LAND OFF NEW ROAD, RHOSROBIN, WREXHAM

FRAMEWORK TRAVEL PLAN

PREPARED ON BEHALF OF:

LIBERTY PROPERTIES

CAMERON ROSE
ASSOCIATES

10 King Street

Newcastle under Lyme

ST5 1EL

CONTENTS

1.0 INTRODUCTION 1
2.0 PROPOSED RESIDENTIAL DEVELOPMENT 3
3.0 ACCESSIBILITY OF THE SITE 6
4.0 OBJECTIVES 12
5.0 TRAVEL PLAN MEASURES AND INITIATIVES 14
6.0 TARGETS.....20
7.0 ACTION PLAN FOR MONITORING AND IMPLEMENTATION 21
8.0 CONCLUSION.....24

FIGURES

2-1 SITE LOCATION (IN TEXT)
3-1 WALK CATCHMENT PLAN
3-2 CYCLING CATCHMENT PLAN
3-3 EXTRACT OF WREXHAM'S PUBIC RIGHT OF WAY MAP FOR RHOSROBIN (IN TEXT)
3-4 CYCLE FACILITIES IN CLOSE PROXIMITY TO THE SITE (IN TEXT)

TABLES

3-1 IHT SUGGESTED ACCEPTABLE WALKING DISTANCES
3-2 BUS SERVICES AND HEADWAYS
3-3 DISTANCE TRAVELLED TO WORK STATISTICS
5-1 TRAVEL PLAN MEASURES AND TIMESCALES
5-2 TRAVEL PLAN BUDGET COSTS
7-1 TRAVEL PLAN ACTION PLAN

APPENDICES

A INDICATIVE MASTERPLAN

1.0 INTRODUCTION

1.1 Background

1.1.1 Liberty Properties propose to develop land in Rhosrobin for up to 400 residential dwellings. The development site is located in Rhosrobin, to the north of Wrexham. The application site is defined by Plas Acton Road to the north, the A483 to the east, the B5425 to the north and a railway line to the west.

1.1.2 A Travel Plan will be prepared for the development in accordance with current policy and guidance. The Travel Plan will form a strategy for the promotion of sustainable travel associated with the proposed development. The Travel Plan will evolve as dwellings are occupied and information on the residents becomes available, such as their means of travel and the locations they travel to. As such, the Travel Plan is a living document, which will be funded by on-going financial commitments from Liberty Properties for the life of the plan.

1.1.3 As noted above, the Travel Plan will evolve and this initial Travel Plan has been prepared to support the planning application for the proposals. The key aim of the Travel Plan is to set out a range of measures that will be implemented at the site to demonstrate how sustainable travel can be promoted.

1.1.4 The Travel Plan is designed to improve awareness of the opportunities for reducing car usage (particularly single occupancy journeys) through the promotion of car sharing, walking, cycling and the use of public transport. The Travel Plan will be promoted widely amongst residents.

1.2 Report Structure

1.2.1 The remainder of this report is structured as follows:

- Section 2.0 summarises the development proposals that are the focus of this Framework Travel Plan;
- Section 3.0 provides details of the existing site location in terms of its proximity to key local facilities;
- Section 4.0 summarised the objectives of the Travel Plan;
- Section 5.0 outlines measures and initiatives which are currently proposed on site and measures to encourage sustainable travel. The role of the Travel Plan Co-ordinator will also be detailed and budgetary costs associates with each measure;
- Section 6.0 sets out the targets of the Travel Plan;
- Section 7.0 detail the development action plan, implementation strategy; and
- Section 8.0 draws conclusions and summarised the content of the report.

2.0 PROPOSED RESIDENTIAL DEVELOPMENT

2.1 The Site Location

2.1.1 The proposed residential development benefits from its strategic location in relation to the A483(T), Wrexham town centre and the local distributor routes of the B5425 Llay Road, Rhosrobin Road and Plas Acton Road.

2.1.2 The proposed development includes the construction of up to 400 residential units, including access roads, parking areas and service provision.

2.1.3 The site is defined by Plas Acton Way to the east, the A483 to the south New Road to the west and the Wrexham-Chester railway line to the north. The location of the site in relation to the local highway network is illustrated in **Figure 2-1**.

