BURO HAPPOLD

Wrexham AFC – Additional Capacity Application

Kop Stand Development, Cae Ras, Wrexham - Parking Analysis

WCBC Ref: P/2025/0594

August 2026

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Executive Summary

- This Parking Analysis has been prepared in support of Wrexham AFC's application for additional stadium capacity at Cae Ras. The assessment examines whether the existing parking network can accommodate forecast parking demand associated with the consented 15,500-capacity stadium and the proposed increase to 17,750 spectators. The analysis is informed by on-street and off-street parking surveys undertaken for a Wrexham AFC fixture against Millwall, together with fan travel survey data and Travel Plan targets.

- The assessment identified 3,325 parking spaces within the WCBC-approved off-street parking supply. Survey results indicate that these car parks operated at approximately 57% utilisation during the surveyed matchday period, leaving 1,431 spaces available and demonstrating substantial spare capacity under existing conditions.

- Future-year parking scenarios were assessed. For the consented capacity of 15,500 spectators, the approved off-street parking supply can accommodate forecast parking demand under both the 'Do-Nothing' and 'Do-Something' scenarios. Under a 'Do-Nothing' scenario, approximately 280 spaces remain available within the WCBC approved car parks, while implementation of Travel Plan measures increases residual capacity to approximately 862 spaces.

- For the proposed 17,750-capacity stadium, a theoretical worst-case scenario was assessed. The scenario assumed that all additional parking demand would be accommodated off-street, resulting in an overspill of 255 vehicles. Sensitivity testing was therefore undertaken to consider more realistic levels of off-street parking utilisation, with varying proportions of demand redistributed onto the surrounding on-street parking network. Depending on the assumptions applied, between 255 and 592 vehicles were identified for on-street distribution.

- The on-street assessment identified 37 parking zones that experience matchday parking activity. These zones were used to test the redistribution of displaced demand under the worst-case scenario. This resulted in a total of 592 vehicles which were distributed on-street. The analysis found that the identified matchday parking zones have sufficient capacity to accommodate this demand, with forecast occupancy remaining within the available parking supply. No severe parking impact was identified.

- The assessment also demonstrates the benefits of Travel Plan measures. By reducing car mode share from 57% to 52% (-5%) and increasing average vehicle occupancy from 2.4 to 2.6 (+10%) persons per vehicle, the proposed 17,750-capacity stadium can be accommodated entirely within the approved off-street parking supply, with approximately 411 spaces remaining available and no parking overspill generated. It should be noted that the parking assessment has been undertaken on a gross basis, considering the full additional 7,750-capacity increase against the baseline scenario. This represents a conservative, worst-case approach.

- Overall, the consented 15,500-capacity stadium can be accommodated within identified off-street parking supply, and the proposed 17,750-capacity stadium can be accommodated by the on/off-street network. The findings indicate that sufficient capacity exists within the surveyed parking network, and that Travel Plan measures provide a robust mechanism for further reducing parking demand and supporting sustainable travel to the stadium.

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Survey Context (2026 Survey)

2026 Car Parking Survey

- Surveyed by IDASO
- Match details:
  - Wrexham vs Millwall, Saturday 7th February, 2026
  - Kick-off time: 15:01
  - Attendance: 10,663 (9,386 home / 1,277 away supporters)
- On street / off street surveys were provided.
- The full methodology, and scope of survey, was agreed with Wrexham County Borough Council (WCBC) Transport.
- It should be noted that the away supporters have been included in the analysis, for robustness.
- Wrexham Travel Survey (2025) used for mode share and car occupancy, which was prepared on the behalf of WCBC.
- An interim travel plan was submitted by Ramboll in 2022, which was approved in 2023 with a condition requiring a full Travel Plan prior to the operation of the Kop Stand. Following discussions with WCBC Transport, Buro Happold subsequently issued an update based on various Wrexham FC measures. 'Do-Something' scenarios have therefore been developed based on targets set out within the updated Framework Travel Plan.

Assessment	Context	Attendance	Scenario	Description	Mode Share	Car Occ.
1	Wrexham vs Millwall	10,663	Baseline	Baseline – 'as it stands;	57%	2.4
2	2026 Baseline + Consented Kop Stand (15,500 Seats) This is +5,500 on the baseline	15,500	Do-Nothing	Assumes car mode share / occupancy from 2025 fan travel surveys	57%	2.4
			Do-Something	Interim Travel Plan targets	52%	2.6
			Do-Something 2	Long-term Travel Plan targets	49%	2.7
3	2026 Baseline + Consented Kop Stand + Proposed Development **(17,750 Seats)** This is +7,750 on the baseline	17,750	Do-Nothing	Assumes car mode share / occupancy from 2025 fan travel surveys	57%	2.4
			Do-Something	Interim Travel Plan targets	52%	2.6
			Do Something 2	Long-term Travel Plan targets	49%	2.7

Table 1 - Assessment overview

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Methodology
Off-Street to Show Demand for On-Street Spaces

- The methodology has been discussed with WCBC.
- NOTE: No control survey or travel survey response – therefore cannot determine percentage of spectators parking off-street. In this instance, a theoretical assessment is required.
- It is assumed that spectators would rather park for free close to stadium, rather than off-street. Therefore Step 2 attempts to synthesise the demand. This assumption represents a robust worst-case assessment, as it considers additional on-street demand.

Off-Street Parking	Step 1	Step 2	Step 3
Only WCBC Agreed Car Parks	❑ **Derive off-street demand through surveyed occupancy** ➢ Difference between 12.00 occupancy 15.00 occupancy = No. spectators parking off-street ➢ Show this as % of total spectator parking demand (from Step 1) ➢ Assume remaining spectators park on-street	❑ **Use spare car park capacity to derive on-street demand** ➢ 100% car park utilisation ➢ 90% car park utilisation ➢ 85% car park utilisation ➢ 80% car park utilisation ➢ Assume remaining spectators (from Step 1) park on-street	❑ **Use theoretical demand scenarios** ➢ 10% of spectator demand ➢ 15% of spectator demand ➢ 20% of spectator demand ➢ Assume remaining spectators from Step 1) park on-street, including those who can't park in car parks when demand exceeds capacity

Table 2 – Methodology overview

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Wrexham v Millwall, 7/02/26, STōK Cae Ras, Kick-Off 15:00

Off Street Parking Locations and Capacity (All Surveys)

Car Park Locations

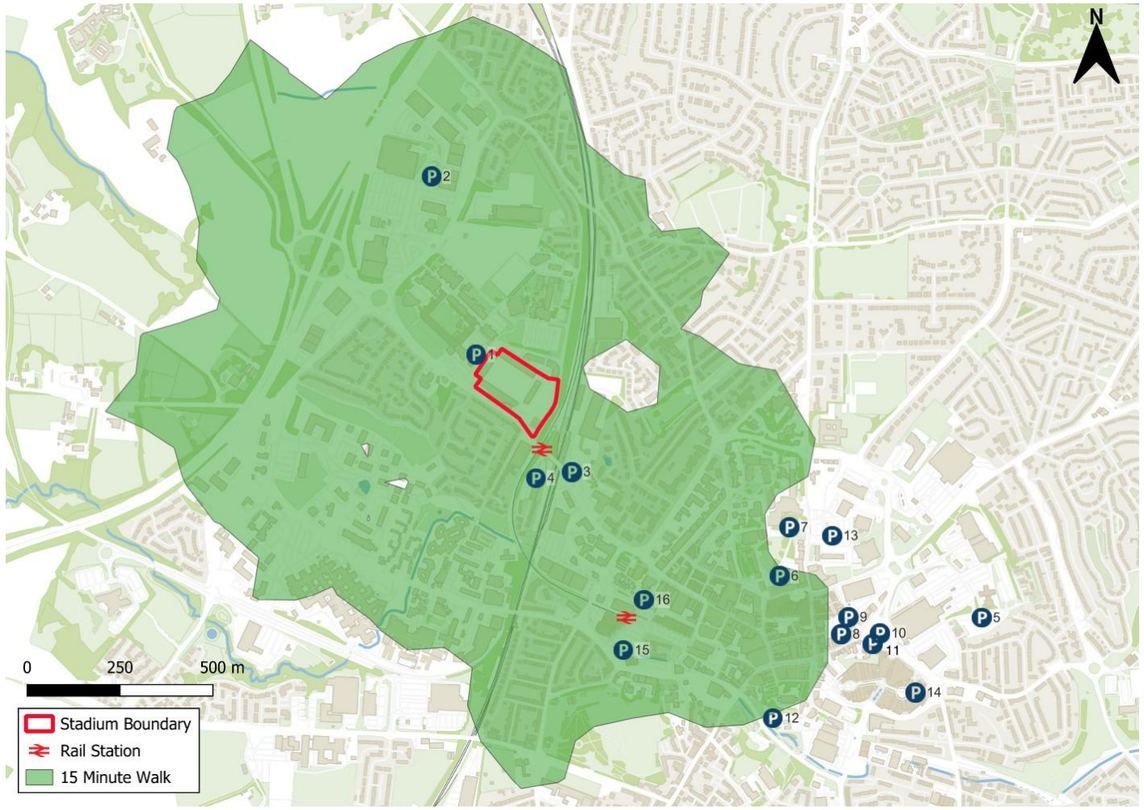


Figure 1 – Off-Street Car Park Survey Extents

Car Park Capacity (2026)

Ref	Car Park	Capacity
1	Wrexham University	858
2	Plas Coch Retail Park	387
3	Wrexham General	82
4	Premier Inn	75
5	Crescent Road	156
6	Guildhall	46
7	Library	97
8	Market Street	63
9	Ty Pawb	326
10	St Georges Crescent	74
11	St Georges Crescent South	19
12	St Giles	66
13	Waterworld	272
14	Eagles Meadow	996
15	Island Green	486
16	St Marks	24
Total		**4,027**

Table 3 – Surveyed Car Parks and Capacity

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Wrexham v Millwall, 7/02/26, STōK Cae Ras, Kick-Off 15:00

