

TRAVEL PLAN

Erection of 111 Dwellings including Provision of Roundabout
on Llay New Road, Internal Access Roads, Public Open
Space Areas and Retention of Existing Footpath Route

Land off Llay New Road, Rhosrobin, Wrexham LL11 4RB

Prepared for Castlemead Group Ltd by
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NOTE:

This document related to the previous application for 117 dwellings under Ref: P/2014/0480 which proposed 117 Dwellings and was refused by Wrexham Council on the 3rd November 2014

However the content remains pertinent to the current scheme for 111 dwellings and is submitted accordingly

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**Proposed Residential Development,
Llay New Road, Rhosrobin, Wrexham**

Travel Plan

Prepared on behalf of:



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1.0 INTRODUCTION

1.1 Development Proposals and Planning Context

- 1.1.1 This Travel Plan Framework has been prepared by AXIS on behalf of Castlemead Group Ltd in support of a planning application related to proposals for a new residential development at land off Llay New Road, Rhosrobin, Wrexham.
- 1.1.2 The site location is illustrated in **Figure TP1** to this document, with the site masterplan available at **Drawing CGL.1/TMJ-04**. The site masterplan identifies development for 117 new residential properties at the site, served via a new four arm roundabout junction, replacing the existing three arm priority controlled T-junction of Rhosrobin Road with the B5425 Llay New Road.
- 1.1.3 This document represents a framework for the development, implementation, and operation of a Residential Travel Plan to build on the main sustainable development principles of the proposal scheme and to encourage / maximise travel to / from the site by alternative travel modes to the private car. The Travel Plan will be adopted on a 'site-wide' basis for the residential scheme with a central Travel Plan Coordinator (TPC) role managing travel requirements for all residents.
- 1.1.4 This Travel Plan is produced in conjunction with the Axis Transport Assessment (Ref: 1520-01-TA01a), which provides appropriate analysis of the proposed development with regard to its traffic generation potential and network impact. This Transport Assessment concluded:

"It is concluded that the development of land off the B5425 Llay New Road, Rhosrobin, to deliver up to 117 residential dwellings would not result in a detrimental impact on the local highway network, either in operational or highway safety terms."

- 1.1.5 This Travel Plan document has been prepared to appraise the Local Planning and Highway Authority Wrexham County Borough Council (WCBC), of the sustainable travel credentials of the site, and the developer's commitment to encourage site access by sustainable modes of travel amongst residents and visitors.

1.2 General Travel Plan Objectives

1.2.1 A Travel Plan is a general term for a package of measures and initiatives tailored to the requirements of individual sites and aimed at promoting more sustainable travel choices and reducing reliance on the private car. It involves the development of a set of mechanisms, initiatives and targets that together enable organisations / individuals to reduce the impact of their travel and transport on the local environment.

1.2.2 Travel Plans are about helping to achieve equity, they are not anti car, but rather seek to ensure access opportunities for all - whether a person is disabled, has no access to the private car, or would prefer to travel on foot or by cycle. Travel Plans can be developed either specifically to address issues associated with individual buildings or sites, or to form part of a wider strategy involving Local Authority initiatives and other surrounding developments. This Travel Plan concentrates on those measures that can be developed specifically at the Rhosrobin site, with the principal aim being:

To minimise the need to travel to / from the site by private car, particularly single occupancy use and to provide opportunities for travel by alternative and more sustainable travel modes.

1.2.3 The developers of the Rhosrobin residential site are committed to promoting sustainable transport solutions where appropriate and practical. It is within this context that the Travel Plan has been produced. Any reduction in car trips achievable at the Rhosrobin site should be viewed against the potential trip generation associated with the operation of the site without the support of Travel Plan measures.

1.3 Travel Plan Guidance

1.3.1 Travel Plans for new development schemes are secured through a policy framework that extends from national through to local.

National Guidance

1.3.2 Chapter 8 of Planning Policy Wales (PPW) Edition 5 (November 2012) sets out the Welsh Governments policies and objectives for managing transport issues in Wales. Paragraph 8.1.4 to PPW document identifies the following core aims:

- Reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
- 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.

1.3.3 Planning Policy Wales Technical Advice Note 18 “Transport” seeks to promote the widespread adoption of Travel Plan style measures by businesses, residential developments, schools and other significant trip generating uses as a means of promoting sustainable transport. TAN 18 identifies that in cases where a site is suitable for development, the formal Transport Assessment should be supported by the production of a ‘Transport Implementation Strategy’ (TIS), incorporating a Travel Plan. The TIS should set objectives and targets related to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them.

1.3.4 Additional specific guidance for the preparation of Travel Plans for new residential development has been prepared by the UK Department for Transport and set out in the document “Making Residential Travel Plans Work: Guidelines for New Development”. The DfT document identifies that should the Travel Plan be designed into the residential development from the beginning of the project, and if supported by a strong commitment to the measures and initiatives identified, the Plan could be expected to deliver a wide range of benefits including:

- Reducing the need for car use, with benefits in terms of reduced traffic, congestion, air pollution and accidents;
- Improving accessibility and travel choice for reaching local facilities;
- Improving public transport provision / usage;
- Complementing other nearby travel plans for local residential, commercial and employment schemes;
- Improving access by the wider community to the residential development by sustainable modes of transport;
- Representing good practice and providing a tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist;
- Achieving more attractive environments that contribute to regeneration and renewal initiatives; and
- Increasing marketability of the development as more households seek to change their travel behaviour.

1.3.5 The DfT guidance notes that residential travel plans for large residential development (i.e. over 100 dwellings) are likely to achieve the greatest impact.

1.3.6 The DfT guidance identifies further supporting objectives for a residential travel:

- Address residents’ need for access to a full range of facilities for work, education, health, leisure, recreation and shopping;
- Promote healthy lifestyles and sustainable, vibrant local communities;

- Encourage good urban design principles that encourage accessibility for walking and cycling linked to the design and support statements;
- Address specific issues identified within the Transport Assessment.

Regional Guidance

1.3.7 Regional Transport objectives for the North Wales Authorities (Taith) are set out in the North Wales Regional Transport Plan (September 2009). This document identifies the key role of travel planning in promoting more sustainable travel behaviour & smarter choices, targeting traffic congestion and tackling climate change. Travel Planning forms part of a range of identified interventions including:

- 4m) In partnership with local planning authorities develop and adopt a consistent regional approach to require travel plans for new and major developments;
- 7a) Local Authorities to set an example to the wider community primarily through the implementation of travel plans;
- 7f) Promoting travel planning toolkits.

Local Guidance

1.3.8 The Welsh Government requires Local Authorities to demonstrate a contribution to delivering “shared priorities” and places emphasis on issues such as accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. WCBC are currently consulting on a new Local Plan, with a target date for adoption of 2016. In the meantime, the Wrexham Unitary Development Plan 1996-2011 remains valid. The UDP sets out the following policies which are specifically related to sustainable transport and new development schemes:

“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.”

“Policy GDP1 - All new development should:

...d) Ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality

...e) Ensure that built development is located where it has convenient access to public transport facilities, and is well related to pedestrian and cycle routes wherever possible.”

“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.”

1.4 Travel Plan Structure

1.4.1 In light of the national and local Travel Plan guidance outlined above, it is proposed that this Travel Plan is developed via a pyramid framework of measures and actions. The principles of this Travel Plan pyramid approach are illustrated in **Figure TP2**, with DfT guidance noting that the Plan process should be built ‘from the ground up’, with each new layer building on the last.

1.4.2 The remaining sections of this report consider the following matters:

- Review of site location and accessibility audit;
- Description of the proposed development;
- Key Action Framework for the delivery of the Travel Plan;
- Details of Plan Administration;
- Formulating of Travel Plan initiatives to be implemented;
- Monitoring and enforcement measures

2.0 SITE LOCATION AND ACCESSIBILITY AUDIT

2.1 Overview

2.1.1 The location of a development site underpins all aspects of accessibility, in particular its proximity to employee and family catchments, relationship with complementary land uses and the range of practical travel mode options available to site users.

