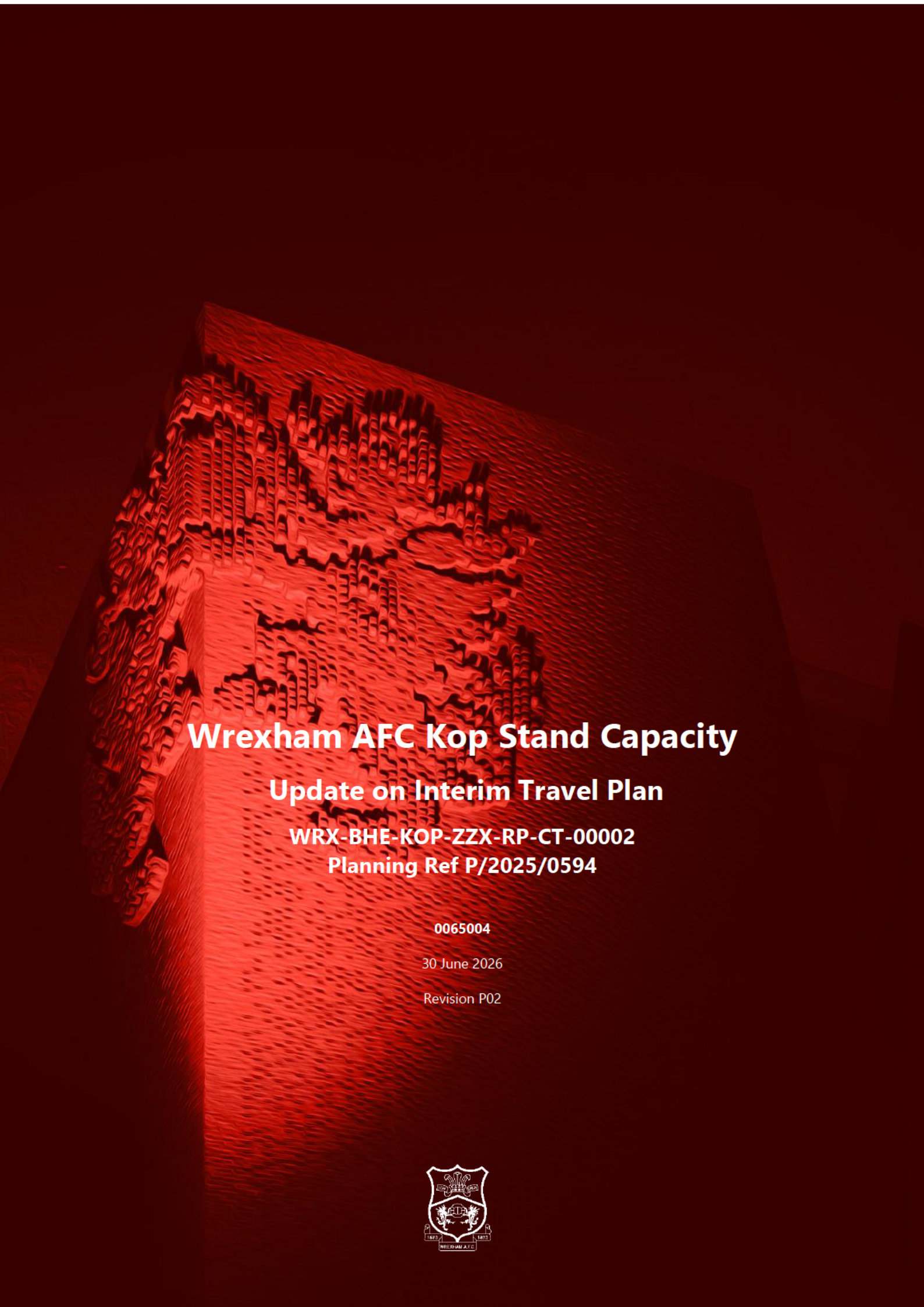


Wrexham AFC Kop Stand Capacity

Update on Interim Travel Plan

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30 June 2026

Revision P02

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date	**30.06.26**

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1 Introduction

1.1 Background

1.1.1 Buro Happold has been commissioned by Wrexham Association Football Club (Wrexham AFC) to provide transport input to a planning application to increase the permitted seating capacity of the new Kop Stand at the Cae Ras. The stadium has an approved capacity of 15,500 and the application seeks a modest uplift of 2,250. The additional capacity has already been designed into the approved new Kop Stand and reflects the enormous demand for tickets to support the Club. The additional capacity creates significant additional expenditure in the City boosting the economic dividend from event days.