Car Park Accumulation – All Car Parks

	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	CP9	CP10	CP11	CP12	CP13	CP14	CP15	CP16	Total Capacity	
Capacity:	858	387	82	75	156	46	97	63	326	74	19	66	272	996	486	24	4027	
TIME	Glyndwr Uni	Plas Coch	Wrexham General	Premier Inn	Crescent Rd	Guildhall	Library	Market St	Ty Pawb	St Georges Cres	St Georges Cres South	St Giles	Waterworld	Eagles Meadow	Island Green	St Marks	Total Accum.	Total Capacity
09:00	177	106	14	34	6	11	23	24	39	15	16	9	61	137	85	3	760	4027
09:15	168	114	15	32	7	14	36	33	48	20	13	11	66	159	111	3	850	4027
09:30	166	129	15	30	7	14	37	45	60	23	16	15	78	180	145	3	963	4027
09:45	198	141	18	30	7	17	46	49	66	23	18	15	90	232	176	3	1129	4027
10:00	197	190	25	31	8	18	48	49	80	27	15	20	109	250	199	3	1269	4027
10:15	205	197	30	32	9	15	52	47	92	29	17	22	124	255	235	3	1364	4027
10:30	218	213	36	28	10	15	60	48	100	32	17	28	133	257	261	3	1459	4027
10:45	239	231	35	28	10	13	59	48	101	31	20	29	140	271	276	3	1534	4027
11:00	209	238	31	29	10	12	60	47	105	37	19	31	159	283	305	3	1578	4027
11:15	221	233	34	32	10	10	67	50	106	33	19	36	168	300	326	3	1648	4027
11:30	229	219	34	31	11	11	47	47	110	40	19	35	168	301	315	3	1620	4027
11:45	251	226	32	34	12	15	56	48	116	41	17	40	169	309	303	3	1672	4027
12:00	284	226	32	37	13	17	58	48	118	42	12	36	174	299	305	3	1704	4027
12:15	327	216	29	38	13	16	53	46	118	48	20	42	178	279	303	3	1729	4027
12:30	375	207	30	40	13	14	62	49	121	46	17	44	181	301	310	3	1813	4027
12:45	426	212	31	41	13	14	72	53	125	41	13	43	182	303	311	3	1883	4027
13:00	485	200	28	41	14	14	63	49	114	46	19	47	181	310	309	3	1923	4027
13:15	545	205	31	44	16	15	63	48	112	49	23	47	191	329	315	3	2036	4027
13:30	592	218	34	49	17	18	62	45	113	52	21	48	213	349	310	3	2144	4027
13:45	640	212	35	49	18	17	70	47	115	47	18	42	214	358	311	3	2196	4027
14:00	690	211	32	51	20	16	68	47	106	48	20	44	214	363	337	3	2270	4027
14:15	738	244	32	55	21	20	65	49	107	50	21	41	222	354	339	3	2361	4027
14:30	745	238	33	56	21	23	66	46	99	50	14	39	218	348	353	2	2351	4027
14:45	749	243	33	58	21	24	63	50	94	52	16	36	210	351	348	2	2350	4027
15:00	746	249	29	59	19	20	54	43	93	48	20	32	212	349	339	1	2313	4027
15:15	740	222	24	60	19	17	45	49	85	46	19	27	195	341	312	1	2202	4027
15:30	738	226	28	60	20	16	43	49	75	48	17	25	193	313	298	1	2150	4027
15:45	729	198	26	64	20	13	38	44	65	43	20	26	189	303	291	1	2070	4027
16:00	721	179	26	64	20	12	33	42	53	40	22	23	176	296	279	1	1987	4027
16:15	708	171	26	63	20	11	27	42	44	34	17	21	166	267	263	1	1881	4027
16:30	699	151	28	62	19	11	27	30	38	34	13	21	152	254	248	1	1788	4027
16:45	545	142	30	57	19	12	29	37	33	26	19	25	138	242	219	1	1574	4027
17:00	354	125	30	57	18	10	13	37	27	26	18	29	69	214	122	0	1149	4027
17:15	285	120	25	42	17	8	14	36	18	25	19	29	50	184	72	0	944	4027
17:30	234	122	22	39	17	7	12	38	16	24	16	26	42	182	60	0	857	4027
17:45	173	109	18	41	16	8	9	38	14	21	12	28	38	178	44	0	747	4027
18:00	138	87	14	41	16	8	8	32	14	22	10	24	39	177	31	0	661	4027
18:15	136	69	14	42	16	8	10	29	13	26	11	19	38	178	40	0	649	4027
18:30	146	56	6	42	16	8	11	34	13	28	16	16	34	181	43	0	650	4027
18:45	195	51	10	43	16	8	9	32	10	28	12	18	34	182	52	0	700	4027
19:00	234	34	12	43	16	9	8	32	10	22	9	26	35	185	55	0	730	4027
19:15	238	39	8	43	16	7	8	32	7	21	10	30	41	185	51	0	736	4027
19:30	237	28	7	43	16	8	7	31	3	22	13	32	43	181	52	0	723	4027
19:45	236	18	9	43	0	8	8	30	4	22	12	31	40	180	46	0	687	4027
20:00	231	0	0	0	0	7	7	27	3	23	9	29	43	162	49	0	590	4027
20:15	232	0	0	0	0	6	7	24	3	22	5	33	39	153	48	0	572	4027
20:30	231	0	0	0	0	6	7	26	2	16	7	34	37	141	49	0	556	4027
20:45	232	0	0	0	0	6	7	25	2	15	6	34	36	140	49	0	552	4027

Table 4 – Surveyed Car Parks: Capacity and Utilisation

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Wrexham v Millwall, 7/02/26, STōK Cae Ras, Kick-Off 15:00

Off Street Parking Locations and Capacity (Council Approved)

Car Park Locations

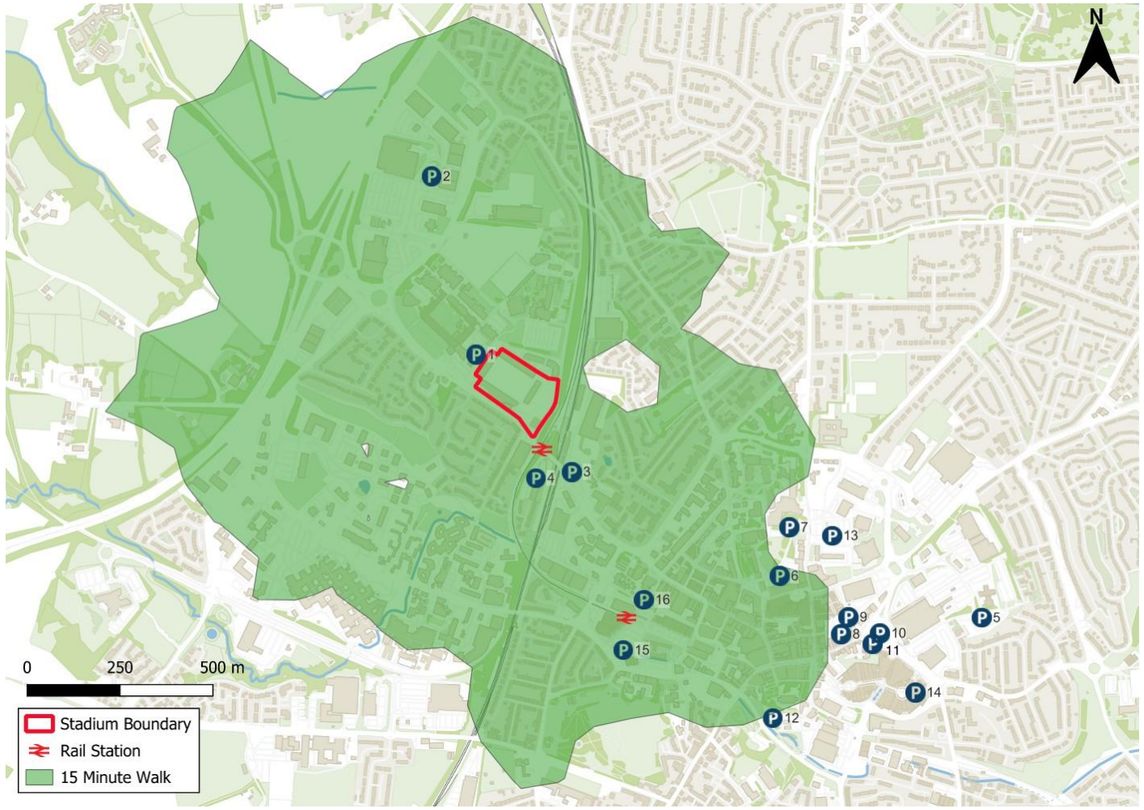


Figure 2 – Off-Street Car Park Survey Extents

Car Park Capacity (2026)

Ref	Car Park	Capacity
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5	Crescent Road	156
9	Ty Pawb	326
10	St Georges Crescent	74
13	Waterworld	272
14	Eagles Meadow	996
15	Island Green	486
Total		**3,325**

Table 5 – Surveyed Car Parks and Capacity – Council Approved)

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Wrexham v Millwall, 7/02/26, STōK Cae Ras, Kick-Off 15:00