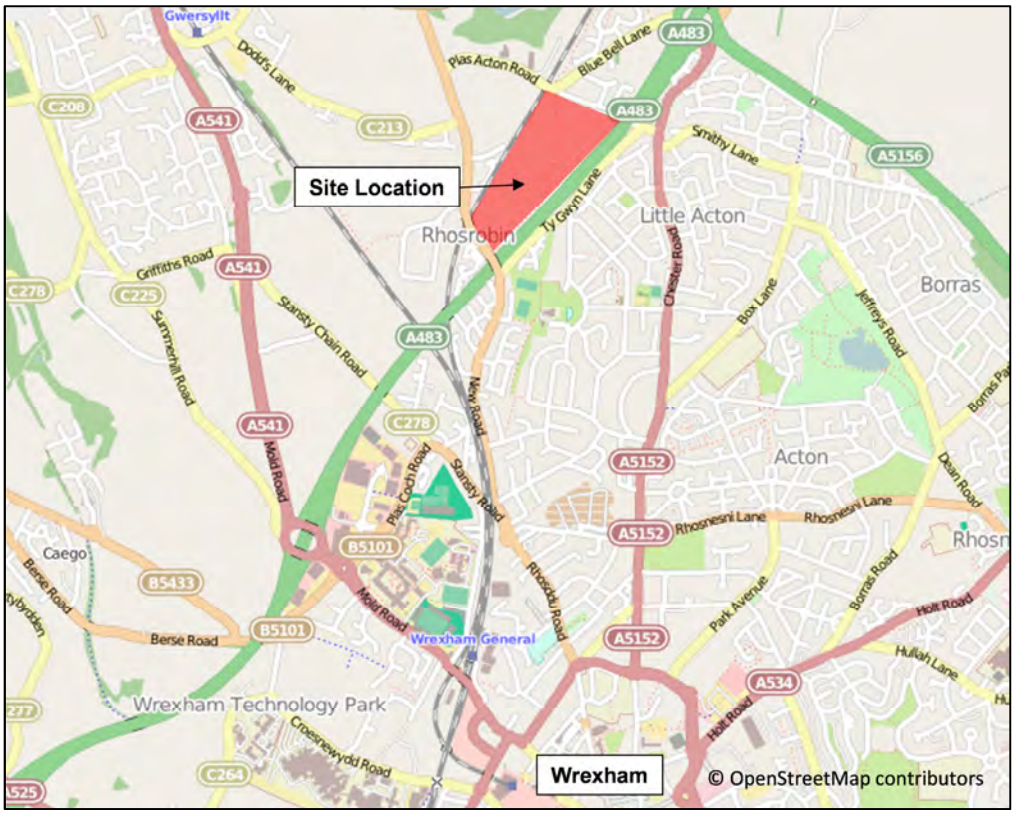


Figure 2-1: Site Location

2.2 Development Masterplan

2.2.1 The application site covers an area of some 11.21 hectares net developable land and is bounded to the east by Plas Acton Way, the A483 to the south New Road to the west and the Wrexham-Chester railway line to the north.

2.2.2 The application proposals are in outline form only. An indicative Masterplan has been developed for the site which indicates that the site could accommodate up to 400 residential units, at a net density of approximately 36 dwellings per hectare. The residential dwellings will include a significant element of affordable housing.

2.2.3 The indicative Masterplan proposals are contained within **Appendix A.**

2.3 Access and Movement Strategy

2.3.1 A comprehensive transport access and movement strategy has been developed for the proposed residential development site. The development Masterplan indicates that the site will be accessed via two newly constructed junctions on the B5425 New Road and Plas Acton Road. Further details are contained in the accompanying Transport Assessment.

2.3.2 The proposed accesses to the application site from the B5425 New Road and Plas Acton Road will take the form of priority controlled roundabout junctions. The junctions have been designed to accommodate refuse and emergency vehicle access to the site.

2.3.3 The design of footpath connections on the site will facilitate easy and convenient access to the wider network of footpaths and bus stops located in close proximity to the proposed development. The layout will include high quality footway and cycleway links, designed to promote walking and cycling around and off the site. Connections will be provided to the wider pedestrian and cycle networks within Wrexham.

2.3.4 Thus the overall philosophy for the design of the movement networks across the site will be to provide high quality and convenient connections for and to sustainable transport modes, to maximise the potential for travel on foot, by bike and by public transport.

2.3.5 The design of the vehicular access routes will maximise the permeability of the site, allow emergency access across the site and will connect into the existing surrounding highway networks.

2.4 Proposed Parking Provision

2.4.1 The maximum residential car parking standards, as set out in Wrexham's Local Planning Guidance Note No. 16, which states the following car parking requirements:

- One bedroom dwellings – 1.5 car parking space per unit;
- Two bedroom dwellings – two car parking spaces per unit;
- Three/ four bedroom dwellings – three car parking spaces per unit; and
- Five bedroom dwellings – four car parking spaces per unit.

2.4.2 The parking standards state that garages will not be counted as car parking spaces.

2.4.3 Parking provision for the proposed residential development will be determined as part of the reserved matters application, as the detailed mix and size of residential dwellings is determined.

2.4.4 Sufficient space is also required for a least two secure cycle parking spaces per dwelling.

3.0 ACCESSIBILITY OF THE SITE

3.1.1 The proposal site is accessible by a number of non-car modes, providing real potential to reduce private car use. One of the key objectives of the Travel Plan is to encourage the use of sustainable travel modes. The position of the site can take advantage of the transport, employment and other key facilities located within close proximity to the site.

Walking and Cycling Network

3.1.2 The Institute of Highways and Transportation (IHT) document 'Providing for Journeys on Foot', identifies suitable walking distances to key facilities. The IHT document reports that approximately 80% of journeys on foot in urban areas are less than 1.6km (one mile). It provides a table of suggested acceptable walking distances, as follows:

Table 3-1: IHT Suggested Acceptable Walking Distances

	Town Centre (m)	Commuting/ School/ Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

3.1.3 A two kilometre walking radius of the site covers Wrexham town centre, which includes a range of key community facilities including employment, food and non-food retail units, restaurant, leisure and health facilities. A number of primary schools including Gwersylit Community Primary School and Wat's Dyke C.P. School and secondary schools including Ysgol Bryn Alyn and Rhosnesni High School are also located within this catchment area.

