	1416	1516	1616											Cefn-y-bedd	d		0816	0916	1016	1116	1216	1316	1416	1516	1616								
Gwersyllt	d		0820	0920	1020	1120	1220	1320	1420	1520	1620											Gwersyllt	d		0820	0920	1020	1120	1220	1320	1420	1520	1620								
Wrexham General / Wrexham Cyffredinol	a	0710	0827	0927	1027	1127	1227	1327	1427	1527	1627											Wrexham General / Wrexham Cyffredinol	a	0710	0827	0927	1027	1127	1227	1327	1427	1527	1627								
Shrewsbury	a		0913	1022	1114	1229	1314	1427	1513	1629	1714											Shrewsbury	a		0913	1029	1114	1229	1313	1428	1513	1629	1714								
Wrexham Canolwg / Wrexham Central	a	0713	0832	0932	1032	1132	1232	1332	1432	1532	1632											Wrexham Canolwg / Wrexham Central	a	0713	0832	0932	1032	1132	1232	1332	1432	1532	1632								

Bidston (Birkenhead) - Wrexham						Saturdays			
Bidston (Penbedw) - Wrexham						Dydd Sadwrn			
		AW	AW	AW	AW	AW			
Birkenhead North	d								
Liverpool Central	10 d								
Bidston	d	1635	1745	1846	2056	2256			
Upton	d	1636	1746	1847	2057	2257			
Heswall	d	1643	1753	1854	2104	2304			
Neston	d	1648	1758	1859	2109	2309			
Hawarden Bridge / Pont Penarlag	d	1657x	1807x						
Shotton	a	1659	1809	1909	2119	2320			
Rhyl	a	1729	1929	2006	2200				
Rhyl	d	1612	1712	1812	2010	2216			
Shotton	d	1659	1809	1909	2119	2320			
Hawarden / Penarlag	d	1704	1814	1914	2124	2325			
Buckley / Bwcle	d	1709	1819	1919	2129	2330			
Penyffordd	d	1712	1822	1922	2132	2333			
Hope / Yr Hob	d	1716	1826	1926	2136	2337			
Caergwrle	d	1718	1828	1928	2138	2339			
Cefn-y-bedd	d	1720	1830	1930	2140	2341			
Gwersyllt	d	1724	1834	1934	2144	2347			
Wrexham General / Wrexham Cyffredinol	a	1731	1841	1941	2151	2354			
Shrewsbury	a	1824			2323				
Wrexham Canolog / Wrexham Central	a	1736	1846	1946	2156				

Bidston (Birkenhead) - Wrexham						Sundays			
Bidston (Penbedw) - Wrexham						Dydd Sul			
		AW	AW	AW	AW	AW			
Birkenhead North	d								
Liverpool Central	10 d								
Bidston	d	0957	1227	1457	1727	1957	2227		
Upton	d	0958	1228	1458	1728	1958	2228		
Heswall	d	1005	1235	1505	1735	2005	2235		
Neston	d	1010	1240	1510	1740	2010	2240		
Hawarden Bridge / Pont Penarlag	d	1019x	1249x	1519x	1749x	2019x	2249x		
Shotton	a	1021	1251	1521	1751	2021	2251		
Rhyl	a		1336	1636	1903		2334		
Rhyl	d	0908	1141		1654	1943	2156		
Shotton	d	1021	1251	1521	1751	2021	2251		
Hawarden / Penarlag	d	1026	1256	1526	1756	2026	2256		
Buckley / Bwcle	d	1031	1301	1531	1801	2031	2301		
Penyffordd	d	1034	1304	1534	1804	2034	2304		
Hope / Yr Hob	d	1038	1308	1538	1808	2038	2308		
Caergwrle	d	1040	1310	1540	1810	2040	2310		
Cefn-y-bedd	d	1042	1312	1542	1812	2042	2312		
Gwersyllt	d	1046	1316	1546	1816	2046	2316		
Wrexham General / Wrexham Cyffredinol	a	1051	1323	1553	1823	2053	2326		
Shrewsbury	a	1227	1427		1920	2223			
Wrexham Canolog / Wrexham Central	a	1059	1329	1559	1829	2059			

Private hire

As with most conurbations the taxi offering is supplemented by private hire vehicles pre booked for pick up and drop off, ideally suited for evening leisure trips etc.