Car Park Accumulation – Council Approved

	CP1		CP3	CP4	CP5				CP9	CP10			CP13	CP14	CP15		Total Capacity	
Capacity:	858		82	75	156				326	74			272	996	486		3325	
TIME	Glyndwr Uni	Plas Coch	Wrexham	Premier Ir	Crescent R	Guildhall	Library	Market St	Ty Pawb	St George:	St George:	St Giles	Waterwor	Eagles Me	Island Gre	St Marks	Total Accu	Total Capa
09:00	177		14	34	6				39	15			61	137	85		568	3325
09:15	168		15	32	7				48	20			66	159	111		626	3325
09:30	166		15	30	7				60	23			78	180	145		704	3325
09:45	198		18	30	7				66	23			90	232	176		840	3325
10:00	197		25	31	8				80	27			109	250	199		926	3325
10:15	205		30	32	9				92	29			124	255	235		1011	3325
10:30	218		36	28	10				100	32			133	257	261		1075	3325
10:45	239		35	28	10				101	31			140	271	276		1131	3325
11:00	209		31	29	10				105	37			159	283	305		1168	3325
11:15	221		34	32	10				106	33			168	300	326		1230	3325
11:30	229		34	31	11				110	40			168	301	315		1239	3325
11:45	251		32	34	12				116	41			169	309	303		1267	3325
12:00	284		32	37	13				118	42			174	299	305		1304	3325
12:15	327		29	38	13				118	48			178	279	303		1333	3325
12:30	375		30	40	13				121	46			181	301	310		1417	3325
12:45	426		31	41	13				125	41			182	303	311		1473	3325
13:00	485		28	41	14				114	46			181	310	309		1528	3325
13:15	545		31	44	16				112	49			191	329	315		1632	3325
13:30	592		34	49	17				113	52			213	349	310		1729	3325
13:45	640		35	49	18				115	47			214	358	311		1787	3325
14:00	690		32	51	20				106	48			214	363	337		1861	3325
14:15	738		32	55	21				107	50			222	354	339		1918	3325
14:30	745		33	56	21				99	50			218	348	353		1923	3325
14:45	749		33	58	21				94	52			210	351	348		1916	3325
15:00	746		29	59	19				93	48			212	349	339		1894	3325
15:15	740		24	60	19				85	46			195	341	312		1822	3325
15:30	738		28	60	20				75	48			193	313	298		1773	3325
15:45	729		26	64	20				65	43			189	303	291		1730	3325
16:00	721		26	64	20				53	40			176	296	279		1675	3325
16:15	708		26	63	20				44	34			166	267	263		1591	3325
16:30	699		28	62	19				38	34			152	254	248		1534	3325
16:45	545		30	57	19				33	26			138	242	219		1309	3325
17:00	354		30	57	18				27	26			69	214	122		917	3325
17:15	285		25	42	17				18	25			50	184	72		718	3325
17:30	234		22	39	17				16	24			42	182	60		636	3325
17:45	173		18	41	16				14	21			38	178	44		543	3325
18:00	138		14	41	16				14	22			39	177	31		492	3325
18:15	136		14	42	16				13	26			38	178	40		503	3325
18:30	146		6	42	16				13	28			34	181	43		509	3325
18:45	195		10	43	16				10	28			34	182	52		570	3325
19:00	234		12	43	16				10	22			35	185	55		612	3325
19:15	238		8	43	16				7	21			41	185	51		610	3325
19:30	237		7	43	16				3	22			43	181	52		604	3325
19:45	236		9	43	0				4	22			40	180	46		580	3325
20:00	231		0	0	0				3	23			43	162	49		511	3325
20:15	232		0	0	0				3	22			39	153	48		497	3325
20:30	231		0	0	0				2	16			37	141	49		476	3325
20:45	232		0	0	0				2	15			36	140	49		474	3325

Table 6 – Council Approved Car Parks: Capacity and Utilisation

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Baseline Analysis

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Off-Street Car Parking Analysis
Scenario 1 – ‘Baseline’

Establishing Baseline Demand

- Private car mode share: 57% / car occupancy 2.4
- These results are the foundation for the subsequent scenario analysis (+5,500 spectators and +7,750 spectators)

Step	Result
Capacity (Surveyed Car Parks)	3,325
Utilisation (15:00)	1,894
Utilisation (%)	57%
Spare Capacity (15:00)	1,431
Spare Capacity (%)	**43%**

Table 7 – Baseline Analysis

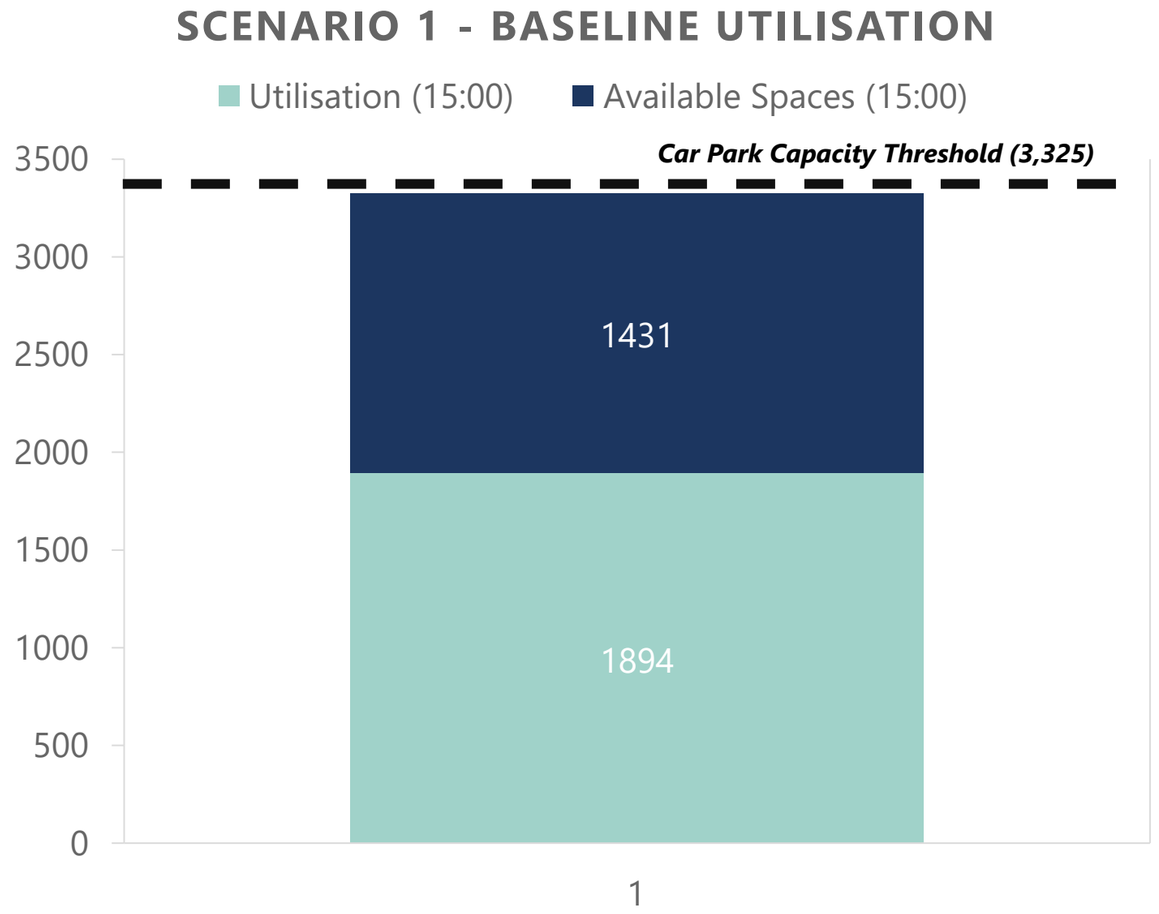


Figure 3 – Baseline Utilisation

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Baseline + 5,500 Spectators Analysis

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Off-Street Car Parking Analysis
Scenario 2a – ‘Baseline’ + 5,500 Spectators (Do Nothing)

- Private car mode share: 57% / car occupancy 2.4.
- It should be noted that this scenario assumes all additional demand would park off-street.
- The results show that the consented 15,500-capacity scenario can be accommodated within the approved WCBC car parking supply.

Step	Result
Capacity (Surveyed Car Parks)	3,325
Baseline Utilisation (15:00)	1,894
Baseline Spare Capacity (15:00)	1,431
Additional Demand	1,151
Scenario 2a Utilisation	3,045
Scenario 2a Utilisation (%)	92%
Scenario 2a Spare Capacity	280
Scenario 2a Spare Capacity (%)	**8%**

Table 8 – Baseline + 5,500 Analysis (Do Nothing)

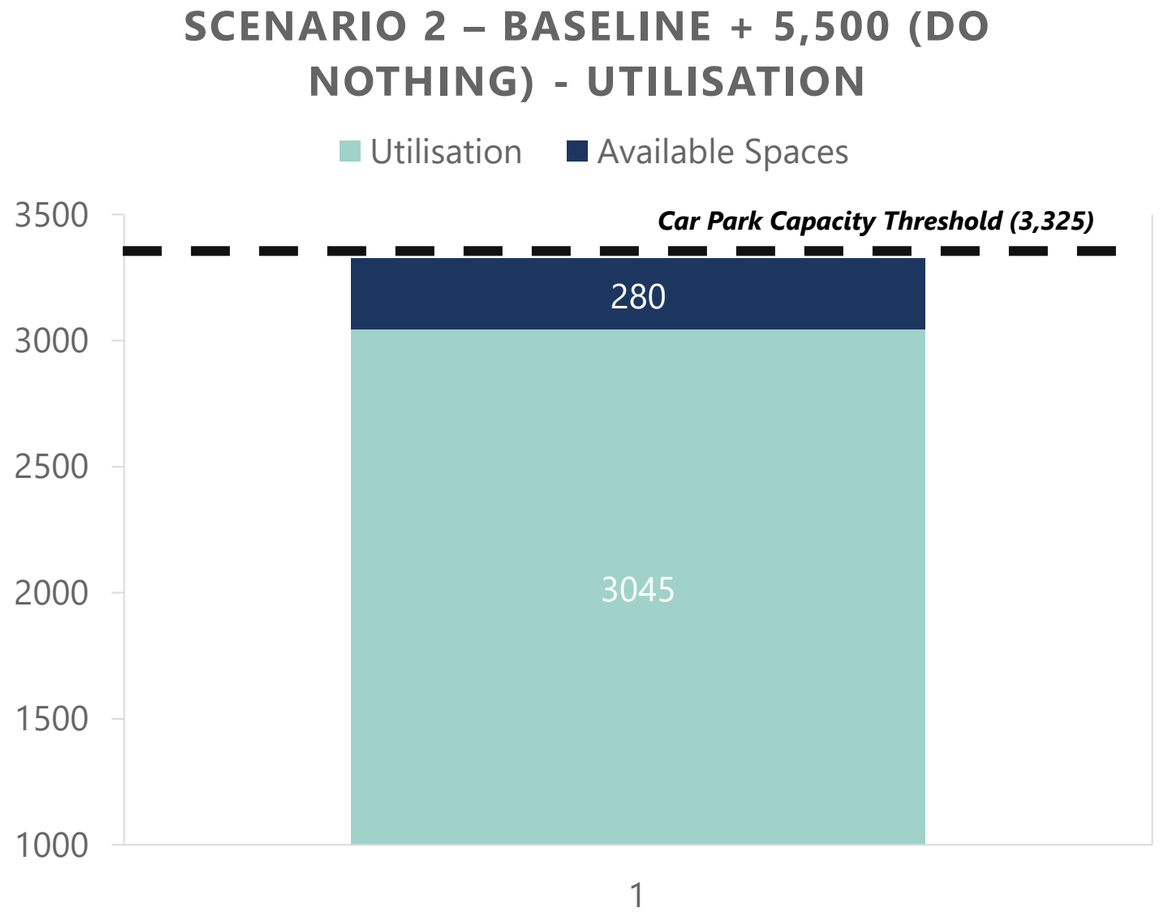


Figure 4 – Baseline + 5,500 Utilisation (Do Nothing)

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Off-Street Car Parking Analysis
Scenario 2b – ‘Baseline’ + 5,500 Spectators (Do Something)

- Private car mode share: 52% / car occupancy 2.6, in line with the Travel Plan targets.
- It should be noted that this scenario assumes all additional demand will park off-street.
- The results show that the consented 15,500-capacity scenario can be accommodated within the approved WCBC car parking supply. Achieving the Travel Plan targets would result in significant capacity on the network, when compared with the ‘Do-Nothing’ scenario.

