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Wrexham Industrial Estate

Framework Travel Plan

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Client Name: Elite Onyx Properties (UK) SARL

Client Address: 51 Boulevard Grande-Duchesse Charlotte
L-1331
Luxembourg
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Site Address: 23VV+VJ
Bryn Lane
Wrexham
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Control Sheet

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Elite Onyx Properties (UK) SARL to provide transport and highways advice in relation to a proposed outline planning application for an industrial site in Wrexham (the Site). All matters would be reserved, excluding access.

1.1.2 The Site is within the administrative area of Wrexham County Borough Council (WCBC) as the Local Highway Authority (LHA) and Local Planning Authority (LPA).

1.1.3 The development proposals explore the potential to create new industrial floorspace on land east of the existing warehouse at Bryn Lane, Wrexham Industrial Estate. The new development would utilise the existing access road.

1.1.4 The proposed development is up to 14,996m^2. A robust assessment of 80/20 split between B8/B2 has been applied; therefore, this TA has considered a B2 area of 2,999m^2 and a B8 area of 11,997m^2.

1.1.5 The proposed site layout is provided in **Appendix A**.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Purpose of the Report

1.3.1 This Framework Travel Plan (FTP) is intended to be read alongside the accompanying Transport Assessment (TA) (**Ref: 89023-CUR-XX-XX-T-TP-00002**) that has been prepared to assess the transport and highways impacts of the development proposals.

1.3.2 An FTP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

1.3.3 Technical Advice Note 18: Transport (TAN 18) outlines the need for, and the required content of Transport Assessments for developments in Wales. TAN 18 states that the transport assessment process should include the production of a 'Transport Implementation Strategy' (TIS) as an output of the TP for the development. The requirements of the TIS are provided in paragraph 9.1 of TAN 18 as follows:

"This should set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites."

1.3.4 Paragraph 9.7 of TAN 18 explains how a TIS interfaces with the production of a TA and TP:

"TISs resulting from the TA process are intended to incorporate all the components of a travel plan and ensure these are integrated with design elements of the new development."

1.3.5 This document has been written in accordance with the above statements and with reference to the following key documents:

- Planning Policy Wales, Welsh Government, 2024; and
- Technical Advice Note 18: Transport, Welsh Assembly Government (now Welsh Government), 2007;
- Future Wales: the national plan 2040, Welsh Government, 2021; and
- Wrexham Unitary Development Plan (1996-2011), WCBC, 2005.

1.4 Structure of the Report

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.

1.4.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.4.4 **Section 5** gives an overview of the development proposals.

1.4.5 **Section 6** sets out key aims and objectives for the Transport Implementation Plan and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.

1.4.6 **Section 7** outlines the strategy for Travel Plan targets.

1.4.7 **Section 8** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.

1.4.8 **Section 9** concludes the report by providing an Action Plan that summarises the key actions to be completed as part of the travel planning process.

2.0 Travel Plan Benefits

2.1 Summary

2.1.1 Successful implementation of the travel planning process can have various environmental, health, financial and social benefits for individuals and the wider population.

2.1.2 There are varied and wide-ranging negative effects of high levels of car usage, including being one of the biggest drivers of greenhouse gas emissions[1], causing adverse physical and mental health including premature deaths[2], and costs to the health service[3] and businesses.

2.1.3 Poor air quality, of which road transport is a major driver, is the largest environmental risk to public health in the UK[4].

2.1.4 Conversely, physical activity is a "miracle cure"[5], with cycling in particular having "staggering"[6] health benefits. Greater uptake of active travel and public transport could combat climate change and poor air quality, improve physical and mental health, relieve pressure on the NHS[7], boost local businesses, improve the mobility and independence of those who cannot drive[8], and encourage greater social cohesion[9].

2.1.5 A reduction in private car usage can also reduce local congestion (making for more pleasant journeys for active travellers and those who cannot avoid driving) and release land for more productive uses.

2.1.6 Within workplaces, walking and exercise can boost morale and job satisfaction, improve staff performance, promote physical and mental health, reduce absenteeism, enhance corporate image, and boost operating income[10].