3.1.4 A five kilometre cycling radius of the site; incorporates the entire urban area of Wrexham and includes many key facilities including schools, hospitals, employment, retail and health and leisure facilities. The walking and cycling catchment of the proposed residential development site is illustrated in **Figure 3-1** and **Figure 3-2**, respectively.

3.1.5 There are a number of Public Rights of Way (footpaths) in the vicinity of the site. **Figure 3-3** shows an extract of the Public Rights of Way plan in the vicinity of the proposed site. Footpaths are illustrated in purple.

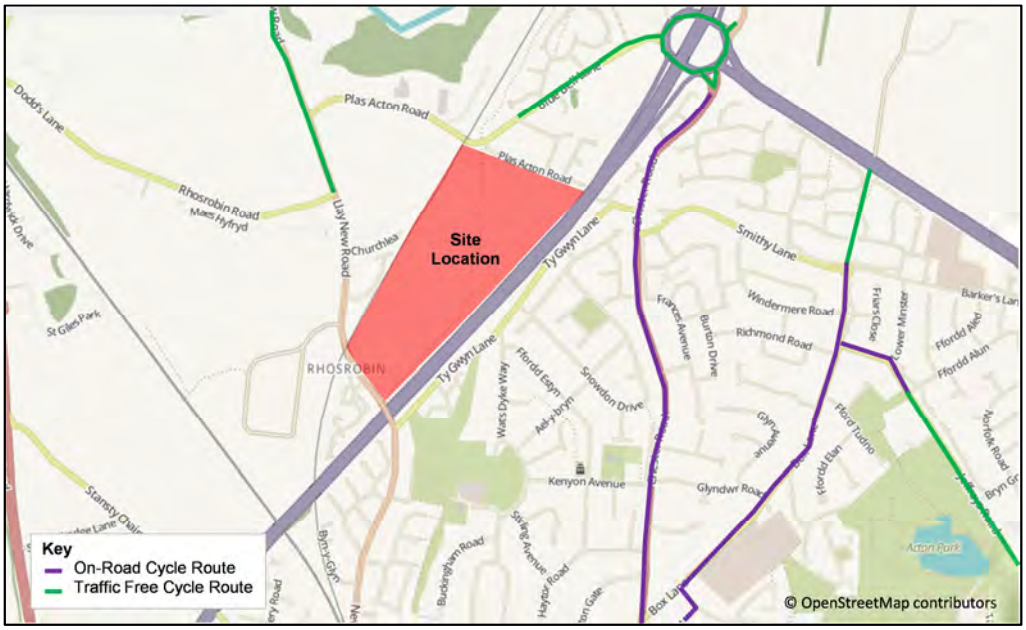
Source: http://www.wrexham.gov.uk/english/leisure_tourism/prow/definitive_map.htm

Figure 3-3: Extract of Wrexham's Pubic Right of Way Map for Rhosrobin

3.1.6 Public Rights of Way operating through the site and illustrated in the above plan include:

- Footpath 24 – This connects the B5425 New Road to the west with Plas Acton Road to the east (approximate length of 750 metres).

3.1.7 **Figure 3-4** illustrates a number of on-road/ advisory cycle routes (purple routes) and a traffic free route (green route) in the vicinity of the site.



Source: www.sustrans.org.uk

Figure 3-4: Cycle Facilities in Close Proximity to the Site

3.1.8 Due to the urban location of the proposed development, the site benefits from a good network of high quality footways, surrounding the site. Street lighting is provided along all roads within the vicinity of the site, aiding pedestrian security and enhancing road safety. Dropped kerbs are also provided at all junctions for the convenience of pedestrians. The existing footways/ footpaths surrounding the development site ensure that the proposed development will have excellent connectivity to the local community facilities present in Rhosrobin and beyond.

Public Transport

Buses

3.1.9 Access to the site by public transport is excellent. Guidance published by the Institute of Highways and Transportation 'Planning for Public Transport in Developments' (1999) recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five minute walk.

3.1.10 The site is within a 400 metre walking distance of a number of bus service. Bus stops are located on both side of the B5425 carriageway. Services that operate along these routes are detailed in **Table 3-2**.

Table 3-2: Bus Services and Headways

Service	Destination	Bus Headway (minutes)		
		Mon – Fri	Saturday	Sunday
28a	Wrexham – Mold – Flint	120	120	-
32	Wrexham – Llay	30	30	120
33	Wrexham – Llay	30	30	120
34	Wrexham –Trevalyn	3 services	3 services	-
PC2	Gatewen – Queenspark – Llay Industrial estatate	1 AM peak service	-	-

Source: http://planner.traveline-cymru.info/

3.1.11 The table demonstrates that there are a number of services operating within a 400 metre walking distance from the site, throughout the week and during weekends. These services provide connections into Wrexham, Mold and Flint. These destinations provide jobs, education, leisure, healthcare and many other community facilities.

Rail

3.1.12 The closes railway station to the site is Gwesylit Railway Station which is located approximately three kilometres from the site. Gwersylit Railway Station is one of five stations located within Wrexham County Borough.

3.1.13 During weekdays and Saturdays the station offers an hour service in each direction (southbound to Wrexham Central and northbound to Bidston). On Sundays the stations offers an service every 2.5 hours in each direction.