Step	Result
Capacity (Surveyed Car Parks)	3,325
Baseline Utilisation (15:00)	1,894
Baseline Spare Capacity (15:00)	1,431
Additional Demand	1,151
Scenario 2b Utilisation	569
Scenario 2b Utilisation (%)	2,463
Scenario 2b Spare Capacity	862
Scenario 2b Spare Capacity (%)	**26%**

Table 9 – Baseline + 5,500 Analysis (Do Something)

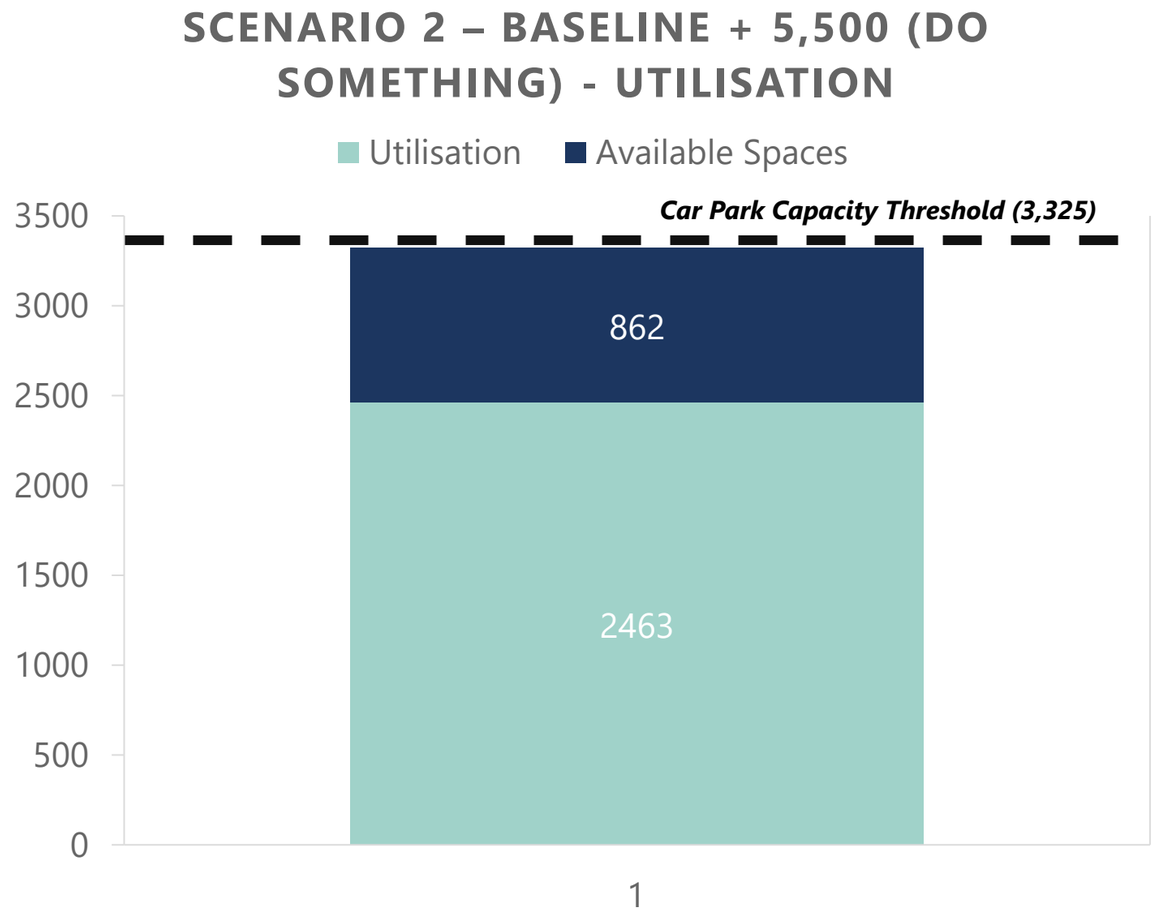


Figure 5 – Baseline + 5,500 Utilisation (Do Something)

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Baseline + 7,750 Spectators Analysis

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Off-Street Car Parking Analysis
Scenario 3a – ‘Baseline’ + 7,750 Spectators (Do Nothing) – 100% Usage

- Private car mode share: 57% / car occupancy 2.4
- It should be noted that this scenario assumes all additional demand will park off-street.
- This results in 255 vehicle overspill.

Step	Result
Capacity (Surveyed Car Parks)	3,325
Baseline Utilisation (15:00)	1,894
Baseline Spare Capacity (15:00)	1,431
Additional Demand	1,686
Scenario 3a Utilisation	3,580
Scenario 3a Utilisation (%)	108%
Scenario 3a Spare Capacity	-255
Scenario 3a Spare Capacity (%)	**-8%**
On-Street Vehicles to Distribute	255

Table 10 – Baseline + 7,750 Analysis (Do Nothing)

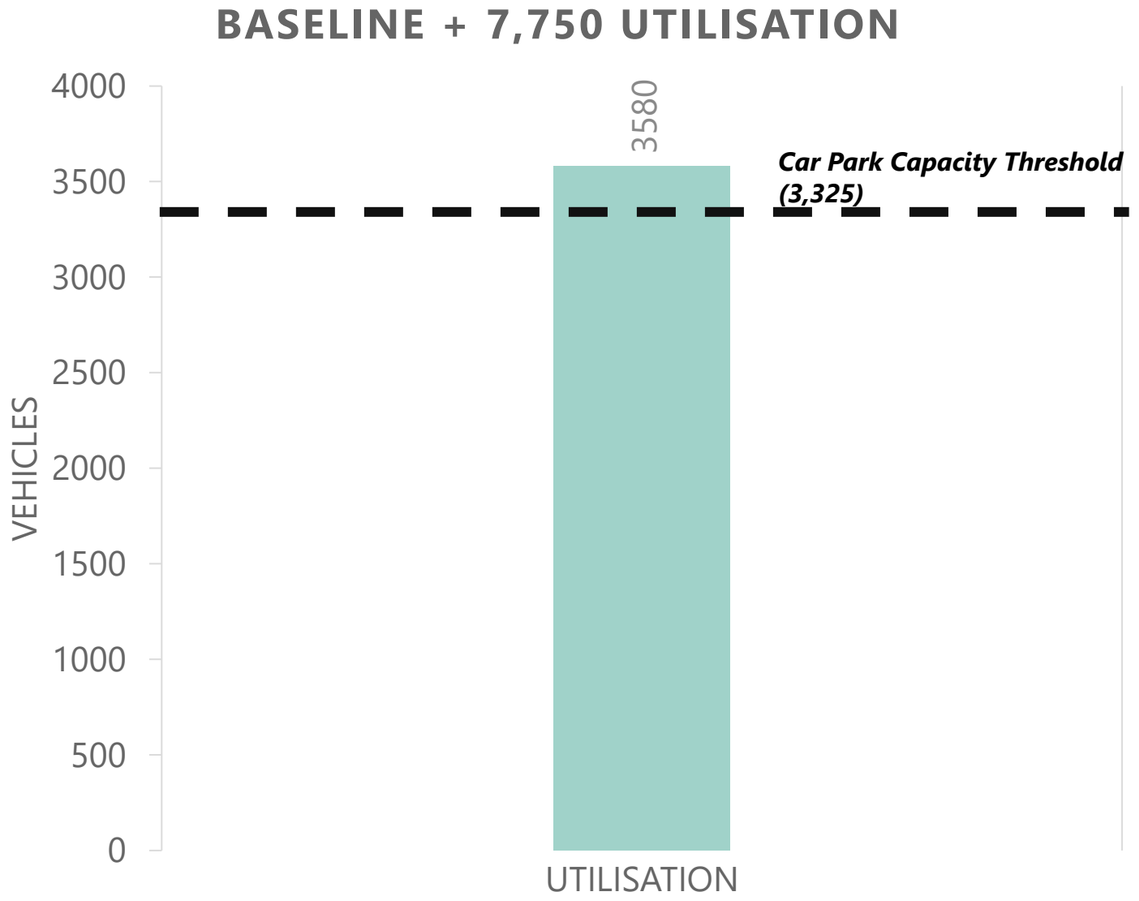


Figure 6 – Baseline + 7,750 Utilisation (Do Nothing)

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Off-Street Car Parking Analysis
Scenario 3b – 'Baseline' + 7,750 Spectators (Do Nothing) - 90% Usage

- Private car mode share: 57% / car occupancy 2.4
- It should be noted that this scenario assumes that 90% of the additional demand will park off-street. With the remaining 10% redistributed on-street. This was agreed as part of the methodology for sensitivity testing.
- This results in 87 vehicle overspill, with a total of 424 vehicles to be distributed on-street (255 overspill from 100% vehicles parked off-street + 169 additional vehicles to distribute).