1.1.2 The Cae Ras is located to the north-west of Wrexham City Centre and is bounded to the south by Mold Road, to the east by Crispin Lane and to the north and west by Wrexham University. The Kop Stand is located on the east side of the stadium, adjacent to Crispin Lane. The location of the site is shown on Figure 1.1.

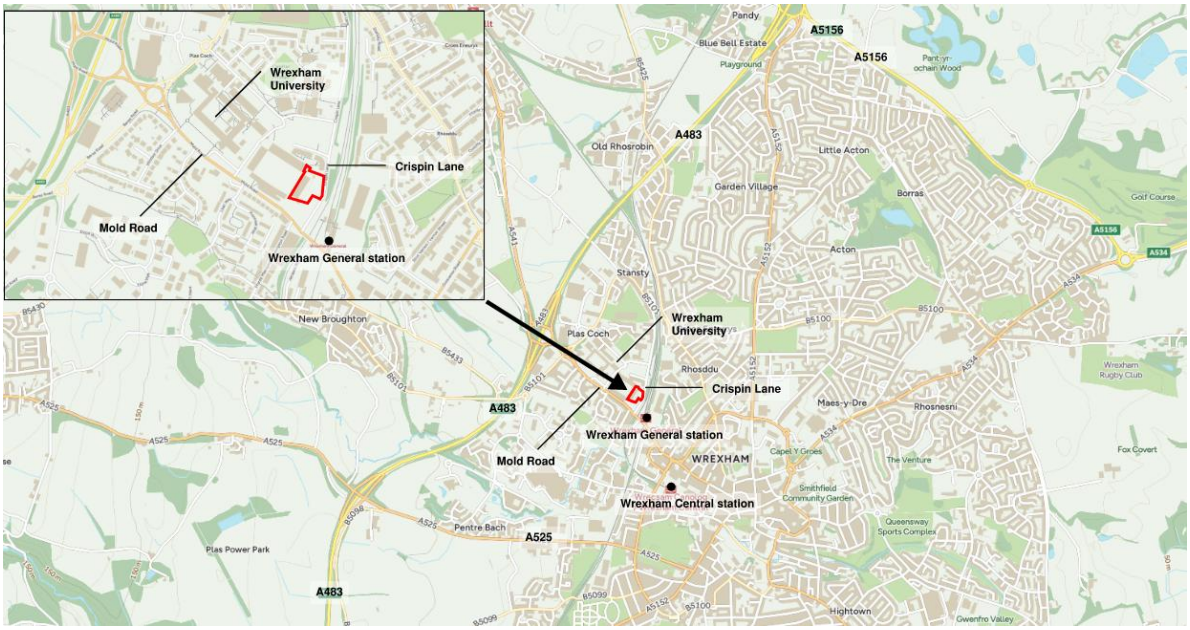


Figure 1.1 Site Location

1.2 Planning Context

1.2.1 In January 2023 planning permission was issued for a new Kop Stand at the Cae Ras by Wrexham County Borough Council (Wrexham CBC).

1.2.2 The permitted development increases the capacity of the Kop Stand to 5,500 spectators and therefore the overall capacity of the stadium to approximately 15,500 for league games. It will also include provision for new hospitality space for both match and non-match days, club offices, community space and a club store.

1.2.3 The permitted scheme was supported by a Transport Assessment (TA), Matchday Access Strategy (MDAS) and Interim Travel Plan, by consultants 'Ramboll'.

1.2.4 A Section 73 permission in March 2025 revised the design of the 2023 permitted scheme and in doing so was

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future proofed to accommodate a higher capacity than the permitted limit of 5,500 (though a further planning application would be required for any uplift in spectator numbers). This scheme is now being implemented.

