

# TRAVEL MANAGEMENT PLAN

**THE LAURELS, BOURNE TERRACE, LLANGOLLEN, LL20 7ST**

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## 1. Introduction

This Travel Management Plan outlines how travel, access, parking, and transport activity will be managed at **The Laurels** once it operates as a **single-occupancy children's home** under Use Class C2. The property is located within a quiet residential area of Llangollen and is supported by substantial off-street parking, safe vehicular access, and close proximity to local amenities, bus stops, walking routes, and community facilities.

The purpose of this plan is to demonstrate that the proposed use will generate **minimal traffic**, will not result in parking pressure on Bourne Terrace, and will operate safely, sustainably, and in keeping with the residential character of the area. This document also forms part of the broader safeguarding and community-integration framework for the home.

## 2. Staffing Arrangements and Their Influence on Transport Activity

The home will accommodate **a maximum of two young persons**, but staffing levels will vary depending on the assessed needs of the child. The incoming care provider will use a **1:1, 2:1, or 3:1 staffing ratio**, with staffing decisions determined by risk assessments, care plans, and multi-agency guidance.

A 1:1 staffing model involves one staff member present at all times, while 2:1 or 3:1 models involve two or three staff members working simultaneously. Even in the highest ratio, staffing is tightly coordinated. Staff teams often arrive together, car-share, or schedule their shifts to ensure the minimum number of vehicles are present at any time. The supervision of one young person produces extremely low levels of daily activity.

Shift changes are brief, predictable and conducted in a quiet, unobtrusive manner. These patterns ensure staffing requirements do not generate noticeable disturbance or increased traffic compared to a typical three-bedroom family home, which frequently generates multiple daily trips for school, employment, deliveries, and general family activity.

## 3. Driveway Capacity and Off-Street Parking Provision

A key benefit of The Laurels is the **large private driveway**, as shown in the submitted image:



The driveway is long, wide, and capable of safely accommodating **up to four vehicles entirely off-street**, without reliance on on-street parking. It is surfaced with compacted gravel and includes a dedicated pedestrian walkway, providing a safe and clearly defined boundary between vehicle movement and foot traffic.

The length and width of the driveway mean that vehicles can arrive, park, and depart without reversing onto the public highway. This ensures that even in periods of increased staffing—such as handovers under a 2:1 or 3:1 model—cars can be parked and manoeuvred without causing obstruction or affecting neighbours.

As a result, the home will not contribute to parking congestion, will not require use of roadside parking, and will place **no additional burden** on Bourne Terrace.

## 4. Vehicle Movements and Trip Generation

Traffic activity at the property will remain low. Typical daily movement will consist of staff arriving and leaving at shift change times, occasional professional visits (such as social workers or therapists), and essential travel relating to the young person's schooling, appointments, or recreational activities.

Even at a 3:1 staffing level, the structure of supervised care means that vehicle movement is limited and highly predictable. Staff do not come and go spontaneously; instead, shift patterns are pre-planned and tightly managed.

This contrasts with the trip patterns of a conventional three-bedroom dwelling, which routinely generates:

- Multiple school runs
- Several adult commutes
- Family visits and deliveries
- Recreational outings
- Evening/weekend activities

Compared to these typical C3 patterns, a C2 single-occupancy children's home is **significantly less intensive** in terms of transport demand.

## 5. Access and Vehicle Entry

Vehicular access to The Laurels is direct and safe. The driveway opens onto Bourne Terrace, a low-traffic residential road with good visibility and slow vehicle speeds. Drivers can enter and exit the site calmly without manoeuvring hazards.

Pedestrian access follows a dedicated footpath adjacent to the driveway, keeping pedestrian and vehicle movements separate. Staff will maintain quiet and considerate behaviour on arrival and departure, ensuring the home remains unobtrusive within the neighbourhood.

## 6. Sustainable and Active Travel

The location of the property supports walking, cycling, and public transport use. Bourne Terrace is only a short walk from bus routes serving Llangollen and wider Wrexham. Local schools, outdoor spaces, shops and healthcare facilities are also accessible via short, safe walking routes.

Staff will be encouraged to use sustainable travel methods where appropriate, such as lift-sharing, cycling, or using public transport. Supervised sustainable travel may also form part of the young person's routine, depending on age and ability.

## 7. Deliveries and Servicing

As the home operates as a single-occupancy domestic residence, there is no requirement for commercial deliveries or specialist servicing vehicles. Domestic parcel deliveries and weekly waste collections will occur at normal residential levels and will not contribute to any increased movement or disruption on the street.

## 8. Emergency Access

The property layout supports full access for emergency vehicles. The driveway provides ample space for ambulances, fire services or police vehicles to attend the property without obstruction. The single-storey floorplan ensures fast and safe internal evacuation should an emergency occur.

## 9. Neighbour Considerations and Minimising Impact

The care provider will take active steps to ensure travel behaviour remains respectful. Staff will avoid idling, minimise noise, refrain from congregating outside the home, and use the driveway exclusively for parking. Professional visitors will also follow these expectations.

The driveway's capacity ensures that even during temporary overlaps in staffing, all vehicles remain on private land. The predictable nature of shift patterns ensures traffic is neither disruptive nor intensive.

This low-impact approach ensures that the home blends quietly with the residential character of Bourne Terrace.

## 10. Monitoring, Review and Living Plan Status

This Travel Management Plan is a **living document**. Once a young person is placed and the care provider assumes operational control, the plan will be reviewed and adapted to ensure it remains proportionate, effective, and aligned to the individual's needs and the staffing model in use.

The provider will routinely assess travel behaviours, monitor parking practices, and respond to any concerns raised by neighbours or the Local Authority. Updates will be made when required to maintain minimal impact and ensure safe, sustainable operation.

## 11. Conclusion

The Laurels is exceptionally well suited to a small children's home from a transport and access perspective. The extensive driveway, capable of holding up to four vehicles, ensures there is no reliance on on-street parking, even under higher staffing ratios such as 2:1 or 3:1. Vehicle movements remain low, controlled and predictable.

The overall travel demand associated with the proposed C2 use is significantly lower than that of a typical family dwelling, and the operational management of staff ensures the development will integrate quietly and seamlessly into the local street environment.

The design, access and travel characteristics of this proposal therefore meet all requirements for safe, sustainable, and community-compatible operation.