[1] Department for Energy Security and Net Zero (2024). Provisional UK greenhouse gas emissions national statistics 2023 [Online]. Available at: https://www.gov.uk/government/statistics/provisional-uk-greenhouse-gas-emissions-national-statistics-2023
[2] Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: https://cleanairgm.com/air-pollution/
[3] Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.
[4] Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution
[5] Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report
[6] The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292
[7] Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205
[8] Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf
[9] Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process
[10] Living Streets (undated). Walking Works [Online]. Available at: https://www.livingstreets.org.uk/products-and-services/projects/walking-works

3.0 Existing Situation

3.1 Site Location

3.1.1 The application Site is located to the east of Bryn Lane on Wrexham Industrial Estate. It is situated c. 5 km to the east of Wrexham City Centre.

3.1.2 The Site is bound by Bryn Lane to the west, farmland to the east and industrial units to the south and the Kingmoor, Wrexham development site to the north (Ref: P/2023/0280).

3.1.3 **Figure 3.1** below shows the Site in a local context relating to the local highway network.

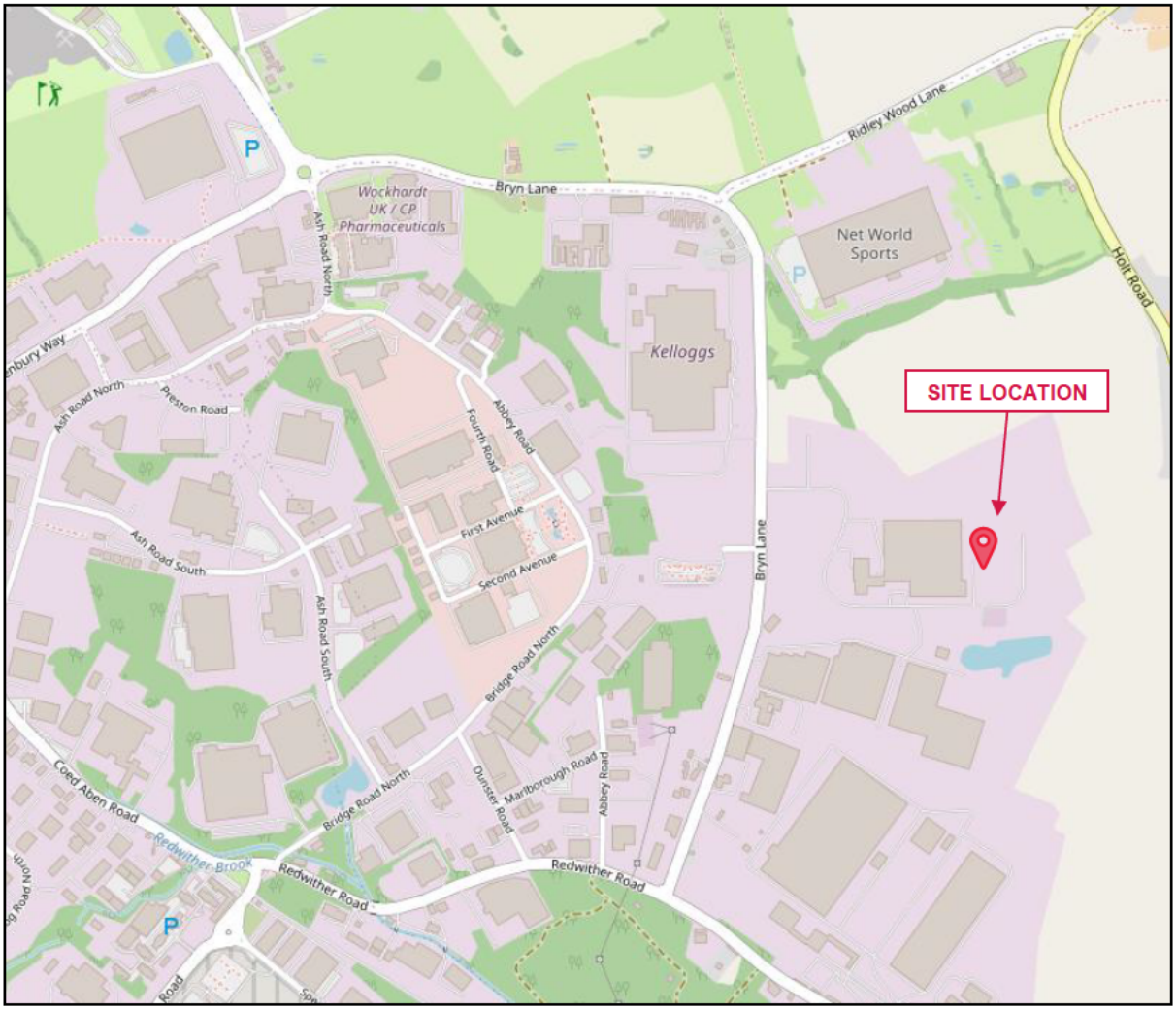


Figure 3.1 – Site Location
(Source: OpenStreetMap, 2026)