Step	Result
Capacity (Surveyed Car Parks)	3,325
Baseline Utilisation (15:00)	1,894
Baseline Spare Capacity (15:00)	1,431
Additional Demand	1,686
Scenario 3a Utilisation	3,412
Scenario 3a Utilisation (%)	103%
Scenario 3a Spare Capacity	-87
Scenario 3a Spare Capacity (%)	**-3%**
Additional Vehicles to Distribute	169
Total On-Street Vehicles to Distribute	424

Table 11 – Baseline + 7,750 Analysis (Do Nothing)

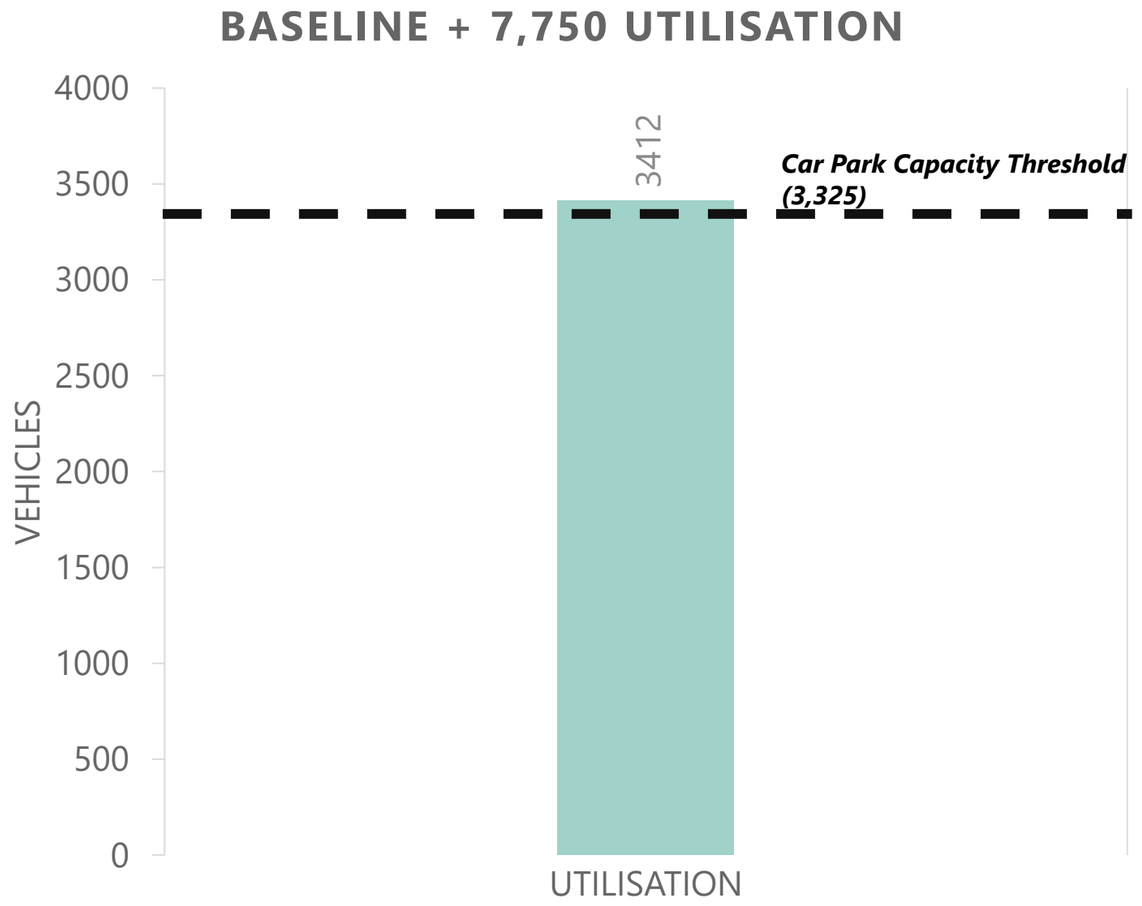


Figure 7 – Baseline + 7,750 Utilisation (Do Nothing)

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Off-Street Car Parking Analysis
Scenario 3c – ‘Baseline’ + 7,750 Spectators (Do Nothing) - 85% Usage

- Private car mode share: 57% / car occupancy 2.4
- It should be noted that this scenario assumes that 85% of the additional demand will park off-street. With the remaining 15% redistributed on-street. This was agreed as part of the methodology for sensitivity testing.
- This shows capacity for 82 vehicles, with a total of 508 vehicles to be distributed on-street (255 overspill from 100% vehicles parked off-street + 253 additional vehicles to distribute).

Step	Result
Capacity (Surveyed Car Parks)	3,325
Baseline Utilisation (15:00)	1,894
Baseline Spare Capacity (15:00)	1,431
Additional Demand	1,686
Scenario 3a Utilisation	3,243
Scenario 3a Utilisation (%)	98%
Scenario 3a Spare Capacity	82
Scenario 3a Spare Capacity (%)	**2%**
Additional Vehicles to Distribute	253
Total On-Street Vehicles to Distribute	508

Table 12 – Baseline + 7,750 Analysis (Do Nothing)

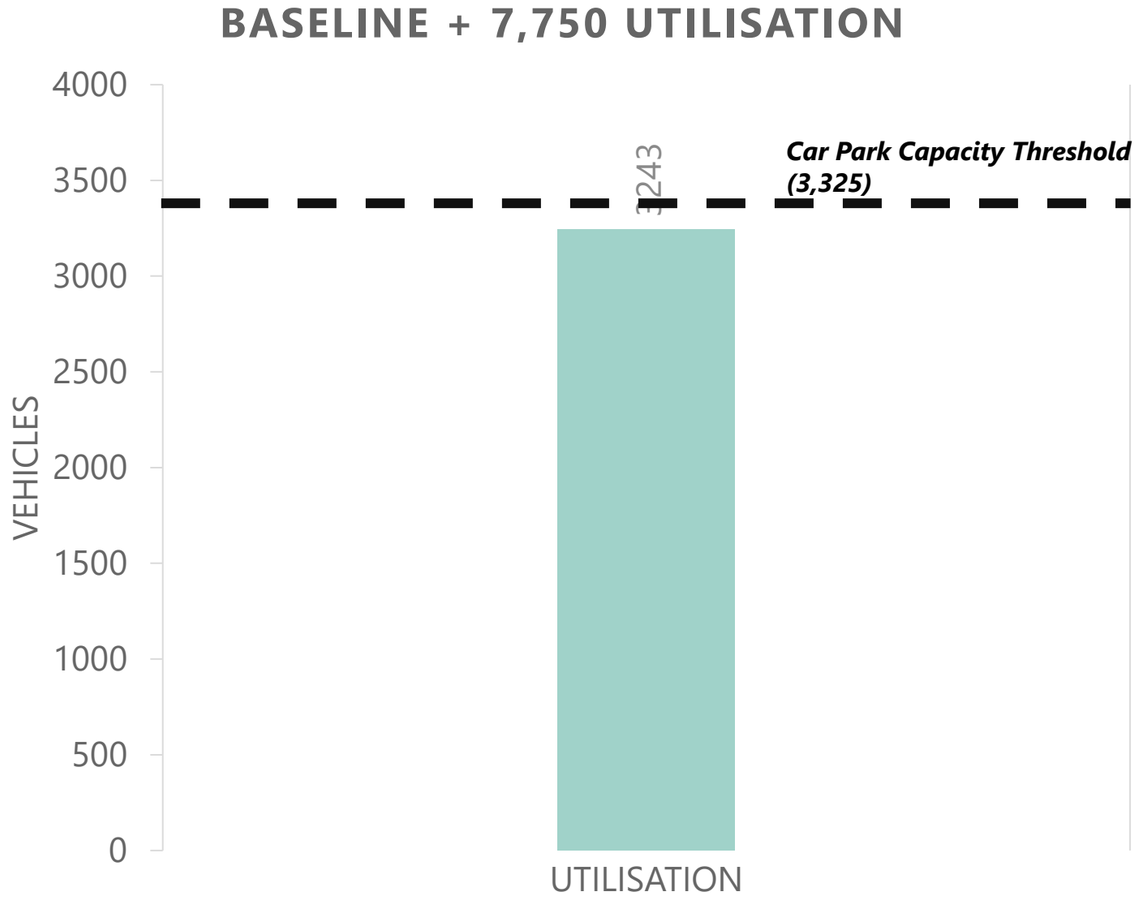


Figure 8 – Baseline + 7,750 Utilisation (Do Nothing)

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Off-Street Car Parking Analysis
Scenario 3d – ‘Baseline’ + 7,750 Spectators (Do Nothing) - 80% Usage

- Private car mode share: 57% / car occupancy 2.4
- It should be noted that this scenario assumes that 80% of the additional demand will park off-street. With the remaining 20% redistributed on-street. This was agreed as part of the methodology for sensitivity testing.
- This shows capacity for 251 vehicles. A total of 592 vehicles have been distributed on-street, further within this analysis (255 overspill from 100% vehicles parked off-street + 337 additional vehicles to distribute).

Step	Result
Capacity (Surveyed Car Parks)	3,325
Baseline Utilisation (15:00)	1,894
Baseline Spare Capacity (15:00)	1,431
Additional Demand	1,686
Scenario 3a Utilisation	3,074
Scenario 3a Utilisation (%)	92%
Scenario 3a Spare Capacity	251
Scenario 3a Spare Capacity (%)	**8%**
Additional Vehicles to Distribute	337
Total On-Street Vehicles to Distribute	592

Table 13 – Baseline + 7,750 Analysis (Do Nothing)