2.1.2 This section of the Travel Plan report effectively examines Tier 1 of the Travel Plan Pyramid, 'Site location and proximity to existing facilities and services' and identifies the extent to which the site can be considered to enjoy a good level of accessibility by sustainable modes of transport.

2.2 Site Location and Existing Conditions

2.2.1 Strategically the development area is located approximately 2.5km to the north of Wrexham Town Centre (see **Figure TP1**). The site forms a broadly L-shaped parcel of open green land to the immediate east of the B5425 Llay New Road. To the north and east, the site is bounded by the route of Plas Acton Road and cemetery space. To the south the site is bounded by residential properties located along Church Lea, along with the Wrexham-Chester rail line.

2.3 Available Sustainable Transport Connections

Walking and Cycling

2.3.1 The location of the proposal site is anticipated to allow for a range of everyday journeys to be undertaken on foot or by cycle. The Institute for Highways and Transportation (IHT) Document 'Providing for Journeys on Foot' identifies suitable walking distances to common facilities. This document identifies the following guidance on acceptable walking distances for access to key facilities:

- Desirable: 400m
- Acceptable: 800m
- Preferred Maximum: 1200m

2.3.2 **Figure TP3** to this report illustrates 800m and 1200m 'as the crow flies' local catchments as measured from the access point of the proposed Rhosrobin residential development. This analysis illustrates that Gwersyllt and the edge of Wrexham falls within an acceptable local walk catchment and, as such, the site's proximity to the following local everyday services should be noted:

- Gwersyllt County Primary School;
- Gwersyllt Support Centre;
- Gwersyllt Rail Station;
- Local food and convenience shops; and
- A dental surgery.

2.3.3 Proposed footway connections from the site (discussed in section 3.0) would tie into existing footway links, providing safe access for pedestrians to key everyday services.

2.3.4 In addition to walking connections, the pedal cycle has been identified as being an acceptable travel mode for journeys of up to 5km. **Figure TP4** to this report illustrates the 5km cycle catchment from the site, and demonstrates that Wrexham lies entirely within an appropriate cycle distance, along with the outlying areas of Gresford and Llay.

2.3.5 Details of available local cycling routes and connections are illustrated in **Figure TP5** to this report and demonstrate that a number of traffic free cycle routes are available within a short cycle ride of the site.

Access to Buses

2.3.6 A number of existing local bus services operate within the vicinity of the Rhosrobin proposal site. Bus stops are located on both sides of the Llay New Road carriageway

to the immediate south of its junction with Rhosrobin Road. As such, both stops lie within a 400m walk of the centre of the site, which is considered to represent an acceptable walking distance to bus services. Existing bus routes serving the local stops are illustrated in **Figure TP6** to this report and summarised in **Table TP2.1** below. **Table TP2.1** demonstrates that regular connections are available to key local destinations such as Mold and Wrexham Town Centre.

Table TP2.1 – Available Local Public Transport Connections

Route Number	Route Description	Peak hour frequency	Day Time Frequency
28a	Wrexham – Llay – Mold – Flint	Hourly	2 Hourly
32/33	Wrexham – Gwersyllt – Llay	15 mins	15 mins
34	Wrexham – Gwersyllt – Trevalyn	2 Hourly	2 Hourly

Access to Rail

- 2.3.7 As noted above, and illustrated in **Figure TP3**, Gwersyllt Rail Station lies within a 1.2km walk of the site, thereby providing access to local rail services. Review of the available information on the National Rail website identifies that Gwersyllt Rail Station is served by an hourly service in each direction throughout the day (southbound to Wrexham Central and northbound to Biston).

Summary

- 2.3.8 Overall it is concluded that the proposal site represents a sustainable location for a residential development, being located within an acceptable walk/cycle catchment of key everyday destinations such as local shopping facilities and schools, and accessible by both bus and rail services to/from key local employment centres. These services are anticipated to reduce the need for residents at the site to utilise the car for everyday journeys.

3.0 DESCRIPTION OF DEVELOPMENT

3.1 Introduction

- 3.1.1 This section of the report has been prepared in line with Tier 2 of the Travel Plan Pyramid 'Sustainable site design – parking restraint, suitable density and amenity' and sets out those key site elements that will help promote sustainable travel.

3.2 Development Scheme

- 3.2.1 The proposed residential scheme comprises the development of 117 residential units and associated public open space at open green land to the immediate east of the B5425 Llay New Road. A masterplan of the scheme is included at **Drawing CGL.1/TMJ-04**.

3.3 Site Access Arrangements

- 3.3.1 The proposed residential development site is proposed to be accessed via a new four arm roundabout junction, replacing the existing three arm priority controlled T-junction of Rhosrobin Road with the B5425 Llay New Road. The roundabout would include for improvements to existing footways and cycleways, as well as providing footway/cycleway access to the development site itself. Full details of the proposed roundabout junction from the B5425 Llay New Road is provided at **Drawing 1520-01-SK103**. In accordance with WCBC requirements an emergency access point into the development site would be located off the B5425 Llay New Road further to the south.

- 3.3.2 Internally to the site the access route would continue onwards to form a number of cul-de-sac terminations.

3.4 Sustainable Transport Infrastructure

- 3.4.1 As identified above the proposed new site access connection would include for improvement of the existing footways and cycleways as well as providing

footway/cycleway access to the development itself. This includes the promotion of a footway/cycleway along the site frontage (i.e. along the eastern side of Llay New Road). Footways would continue throughout and adjacent to the site enabling pedestrian connections to all development units. Additionally dropped crossings with tactile paving would be provided at all arms of the proposed new roundabout junction.

- 3.4.2 The proposed parking strategy for the development scheme is in accordance with WCBC requirements. This includes for sufficient space at each dwelling for at least 2 cycles.
- 3.4.3 Additionally the development would fund the installation of a Travel Plan noticeboard within the development curtilage, providing details of local public transport timetables, local connections, etc.

4.0 IMPLEMENTATION OF THE TRAVEL PLAN – KEY ACTION FRAMEWORK

4.1 It is envisaged that the development and implementation of the Travel Plan at the Rhosrobin site will ultimately be delivered over a number of key stages. These stages are described in the remaining sections of this document and cover the identification of base travel trends to the site (from the analysis of resident questionnaire data / ATC data to be collected following occupation of the development site), to the implementation of Travel Plan measures / initiatives, and the monitoring of the effects of the Plan.

4.2 The identified key stages for the development of the Travel Plan are as follows:

- A. Preliminary assessment of travel behaviour of residents (to be undertaken following occupation of the first 50 dwellings);
- B. Plan Administration through the selection and appointment of the Travel Plan Coordinator, i.e. Tier 3 of the Travel Plan Pyramid 'Implementation & development of the Travel Plan';
- C. Formulation and agreement of the final Travel Plan measures and targets, to be included within a Full Travel Plan document / Annual Travel Plan Progress report as appropriate, i.e. Tier 4 of the Travel Plan Pyramid 'Services and facilities';
- D. Monitoring of the effectiveness of the final Travel Plan and revision post development completion on site, i.e. Tier 5 of the Travel Plan Pyramid 'Marketing & promotion, awareness raising, monitoring and review'.

4.3 **Figure TP7** to this report identifies the key intermediate stages of this implementation programme.

5.0 RESIDENTIAL TRAVEL PLAN ADMINISTRATION

5.1 Introduction

5.1.1 The development and implementation of the final site Travel Plan for the Rhosrobin development site will be the responsibility of the site developer, Castlemead Group Ltd. Measures included in **bold and underlined** text represent commitments which will be pursued by the developer under the Travel Plan at the site.

5.1.2 Management of the Travel Plan process will be achieved through the early identification of a suitable person as the Travel Plan Coordinator (TPC). The TPC role will be key to the delivery of a successful Travel Plan at the site and therefore a suitable person at the site management company or specialist Transport Planning Consultancy would be designated to undertake the required TPC duties. Until a TPC role has been formally identified, Travel Plan matters will be managed by the site project manager at Castlemead Group Ltd.