1.2.5 Subsequently an 'Additional Capacity Application' was submitted in July 2025 to increase the new Kop Stand for up to 7,750 spectators – an increase of up to 2,250 spectators from the 2023 permitted scheme. The application was supported by a Transport Assessment, by Buro Happold following dialogue with Wrexham CBC who confirmed the scope as appropriate.

1.2.6 The redline boundary for the application is shown in Figure 1.2.

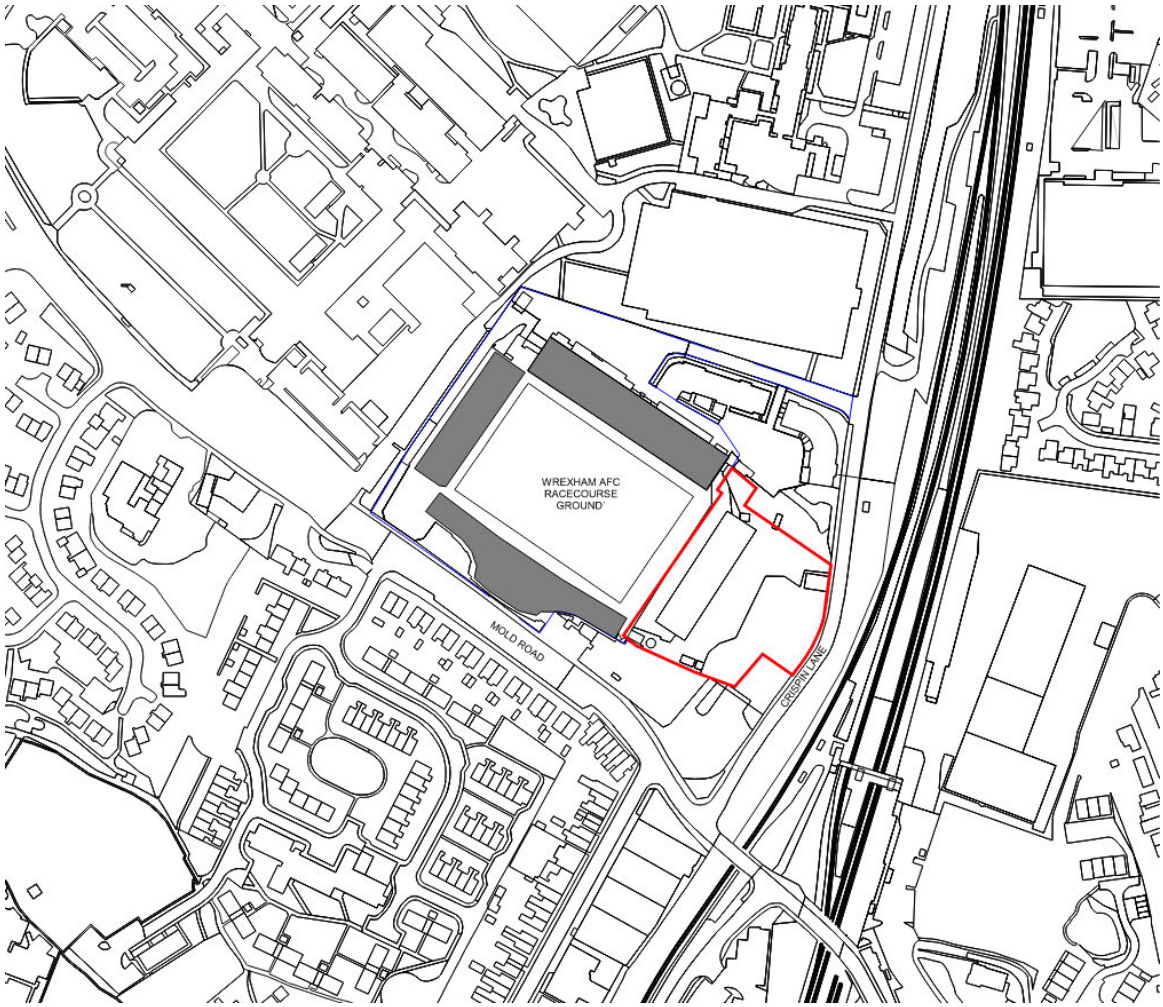


Figure 1.2 Redline Boundary

1.3 Post Application Consultation

1.3.1 Since the Additional Capacity Application of July 2025, there has been ongoing dialogue with Transport Officers at Wrexham CBC on the findings of the Transport Assessment and strategies to mitigate the impacts of the development, including the work being undertaken by Wrexham AFC to update the approved 2023 Interim Travel Plan, focussing on enhanced measures and commitments aimed at promoting a shift towards more sustainable travel modes. Ultimately this work will lead to the production of a Full Travel Plan for the Kop Stand

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which will be submitted to discharge Condition 15 of the 2025 permission, which states that:

"Before the development hereby permitted is first used, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include but not be limited to:

i. Measures to reduce the impact of vehicle movements on the operation of Junction 5 of the A483 on match days and non-match day events (e.g. staggering of events times);
ii. Measures to encourage sustainable transport options and reduce the need to travel to and from the football and non-football events held at the site by private motor vehicle; and
iii. The timing for the implementation of such measures.
iv. A scheme of annual monitoring or a period of 5 years to be undertaken on the anniversary of the first use of the stadium.
The development shall be undertaken in accordance with the approved Travel Plan. Annual monitoring reports shall be submitted to the Local Planning Authority within one month of their completion along with details of changes to the Travel Plan in light of the findings of the annual monitoring reports.

1.3.2 Whilst Condition 15 needs to be discharged for the 5,500 Kop Stand, Wrexham AFC has also requested to Wrexham CBC Planning that the same Condition be replicated for the Additional Capacity Application (to go from 5,500 to 7,750 seats). This would then allow a single Full Travel Plan submission to relate to the total 7,750 capacity of the two applications. This would represent a coordinated and pragmatic approach.

1.3.3 Once the Kop Stand Condition has been discharged, the Full Travel Plan would become applicable to the operation of the Racecourse Ground as a whole.