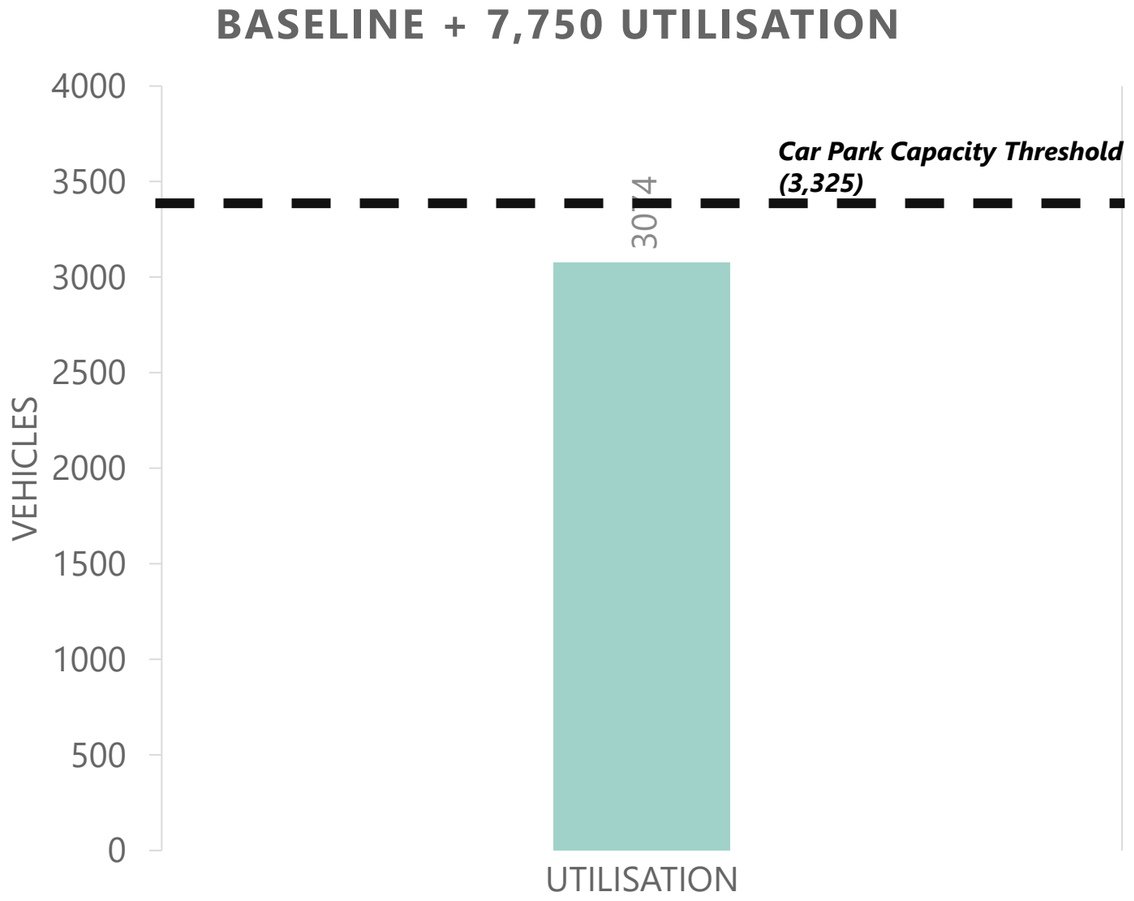


Figure 9 – Baseline + 7,750 Utilisation (Do Nothing)

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Off-Street Car Parking Analysis
Scenario 3e – ‘Baseline’ + 7,750 Spectators (Do Something) – 100% Usage

- Private car mode share: 52% / car occupancy 2.6, in line with Travel Plan targets.
- It should be noted that this scenario assumes all additional demand will park off-street.
- Step 2 and 3 not required, as off-street car parks can accommodate demand.

Step	Result
Capacity (Surveyed Car Parks)	3,325
Baseline Utilisation (15:00)	1,894
Baseline Spare Capacity (15:00)	1,431
Additional Demand	1,020
Scenario 3b Utilisation	2,914
Scenario 3b Utilisation (%)	88%
Scenario 3b Spare Capacity	411
Scenario 3b Spare Capacity (%)	**12%**

Table 14 – Baseline + 7,750 Analysis (Do Something)

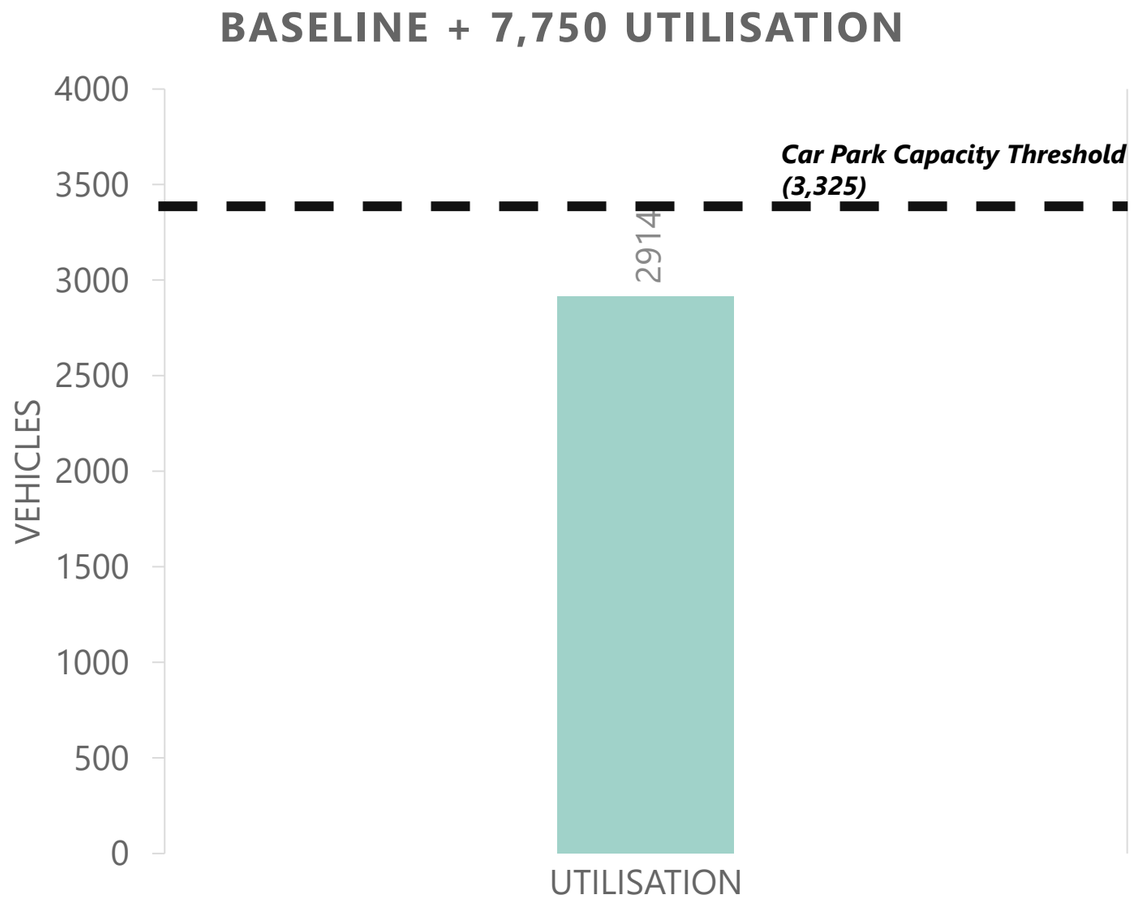


Figure 10 – Baseline + 7,750 Utilisation (Do Something)

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Off-Street Car Parking Analysis
Scenario Results Summary

Step	3a – Baseline + 7,750 (Do-Nothing)	3b – Baseline + 7,750 (Do-Nothing)	3c – Baseline + 7,750 (Do-Nothing)	3d – Baseline + 7,750 (Do-Nothing)	3e – Baseline + 7,750 (Do-Something)
Assumed Off-Street Car Park Usage	**100%**	**90%**	**85%**	**80%**	**100%**
Capacity (Surveyed Car Parks)	3,325	3,325	3,325	3,325	3,325
Baseline Utilisation (15:00)	1,894	1,894	1,894	1,894	1,894
Baseline Spare Capacity (15:00)	1,431	1,431	1,431	1,431	1,431
Additional Demand	1,686	1,686	1,686	1,686	1,020
Scenario 3a Utilisation	3,580	3,412	3,243	3,074	2,914
Scenario 3a Utilisation (%)	108%	103%	98%	92%	88%
Scenario 3a Spare Capacity	-255	-87	82	251	411
Scenario 3a Spare Capacity (%)	-8%	-3%	2%	8%	12%
Additional Vehicles to Distribute	-	169	253	337	-
Total On-Street Vehicles to Distribute	255	424	508	592	-

Table 15 – Off-Street Parking – Results Summary

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On-Street Distribution

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On-Street Methodology

- NOTE: No control survey or travel survey response, and therefore can not determine the percentage of spectators parking on-street. In this instance, a theoretical assessment is required.
- There is a need to establish capacity benchmarks, rather than finite capacity. The surveys show existing behaviours, even if these are not appropriate. The capacity is highly sensitive to these assumptions.

On-Street Parking	Step 1	Step 2
WCBC reduced capacity	❑ **Derive on-street demand through surveyed occupancy** ➢ Difference between 09.00 occupancy 15.00 occupancy = % total spectators parking in each zone surveyed ➢ Distribute additional parking demand (from Step 1&2) based on % spectator demand for each zone. ➢ This will show zones of increased stress but not possible to determine when spectators will choose to park elsewhere or where, or change their travel behaviour	❑ **Theoretical demand scenarios** ➢ 90% of spectator demand from Step 1 ➢ 85% of spectator demand from Step 1 ➢ 80% of spectator demand from Step 1 ➢ This will show zones of increased stress but not possible to determine when spectators will choose to park elsewhere or where, or change their travel behaviour

Table 16 – On-Street Parking Methodology

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On-Street Distribution Methodology

- Originally, 103 zones were surveyed, recording parking capacity and occupancy at 09:00, 15:00, and 19:00.
- The survey dataset was subsequently updated to reflect revised parking capacities following feedback received from WCBC (email correspondence dated 16 June 2026).
- To determine zones spectators use to park, the difference between 09:00 and 15:00 was considered. Zones displaying an increase in occupancy over this period were assumed to accommodate matchday spectator parking demand.
- Based on this assessment, 37 of the 103 surveyed zones were identified as experiencing matchday parking activity.
- These zones were then proportionally weighted, which provided the basis for the distribution of off-street parking overspill (as identified in the previous scenario analysis).
- If this resulted in a zone exceeding its available capacity, the surplus demand was redistributed across the remaining zones with available capacity. This iterative approach ensured that no zone exceeded its assessed parking capacity.
- It should be noted that the scenario with the largest off-street overspill (Scenario 3a – Baseline + 7,750 (80% utilisation) has been considered, as it represents the ‘worst case’ with 592 vehicles to distribute on-street.