Travel Patterns and Key Destinations

Employment

3.1.14 Journey to work data from the 2001 Census showed that for Rhosrobin residents, residing in the Gwersylit East and South Ward, in excess of 42.3% of the working population travel over 5km to a place of work. **Table 3-3** below provides a full breakdown of the distance travelled to work statistics.

Table 3-3: Distance Travelled to Work Statistic

Distance Travelled	Percentage of Working Population
Works mainly at or from home	6.4%
Less than 2km	12.5%
2km to less than 5km	34.9%
5km to less than 10km	18.1%
10km to less than 20km	15.5%
20km to less than 30km	2.4%
30km to less than 40km	2.6%
40km to less than 60km	1.1%
60km and over	2.3%
No fixed place of work	3.9%
Working outside the UK	0.3%
Working at offshore installation	0.2%

Source: 2001 Census

3.1.15 From the information above, it is conceivable that approximately 45% of the new residential population within the Rhosrobin area could travel via the strategic highway network during the traditional peak periods to area of employment in Flintshire, Wrexham, Chester and Ellesmere Port and Neston.

3.1.16 The location of the development site benefits from its close proximity to the A483 and the A5156, to access the above destinations.

Education

3.1.17 There are a number of primary schools located in close proximity to the proposed residential development, including Gwersylit Community Primary, Plas Coch County Primary School and Wats Dyke County Primary School.

3.1.18 The closest secondary school to the proposed development is Ysgol Bryn Alyn.

Retail

3.1.19 There are a number of food and non-food retail units in close proximity to the proposed development including:

- the neighbourhood centre off Dobbs Lane in Ruabon, which includes a Iceland and Wynsors and is located approximately 1.5km from the proposed development; and

- Plas Coch Retail Park off Plas Coch Road, which is includes an Aldi, Sainsbury's and Pets at Home and is located approximately 2.4km from the proposed development.

3.1.20 Wrexham town centre is a key retail destination for residents of Rhosrobin. Facilities include Eagles Meadow and the larger retailers including Debenhams, Marks and Spencer and Next.

3.1.21 Supermarkets within Wigan town centre include Asda, Morrison's and The Co-operative.

Health

3.1.22 Existing health facilities in close proximity to the proposed development include a dental surgery at Dodds Lane Neighbourhood Centre, the GP Surgery at Plas Coch Campus on Mold Road, opticians on Croesnewydd Road and pharmacies on Chester Road and Rhosddu Road.

3.1.23 The closest hospital to the proposed development site is Wrexham Maelor Hospital, which has a 24-hour A&E department and is located approximately 3.4km from the proposed development.

Leisure and Community Facilities

3.1.24 The majority of leisure facilities are located in Wrexham town centre. These include Waterworld, libraries and museums, in addition to cinemas and bowling alleys.

3.2 Summary

3.2.1 Overall it is evident that the site is accessible to pedestrians, cyclists and users of public transport. The proposed residential development will include measures to promote the use of such sustainable modes of transport.

4.0 OBJECTIVES

4.1.1 This section outlines the vision and objectives that will guide the development and implementation of the Travel Plan. This Travel Plan is designed to improve awareness of the opportunities for reducing car usage (particularly single occupancy journeys) through the promotion of car sharing, walking, cycling and the use of public transport.

4.1.2 The Travel Plan will be promoted widely amongst residents, not only to minimise any traffic impacts associated with the residential units on the surrounding network, but also to promote the health and environmental benefits of taking exercise by walking and cycling as well as the social aspects of car sharing.

4.1.3 This Travel Plan aims to deliver the following objectives:

- To minimise the total distance travelled by residents and visitors to the site through the reduction in journey lengths and frequency, particularly single occupancy car trips. This will in turn reduce congestion and improve air quality and noise pollution;
- To improve awareness and usage of alternative modes of transport and reduce the reliance on the private car;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns; and
- To enable people to make more informed travel choices.

4.1.4 Residents will be informed of the locally available non-car modes of transport and the benefits of adopting sustainable travel patterns. Regular liaison with residents will seek to achieve a long term commitment to changing travel behaviour at the site.

4.1.5 There are a number of benefits that will be derived from the successful implementation of the Travel Plan, for both residents and visitors to the site as well as the wider community. Benefits are expected to include:

- A better environment within the site and its immediate environs as vehicular movements are minimised;
- Increased flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- Improved health and fitness through increased levels of walking and cycling.

4.1.6 In terms of the wider community, the successful implementation of the Travel Plan will result in reduced traffic congestion and improved air quality as a result of the reduction in car use.

4.1.7 The overall Travel Plan strategy includes physical measures designed to enhance the sustainable transport provision at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the Plan.

5.0 TRAVEL PLAN MEASURES AND INITIATIVES

5.1.1 This Framework Travel Plan sets out a range of measures that will be incorporated within the development proposals, to encourage sustainable travel and to achieve the objectives of the Plan, as outlined above. These measures and their timescales for implementation are detailed below.

Table 5-1: Travel Plan Measures and Timescales

Measures	Timescales
Appointment of Travel Plan Co-ordinator (TPC)	Opening of sales suite
Personalised Travel Planning Sessions	On-going and organised by the TPC
Travel Information Pack and Guides	Upon Occupation of Dwellings
Community Website	Prior to occupation of first unit
Community Notice Board	Prior to occupation of first unit
Bike User Group	On-going and organised by the TPC
Walking Bus (School)	Following initial survey.
Travel Voucher	Upon occupation of dwellings

Travel Plan Co-ordinator

5.1.2 A Travel Plan Co-ordinator (TPC) will be appointed to promote the Travel Plan amongst residents. The TPC will be a member of the sales and marketing team who will be based on site throughout the construction period.