Summary

In summary, the application site can be considered as having a very good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

7. TRAVEL PLAN MEASURES

Overarching Measures

To achieve a change in modal split it is proposed that a number of measures designed to promote non car borne journeys are implemented. .

The following measures are focussed on those which the site promoter would be responsible for, it may be necessary to refine or modify some of the measures as part of the detailed Travel Plan following discussions and negotiations with the approving authorities.

Travel Plan Co-ordinator

The role of the Travel Plan Co-ordinator will be undertaken prior to occupation, this will ensure that new residents can be made aware of the Travel Plan as soon as practically.

Posters can be used to raise awareness of the schemes and can be displayed on notice boards within the site.

Each staff member/resident will be made aware of sustainable travel measures being implemented as part of the Travel Plan. This information could be provided through a newsletter if needed.

The information provided should include details of the services offered (currently walking, cycling routes and public transport information including bus frequencies) and be updated as new investment is made i.e. a Bicycle User Group.

The responsibilities of the Travel Plan Co-ordinator are to generally assist in the promotion of sustainable transport and will include:

- to ensure that tasks in travel plan development are undertaken,
- be the first point of contact for residents/visitors and other outside organisations in all matters regarding the Travel Plan,
- Liaise with Travel Co-ordinator to discuss any issues of the Travel Plan (for instance to give advice on any new local and national initiatives, incentives and guidance notes etc)
- Co-ordinating the monitoring programme for the travel plan, including target setting.

Main Objectives of the Job

The Travel Plan (TP) Co-ordinator will:

- Lead the development and implementation of the TP
- Have responsibility for raising awareness of sustainable travel issues

Principal Duties

1. To work proactively to raise awareness of sustainable transport issues
2. To lead the development of TP (s) to include:
 - Engage advisors as necessary to gathering information about how users travel to work through regular surveys
 - Liaising with senior management to secure support and funding for the plan, and keep abreast of proposals which will affect travel.
 - Setting up and co-ordinating relevant steering / working groups
 - Acting as a point of contact for those requiring information

- Developing and implementing relevant (deliverable and appealing to a variety of people) TP initiatives, using the results of the Surveys, (i.e. drop off management, review of the business travel arrangements, public transport provision, cycling, walking, etc.)
3. Co-ordinating the monitoring and reporting of the TP implementation and progress towards achieving targets, setting clear dates for actions to ensure that the TP makes progress
 4. Working with advisors to formulate and implement a comprehensive pick up and drop off management strategy
 5. Working in partnership with other organisations (e.g. local authority / Sustrans Living Streets) on the development of safer cycling and walking routes
 6. Drawing into the TP other initiatives that could support it (such as Internet / Intranet development)
 7. Promoting the concept and development of the TP with publicity and awareness events as appropriate
 8. Keeping abreast of developing TP techniques.

Travel Pack – to encourage staff/residents to travel sustainably

The first occupants and staff members will be provided with a travel pack which will contain a variety of travel and transport related information specific to the site including:

- Walking and cycling maps, location of the local facilities such as bus stops, rail, health centres, dentist, hospital, schools, pubs, shopping and leisure facilities etc.
- Site specific public transport information – explaining where buses operate in the proximity and which services can be taken to access specific facilities. Maps and timetables should be included. In discussion with local leisure operators and the council it may be possible to provide discount vouchers for travelling by sustainable modes.
- Information of the car share scheme
- An offer of free local cycle training
- Discounts for purchase of new bikes and equipment from local suppliers for new residents.

Walking

Many of the key factors in successfully supporting walking already exist in and around the site where there are already a good quality access for those on foot.

Campaigning to promote the benefits of walking can be achieved through running healthy walk weeks.

Ideas for promoting walking to and from the accommodation include:

- Map showing walking routes– which may also be useful for visitors
- Walking could also be encouraged as part of a longer journey such as to public transport connections.

The greatest potential involves encouraging walking as part of longer journey such as to public transport connections.

Cycling

Cycling is sustainable fast, efficient and can lead to a healthier life style. The promotion of cycling needs to be encouraged through a series of publicity campaigns. A number of organisations improve cycle access to their site by working in partnership with local authorities and cycling groups such as Sustrans (www.sustrans.org.uk).