3.2 Existing Use and Access Arrangements

3.2.1 The Site is located on the eastern side of Bryn Lane within Wrexham Industrial Estate, approximately 5 km to the east of Wrexham City Centre. Wrexham Industrial Estate is one of the largest industrial estates

in the UK and comprises a wide range of employment uses including manufacturing, warehousing, distribution and supporting commercial services.

3.2.2 The Site currently comprises an operational distribution facility associated with the Very Group, alongside areas of brownfield land located to the east of the existing warehouse building. The existing industrial unit includes associated servicing areas, parking provision and internal circulation routes which are accessed via a priority-controlled junction with Bryn Lane. The Site therefore benefits from an established access arrangement suitable for large goods vehicles associated with industrial and logistics operations.

3.2.3 Pedestrian provision in the vicinity of the Site access is currently limited. The footway along Bryn Lane terminates approximately 4-5 metres east of the Site entrance, and there is currently no formal pedestrian infrastructure connecting Bryn Lane to the application Site boundary. A shared pedestrian and cycle path is provided on the western side of Bryn Lane; however, there are no formal crossing facilities to the eastern side of the carriageway in the immediate vicinity of the Site.

3.2.4 As part of the consented Kingmoor development (Ref: P/2023/0280), access arrangements in the vicinity of the Site will be upgraded. This includes the provision of a 3-metre-wide shared footway/cycleway along the western verge of the access gates, which will extend along the proposed Kingmoor access route.

3.2.5 The proposed improvements will also include the provision of a pedestrian refuge island on Bryn Lane, facilitating safe crossing movements between the eastern side of the carriageway and the existing shared footway/cycleway on the western side of Bryn Lane. These improvements will enhance pedestrian and cycle connectivity in the vicinity of the Site.



Figure 3.2 – View from Site Entrance Down to Bryn Lane

3.3 Surrounding Highway Network

Bryn Lane

3.3.1 Bryn Lane forms the western boundary of the Very Group Site and provides the sole point of vehicular access via an existing priority junction. The lane extends for approximately 2.25 km between the Bryn Lane / Industrial Estate Road roundabout to the north and its southern termination at the priority junction with Oak Road.

3.3.2 Bryn Lane operates as a two-way single carriageway, typically around 6.5-7 m in width, with localised widening at key junctions. Streetlighting is provided along its full length. A shared pedestrian/cycle path of approximately 2.5m in width routes on the western side of Bryn Lane from the Site northwards to the Bryn Lane / Industrial Estate Road roundabout. Owing to its physical separation from vehicular traffic, this facility enhances the safety and attractiveness of walking and cycling to and from the Site.

3.3.3 Highway improvement works were completed on Bryn Lane in October 2024, and the speed limit for Bryn Lane and some surrounding roads in the industrial estate was reduced from 40-mph to 30-mph in 2025.

3.3.4 South of the Site, pedestrian provision reduces to approximately 1.5m in width, with cyclists required to share the carriageway with general traffic. As set out in **Section 3.2** at the existing Site access, pedestrian infrastructure is currently limited.

3.3.5 As set out previously as part of the committed Kingmoor development, access arrangements at the Site will be upgraded. A 3-metre-wide combined footway/cycleway will be delivered on the western verge of the Site access, improving active travel connectivity.

3.3.6 During a site visit in February 2026, vehicular flows were observed to be light, although this survey was undertaken outside peak periods and higher traffic volumes would be expected during morning and evening peaks. The overall condition of both the carriageway and the shared path was found to be good.

Site Access

3.3.7 This road is privately owned and is not part of the public highway network.

3.3.8 The road extends in a west-east direction from the priority junction with Bryn Lane, passing through security gates before entering the Very Group Site. Access and egress to the application Site are controlled by barrier systems.