5.1.3 The TPC will have overall responsibility for the development and implementation of the final Travel Plan and for monitoring the success of the Plan on an on-going basis.

5.1.4 The TPC will be employed from the initial marketing of the properties at the site (which is currently anticipated to be 2015) for whichever is the later period of five years from first occupation of the site; or six months after full occupation of the site.

5.1.5 Their duties will also include liaison with Wrexham County Borough Council and monitoring the usage of the facilities implemented as part of the Travel Plan.

5.1.6 The TPC will be available on-site to answer any travel-related queries that residents have and to assist new residents in their travel planning.

5.1.7 The scale of resource required to fulfill the role of the TPC will vary throughout the lifetime of the development. At the outset of the development, the TPC will need to dedicate a reasonable level of time and resources to the implementation of the Plan and to conduct the initial travel surveys and report the results. At other times the role will reduce in scale, but regular interaction with residents and with the local authority will be necessary to ensure that the Plan continues to be implemented effectively.

5.1.8 The TPC will be the key decision maker on day-to-day matters of implementation of the Travel Plan, and the role will encompass the following:

- To promote and encourage the use of travel modes other than the car, including the distribution of publicity material;
- Promoting the Travel Plan internally;
- To ensure that all relevant information is provided to all residents and that up-to-date information is clearly displayed in prominent locations where available;
- To ensure that relevant information is made available to visitors;
- To co-ordinate soft measures;
- To arrange for travel surveys to be undertaken where necessary; and
- To provide a point of contact with transport operators and officers of the Council.

Personalised Travel Planning

5.1.9 The TPC will answer any travel-related queries that residents have and assist new residents in their travel planning. Studies undertaken by the Department for Transport indicate that travel planning can reduce car use by c. 10% (DfT, 2004). The TPC will therefore offer personalised travel planning to each household, by way of visits to each household and organised drop-in sessions.

Travel Information Packs

5.1.10 Travel Packs will be issued to all new residents at the site upon first occupation of their property, as part of the Home Information Pack supplied with all new properties.

5.1.11 A lack of information on the available travel opportunities is often cited as a reason for not using sustainable travel modes. To overcome such a barrier, new residents will be supplied with 'Travel Packs' which will set out information relating to the walking, cycling and bus routes available to access the development.

5.1.12 The packs will include bus route plans, timetable information and information on cycling and walking routes leading to/ from key destinations, bus stops, railway station, and the surrounding areas. Links will be provided to key websites including http://www.nationalrail.co.uk/, http://www.transportdirect.info/, and www.liftshare.com/wales/.

5.1.13 It will be the Travel Plan Co-ordinators responsibility to ensure that these are distributed to all residents and that all subsequent new residents are provided with this information. The TPC will also ensure that this information is kept up to date.

Community Website

5.1.14 A regularly updated community website providing comprehensive travel information of the type included in the welcome pack, with details of public transport timetable changes and new promotional offers will be set up. The website will also include details of car share databases and links to home delivery and shopping services.

Community Notice Board

5.1.15 It is also proposed that a community notice board will be placed in a central location within the development. The board will be used to promoted community travel forums at which residents will be invited to give feedback to the TPC.

Bike User Group

5.1.16 The TPC could co-ordinate a Bicycle User Group (BUG), which could provide a platform for people to share their interest in cycling to work and by doing so, encourage others to join and exchange hints and tips on safe routes and bike maintenance. The BUG will be informal in nature and details on how to join and who to contact will be published in an appropriate manor.

5.1.17 Should there be a high number of cyclists to/ from the site, the TPC could investigate the possibility of introducing professional cycle training at the site. This can increase confidence, encouraging people to increase the frequencies/ lengths of these journeys and also teach safer cycling.

Car Sharing

5.1.18 Benefits of car sharing include saving money on vehicle operating costs, cutting down on congestion and pollution as well as social benefits of sharing lifts and meeting new people.

5.1.19 Car sharing represents a relatively convenient form of travel whilst offering a significant potential to reduce overall mileage of residents and employees.

5.1.20 The Travel Plan Co-ordinator will explore the possibility of creating an informal car sharing scheme at the site for residents. This will be promoted through the Travel Packs.

5.1.21 In addition to any on-site based car sharing scheme, the Travel Plan Co-ordinator will inform residents of the web-based Lift Share schemes (www.liftshare.com/wales/).

5.1.22 The TPC will promote the benefits of this service and provide support in helping people to register via the Travel Packs. This will enable residents to either car share amongst themselves or with other car sharers living in the surrounding area.

Walking Bus

5.1.23 Following the completion of the initial travel surveys, the TPC will review the travel patterns associated with trips to school. If necessary, the TPC will liaise with the local primary schools to assess the feasibility of developing a walking bus from the site and the developer will provide funding for one walking bus if required.

Travel Voucher

5.1.24 Each Travel Information Pack will contain information regarding a subsidy per household to be used towards alternative sustainable transport modes, which can be tailored to the individual households needs. This could be discounts towards bus or rail travel passes or cycle purchases.