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2 Travel Plan Update - Context

2.1.1 Wrexham AFC is committed to retaining first team football at the Cae Ras and therefore measures to deal with travel to and from matches and other events will need to be managed and will need to evolve over a considerable period of time.

2.1.2 The success of the Club in the last four years means that it is to be hoped (and the aspiration certainly is) that it competes at the highest levels of the football pyramid. The stadium investment is considerable and necessary to fulfil the Club's ambition. The stadium is also being brought up to UEFA standard (via partial Council and Welsh Government funding) in order to host international fixtures (football and rugby, men's, women's and youth fixtures and tournaments) on a regular and increasing basis into the future. Hosting these greater range of events creates a very significant boost for the City.

2.1.3 The ground is located close to the north-western edge of Wrexham and is bounded to the north-west and north-east by the campus of the University of Wrexham, to the south-west by Mold Road (which is partial dual carriageway but has a speed limit of 20mph) and Crispin Lane and the railway line (and Wrexham General Station) with lines towards Chester and England, the Midlands and South Wales. It is less than a kilometre from Junction 5 of the A483 which is a dual carriageway linking to mid-Wales and to England and the A55/M56.

2.1.4 The ground (and in particular the new Kop Stand for which this current Travel Plan is being developed) forms a primary and integral part of the "Wrexham Gateway" which is the major regeneration development in Wrexham (and arguably in North Wales). The Gateway development is a partnership-led project; the partners in addition to Wrexham AFC are Wrexham Council, the Welsh Government, the University of Wrexham, Transport for Wales and the Football Association of Wales. All Wrexham Gateway partners are fully supportive of the Additional Capacity for the Kop Stand and they seek regular updates on progress given the on-site construction.

2.1.5 Within this context the Club already operates (in co-operation with key partners) a number of measures to reduce local impacts, including use of the University for match-day parking, match-day closures of Crispin Lane, programming of external works to avoid match-day clashes, stewarding and increased Police presence on match-days.

2.1.6 All of the above factors are seen as positives in being able to achieve significant and integrated infrastructure and systems that fulfil the aims of the key stakeholders and make a fundamental contribution to the future development and success of the City of Wrexham.