3.3.9 The carriageway is approximately 7 metres wide. No footways are provided, and the junction radii and visibility splays at its connection with Bryn Lane have been designed to accommodate the turning movements of large HGVs.

Industrial Estate Road

3.3.10 Industrial Estate Road is located to the northwest of the Site and extends for approximately 1.25 km between the Bryn Lane / Industrial Estate Road roundabout to the south and the A534 / Industrial Estate Road roundabout to the north.

3.3.11 The road comprises a two-way single carriageway. It is subject to the national speed limit and is not equipped with streetlighting.

3.3.12 A shared pedestrian and cycle path is provided on the southern section of the road for approximately 250 metres, terminating shortly before the junction with Bryn Lane. North of this point, no pedestrian or cycle infrastructure is present. The Industrial Estate Road / Bryn Lane roundabout includes dropped kerbs and tactile paving on all arms, facilitating crossings and providing a continuous connection between the shared path on Bryn Lane and that on Industrial Estate Road. This is shown in **Figure 3.3**:



Figure 3.3 – Crossing on Industrial Estate Road

Oak Road / Redwither Road

3.3.13 Located to the south of the Site, Oak Road routes from west-east for c. 1.6 km as a continuation from Redwither Road to the west before terminating as the minor arm of a priority junction with B5130 to the east.

3.3.14 The road is a two-way single carriageway of c. 6-7 m in width and is subject to a 30-mph speed limit. Streetlighting is present on the western stretch for c. 300 m, however no streetlighting is present beyond this location.

3.3.15 The western stretch of the road also has footways of c. 1.5-2.5 m in width on both sides of the road for c. 900 m, whereas the eastern, more rural, stretch has no footway provision.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Within the Site boundary, there is pedestrian infrastructure in the form of on carriageway marked footways, zebra crossings and kerbed pavements, providing access for pedestrians from the Site entrance through to the eastern service yard.

4.2.2 **F**igure **4.1** shows the pedestrian provision from the Site entrance.



Figure 4.1 – Pedestrian Provision from Site Entrance

4.2.3 To assist in summarising the accessibility of the Site by foot, distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips have been considered. These are a good approximation for trips associated with the proposed development. The catchment area for pedestrians is illustrated in **Figure 4.2**.