5.1.25 The TPC will aim to work with each household to ensure maximum benefits from the subsidy. The voucher would be to the value of £50 per household. Each household will be encouraged to claim their voucher within the first six months of occupation.

5.2 Travel Plan Budget Costs

5.2.1 Liberty Properties are committed to funding a deliverable Travel Plan that meets its targets and achieves its key objectives.

5.2.2 The table below sets out the budget that will be used to deliver the Travel Plan, based on 400 units.

Table 5-2: Travel Plan Budget Costs

Measures	Budget	Notes
Appointment of Travel Plan Co-ordinator (TPC)	£70,000	Liberty Properties + consultancy support and training
Personalised Travel Planning Sessions	£30,000	Includes drop in sessions and personal one to one session per household
Travel Information Pack and Guides	£15,000	Allow for set up and annual updates
Community Website	£6,000	Includes for annual updates
Community Notice Board	£1,000	Updated by TPC
Bike User Group	£1,000	TPC time and marketing budget
Walking Bus (School)	£2,000	Vest etc. and marketing
Travel Voucher	£20,000	£50 per household
Total	**£145,000**	**Based on 400 units**

6.0 TARGETS

6.1.1 Modal split targets will be set throughout the monitoring period of the Travel Plan, to ensure that the measures are being implemented properly and are achieving the goals of the Travel Plan and providing benefits to the residents at the site.

6.1.2 These targets will be set after the results of the initial travel surveys are established and agreed with officers at Wrexham County Borough Council. In order to provide an indication of potential travel patterns from the site, the modal split data has been derived from the TRICS database (the same data used in the TA) and are as follows:

- Car Driver – 60%;
- Car Passengers – 18%; and
- Sustainable Modes – 22%.

7.0 ACTION PLAN FOR MONITORING AND IMPLEMENTATION

7.1 Action Plan

7.1.1 An Action Plan has been prepared setting out a list of measures to be implemented as part of the Plan and identifying who is responsible for its implementation. In addition associated timescales have been examined. This is set out in **Table 7-1** below

Table 7-1: Travel Plan Action Plan

Action	Date	Responsibility
Agree Framework Travel Plan	Outline planning application	Liberty Properties
Implement pedestrian/ cycle links across the development	Delivered as part of site construction	Liberty Properties/ Developer(s)
Appoint Travel Plan Co-ordinator	3 months prior to occupation of first dwelling	Liberty Properties/ Developer(s)
Produce Marketing Material	Prior to marketing the units	Liberty Properties/ Developer(s)/ TPC
Travel Packs including bus routes, timetables and cycle/ walking routes	Upon occupation of dwellings and reviewed annually	TPC
Walking Maps/ Routes to Key Destinations	Upon occupation of dwellings	TPC
Investigate Walking Bus	On-going from occupation	TPC
Cycle Maps	Upon occupation of dwellings and reviewed annually	TPC
Investigate BUG	On-going from occupation	TPC
Promote National Cycle Initiatives	Annually	TPC
Information on Bus and Rail Services	Upon occupation of dwellings and reviewed annually	TPC
Sustainable Travel Voucher	Offered to households upon occupation for a six month period	Liberty Properties/ Developer(s)/ TPC
Investigating a Car Share Scheme	On-going from occupation	TPC
Broadband/ Internet Provision	Delivered as part of site construction	Liberty Properties/ Developer(s)
Promote Home Delivery Services	On-going from occupation	TPC

7.2 Timescales for Monitoring and Implementation

7.2.1 The Travel Plan will be formally monitored annually by the TPC. Wrexham County Borough Council's Travel Plan Officer will be notified of the date when building commences.

7.2.2 The monitoring of the Travel Plan will be based upon resident travel surveys which will be arranged by the TPC. The initial baseline travel survey will be conducted when 33% of the dwellings are occupied (i.e. prior to occupation of the 165th dwelling, based on 300 units). The format of the travel questionnaire will be agreed with Wrexham County Borough Council. Additional travel surveys will then be undertaken by the TPC annually thereafter, to assess the success of the Travel Plan measures.

7.2.3 Following the completion of the travel surveys and analysis of the survey results, the TPC will be responsible for the preparation of an annual monitoring report for issue to Wrexham County Borough Council. The annual report will be issued to the Council within three months of completion of the surveys.

7.2.4 The annual monitoring report will set out a comparison of the residents' modal splits against the agreed target modal splits and will provide a summary of the travel plan measures that have been implemented throughout the previous year and their effectiveness.

7.2.5 If the agreed target modal splits have not been achieved, the TPC will prepare a detailed action plan setting out which additional travel plan measures would be implemented at the site, together with dates for their implementation, to seek to achieve the targets. Within three months of the additional measures being implemented a review will be undertaken to assess the effectiveness of these measures, to allow changes, if necessary, to be made prior to the annual survey being undertaken. These additional measures will be funded by Liberty Properties/ the developer(s) of the site.

7.2.6 The TPC will attempt to set up a residents' management group, who could take on the monitoring of the Travel Plan once the TPC role has ceased.

7.3 Responsibility, Ownership and Implementation

7.3.1 Liberty Properties/ the developer(s) will assume overall responsibility for ensuring that the Travel Plan is implemented at the site. The implementation of the Travel Plan measures will be delegated to the TPC who will carry out the day-to-day management of the plan and whose role will be key to the success of the plan.