5.1.3 **The formal TPC role will be established prior to first occupation of properties at the Rhosrobin development site, and will be engaged with the site for a 5year period.** Details of the Travel Plan Coordinator will be provided to the Regional Travel Plan Coordinator (jessica.pritchard@flintshire.gov.uk).

5.1.4 Once appointed, the TPC will act as the main contact for the Travel Plan and will be responsible for implementing plan measures, involving new residents and monitoring the effects of implementation. A review of the duties and responsibilities of the TPC is set out below.

5.2 Duties and Responsibilities of the Travel Plan Coordinator

5.2.1 The TPC will act as the main liaison between the occupier of the development and the Regional Travel Plan Coordinator (RTPC) with respect to Travel Plan matters. The site TPC will act as the first point of contact for residents in all matters regarding travel and the management of physical travel measures within the development curtilage.

5.2.2 The key roles and responsibilities of the TPC will be as follows:

- Managing the development and implementation of the Travel Plan;
- Review of the physical infrastructure provision on site and ensuring that it is fit for purpose and delivered to an adoptable standard;
- Liaising with public transport operators & Local Authority / RTPC to ensure up-to-date transport information is available;
- Monitoring travel patterns at the site.

5.2.3 **The TPC will be able to delegate some duties to other suitable nominated staff, as required, but will retain overall responsibility for all matters relating to the operation of the Travel Plan.** A schedule of duties is provided in **Appendix TP1** to this framework document. This schedule effectively represents an 'Action Plan' for the development of the Travel Plan.

5.3 Key Travel Plan Administration Tasks

5.3.1 As part of the on-going operation of the Travel Plan the following key administrative tasks will need to be undertaken by the TPC:

- Informing the Regional Travel Plan Coordinator (RTPC) of the contact details of the TPC at the inception of the Plan. Updating of this information should the TPC role be transferred to an alternative staff member within the lifetime of the Plan;
- Manage a key contacts file of appropriate personnel at other organisations such as the Local Planning Authority, Local Highway Authority, Public Transport Operators, etc.

- Develop a suitable New Buyers Welcome Pack to be supplied to all new residents at the site. This welcome pack should be made available to residents at or before moving-in;
- Maintain Travel Noticeboards at the site to include up-to-date travel information, public transport timetables, maps and details of travel initiatives such as National Cycling Week, healthy living information, etc.

6.0 RESIDENTIAL TRAVEL PLAN OPERATION

6.1 Introduction

6.1.1 The aims of Tiers 4 & 5 of the Travel Plan Pyramid are to establish the measures and initiatives to be implemented on site to reduce the level of dependency on the private car and to determine how their operation / effectiveness can be promoted and monitored. The following section of this document outlines those Travel Plan measures to be promoted and implemented at the Rhosrobin site.

6.1.2 The Travel Plan is proposed to be delivered as part of a three stage process:

- 'Physical' site works which would be provided at the Rhosrobin site;
- 'Operational' measures which would to encourage sustainable travel patterns;
- Monitoring of the implementation and success of Travel Plan initiatives.

6.2 'Physical' Travel Plan Measures

6.2.1 This Travel Plan seeks to demonstrate to new / prospective residents the range of travel options at the Rhosrobin site and to encourage the development of sustainable travel patterns for everyday journeys. The chief elements of the proposed Residential Travel Plan can be broken down into the following physical measures:

- The provision of suitable walk / cycle routes within the development site area and connections to the immediate local highway network (see section 3.4);
- Incorporation of dropped crossings and tactile paving at all arms of the proposed new site access roundabout to facilitate pedestrian movements to / from the site;

- The provision of a Travel Plan noticeboard within the development curtilage providing details of local public transport timetables, local connections, etc. It is anticipated that a noticeboard would also be provided during the site construction / management phases at the sales / site office to demonstrate to prospective residents the locational advantages of the site.

6.3 Operational Measures

6.3.1 For ease of reference, Operational Travel Plan measures that could be implemented have been grouped under the following key sub-headings:

- Encouraging efficient car use;
- Encouraging increased use of public transport;
- Encouraging increased use of walking; and
- Encouraging increased use of cycling.

6.3.2 **Information discussed under each heading should be provided to residents in a “New Buyers Welcome Pack”.** It is anticipated that this pack will be a useful tool in the promotion of the residential Travel Plan and would comprise:

- Information on the objectives of the Travel Plan;
- Short introductory note to accompany the Travel Plan pack to explain why the Travel Plan has been produced and detailing key contacts, including the Travel Plan Coordinator; and
- Demonstration of site accessibility and available local sustainable connections to local shops and services within promotional information supporting the development of the site, e.g. websites, development PR material, etc.

Encouraging Efficient Car Use

6.3.3 Promote information encouraging residents to join Liftshare Wales free car sharing scheme. Residents can register their details online, and the Liftshare Wales database

will return the contact details of potential car sharers, i.e. people who meet certain criteria such as living locally / on the way to your destination.

- 6.3.4 Promotion of Personalised Travel Planning Advice, whereby residents can call on the assistance of the TPC to assist with planning the quickest and most cost effective means of undertaking regular journeys (such as journey to work / school etc.).

Encouraging Increased Use of Public Transport

- 6.3.5 Provide Local Public Transport route maps for the Wrexham area (as produced by the relevant bus operators / WCBC at the time of site occupation).
- 6.3.6 Promote information relating to the bus and council websites for access to online public transport information such as (<http://www.wrexham.gov.uk/>), online bus journey planners (e.g. <http://www.travelinecymru.co.uk> / also contact lthomas@travelinecymru.info and the National Rail website for on-line rail journey planners (<http://www.nationalrail.co.uk/>).

Encouraging Increased Use of Walking

- 6.3.7 Provide information about the local footpath network.
- 6.3.8 Provide information regarding the health benefits of walking, such as the 'Walking the Way to Health' scheme.
- 6.3.9 Provide information / maps of local shops and services within suitable walking distance of the proposal site.

Encouraging Increased Use of Cycling

- 6.3.10 Promote events such as National Bike Week where families, students and commuters are encouraged to leave their cars at home and try cycling. The TPC should liaise

with Sustrans and promote any other relevant events (contact: glyn.evans@sustrans.org.uk).

- 6.3.11 Provide information concerning the health benefits of cycling, and direction to key information sources such as www.bike2work.info, www.sustrans.org.uk, <http://wrexham.cyclestreets.net/>, etc.

6.4 Plan Implementation

- 6.4.1 **All measures identified within sections 6.2 & 6.3 to this report will be demonstrated to be available at the date of first occupation of residential units at the Rhosrobin Site.**

- 6.4.2 **A suitable Travel Plan operating budget will be set aside to assist the delivery of the Travel Plan.** This budget will be utilised for promoting, encouraging and providing incentives for increasing sustainable travel at the Rhosrobin site. The funds could also be used for covering typical travel plan administration tasks such as the design and production of publicity material, maintenance of on-site sustainable travel infrastructure (Travel Plan Noticeboard, walking routes, signage etc.) and the production of site specific travel information.

- 6.4.3 The Travel Plan would be delivered on site by the development Management Company and it is therefore considered that the following budget represents a reasonable estimate of the funds required to implement and operate the Plan:

- £10 per household initial fee to compile / issue New Buyers Welcome Pack. Issue of pack to include Travel Plan Questionnaire and stamped addressed envelope for return;
- Cost of installation of the Travel Plan Noticeboard;
- £5 per household for annual update of Travel Information / travel campaigns etc. (to be undertaken once per year for 4 years following initial issue of Welcome Pack). Issue to include Travel Plan Questionnaire and stamped

addressed envelope for return. Travel Plan noticeboard also to be updated as appropriate;

- £20 per household for Personalised Travel Planning advice;
- £200 annual fee for installing ATC.