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Identified Matchday Parking Zones

Street	Zone	Capacity	09:00	Stress	15:00	Stress	Difference (09:00 - 15:00)
Gatewen Rd 1.2	Zone 59	92	0	0%	9	10%	3.0%
Highgate Ct	Zone 47	18	2	11%	3	17%	0.3%
Pentre Felin	Zone 50	12	0	0%	2	17%	0.7%
Greenfield	Zone 29	32	5	16%	6	19%	0.3%
Stansty Dr	Zone 40	6	1	17%	2	33%	0.3%
Hill St	Zone 92	3	0	0%	1	33%	0.3%
Weston Dr	Zone 9	60	9	15%	22	37%	4.3%
Plas Y Ffynnon	Zone 79	21	6	29%	8	38%	0.7%
Stansty Rd	Zone 8	157	13	8%	76	48%	20.9%
Lorne St	Zone 34	32	11	34%	17	53%	2.0%
Gloucester Dr	Zone 82	9	4	44%	5	56%	0.3%
Llys Nantgarw	Zone 74	141	74	52%	79	56%	1.7%
Lodge Rd	Zone 11	14	3	21%	8	57%	1.7%
Price's Ln	Zone 23	28	9	32%	16	57%	2.3%
Croesnewydd Rd	Zone 61	7	1	14%	4	57%	1.0%
Primrose Way	Zone 56	82	32	39%	48	59%	5.3%
Brunel Ct	Zone 14	39	18	46%	23	59%	1.7%
Colliery Rd	Zone 5	61	30	49%	36	59%	2.0%
Brook St	Zone 97	26	14	54%	16	62%	0.7%
Colliery Rd	Zone 3	34	12	35%	21	62%	3.0%
East Ave	Zone 4	21	12	57%	13	62%	0.3%
Brunswick Ct	Zone 13	17	10	59%	11	65%	0.3%
St James Ct	Zone 28	6	2	33%	4	67%	0.7%
George St	Zone 32	6	3	50%	4	67%	0.3%
Spring Gardens	Zone 38	37	20	54%	25	68%	1.7%
Maesgwyn Hall	Zone 102	74	36	49%	50	68%	4.6%
King St	Zone 86	31	18	58%	21	68%	1.0%
Garden Rd	Zone 37	50	29	58%	34	68%	1.7%
Walnut St	Zone 24	16	7	44%	11	69%	1.3%
Windsor Dr	Zone 78	13	5	38%	9	69%	1.3%
Lilac Way	Zone 80	90	51	57%	63	70%	4.0%
Clarendon Ave	Zone 10	14	1	7%	10	71%	3.0%
New Rd	Zone 19	47	18	38%	35	74%	5.6%
Maesgwyn Rd	Zone 54	70	44	63%	54	77%	3.3%
Finney Cl	Zone 7	18	6	33%	14	78%	2.6%
Railway Rd	Zone 12	27	12	44%	21	78%	3.0%
Gerald St	Zone 39	53	40	75%	42	79%	0.7%

Parking Stress	
	0% - 49.99%
	50% - 59.99%
	60% - 69.99%
	70% - 79.99%
	>= 80%

Table 17 – Matchday On-Street Parking Zones – Baseline Survey Results

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On-Street Car Parking Analysis
Scenario 3a – ‘Baseline’ + 7,750 Spectators (Do Nothing)

- The total capacity of the matchday parking zones is 1,464.
- Following the distribution of the 592 displaced vehicles across the on-street network, the total forecast occupancy is 1,415 vehicles, equating to an overall utilisation rate of approximately 97%.
- The results indicate that the matchday parking zones are capable of accommodating the additional parking demand in the worst-case scenario.

Step	Result
Capacity (Surveyed Car Parks)	3,325
Baseline Utilisation (15:00)	1,894
Baseline Spare Capacity (15:00)	1,431
Additional Demand	1,686
Scenario 3a Utilisation	3,074
Scenario 3a Utilisation (%)	92%
Scenario 3a Spare Capacity	251
Scenario 3a Spare Capacity (%)	**8%**
On-street Vehicles to Distribute	**592**

Table 18 - Baseline + 7,750 Analysis (Do Nothing) – 80% Off-Street Occupancy

Street	Zone	Capaci…	15:00 Occ (+7,750 Spectators)	New Stress
Gatewen Rd 1.2	Zone 59	92	54	59%
Highgate Ct	Zone 47	18	17	96%
Pentre Felin	Zone 50	12	11	96%
Greenfield	Zone 29	32	32	100%
Stansty Dr	Zone 40	6	6	93%
Hill St	Zone 92	3	3	93%
Weston Dr	Zone 9	60	60	100%
Plas Y Ffynnon	Zone 79	21	21	100%
Stansty Rd	Zone 8	157	157	100%
Lorne St	Zone 34	32	29	91%
Gloucester Dr	Zone 82	9	9	96%
Llys Nantgarw	Zone 74	141	136	96%
Lodge Rd	Zone 11	14	14	98%
Price's Ln	Zone 23	28	28	98%
Croesnewydd Rd	Zone 61	7	7	98%
Primrose Way	Zone 56	82	82	100%
Brunel Ct	Zone 14	39	39	100%
Colliery Rd	Zone 5	61	61	100%
Brook St	Zone 97	26	26	100%
Colliery Rd	Zone 3	34	34	100%
East Ave	Zone 4	21	21	100%
Brunswick Ct	Zone 13	17	17	100%
St James Ct	Zone 28	6	6	100%
George St	Zone 32	6	6	100%
Spring Gardens	Zone 38	37	37	100%
Maesgwyn Hall	Zone 102	74	74	100%
King St	Zone 86	31	31	100%
Garden Rd	Zone 37	50	50	100%
Walnut St	Zone 24	16	16	100%
Windsor Dr	Zone 78	13	13	100%
Lilac Way	Zone 80	90	90	100%
Clarendon Ave	Zone 10	14	14	100%
New Rd	Zone 19	47	47	100%
Maesgwyn Rd	Zone 54	70	70	100%
Finney Cl	Zone 7	18	18	100%
Railway Rd	Zone 12	27	27	100%
Gerald St	Zone 39	53	53	100%

Table 19 – Baseline + 7,750 (Do Nothing) – On-Street Parking Occupancy and Stress

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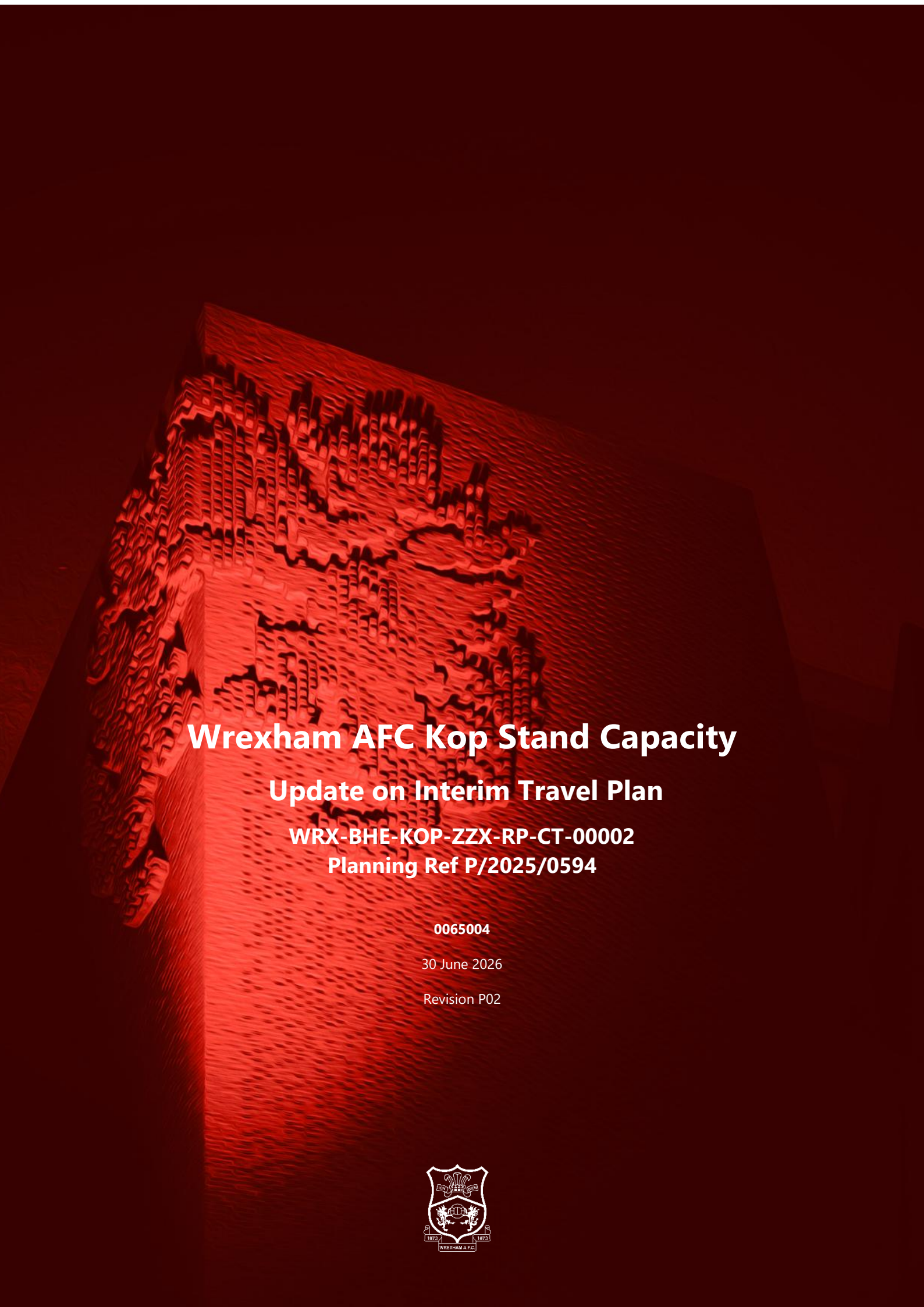
Key Conclusions

- Existing approved off-street car parks operate at 57% utilisation during the surveyed matchday period, with substantial spare capacity available.
- The approved off-street parking stock can accommodate the parking demand associated with the consented increase to 15,500 spectators, even under a 'Do-Nothing' scenario.
- For the 17,750-capacity, a theoretical worst-case scenario, whereby all additional vehicular demand would park off-street, results in an overspill of 255 vehicles. Sensitivity testing has therefore been undertaken to assess more realistic levels of off-street parking utilisation and associated on-street demand.
- The worst-case sensitivity test identifies a requirement to redistribute 592 vehicles onto the surrounding on-street network. The results demonstrate that the assumed matchday parking zones have sufficient capacity to accommodate this demand.
- It should be noted that only 9 of 16 surveyed car parks have been classified as WCBC approved. Furthermore, 37 of 103 on-street zones were identified for match-day parking. Therefore, the assessment demonstrates that sufficient parking capacity exists within the surveyed network to accommodate a stadium attendance of 17,750 spectators. On this basis, the analysis indicates that the forecast parking demand can be accommodated without reliance on additional parking controls.
- The 'Do Something' scenario, which considers measures associated with the Framework Travel Plan targets, reduces car mode share from 57% to 52% and increases average vehicle occupancy from 2.4 to 2.6 persons per vehicle. Under this scenario (3d), the approved off-street car parks retain approximately 411 spaces (12%) of spare capacity and no overspill is identified. A full Travel Plan will be a condition of the additional capacity permission, and align with the existing Kop Stand Permission.