In order to further encourage the use of cycling the following measures could also be implemented:

- Promote and publicise cycling – producing cycle maps promoting safe cycle routes to the home
- Cycle user groups will ensure that the voice of cyclist is heard and will help liaise with the Council as required. BikeBudi and local BUG groups should be investigated (**The Bike Budi scheme is where two or more people cycle part or all of their journey together, A Bicycle User Group - or BUG - is a workplace or local area forum for cyclists of all levels that supports and encourages cycling).**

Promotion tools to encourage cycling include Bike to Work Weeks this can also coincide with a police tagging scheme.

Motorcycling

The use of motorcycling will be promoted to encourage motorise transport used that has less impact on the environment than cars, takes less road space and reduces the scale of parking needed either on site or at destination.

Consideration would be given when forward planning to:

- The provision of safe, secure parking for each unit
- Promote and publicise
- Provision of reflective bands to encourage use outside daylight hours. On request 1 per household or staff member.

Public Transport

The site needs to be committed to promoting public transport through:

- Advertising current timetables and routes
- Advertise local proposals and amendments to services

Information about journey routes and times can be gained from the council website and provided to residents.

Publicity Campaign

Raising awareness of the sites intentions of its Travel Plan can be done though publicity campaigns and by running campaigns in conjunction with national campaigns, such as 'Bike to Work Week' in advance of occupation.

Issuing travel information to staff and visitors can outline the different methods of travel that are available to and from the site.

Car Sharing – to reduce single occupancy car trips

Denbigh does not have a dedicated car share site or in combination with, it is anticipated that the scheme will be able to access the <https://liftshare.com/uk/journeys/from/wrexham>.

"Sharing a car with someone else to and from work could save you up to £1000 a year on parking and petrol costs. A car with 2 people in it is twice as efficient, takes up much less road space, uses half the fuel and produces half the pollution as 2 cars with just one driver each".

- **FREE** to use - simply share travel costs
- Find drivers and passengers on-line instantly

- Find information on travel and public transport
- Reduce the congestion and pollution on our roads

Quick Wins

These will be subject to review following the updating of the TP and analysis of the new questionnaire surveys. There are a number of measures that will be taken in the short term in order to promote sustainability.

These include:

- Provide all new staff members and occupiers with a travel pack.
- Making local bus and train timetables accessible to all via the newsletter.
- Encourage participation in the initiative through campaigns issued by the TP Coordinator Support and encourage participation in national initiatives such as Bike Week with information issued by the TP Coordinator
- Promote health aspect of not using a car, i.e. benefits of brisk walks or cycling with information issued by the TP Coordinator

Mode split Comparison

In order to understand more fully the potential trip generation for all modes reference has been made to the 2011 census data travel to work for the local area.

Method of Travel to Work (QS701EW)	W00002019		Wales	
	Output Area		Country	
All Usual Residents Aged 16 to 74	255	%	1363615	%
Work Mainly at or From Home	3	1.2	73140	5.4
Underground, Metro, Light Rail, Tram	0	0.0	1175	0.1
Train	2	0.8	27341	2.0
Bus, Minibus or Coach	10	3.9	62903	4.6
Taxi	0	0.0	6523	0.5
Motorcycle, Scooter or Moped	1	0.4	7694	0.6
Driving a Car or Van	185	72.5	918645	67.4
Passenger in a Car or Van	30	11.8	92727	6.8
Bicycle	5	2.0	19659	1.4
On Foot	17	6.7	145135	10.6
Other Method of Travel to Work	2	0.8	8673	0.6

This shows that area has more single car use than the national figures. Thus walk/Cycle/Bus are at lower levels.

As indicated previously the sites ability to achieve high walk, cycle, motorcycle and bus use is not limited by topography, these are the key areas of focus as part of a non car mode share changes.

Targets

The aim of the plan will be to match the car local mode shift % with focus on bus and cycle. Increased resident and staff numbers would support bus services for the benefit of the wider area.

Monitoring

It is essential that travel plans are monitored so that its effectiveness can be determined. The monitoring is useful for the TPC to understand how travel behaviour is changing year on year.

Monitoring of the residential travel plan will be undertaken through an annual household survey to gauge the travel characteristics of the residents by mode and trip type. Ideally these should be undertaken in the same month each year for comparisons to be made.

The survey could be done by door to door rather than questionnaire if staffing permits.