2.1.7 Directly linked to this is a primary aim of the Club to increase the match-day "dwell-time" of a large proportion of spectators, including arriving before the match and staying in Wrexham for a period after the match. This can be achieved in a number of ways.

- The current Kop Stand design incorporates significantly increased hospitality facilities and ongoing development of the stadium itself will increase these options.
- Wrexham University is also providing hospitality on its campus for match-day use, as part of the developing "sustainable transport" (primarily walking and cycling) through its campus to ultimately link Wrexham City Centre and the retail park adjacent to Junction 5 of the A483.
- The Club has significant retail space at Eagles Meadow Shopping Centre and this forms part of a wider

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strategy to encourage fans to park in the City Centre (where additional capacity has been proven to exist), not only for the club shop itself but for all the shops and pubs, restaurants, cafes and other outlets both in the centre and en-route to the Cae Ras (a walking distance of less than a kilometre).

2.1.8 Because many of the above initiatives encourage the development of a "day out" habit that involve eating and drinking, the Club is also keen to promote an "Enjoy Yourself – Leave the Car at Home!" initiative to seek to change traditional behaviour.

2.1.9 In addition to the University, Gateway partners are encouraged to operate policies that overtly encourage wider occupation and usage of the City Centre and its attractions during match-days.

2.1.10 In terms of non-match-day travel, day-to-day usage of the Cae Ras is unchanged in terms of the current Additional Capacity Application for Kop Stand match-day capacity. Special events like concerts and other festivals will have their own specific travel plans as part of relevant licensing requirements. A parallel development by the Club to create first-team training facilities at Colliers Park will in fact reduce non-match-day travel as players will travel direct to and from the new facility rather than coming to the Cae Ras before and afterwards.

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3 Travel Plan Initiatives and Measures

3.1.1 The stated aim of the approved 2023 Interim Travel Plan is to promote sustainable travel choices to and from the stadium, in order to encourage sustainable travel amongst staff and visitors to and from the stadium.

3.1.2 At a high level, this stated aim is to be achieved through the following objectives:

1. Reduce the number of staff, supporters and exhibition visitors accessing the site in single occupancy vehicles by encouraging greater use of sustainable modes;
2. Ensure good accessibility and improved choice to the site by non-car modes to all staff, supporters and exhibition visitors;
3. Actively promote non-car travel choices, through facilities and information provision within the development; and
4. Market and raise awareness of the Interim Travel Plan and its purpose.

3.1.3 Additional and more granular aims are being developed as part of the update to the Interim Travel Plan and will be set out in the Full Travel Plan in due course.

3.2 Update of Interim Measures

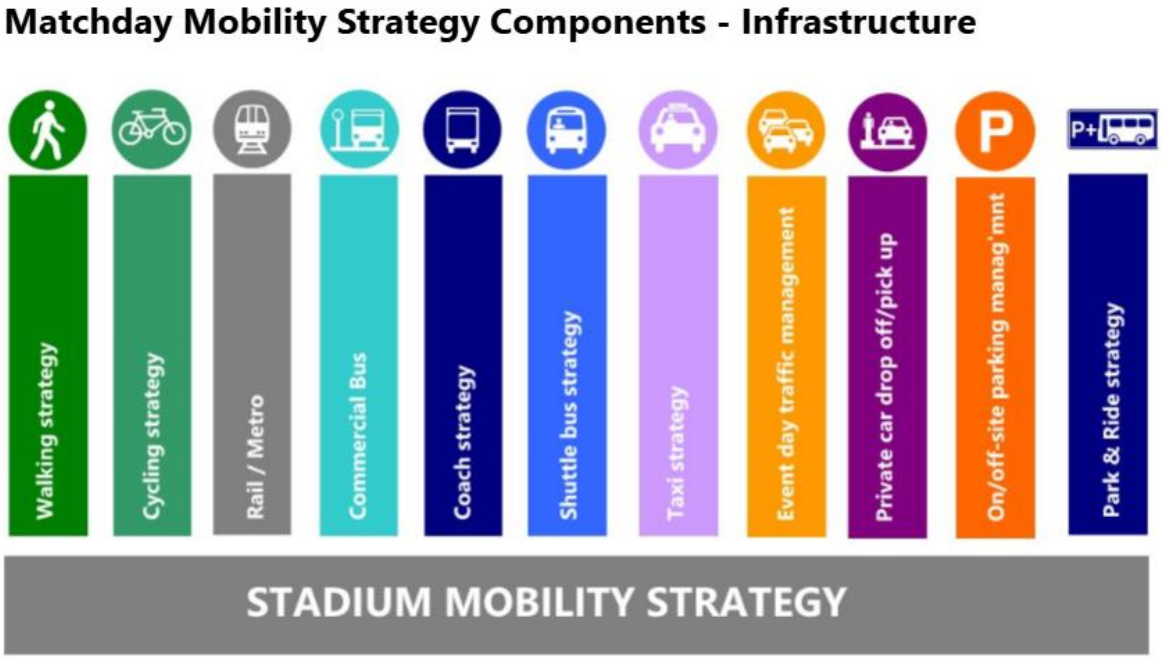
3.2.1 The current focus of the work being undertaken by Wrexham AFC is to develop the 'Initiatives and Measures' that are being implemented to achieve the Interim Travel Plan objectives identified.