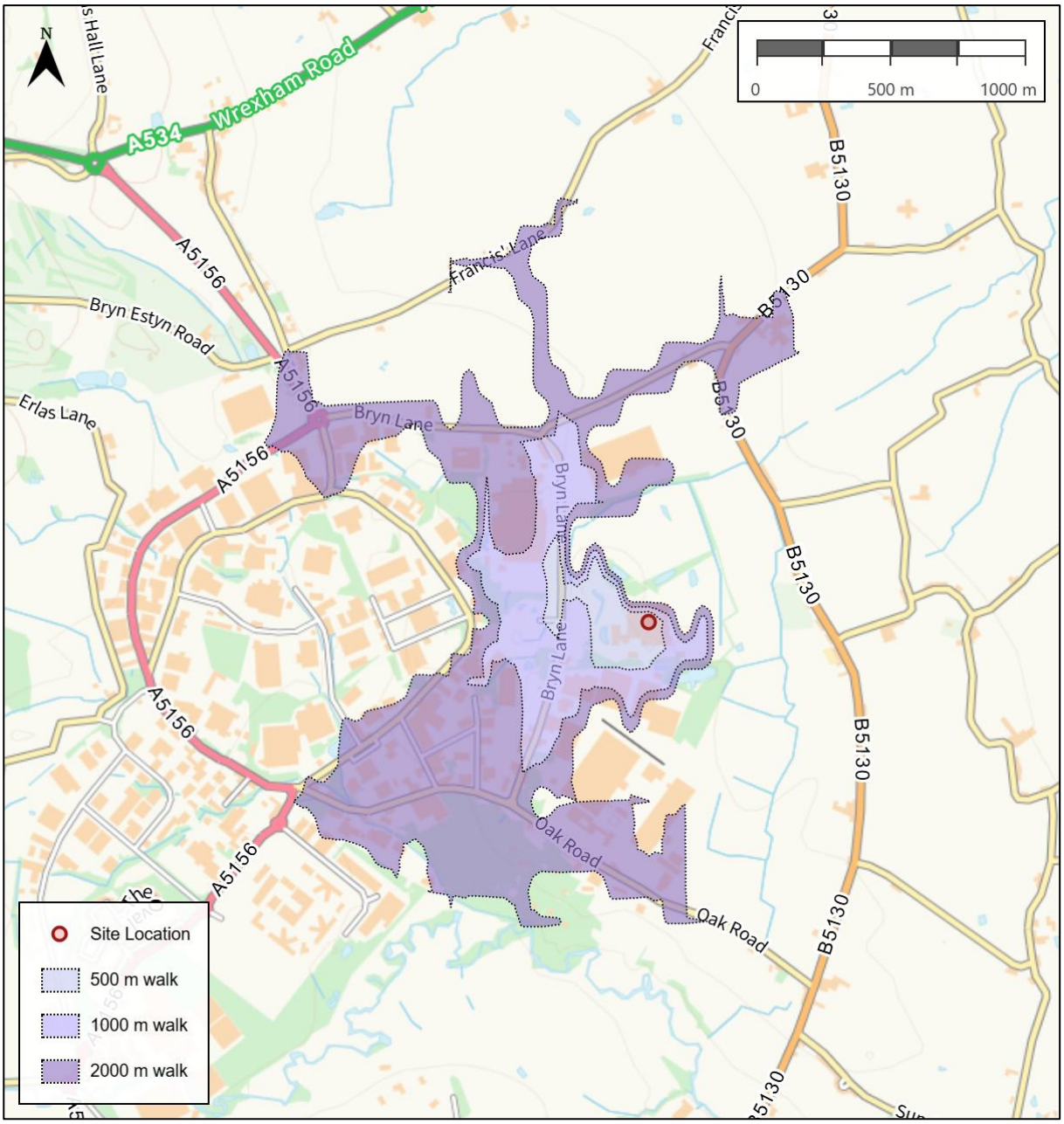


Figure 4.2 – Pedestrian Catchment

(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

4.2.4 The pedestrian catchment extends to areas in the wider Wrexham Industrial Estate and includes several complementary land uses such as a Greggs, NoraJohns Café, Ottilie's Café, Abbey Road bus stop and a Nisa Local convenience store.

4.3 Cycle Accessibility

4.3.1 Cycling is a cost-effective, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

4.3.2 In order to assist in assessing the accessibility of the Site by cycle, **Figure 4.3** presents 5.5km and 8km cycle catchments for the Site, along with the National Cycle Network routes available within these ranges.

