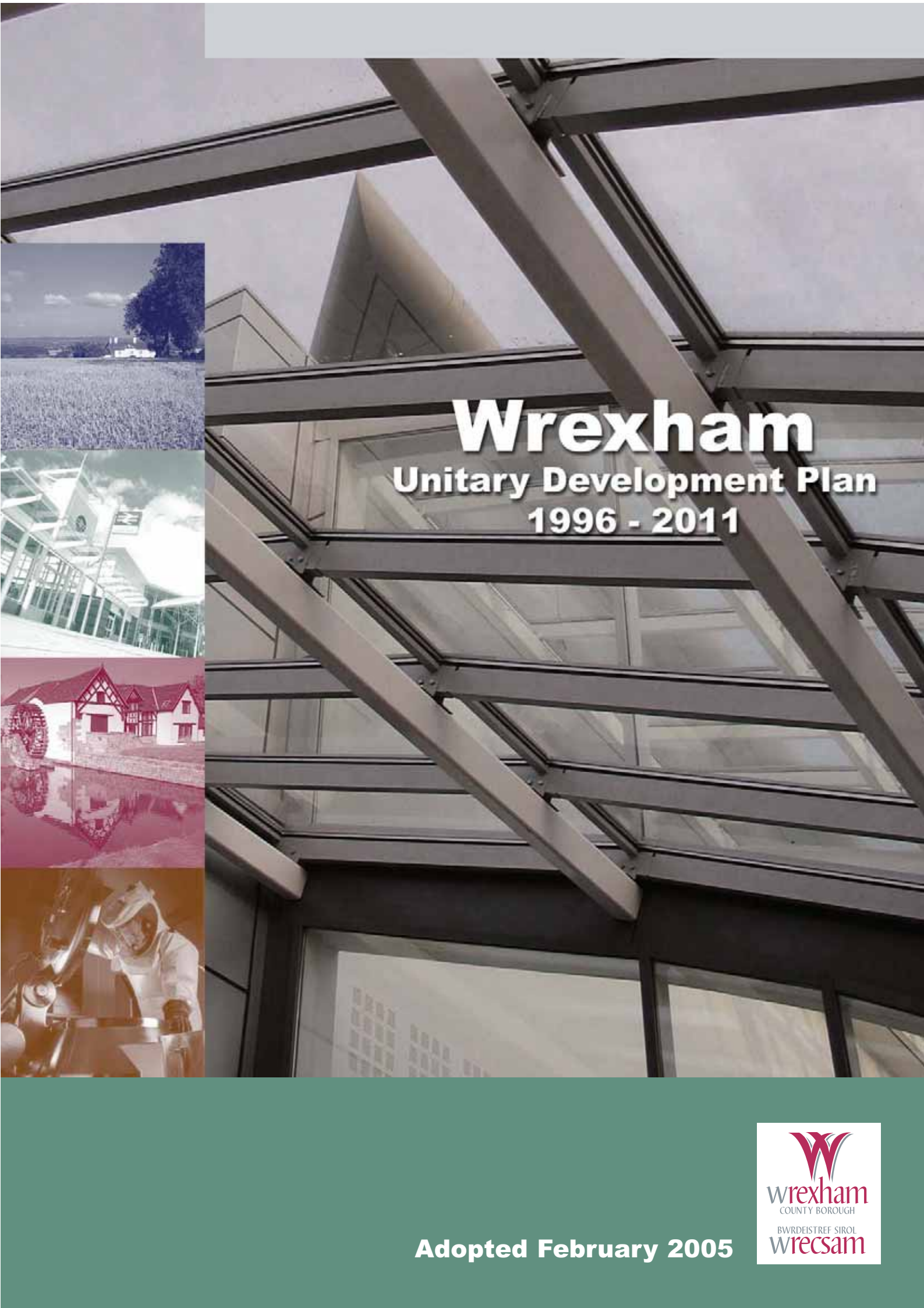


Appendix AV F: Relevant Transport Planning Policy Not Referenced within the Core Documents

Wrexham UDP (Policy T9)

North Wales Joint Local Transport Plan 2015 (Relevant Excerpts)