3.2.2 The aim is to continue to develop these and other initiatives identified as time progresses, working closely with Wrexham CBC, Transport for Wales, Wrexham Gateway and all other relevant stakeholders.

3.2.3 Ultimately these will then underpin the Full Travel Plan to be submitted prior to occupation of the development. This will include an 'Action Plan' for the implementation of the major tasks of the Travel Plan, including the ownership of responsibility and required timescales.

3.2.4 The infographic below summarises the components of the matchday mobility strategy that link to the Travel Plan measures. These are supported by a range of 'softer measures' that communicate, promote, monitor and manage each of the strategy components and Travel Plan.

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3.2.5 Based around the mobility strategy components shown above, the following Table shows the current update of the Interim Travel Plan measures and commentary as to the work in progress by the Club to deliver these.

3.2.6 As noted, this is a 'live strategy' and will continuously evolve and update prior to and during the next season and beyond, with an updated set of measures to be reported in the Full Travel Plan.

3.2.7 It is also noted that whilst the measures are 'standalone' for the Club to progress, they need to develop in alignment with the Wrexham Gateway Masterplan proposals which are closely linked and should be mutually beneficial.

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Table 3.1 Update of Interim Travel Plan Measures

Ref/ Update	Travel Plan Measure
Transport Working Group	
TWG1	Transport Working Group (TWG) to be set up with key stakeholders – to include Wrexham AFC/Travel Plan Coordinator, WCBC, TfW, bus and rail operators and the Safety Advisory Group. TWG to meet prior to start of each season, regularly throughout season and in advance of any special events. Monitoring of Travel Plan to be reported at TWG meetings and minutes taken/distributed.
Update	TWG has been set up for over a year now with regular meetings held and notes taken. The notes from the previous meetings are available on request.
Walking and Cycling	
W&C1	Provide new access directly onto Crispin Lane to the Kop Stand entrance. Potential for improved walking route connectivity as a result of Wrexham Gateway proposals. Club to represent opportunities within this forum.
Update	Wrexham AFC has already established a "Walk to the Match" scheme to encourage fans who live locally or park in the Town Centre to walk to the match, aligned with the "Enjoy Yourself – Leave the Car at Home!" initiatives described earlier. These will be further promoted through the Communication Strategy. Options to provide an improved walking environment around the stadium are also being discussed with stakeholders including the University; initially focussing a high-quality pedestrian /shared-use environment on Crispin Lane that would benefit pedestrians on matchdays and at all other times, whilst maintaining access. Wrexham AFC have reported that the current take-up of cycling is low for various reasons including the quality of local infrastructure and secure parking options. Wrexham AFC will continue to discuss solutions to this with WCBC/Wrexham Gateway/TfW including the potential for an e-bike hire scheme that have been successful in other cities / around other stadiums. See also W&C2 below.
W&C2	Provide information relating to walking, cycle parking and routes for each through the Wrexham AFC website and via Communication Strategy.
Update	Wrexham AFC has agreed with the University to use its cycle parking on matchdays. The current take-up of cycling is currently low for various reasons including the quality of local