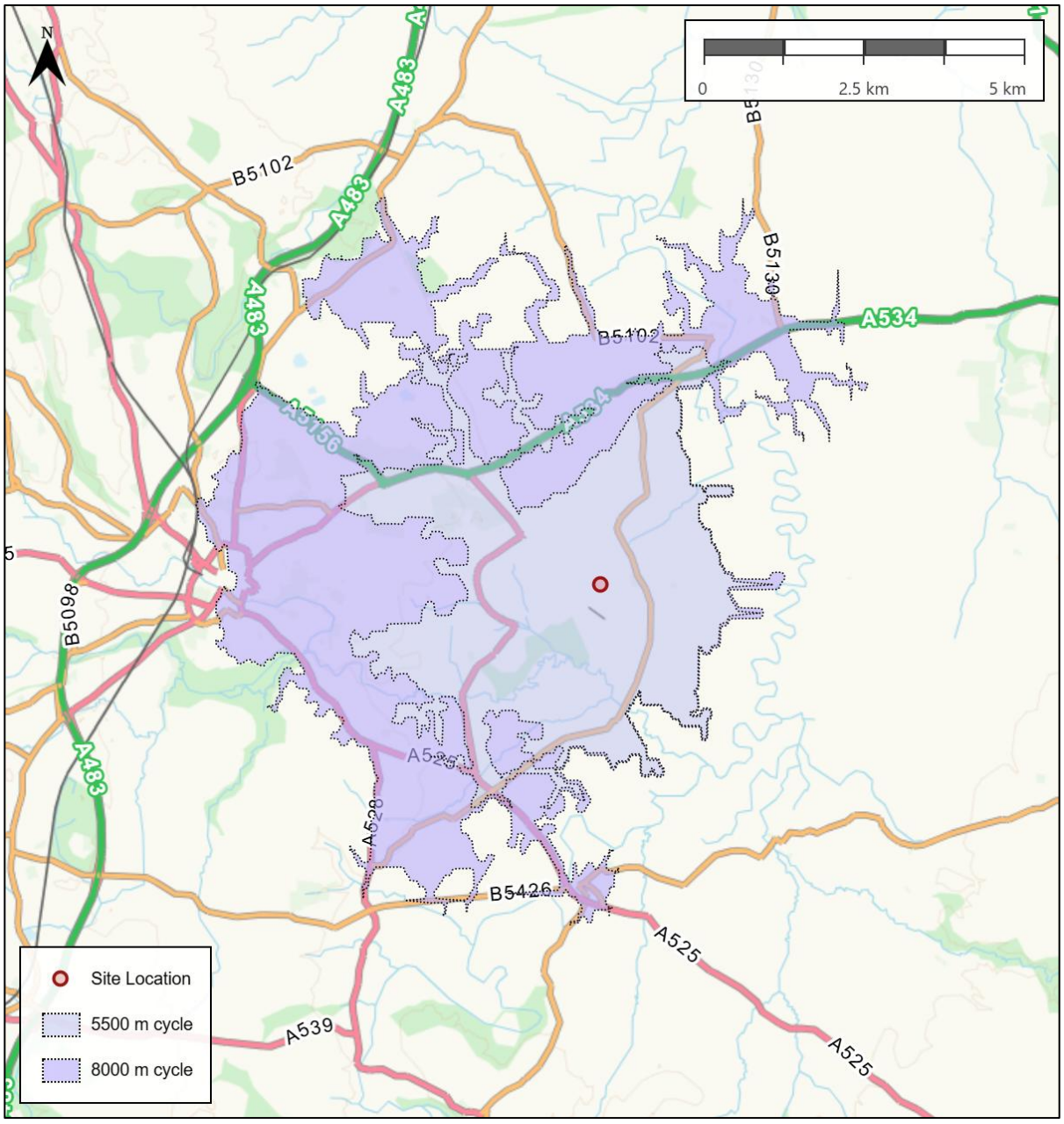


Figure 4.3 – Cycle Catchment
(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

4.3.3 The 5.5km catchment encompasses the surrounding Wrexham Industrial Estate. The catchment also extends as far as A5156 to the north, the northeastern section of Wrexham to the northwest and Cross Lanes to the south.

4.3.4 The 8km catchment extends further to many residential areas in Wrexham and Wrexham General Rail Station to the west, Marchwiel and Bangor-on-Dee to the south and Gresford to the north.

4.3.5 As detailed previously, Bryn Lane's shared path provides connectivity for cyclists in the vicinity of the Site which is separate from the highway.



Figure 4.4 – Bryn Lane Shared Path

4.4 Public Transport Accessibility

Bus Accessibility

4.4.1 The nearest bus stop to the Site is the Bridge Road North opp factories Bridge Road North, Redwither bus stop, a c. 1.9 km walk from the Site and is served by bus service 41. Whilst this distance is beyond typical preferred walking distances, the Travel Plan will include measures to encourage sustainable access including car sharing and cycling.

4.4.2 Bus service 41 is a circular route that begins at Wrexham Bus Station 2, serves the Abbey Road stop, travels in a loop around the industrial estate and then back to Wrexham Bus Station 2. The service is provided twice an hour through the day on weekdays and Saturday, with no service on Sunday. This route is supplemented by bus service 42W, which runs twice in the morning peak on weekdays and Saturday, with no service on Sunday.

4.4.3 It is noted that the provision of bus services will change over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on Arriva Wales's website: https://www.arrivabus.co.uk/find-a-service/41-wrexham-to-wrexham-indistrial-estate.

Rail Accessibility

4.4.4 Wrexham General Rail Station is located within Wrexham City Centre, c. 6.5 km from the Site. This lies outside the recommended distance; however, the station can be accessible by cycle. There is step-free access across the whole station, no ticket office, and cycle storage provision for up to 20 bicycles.