6.4.4 **Monitoring of the expenditure associate with the Travel Plan implementation an operation will be carried out by the TPC, with details of the current budget position recorded within the annual Travel Plan Progress Report provided to the RTPC.**

7.0 MONITORING PROGRESS

7.1 Introduction

- 7.1.1 In order to gain an understanding of the influence of the Travel Plan and to measure the Plan's progress in encouraging sustainable travel patterns, monitoring of resident travel trends at the Rhosrobin site will be undertaken at specified intervals.
- 7.1.2 Travel Questionnaires of residents and the undertaking of suitable traffic counts on the main site access road will be organised by the site TPC at set intervals following Travel Plan implementation, with results being submitted to the RTPC within 1 month of survey completion, as part of a Travel Plan Performance Report (see Section 7.3).
- 7.1.3 It is proposed that the first Travel Survey exercise is undertaken following occupation of the first 50 dwellings, and comprises a Travel Questionnaire (similar to the template Travel Questionnaire provided in **Appendix TP2**), to be supplied to every occupied unit on the development scheme and an automatic traffic counter survey on the main site access road. A follow up Travel Survey would be undertaken on completion of the site building work and full occupation of all on-site units.

7.2 Travel Plan Targets

- 7.2.1 Section 1 to this report identifies that the key objectives of the Travel Plan is to reduce single occupancy car journeys and encourage increased use of a wide range of more sustainable travel modes. Targets for the Travel Plan have therefore been based on these key objectives.
- 7.2.2 As baseline travel trends for the Rhosrobin development are not currently available, a temporary target to seek to reduce car use at the proposal site to 5% below existing background travel trends for the local area (based on 2011 census travel trends) has been set. 2011 census travel trends for 'journey to work' movements with a home origin within the local Gwersyllt East & South Electoral Division, identify the following mode share:

- Private Car (Driver, Passenger, Taxi): 88.1%
- Bus: 5.7%
- On foot: 4.0%
- Bicycle: 1.3%
- Train: 1.7%

7.2.3 Review of the 2011 Census data suggests that an initial target for this Travel Plan would be to reduce car use from 88.1% to 83.1% (i.e. a 5% reduction) over an initial 5 year period, with a corresponding increase in walking, cycling and public transport use.

7.2.4 Following the completion of the first Travel Survey exercise, it is proposed that this preliminary target is reviewed and that Specific, Measureable, Achievable, Realistic and Time Bound (SMART) targets are set, based upon the site specific baseline data. Any revised target will be included in the first Travel Plan Performance Report.

7.2.5 Progress towards targets will be monitored via regular update surveys, with short term targets acting as a guide to the progress of Travel Plan initiatives.

7.2.6 Should it become clear that any targets will not be achievable, or indeed have been met early, then they should be reviewed in conjunction with the RTPC.

7.3 **Review Procedure**

7.3.1 Review of the operation of the Travel Plan will be undertaken by the site TPC in discussion with the RTPC, based on the results of the monitoring survey programme where relevant. This review would assess the progress of the Travel Plan with respect to targets and consider the take up / effectiveness of individual measures. This review may identify areas within the Travel Plan which require changes or modification.

7.3.2 **To assist the review process, the site TPC will prepare an Annual Travel Plan Performance Report for submission to the RTPC.** It is envisaged that the Annual Performance Report would comprise the following:

- The results of the most recent travel surveys with respect to targets;
- The current position of the Travel Plan operational budget;
- The general effectiveness of current initiatives within the Travel Plan;
- Those measures within the Travel Plan which are proposed to be continued into the next year / those measures to be dropped; and,
- Details of any new travel initiatives to be provided at Rhosrobin site.



DRAWINGS

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Follow any figured dimensions - do not scale. IF IN DOUBT ASK.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

Revision History

A	Footway/cycleway improvements	17-04-13
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

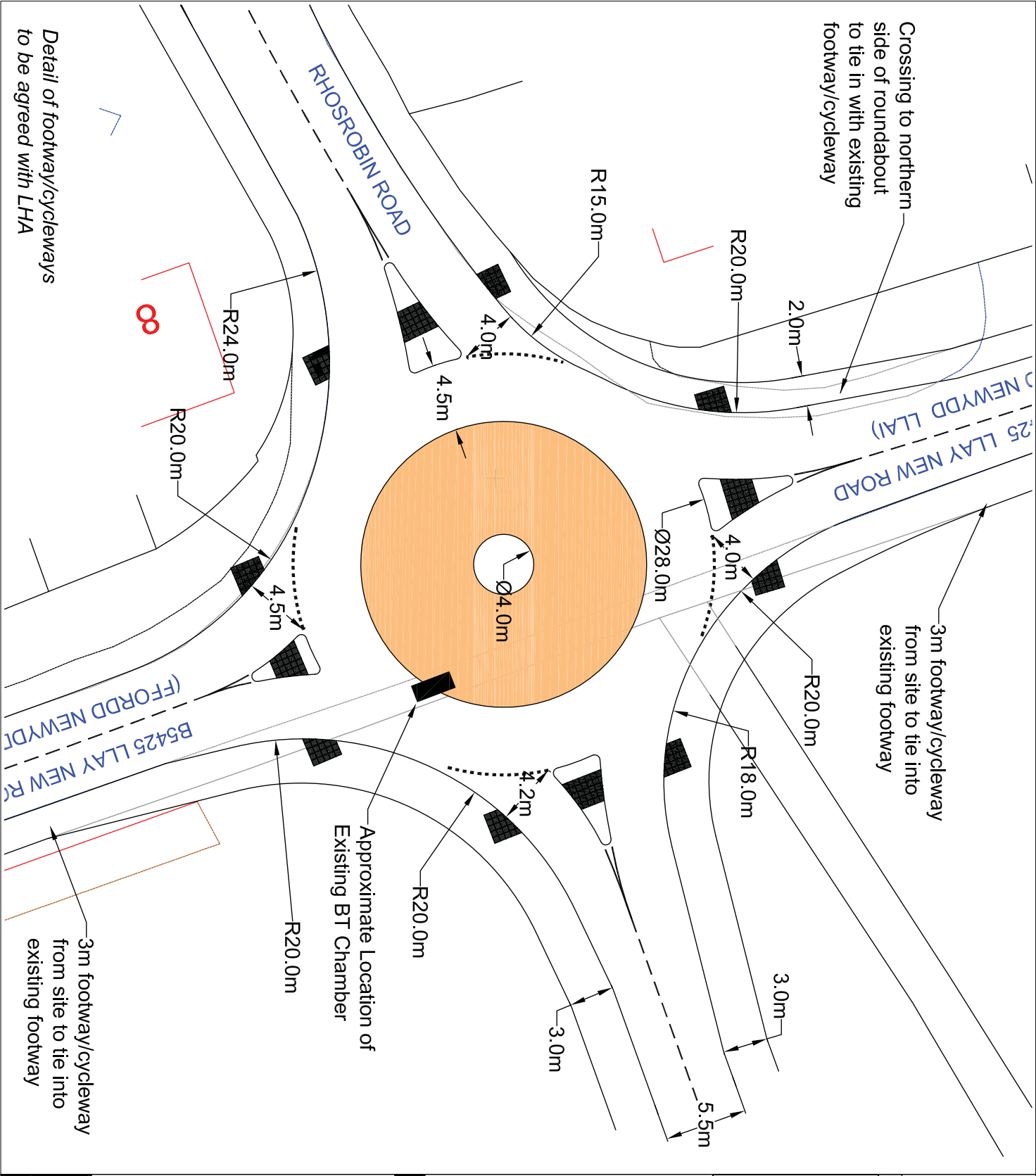
NOTES:

1: Roundabout designed in accordance with DMRB 6.2.3 TD16/07

2: Maximum entry path radii on each arm as follows:

B5425 New Llay Road (S)	48.9m
Rhosrobin Road	117.5m
New Llay Road (N)	63.1m
Proposed Site Access	57.0m