The TPC will prepare an annual report detailing progress of the plan which will be issued to the local authority. This will detail progress between the reports, any issues arising, changes in local network and service that could help or detract from the plan. A summary of the results and the survey outcomes.

An indicative monitoring and review process is summarised overleaf along with an outline programme for the monitoring process and investment/initiative programme.

Action Plan

Assumed start 2018:

- Appoint Travel Coordinator.
- Prepare the travel packs for new staff/residents

Task	Timeframe	Action by
Appoint TPC and inform the council of contact details	Appointment of TPC 1 month prior to occupation	Developer
TPC to assimilate information / travel packs	Upon appointment of TPC 1 month prior to occupation	Developer
TPC to distribute information packs	For staff appointments etc	TPC
Travel Surveys to be undertaken	Within 3 months of 75% occupancy is achieved	TPC
Final Travel Plan documents to be submitted to the council	A Full Travel Plan be submitted within 3 months of the 1 st Travel Survey (i.e. within 6 months of 75% occupation).	TPC
First annual monitoring report submitted to the council	12 months after submission of Final Travel Plan with new travel survey annually and mode shift review/target setting. Action to be undertaken annually for a 5 year period	TPC
Provision of on plot cycle parking	Prior to occupation	Developer
Cycle reflective strips	As requested following occupation	TPC
Motor cycle reflective strips	As requested following occupation	TPC
Publicity leaflets for travel action walk/cycle to work etc.	For each agreed annual dates following first occupation.	TPC

Budget

The final approved plan will be take forward by the promoter who will need to set out and agree how:

- Promoting, encouraging and providing incentives for increasing sustainable travel.
- Costs to cover administration tasks and publicity material.
- Who will be responsible for expenditure and budget control?
- How much will be provided annually?

All funding related to the travel plan will be paid for by the developer. An annual budget should be set and agreed. The budget should generally be used to promote the travel plan and to organise events to coincide with national initiatives. The agreed budget be provided to an appointed TPC to action directly.

Full Travel Pack brief

The Full Travel Plan when developed would need to include the following as a minimum:

- Contact details of a named Travel Plan Co-ordinator
- Results from employee/customer travel survey(s)
- Details of cycling, pedestrian and/or public transport links to and through the site
- Details of the provision of cycle parking for any properties where suitable storage is not available.
- Objectives
- SMART Targets for non-car modes of travel, taking into account the baseline data from the survey
- Action plan of measures to be introduced, and appropriate funding
- Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years

Example questionnaire.

Travel Plan Snapshot Questionnaire;

Date _____

1 Postcode -----

2 Gender

☐ Male

☐ Female

3 Age

☐ Under 25

☐ 25-34

☐ 35-44

☐ 45-54

☐ 55 or Over

4 Number of people in household

☐ 1

☐ 2

☐ 3

☐ 4+

5 Number of cars per household

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4+

6 Number of bicycles per household

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4+

7 Employment status

- ☐ Employed
- ☐ Student
- ☐ Unemployed
- ☐ Retired

8 If you indicated 'employed' in Q7, how far do you travel to work?

- ☐ Work from home
- ☐ Less than 1 mile
- ☐ Between 2 and 5 miles
- ☐ Between 5 and 10 miles
- ☐ Between 10 and 20 miles
- ☐ Over 20 miles

9 If you indicated 'employed' in Q7, what mode of travel do you normally use to travel to work? (tick all that apply)

- ☐ Car (as driver on my own)
- ☐ Car (as passenger with other people as driver or passenger)
- ☐ Bus
- ☐ Train
- ☐ Motorbike
- ☐ Bicycle
- ☐ Walk
- ☐ Other (specify)

10 How often do you walk when travelling to/from your home?

- ☐ Most days
- ☐ Occasionally
- ☐ Never

11 How often do you use public transport when travelling to/from your home?

- ☐ Most days
- ☐ Occasionally
- ☐ Never

12 How often do you cycle when travelling to/from your home?

- ☐ Most days
- ☐ Occasionally

☐ Never

13 Would you be interested in joining a car sharing club such as Whizzgo?

☐ Yes

☐ No

14 Does your place of business have a Travel Plan

☐ Yes

☐ No

15 Has the travel pack information and leaflets changed how you travel to work

☐ Yes

☐ Occasionally

☐ No

16 If yes or occasionally from what to, please write the changes below