Wrexham

Unitary Development Plan 1996 - 2011

Adopted February 2005



10.10 The Council's guidance on parking standards, which is updated from time to time, ensures that development does not adversely affect road safety or local amenity. Occasionally, however, full compliance with these standards may neither be practicable nor appropriate (e.g. where there may be insurmountable access, amenity, space or layout constraints) particularly where key urban regeneration or building conservation objectives are denied. Such circumstances are likely to apply in Wrexham town centre and the larger district shopping centres. If there is no space available on the site, suitable parking provision will need to be made elsewhere in the area. The Council operates a policy of allowing a developer to buy parking spaces for non-operational parking or to finance public transport improvements or measures for walking and cycling in lieu of on site provision. Such arrangements can be advantageous to both developer, in saving valuable space on site, and to the general public, which in the long term will benefit from increased public car parking provision, particularly targeted at short stay spaces to protect the vitality and viability of the Wrexham town centre, or improved public transport facilities and

services. Supplementary policies on car parking are set out in the Parking Strategy contained in the Council's Local Transport Plan 2001-2006 (see Appendix III). The Council recognises that the management of car parking may be used in the future as a means to encourage the use of public transport, footpaths and cycleways, where this is appropriate.

Walking, Cycling and Horse Riding Routes

Policy T9 Development proposals will be required to provide walking and cycling routes, where feasible and appropriate, that link with existing or proposed walking and cycling routes, and integrate with the public transport system. Opportunities for horse riding along these routes will be secured where appropriate.

10.11 Road improvements, traffic management measures, and pedestrian schemes will create safer and more pleasant areas for pedestrians, cyclists, and horse riders. The County Borough contains many

public rights of way that fulfil an important recreational role. However, opportunities for regular walking or cycling for employment, shopping, educational or leisure purposes are limited by the lack of safe and convenient routes between settlements. The provision of dedicated and segregated cycling routes, and parking facilities, linked to the public transport system will be a material consideration in the evaluation of development proposals. The provision of dedicated and segregated cycling, walking, and horse riding routes and parking facilities, linked to the public transport system, will be a material consideration in the evaluation of development proposals. All such routes should be open and benefit from a high degree of natural surveillance, where appropriate, to ensure that they remain safe and convenient for users. It is essential that walking, including the use of canal towpaths, and cycling become practical alternatives to the car.

10.12 Former railway trackbeds and other disused land have potential for conversion, without major land acquisitions or engineering

works, to walking, cycling and horse riding routes. The above routes link the outer areas of the County Borough with Wrexham and provide continuous cycling links to employment, shopping, educational and leisure facilities. Furthermore, routes complement existing and planned cycleways in areas adjoining the County Borough. It is, however, recognised that full implementation of these routes will require negotiation with, and the co-operation of current landowners. Some minor adjustments to the alignment of these routes may therefore need to be made as detailed planning and design work proceeds. Long distance routes through the County Borough to adjoining districts will also be supported, such as the proposed link in the National Cycle Network from Trawsfynydd to Chester, via Wrexham.

10.13 Further guidance on the development of the walking and cycling network is set out in the walking, rights of way and cycling strategies which form part of the Local Transport Plan (see Appendix III).

Policy T10 Land will be safeguarded for the development of the following walking and cycling routes:-

1. Minera to Brymbo (High Street)
2. Brymbo (High Street) to New Broughton (Dale Road)
3. New Broughton (Stryt y Bydden) to Wrexham (Watery Road)
4. New Broughton (Poolmouth Road) to Wrexham (Watery Road)
5. Caego (Gatewen Road) to Gwersyllt (Summerhill Road)
6. Gwersyllt (Dodds Lane) to Rhosrobin (Llay New Road)
7. Rhos (Llwyneinion Road) to Legacy (Bronwylfa Road)
8. Legacy (Bronwylfa Road) to Rhostyllen (Bersham Road)
9. Ruabon via Acrefair to Trevor (Denbighshire boundary)
10. Wrexham (Abenbury Road) to Overton (Cae Dyah Lane)
11. Bettisfield to Fenns Bank
12. Berwig Crossing to the Limestone Weighbridge, Minera

Opportunities for horse-riding along these routes will be secured, where appropriate. Additional walking/cycling routes will be provided within Wrexham Town.

North Wales Joint Local Transport Plan 2015



30th January 2015

Foreword to the North Wales Joint Local Transport Plan 2015



The Local Transport Plan has been 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 plan preparation has been overseen by Taith as a Joint Committee of the local authorities for transport. The Plan is a statutory document for transport in the region.

The six local authorities are working together to seek economic prosperity, growth and well-being in North Wales and the Vision of the Joint Local Transport Plan is to *“remove barriers by delivering safe, sustainable, affordable and effective transport networks”*. The LTP complements the work of the North Wales Ministerial Task Force and the Economic Ambition Board, together with the statutory plans and policies of each of the authorities.

The Plan 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.

The Plan covers a detailed programme from 2015-2020 and a framework for schemes until 2030. It sets out a range of interventions and schemes for all modes of travel, some applying across all authorities and some locally based. Schemes respond to the issues for transport in the region and complement those being developed at the national level and across borders.