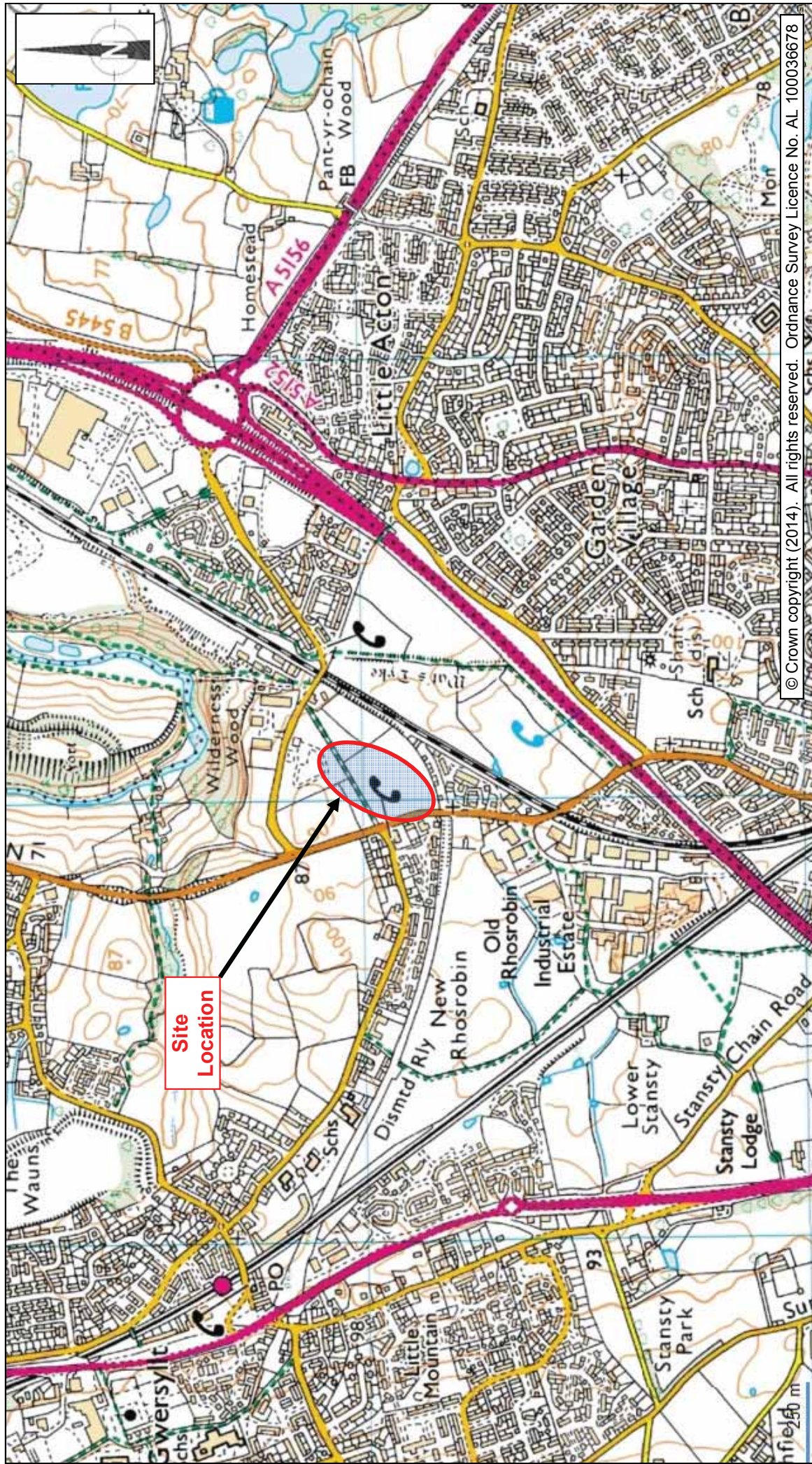
Client Office: Wrexham 01497 814101	South Manchester Office: 79 Wilton Lane S16 5BB	axis
01497 81701007 - www.axisped.co.uk		
client:	Castle Mead Group Ltd.	
project:	Rhosrobin Residential Site, Wrexham	
drawing title:	Proposed Roundabout Access Junction Option From B5425 New Llay Road	
scale(s): 1:250 (A3)	date: 05.03.14	drawn by:
drawing number: 1520-01-SK103	status:	checked:
xrefs:	information	rev:
		A
planning environment design		