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	infrastructure and secure parking. Wrexham AFC will continue to discuss solutions to this with WCBC/Wrexham Gateway/TfW
W&C3	Provide/improve wayfinding for walking and cycling.
Public Transport	
PT1	Discuss with partners the potential to incentivise staff and spectator bus and rail travel by offering discounted travel tickets.
Update	Wrexham AFC are in positive discussions with TfW on this initiative. The provision of a "Red Route" bus service to the ground is currently being explored, to make the journey to the ground part of the match day experience (early stages of discussions).
PT2	Identify where public transport services could be improved on matchdays considering journey origins, service patterns, journey times and event timings. Work with WCBC, TfW, Avanti and Arriva / other operators as appropriate to enhance public transport connectivity on matchdays. Consider improvements to public transport being delivered by Wrexham Gateway and other proposals by TfW/WBC.
Update	Wrexham AFC are currently in proactive discussion with TfW on potential bespoke public transport offering in addition to the other incentives currently available for spectators and promoted on the Wrexham AFC website: • Arriva offer a 'Wrexham Zone Ticket' – reduced fares when displaying a match ticket • TfW offer a 'Advance Flex ticket', 'Small Group Day Tickets' and a 'Family Ticket' – see PT6 As part of the Full Travel Plan detailed catchment analysis will be undertaken to derive propensity to travel statistics to target population areas that would most benefit to improvements in PT services, etc. This will be fed into discussions with TfW.
PT3	Promote Arriva bus services offering discounted fares on matchdays for spectators. Discounts offered by Aviva to be promoted through Club and public transport operator websites at stadium and advertised at point of matchday ticket sale. Details included in Marketing and Communication Strategy (see later).
Update	This is now advertised on the Wrexham AFC website. WAFC to promote further through the Marketing and Communication Strategy.
PT4	Provide/improve wayfinding between stadium, local bus stops, Wrexham Central and Wrexham General. Potential to incorporate branding, event information, public transport information.
PT5	Review advance ticket policies with all relevant public transport operators to permit changes of refunds if scheduled events change.

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PT6	Discuss group rail discounts for spectators with rail operators.
Update	The details of exiting rail discounts are promoted on Wrexham AFC website: 'Small Group Day Tickets' offer a 20% discount off standard fares. 'Large Group Day Tickets' offer a 25% discount on day return fares. 'Family Ticket' provides free travel for up to 2 children. This will be further promoted through the Marketing and Communication strategy.
PT7	Consider shuttle bus service for people with reduced mobility / particular needs from town centre and connecting with rail stations and the stadium.
	Park and Ride (P&R)
P&R1	Maintain provision of P&R car parking and service from Ruthin Road to Mold Road (University) working with operator and WCBC. Monitor usage over time and review service levels with WCBC/operators.
Update	The current P&R initiative is ongoing and will be available this coming season. The Communication Strategy will publicise this further.
P&R2	Work with WCBC and operators to identify additional P&R opportunities linked to remote car parking locations to intercept car journeys to immediate stadium area. Should this be feasible, undertake trial operation to determine longer term viability / extensions. Monitor usage over time and review service levels with operators.
P&R3	Promote P&R services / parking through WAFC and public transport operator websites at stadium and advertised at point of matchday / season ticket sale. Discounts to be promoted through all communication / marketing methods.
	Coach / Minibus
C1	Ensure that coach travel opportunities are marketed effectively to home and away supporters via point of ticket sale, WAFC and other club websites and to fan groups. See Communication Strategy. Work with other clubs and fan supporter groups to increase numbers of groups organising coach/minibus travel to WAFC. Consider offering discounted tickets for those travelling by coach/minibus.
Update	This is an ongoing initiative with Wrexham AFC. Most clubs send a significant number of their away fans by coach. Birmingham and Stoke for example sent 10 coaches last season which equates to approximately 600 fans per match.
C2	Monitor use of existing coach parking facilities at WAFC for coaches / minibuses. Consider if additional spaces are needed and work with WCBC/landowners to identify suitable locations.