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Appendix A
Interim Travel Plan

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Wrexham AFC Kop Stand Capacity

Update on Interim Travel Plan

WRX-BHE-KOP-ZZX-RP-CT-00002
Planning Ref P/2025/0594

0065004

30 June 2026

Revision P02

Revision	Description	Issued by	Date	Checked
P01	Draft Issue	BA	25.06.26	CM
P02	Planning Issue	BA	30.06.26	CM

https://burohappold.sharepoint.com/sites/065004/Shared Documents/Transport/Reports/260630 Wrexham AFC Expansion_Update on Interim Travel Plan.docx

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author	**Belinda Ashton**
date	**24.06.26**
approved	**Chris Mullett**
signature	
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.

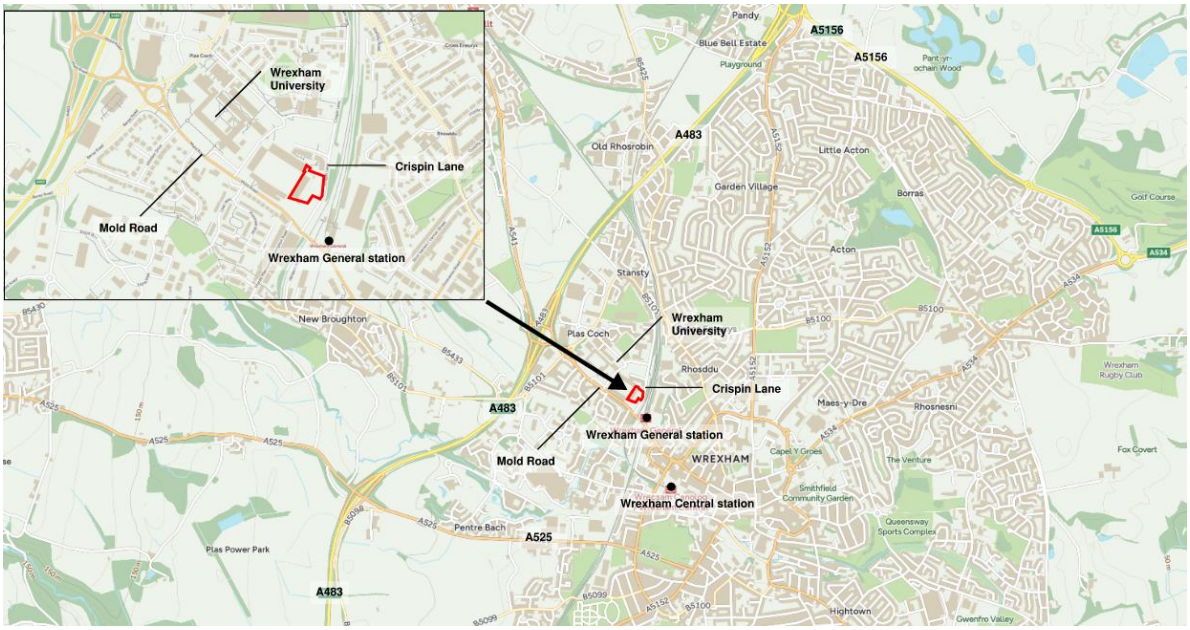


Figure 1.1 Site Location

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.

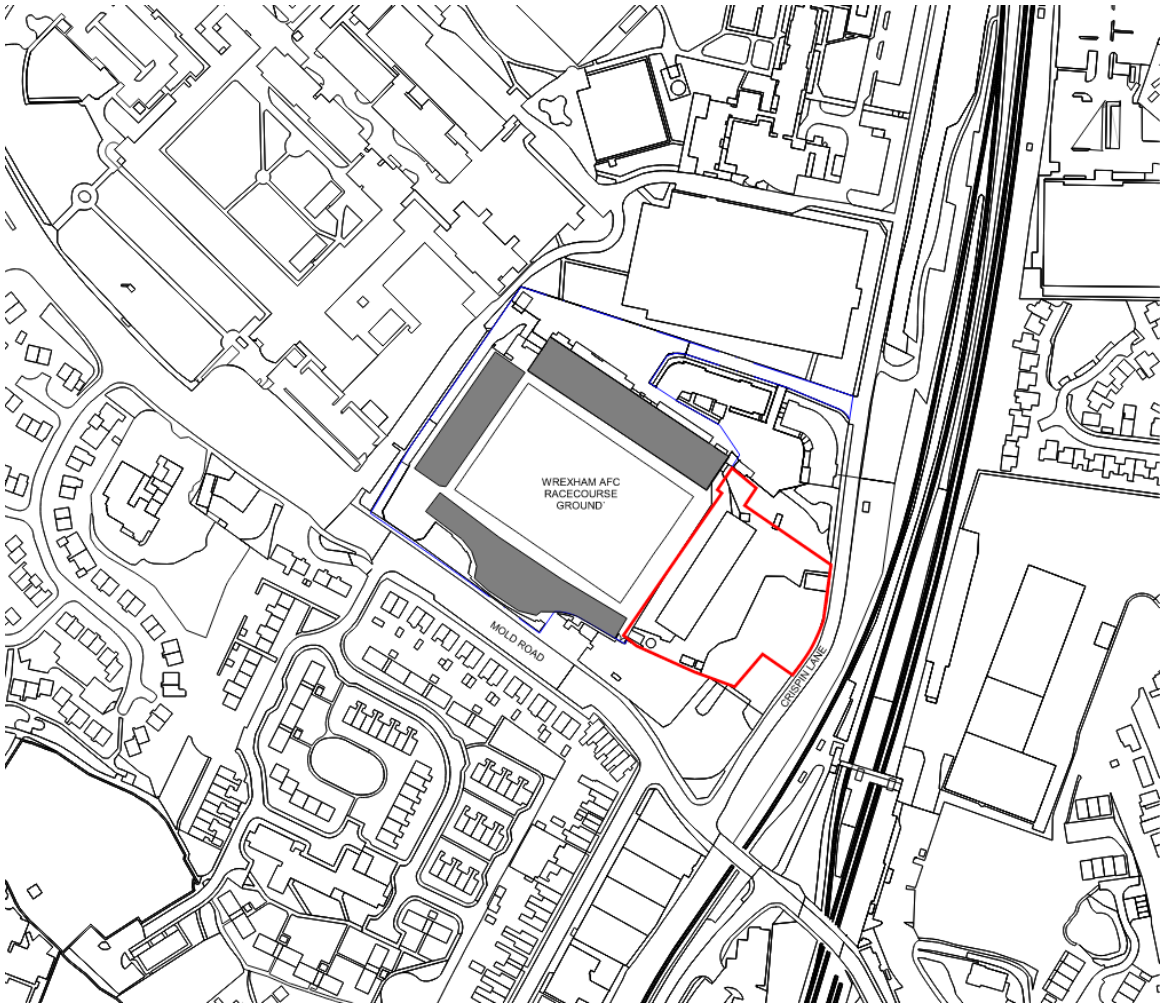


Figure 1.2 Redline Boundary

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

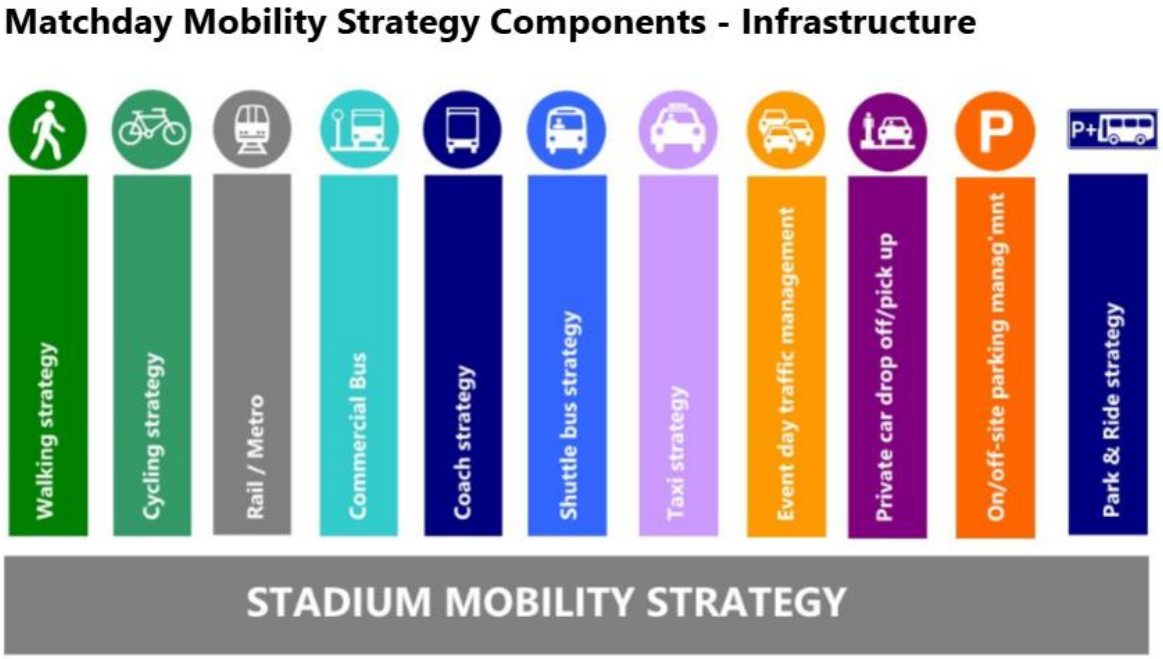
3.2.1 The current focus of the work being undertaken by Wrexham AFC is to develop the 'Initiatives and Measures' that are being implemented to achieve the Interim Travel Plan objectives identified.

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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