Detail of footway/cycleways to be agreed with LHA



FIGURES



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Figure TP1

1520-01

Site Location: Strategic Context

Rhosrobin Residential Site, Wrexham

October 2014

axis

Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB

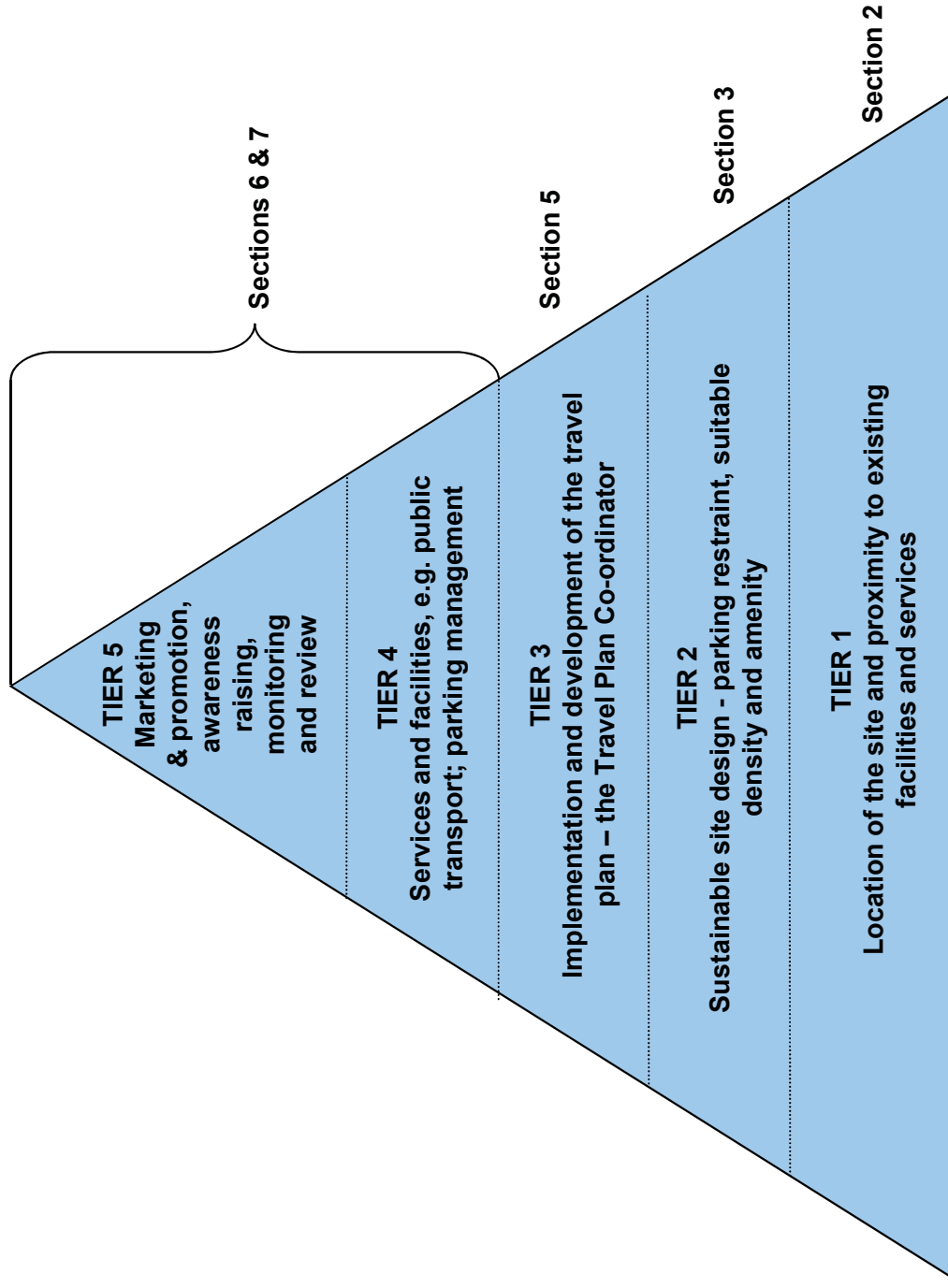


Figure TP2

1520-01

The Travel Plan Pyramid

Rhosrobin Residential Site, Wrexham

October 2014



Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB

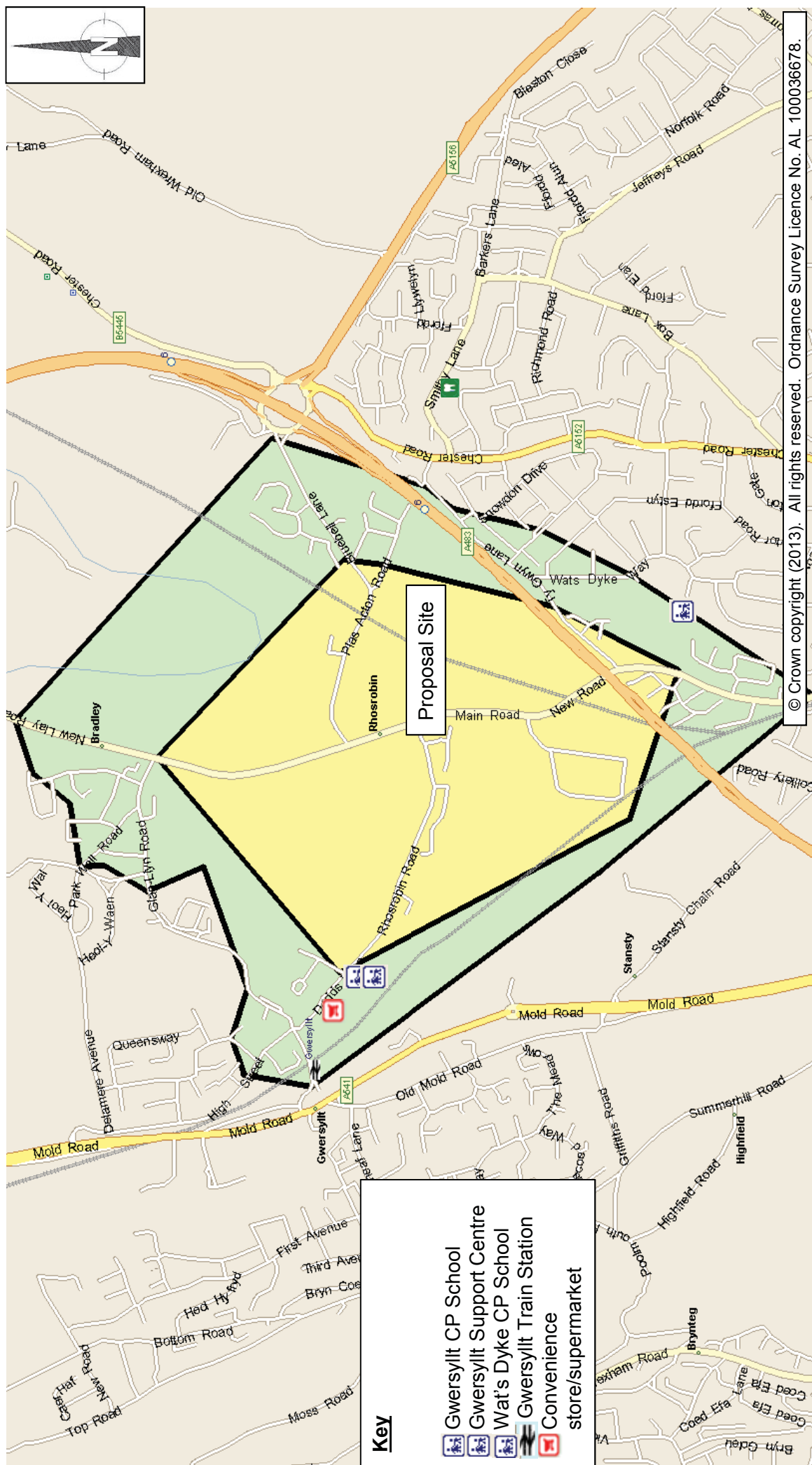


Figure TP3

1520-01

800m & 1.2km Iso-Distance Walking Catchment

Rhosrobin Residential Site, Wrexham

October 2014



Camellia House
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Wilmslow
Cheshire, SK9 5BB