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

Whilst the LTP identifies issues and opportunities for all aspects of transport, the interventions and schemes are limited to those that are within the local transport authority's remit and do not for example include schemes relating to the rail or trunk road network. These aspects are dealt with by the National Transport Plan. The North Wales Local Authorities look forward to working with the Welsh Government to bring forward schemes to address the issues and opportunities of transport in North Wales.

The degree to which the Vision can become reality will depend on the level of investment available in transport from all sources in the coming years. The funding situation will be highly constrained in the foreseeable future. Working closely together as the North Wales authorities alongside Welsh Government, with local authorities and Government across the border, other transport stakeholders, transport users, voluntary sector organisations, and developers and businesses, provides the best circumstances in which to achieve this vision.

Councillor David Smith, Chairman of Taith

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
B5129 Sandycroft to Chester & Broughton via Airbus	Flintshire	Extension of existing cycleway linking Sandycroft to Airbus – further linking to Saltney Ferry, Broughton and Chester.	County Priority Project	Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
Congestion and Parking Review	Gwynedd	The scheme will focus on the four main centres in Gwynedd: Bangor, Caernarfon, Porthmadog and Pwllheli. The Scheme aims to improve access to employment sites by looking to reduce congestion and improve existing parking facilities.	County Priority Project	Regional		WG - LTF
Sustainable Access to Wrexham industrial Estate	Wrexham	To provide improved walking and cycling active travel links between Wrexham Town Centre and residential fringes to employment opportunities on Wrexham Industrial Estate including the new North Wales Prison site.	County Priority Project	Local		LTF, WCBC
Improved access to Llay Industrial Estate	Wrexham	To improve the overall accessibility of Llay Industrial Estate, whilst mitigating as far as is practicable the impacts of HGV movements on local communities. Measures will include: • New infrastructure connecting the estate with the existing wider network walking and cycling network. • Improvements to the existing Crown Crossroads junction to improve capacity and provision for sustainable walking and cycling movements • Traffic and speed management measures to mitigate the impacts on local communities of HGV movements between the estate and strategic network.	County Priority Project	Local, Regional		LTF, WCBC

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Types of pedestrians

3.27. The types of pedestrian using the route will need to be considered at the planning stage, as this will have implication for layout and design. Significant use by shoppers, tourists, young children, the visually impaired, people using wheelchairs, and other groups with particular needs should be identified where possible. This can usually be worked out from the main land uses and the location.

Transportation Planning Models

3.28. There are various tools available to transportation planners to assist with planning or modifying highway networks for motor vehicles (eg, IHT, 1997, Chapter 8). Models for pedestrian movement are less common. Pedestrian modelling techniques have been developed for those locations where there are large numbers of pedestrians and where virtually all journeys are on foot, for example in large public squares or within passenger terminals. However, they are less well developed for multi-modal situations covering large areas, such as a new settlement or existing town. In these instances conventional origin and destination forecasting techniques/survey results can be used to determine desire lines but modal split assumptions may have to be made on assignment. These assumptions should also take account of the implications of new policies and schemes that will change the current situation.

3.29. The absence of specific pedestrian models for planning new developments is not necessarily a major problem. Most pedestrian networks are planned without models. Observation and experience are probably more important. It is also worth remembering that models can be expensive to construct and are not always sufficiently accurate.

Acceptable walking distances

3.30. Approximately 80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76. However, this varies according to location. Average walking distances are longest in Inner London. The main factors that influence both walking distance and walking time in a city or town centre appear to be the size of the city or town itself, the shape and the quality of the pedestrianised area, the type of shops and number of activities carried out. An average walking speed of approximately 1.4 m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour. The situation of people with mobility difficulties must be kept in mind in applying any specific figures.

3.31. “Acceptable” walking distances will obviously vary between individuals and circumstances. Acceptable walking distances will depend on various factors including:

- An individual's fitness and physical ability
- Encumbrances, eg shopping, pushchair
- Availability, cost and convenience of alternatives transport modes
- Time savings
- Journey purpose
- Personal motivation
- General deterrents to walking.

3.32. Table 3.2 contains suggested acceptable walking distances, for pedestrians without a mobility impairment for some common facilities. These may be used for planning and evaluation purposes. (See also Table 4.2.)

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

3.33. Planning Policy Guidance Note 6 states that the acceptable distance from a supermarket car park to the town centre is about 200–300m (DOE, 1996). Further sources of information on acceptable walking distances are provide by IHT (1997 and 1999) and DETR (1998).