7.3.2 The TPC will liaise with residents and with the relevant officers of Wrexham County Borough Council. Wrexham County Borough Council will be notified of the TPC's contact details upon their appointment.

8.0 CONCLUSION

8.1.1 This Framework Travel Plan has been prepared in advance of the Full Travel Plan and is based on the current Masterplan that is the subject of the planning application. The Full Travel Plan will be prepared and issued to the Council for approval, as the detailed development proposals for the site emerge.

8.1.2 To achieve the target set out within this Travel Plan, Liberty Properties/ the developer(s) of the site will encourage residents, to take into account the benefits of sustainable forms of transport that are available to them given the highly accessible location of the site.

8.1.3 The Travel Plan will seek to achieve significant reductions in car usage, particularly single occupancy trips. This will produce resultant benefits in terms of air quality and emissions and will also significantly reduce car parking demand and traffic generation associated with the development.

8.1.4 This Travel Plan aims to deliver the following objectives:

- To minimise the total distance travelled by residents and visitors to the site through the reduction in journey lengths and frequency, particularly single occupancy car trips. This will in turn reduce congestion and improve air quality and noise pollution;
- To improve awareness and usage of the alternative modes of transport and reduce the reliance on the private car;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns; and
- To enable people to make more informed travel choices.

8.1.5 In conclusion, this Framework Travel Plan document represents an excellent opportunity to build on the sustainable location of the site and create sustainable travel patterns throughout the lifetime of the development.