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Taxi / Minicabs	
T1	Formalise Crispin Lane / Mold Road arrangements for matchdays. Identify if additional / alternative location for pick-up/drop-off (PUDO) is required.
Car Travel & Parking	
CT&P1	Identify opportunities with existing car park operators and landowners to open car parks on matchdays/increase max. stay and opening hours to suit match times.
Update	Wrexham AFC have a long-standing agreement with the University to use their site for matchday parking and have 300 spaces at Eagles Meadow. Wrexham AFC will discuss further opportunities with landowners/operators including WCBC and Just Park who have secured most of the contracts in the stadium vicinity, including on Plas Coch Retail Park
CT&P2	Using Wrexham AFC website and Travel App, promote use of existing off-street parking opportunities near the stadium and within the town centre. Provide information about number of spaces, cost, opening hours, max stay etc. Promote use of University parking and information about pre-booking.
Update	Wrexham AFC have included link to Just Park on club website as they are the University's parking provider. Just Park shows a number of other parking opportunities around the stadium including residents who utilise their driveways on match days.
CT&P3	Focus on identifying minimum number of parking areas that can deliver max no. spaces dedicated to spectators and consider P&R / shuttle services to stadium. Introduce car-sharing incentives (see below).
CT&P4	Aim to increase existing car occupancy levels by encouraging car-sharing by spectators and staff. Promote car-sharing through Marketing and Communication Strategy. Consider providing incentives for uptake of car sharing.
CT&P5	Work with Transport Working Group to review traffic management and match day parking on a rolling basis and identify issues arising and improvements to be made.
CT&P6	Maintain clearway along Mold Road to reduce PUDO activity.
Update	Wrexham AFC locate various matchday operational facilities such as accessible toilets and Emergency Services along Mold Road which offer a double benefit of preventing PUDO but also act as HVM. In Wrexham AFC place traffic cone and signs along Mold Road and the roads leading off Mold Road to maintain clearways and reduce PUDO activity.

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Marketing and Communication	

M&C1	• Update travel information currently on WAFC website for Home and Away fans.
	  ○ Encourage spectators not to travel by car or park in city centre car parks Discourage on-street parking
	  ○ Promote active travel, public transport and organised (non-car) travel options – coach/minibus etc
	  ○ Provide information, mapping and route planning tools for public transport, walking and cycling with website links. Promote P&R services
	• Advertise all travel options that have been incentivised through discounting etc.
	• Work with WCBC, TfW and operators to provide similar information within their websites

Update	Wrexham AFC are currently refreshing their website with updated travel information. Travel guidance will be distributed to all Away Teams and away travelling fans.
M&C2	Advertise travel information in key public spaces around stadium, within offices and event spaces using posted messaging, display boards, electronic variable messaging etc. Apply positive messaging around non-car travel, incentives etc. Use stadium address systems to provide up-to-date PT information during events.
M&C3	Produce Travel Pack and distribute to season ticket holders, at match ticket purchase point, to other clubs / away fans and staff making this bespoke for each user group. Include appropriate information regarding incentives / benefits to different groups.
	The Club sends the Away Supporter Club Secretary details of parking, travel information and the Park and Ride scheme from Ruthin Road to the ground before each fixture. This is wrapped in a fan supporter guide to attending the Cae Ras.
M&C4	Develop bespoke Travel Planning App to imbed in Club website, WCBC website.
Update	Discussions underway with TfW on this to determine if there is an existing Travel Planning App that can be used.
M&C5	Continuous communication with other clubs and all relevant supporter groups to advise of travel planning arrangements (above).
Update	Wrexham AFC are currently refreshing their website with updated travel information. Travel guidance will be distributed to all Away Teams and away travelling fans. The Club sends the Away Supporter Club Secretary details of parking, travel information and the Park and Ride scheme from Ruthin Road to the ground before each fixture. This is wrapped in a fan supporter guide to attending the Cae Ras.

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