3.34. For shopping, Carley and Donaldsons (1996) advise that that “acceptable” walking distances depend on the quality of the shops, the size of the shopping centre and the length of stay of the shopper. Specifically, they state that parking time governs the distance walked from parking. See Table 3.3) Higher quality and larger centres generate longer acceptable walking distances with up to 1250m of walking journey to 100,000m² of floor space.

Table 3.3: Acceptable walking distances for car–borne shoppers.

Parking time (hours)	Acceptable walking distance (metres)
30 mins	100
1	200
2	400
4	800
8	1000

Source: Carley and Donaldsons (1997)

Individual Sites/Redevelopment

3.35. For smaller areas and individual new developments or redevelopment, usually within an existing urban area, origin /destination surveys and network planning may not be appropriate. It will be important to identify the anticipated desire lines, crossing locations, volume and type of pedestrian activity. The practicality and attractiveness of walking depend not only on the general location but also on the access details. The most important considerations are likely to be:

- the ease of pedestrian access to the site
- the orientation and location of buildings within the site
- the access arrangements within the site
- the architectural style of the development (car or pedestrian oriented).

3.36. Additional walking distances or gradients, can be crucial in determining whether a development is pedestrian friendly. Layouts that require pedestrians to walk through car parks or to follow indirect footpaths should be avoided as far as possible. These are issues that should be addressed jointly by planners and engineers involved in development control.

3.37. If the development is sufficiently large to warrant a Transport Impact Assessment, the local authority should ensure that this thoroughly addresses the issues of pedestrian access, both to the site and within it. Some guidance is provided in IHT *Guidelines for Providing for Public Transport in Developments* (IHT, 1999). Further Guidelines on Transport Assessments are expected from DETR.

GUIDELINES FOR PLANNING FOR PUBLIC TRANSPORT IN DEVELOPMENTS



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are employed, close to several other office employment developments, a university and local housing. At Grazeley, south of Reading, a new station on an existing line is being proposed for an initial development of 2,500 houses.

6.19 A study (Preston, 1987) estimated the scale of residential development required to justify a new station on an existing line. Table 6.1 is based on mid-1980s costs, and the capital costs of new stations have increased sharply since that time, but the Table should give some indication of the scale of development required.

Bus stop, footpath and car park locations

General objectives for stop location

✕ 6.20 Bus stops are located to minimise passengers' walking distances to their final destinations. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m. These distances are quoted for guidance, and should not be followed slavishly if that would lead to complex or indirect bus routes. Bus stop locations are constrained by requirements of the bus operator and by considerations of traffic safety and congestion. These requirements influence the locations of stops relative to junctions and curves. Building locations, the highway layout and the locations of bus stops need to be considered together at the outline planning stage, to ensure that the bus stops can safely be positioned where they are needed for passenger convenience. If bus stops can be located at local centres, the network of footpaths and cycle routes can serve both the stop and the centre, and the cycle racks provided for shoppers can also be used by bus passengers.

6.21 Where a side road junction with a main road is closed, it may be possible to locate a bus stop across the former side road entrance. This minimises walking distance and reduces annoyance to adjacent premises. Buildings can be positioned to reduce intrusion from an adjacent stop. For example, houses near stops can be designed to have a blank end wall facing the stop. The footpaths between bus stops and the final destinations on a development need to be as direct as possible.

✕ 6.22 The optimum spacing of bus stops depends on the density and type of development, but in urban areas should normally be in the range 300-400m. If the distance between stops is increased, access times become excessive; if they are decreased, bus speeds become too low. Wider spacing between stops will normally be acceptable in rural or semi-rural areas. In city centres the stop spacing should not be more than 300m and bus stops should be convenient for the main shopping and business areas, and preferably closer to these than the major car parks. If the density of a development is sufficient, a direct bus route with frequent stops and short walks to the final destinations becomes possible. This is preferable to a tortuous route designed to locate stops immediately outside individual buildings.

6.23 Where densities are low, or there are many small potential destinations, it may be preferable to operate bus services as "hail and ride". No specific bus stops are provided; passengers hail the bus from the footway or ask the driver to stop to set them down. Hail and ride services are most appropriate for mini- or midi-buses and for roads carrying only light traffic. A disadvantage of hail and ride services with no fixed stops is the lack of indication that the road is served by bus, and there is nowhere to display service information. It may also be more difficult to get close to the kerb to stop, which is particularly important for wheelchair accessible buses.

6.24 However well public transport serves a development, some car parking space will almost certainly be required, plus an area for car passengers to be set down and collected. These car park and set-down areas, and the access roads to them, need to be positioned so that they do