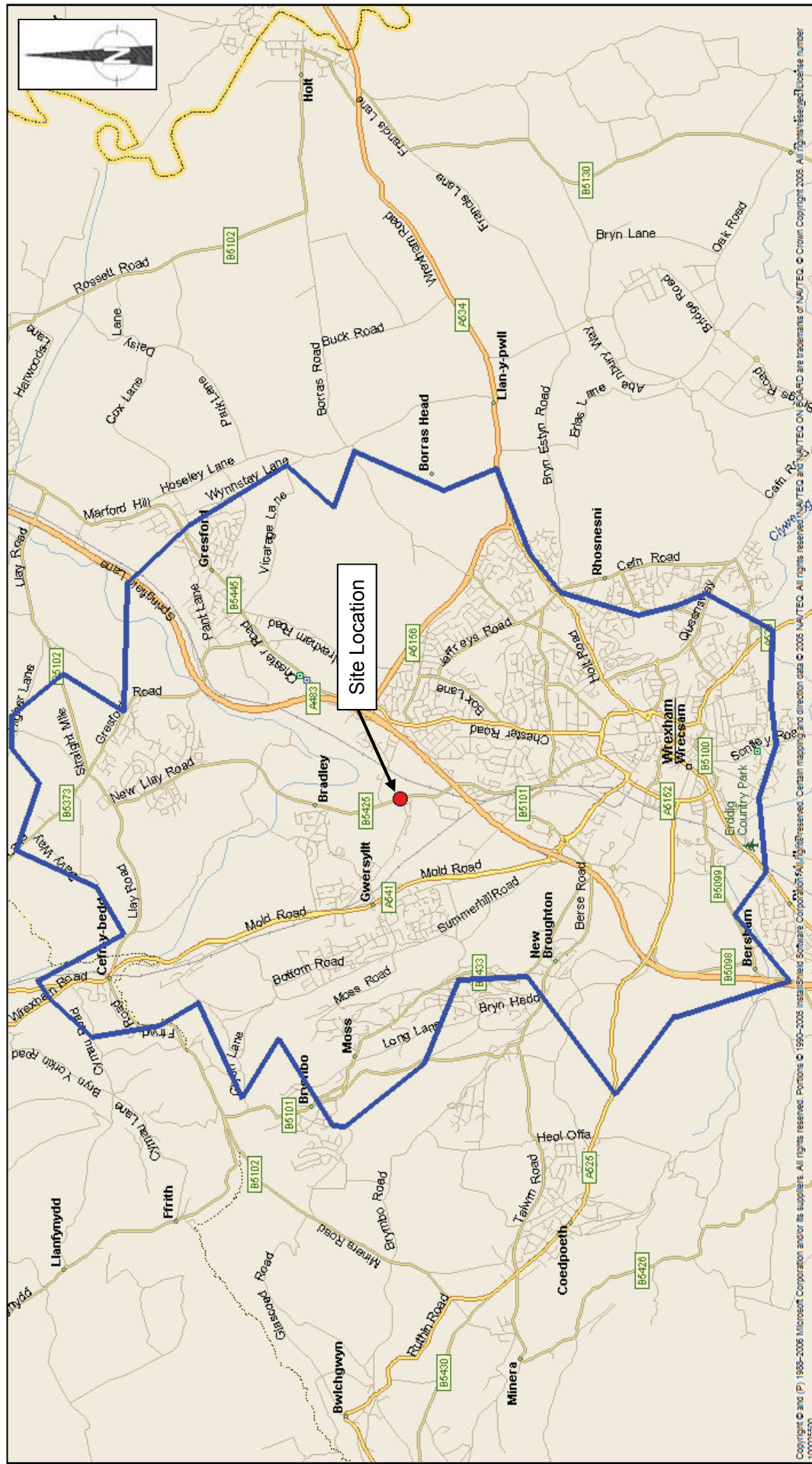


Figure TP4

1520-01

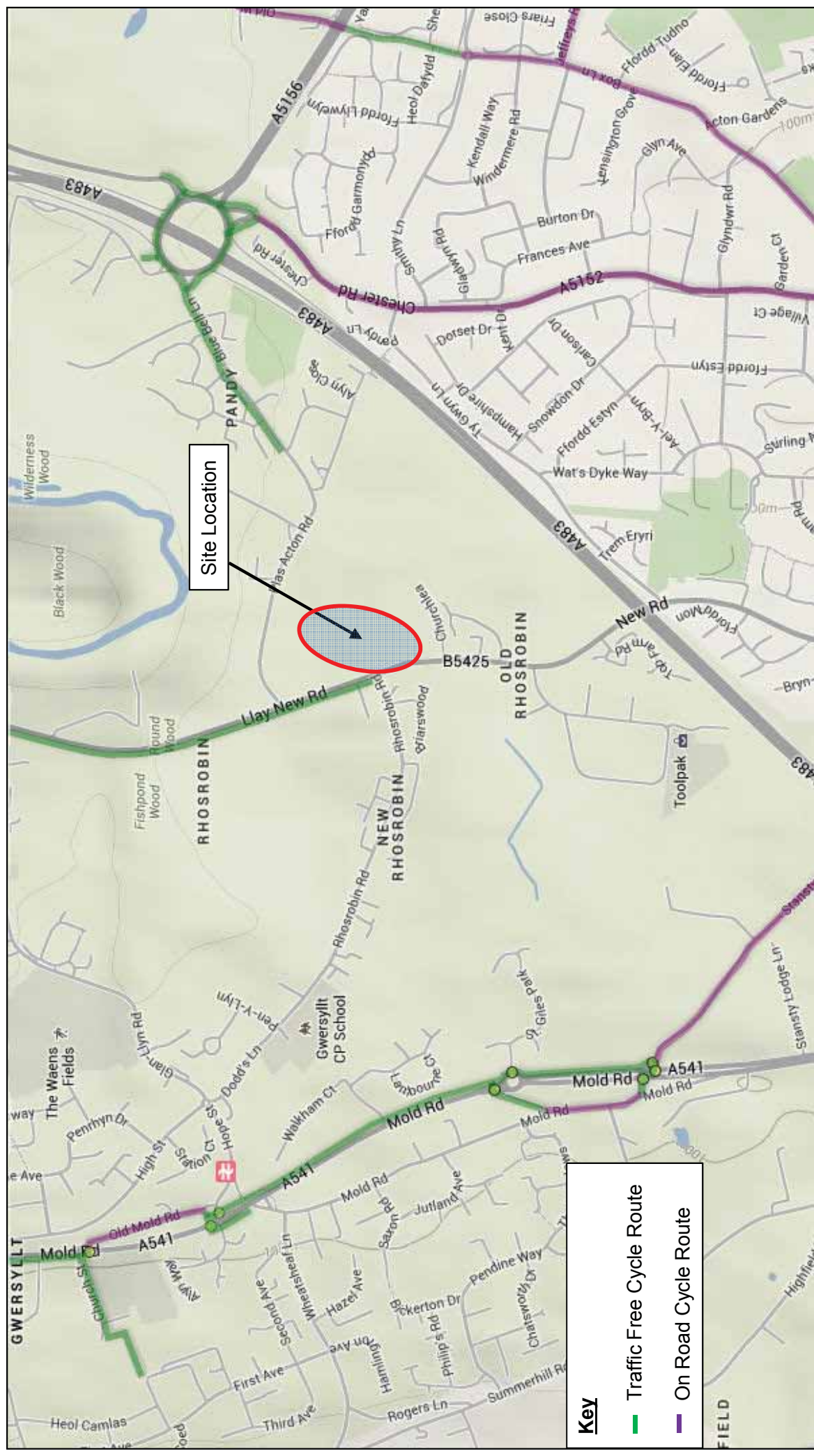
5.0km Cycle Catchment from the Proposal Site

Rhosrobin Residential Site, Wrexham

October 2014



Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB



Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB



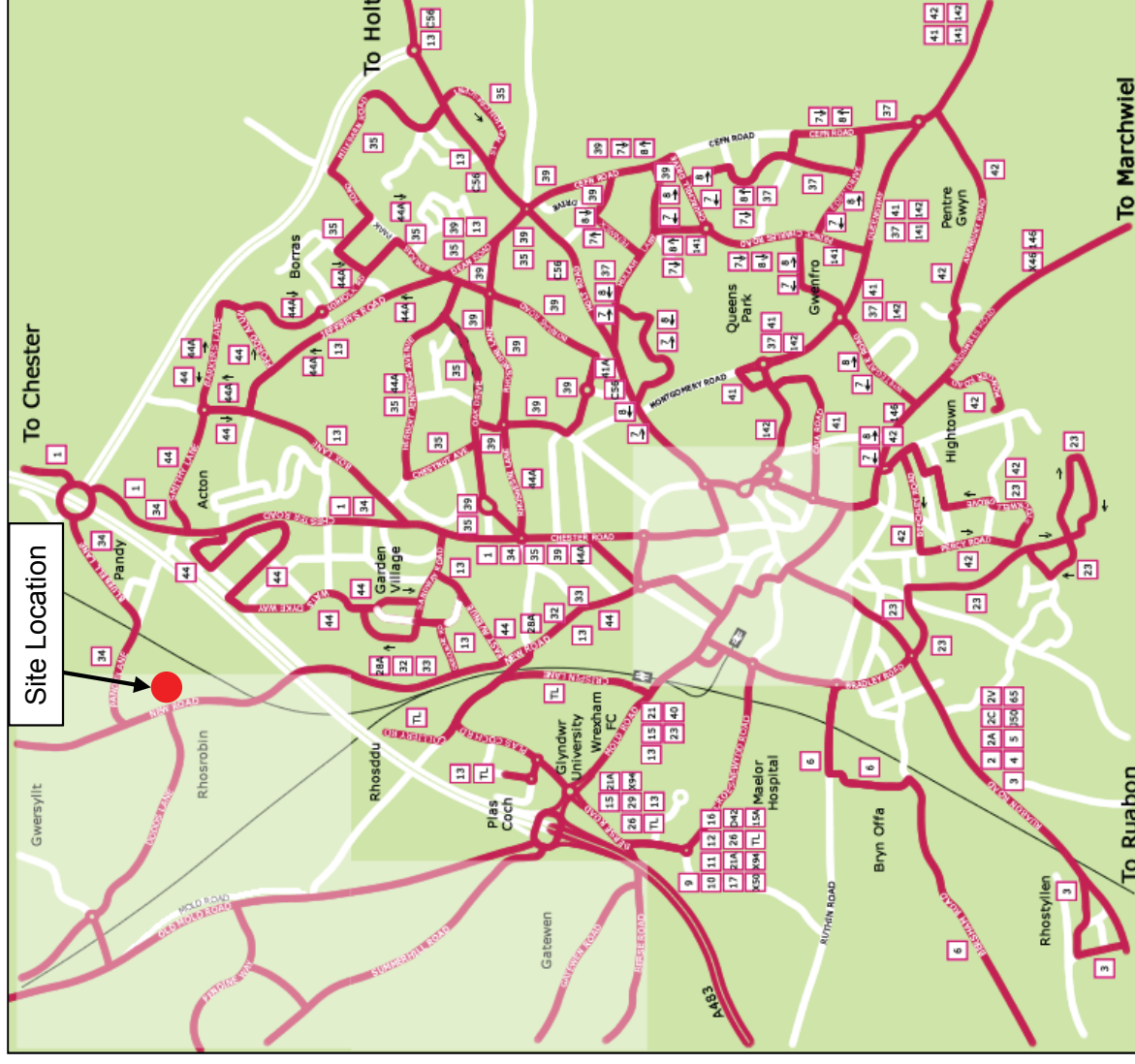
Local Cycle Facilities in Vicinity of the Proposal Site