CAMERON ROSE
ASSOCIATES

FIGURES

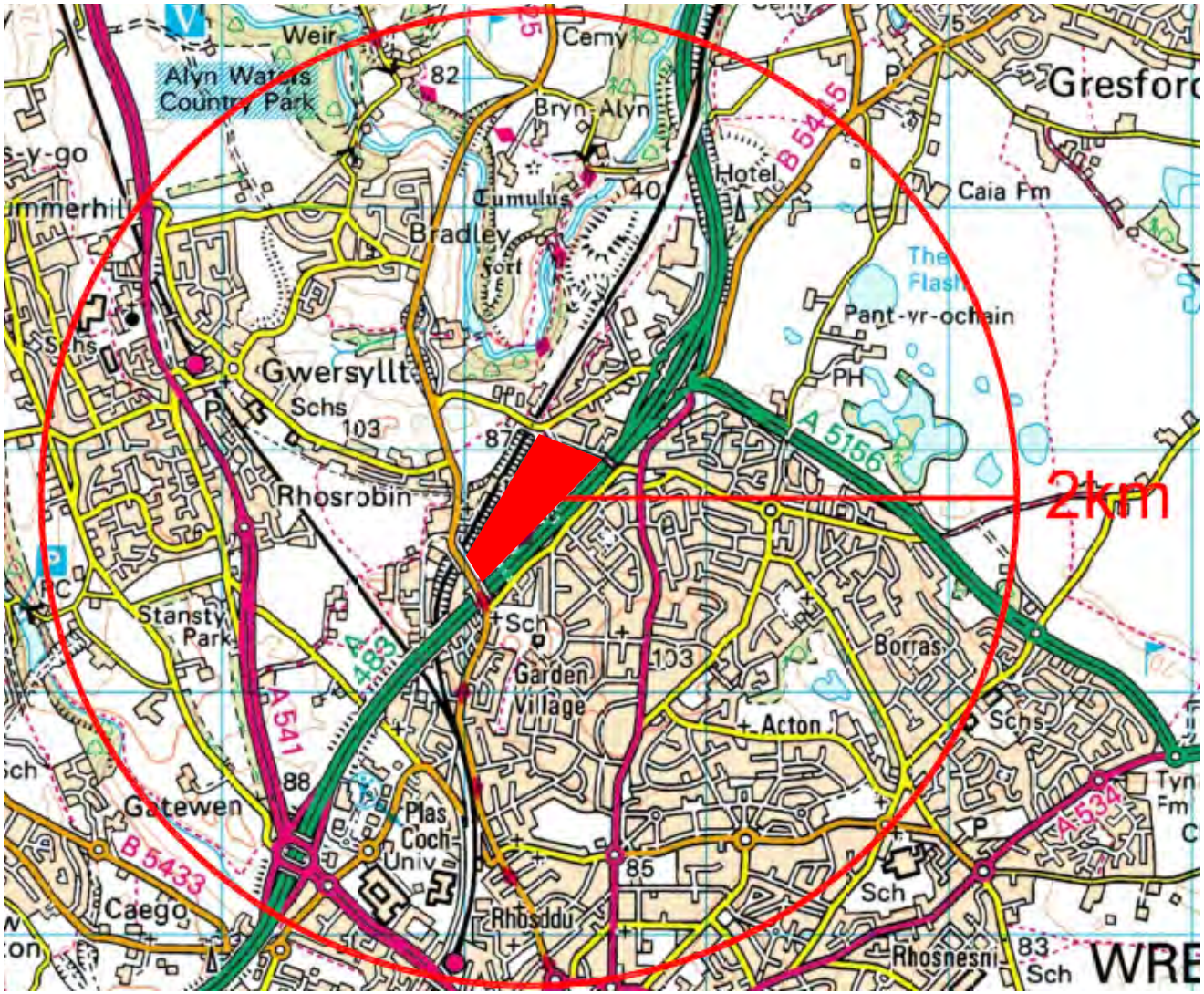


Figure 3-1

Walking Catchment – 2km

Residential Development, Rhosrobin

CAMERON ROSE ASSOCIATES

Figure 3-2

Cycling Catchment – 5km

Residential Development, Rhosrobin

CAMERON ROSE
ASSOCIATES

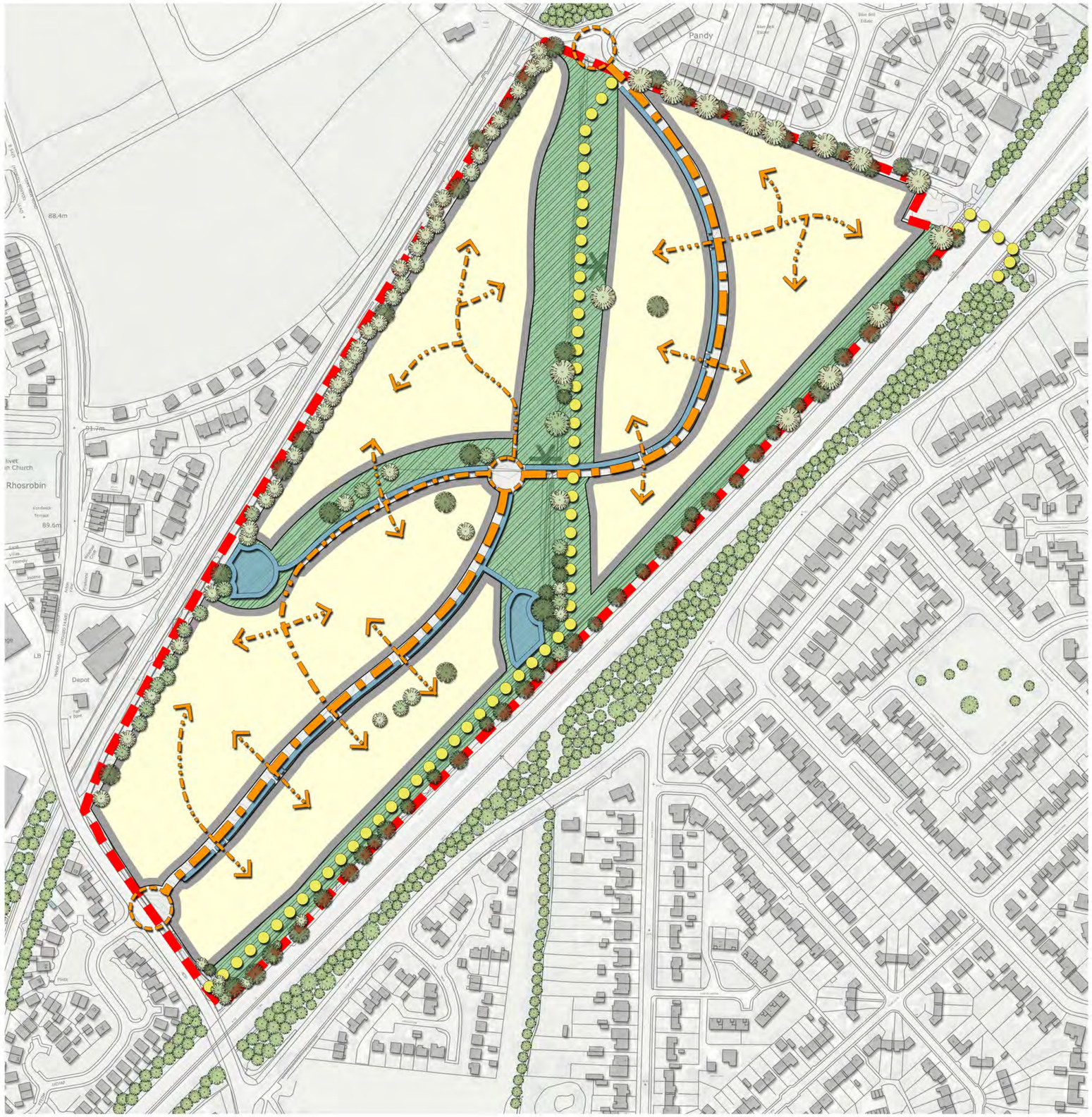
CAMERON ROSE
ASSOCIATES

APPENDICES

CAMERON ROSE
ASSOCIATES

APPENDIX A

INDICATIVE MASTERPLAN



KEY:

- Footpath
- Linking Roundabout
- Collector Road
- Estate Roads
- Internal Roads
- Swale/Attenuation Pond
- Green Corridor / Open Space
- Development Area (11.21ha)
- Site Boundary (15.79ha)
- Existing / Proposed Trees

NEW ROAD - RHOSROBIN, WREXHAM

PRELIMINARY DEVELOPMENT FRAMEWORK

C3429 - P01 RevC

SCALE - 1:1500 @ A1

Cassidy+Ashton

C+A

www.cassidyashton.co.uk

ARCHITECTURE BUILDING SURVEYING TOWN PLANNING

Preston Office: 7 East Cliff, Preston, Lancashire, PR1 3JE T: 01772 258356
Chester Office: Cassidy House, Station Road, Chester, CH1 3DW T: 01244 402900

This drawing is subject to copyright and is not to be reproduced in part or whole without approval.