Rhosrobin Residential Site, Wrexham

October 2014

Figure TP5

1520-01



Extract from wrexham.gov.uk



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Cheshire, SK9 5BB

Local Public Transport Connections

Rhosrobin Residential Site, Wrexham

October 2014

Figure TP6

1520-01

Project Planning & Preparation of Draft Travel Plan Framework



Planning Permission Granted



Travel Plan Requirement Identified in Planning Conditions



Formulation and agreement of the final Travel Plan measures and targets, to be included within a Full Travel Plan document / Annual Travel Plan Progress report as appropriate



Appointment of Travel Plan Co-ordinator



Site Development / Occupation



Day to Day Operation & Regular Campaigns / Initiatives



Initial Survey Exercise (after occupation of first 50 dwellings)



Setting Targets & Production of First Annual Performance Report, to Include Survey Analysis



Agreement of Performance Report with Regional Travel Plan Coordinator



FEEDBACK

Post Implementation Surveys & Future Monitoring



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Wilmslow
Cheshire, SK9 5BB

1520-01

Figure TP7

Travel Plan Implementation Programme

Rhosrobin Residential Site, Wrexham

October 2014



APPENDICES



APPENDIX TP1

RESIDENTIAL DEVELOPMENT, LLAY NEW ROAD, RHOSROBIN, WREXHAM

SCHEDULE OF TPC DUTIES / ACTION PLAN

Setting Up

Task	Implementation Date	Completed?
Maintain Travel Noticeboard at site office / sales office	Throughout main construction / sales period	
Appoint TPC	ASAP	
Provide TPC contact details to RTPC	ASAP	
Set up Travel Plan Working File	ASAP	

Initial Site Travel Plan Launch

Task	Implementation Date	Completed?
Contact Wrexham CBC public transport officer / public transport operators and obtain up-to-date timetables and literature	3 weeks prior to first occupation on site	
Review walking and cycle provision on-site to ensure completion and fit for purpose	2 weeks prior to first occupation on site	
Collate resident welcome packs	1 weeks prior to first occupation on site	
Ensure Travel Plan Noticeboard is updated and in place	1 weeks prior to first occupation on site	

On-going duties (Over Life Time of Plan)

Task	Implementation Date	Completed?
Liaise with RTPC and other TPC / groups where appropriate	As required	
Provide promotional Travel Data and health campaign information on display and keep up-to-date	Formal review every 3 months	
Ensure on-site cycle facilities and shared paths are maintained and fit for purpose	Formal review every 3 months	
Provide personalised travel planning to residents upon request		
Promote and support national campaigns	Review annually	

Initial Travel Patterns Survey

Task	Implementation Date	Completed?
Undertake survey of residents / commission ATC at site access	Following occupation of first 50 homes	
Submit survey review report to RTPC / Wrexham CBC planning department	1 month post completion of initial survey	
Undertake Travel Plan Audit and modify where appropriate	Following Survey	
Update Travel Plan Noticeboard to reflect progress towards targets and objectives	Following Survey	

Further Monitoring: Development Completion

Task	Implementation Date	Completed?
Undertake survey of residents / commission ATC at site access	Two years post initial survey exercise.	
Submit survey review report to RTPC / Wrexham CBC planning department	1 month post completion of survey	
Undertake Travel Plan Audit and modify where appropriate	Following Survey	
Update Travel Plan Noticeboard to reflect progress towards targets and objectives	Following Survey	



APPENDIX TP2

RESIDENT TRAVEL QUESTIONNAIRE

This travel survey is being undertaken amongst all residents of the Llay New Road, Rhosrobin site to gain an understanding of the existing travel patterns. This information will be used to help inform the Travel Plan for the site which will seek to promote alternative travel options to the private car.

The survey should be completed during the week commencing [DATE] and should only be completed **ONCE** by each resident age **16 OR OVER**. Please complete the survey based on your general travel habits on the basis of a typical journey. Once completed please return your survey form in the pre-paid envelope.

The information that you provide will be treated with the utmost confidentiality.

1. What is your home address?

.....

2. Are you:

Male ☐
Female ☐

3. How many other residents of age 16 or over live at your property?

None ☐
One ☐
Two or more ☐

4. Do you have a disability which affects your travel arrangements?

Yes ☐
No ☐

5. What journeys would you make over the course of a typical week?

Journey Purpose	Typical weekly frequency
-----------------	--------------------------

Work.....	
School run.....	
Shopping.....	
Gym.....	
Visit friends / relatives.....	
Social activity.....	
Health facility.....	
Other (please specify).....	
Other (please specify).....	
Other (please specify).....	
Other (please specify).....	

6. What mode of transport do YOU primarily use to:

	Travel to work?	Travel to education / childcare	Travel to Shopping
Walk	☐	☐	☐
Cycle	☐	☐	☐
Bus	☐	☐	☐
Train	☐	☐	☐
Car (Driver)	☐	☐	☐
Car (Passenger)	☐	☐	☐
Motorbike	☐	☐	☐
Don't make this journey	☐	☐	☐

7. What alternative travel mode could you use, if your current mode of transport was unavailable?

	Travel to work?	Travel to education / childcare	Travel to Shopping
Walk	☐	☐	☐
Cycle	☐	☐	☐
Bus	☐	☐	☐
Train	☐	☐	☐
Car (Driver)	☐	☐	☐
Car (Passenger)	☐	☐	☐
Motorbike	☐	☐	☐
Don't make this journey	☐	☐	☐

8. On moving into your property you would have received a copy of a Travel welcome pack, which outlines the range of local travel opportunities available in the immediate vicinity of your new home. Did you find this welcome pack:

Very useful	☐	Not very useful	☐
Quite useful	☐	Not at all useful	☐

Do you have any comments on the contents of the welcome pack?

.....

9. Which of these factors might tempt you use public transport / walk / cycle for your journey to work at Alexandra Hospital? If you travel by one of these modes already, what would you like to see done?

(Please tick a MAXIMUM of TWO options under each category)

Public Transport

- ☐ Easier access to timetable / fares information
- ☐ More direct bus service
- ☐ More frequent bus services
- ☐ Easy access low floor buses
- ☐ Better lighting at bus shelters and on footpaths
- ☐ I would NEVER use public transport to travel to Alexandra Hospital
- Other (please specify).....

.....

Walking/Cycling

- ☐ Information on the local walk / cycle network
- ☐ Provision of sponsored equipment (e.g. fluorescent bibs, personal alarm, cycle lights, etc.
- ☐ More dedicated walking / cycling routes
- ☐ Improved crossing points on the local network
- ☐ Better lighting in the local area
- ☐ Higher presence of security
- ☐ Slower speed limited
- ☐ I would NEVER walk to Alexandra Hospital
- ☐ I would NEVER cycle to Alexandra Hospital
- Other (please specify).....
-

10. Which of the following would most encourage you to car share? (If you already car share, which would you most like to see done?)
- ☐ More help finding car share partners who have similar work patterns
 - ☐ Free taxi home if let down by car
 - ☐ More information regarding car sharing i.e. benefits and cost savings
 - ☐ None
 - ☐ Other (please specify)

11. Do you have any comments or ideas that you would like to tell us about your existing / future travel to work journey?

.....

.....

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.....

.....

Thank you for completing this survey.

Please return the completed forms in the pre-paid envelope.