4.4.5 Transport for Wales offers cycle storage on all trains for no extra charge, however these are allocated on a first-come, first served basis. A summary of rail services from the rail station is outlined in **Table 4.1**:

Service	Peak Hourly Frequency		
	Weekday	Saturday	Sunday
Wrexham General – Chester	2	2	2
Wrexham General – Shrewsbury – Wolverhampton – Birmingham New Street	1 per 2 hours	1 per 2 hours	1 per 2 hours
Wrexham General – Shotton	2	2	2
Wrexham General – Gobowen – Cardiff Central	1 per 2 hours	1 per 2 hours	2 in total in the day

Table 4.1 – Summary of Rail Services calling at Wrexham General

4.4.6 The trains that service Wrexham General Rail Station run regularly throughout the week to a number of different locations and residential areas; this provides frequent access for staff of the Site.

4.4.7 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Transport for Wales's website: https://tfw.wales/service-status/timetables.

4.5 Summary

4.5.1 It is considered the site is sufficiently accessible by sustainable modes of transport. The surrounding area exhibits adequate levels of pedestrian and cycling infrastructure, and there are several nearby public transport opportunities.

5.0 Development Proposals

5.1 Overview of Proposals

5.1.1 Outline planning permission would be sought for Use Class B2 and/or Use Class B8 development at the Site. All matters would be reserved, except access.

5.1.2 Development would comprise either an extension to the existing warehouse, or a standalone building, on land east of the existing warehouse at Bryn Lane, Wrexham Industrial Estate. The new development would utilise the existing access road. The existing large industrial unit will be retained.

5.1.3 Illustrative masterplans are enclosed which show several options of how development could come forward, ranging from between 13,015 to 14,996 sqm GIA, with new development positioned on the lower ground to the east of the existing upper-level service yard.

5.1.4 The proposed Site layouts are provided in **Appendix A**.

5.2 Proposed Access Strategy

Vehicular Access

5.2.1 The existing vehicular access arrangement to the Site will be retained. Access to the proposed unit(s) would be provided directly from the existing internal estate access road, with security gates used to facilitate access. Dropped kerbs and tactile paving would be provided at the junction where the access road meets the Site to facilitate pedestrian access.

Pedestrian and Cycle Access

5.2.2 Pedestrian and cycle access to the Site is proposed, with the emerging design incorporating footways of a minimum width of 2 metres at the Site entrance and along internal access routes within the site boundary. These facilities would provide safe and direct connections to Bryn Lane and the wider active-travel network.

5.2.3 In line with existing arrangements for neighbouring industrial units, it is anticipated that cyclists would be required to use the carriageway when travelling to and from the Site. This reflects the current highway layout internally within the estate, where no dedicated cycle lanes are present south of the shared path, and cycling is accommodated on-street within general traffic flows.

5.2.4 Further details of pedestrian and cycle provision will be refined as proposals develop and will be provided in the final transport submission, ensuring that access arrangements are compliant with local highway standards, national active-travel guidance, and Wrexham County Borough Council requirements.

5.3 Proposed Car Parking

5.3.1 Car parking provision for the proposed development will be considered with reference to Wrexham County Borough Council's Local Planning Guidance Note No.16: Parking Standards (July 2018).

5.3.2 For office uses (Use Class B1a / Class E(g)(i)), the guidance identifies a maximum car parking standard of 1 space per 30m² Gross Floor Area (GFA).

5.3.3 For storage and distribution uses (Use Class B8), the guidance identifies a maximum car parking standard of 1 space per 100m² Gross Floor Area (GFA).

5.3.4 The guidance notes that the standards represent maximum levels of provision, and that the level of parking should be determined having regard to the location of the Site, accessibility by sustainable transport modes and the operational characteristics of the development. The proposed development will therefore review car parking provision in accordance with this guidance. Details of the car parking provision will be subject to a future reserved matters application, once the detailed design is known.

5.4 Proposed Cycle Parking

5.4.1 Cycle parking provision will also be considered with reference to Wrexham County Borough Council's Local Planning Guidance Note No.16: Parking Standards (July 2018).

5.4.2 For office uses (Use Class B1a / Class E(g)(i)), the guidance identifies a cycle parking standard of 1 space per 300m² Gross Floor Area (GFA).

5.4.3 For Use Class B8 (storage and distribution) development, the guidance identifies a cycle parking standard of 1 space per 1,000m² Gross Floor Area (GFA).

5.4.4 The proposed development will therefore provide cycle parking in accordance with the above guidance, with facilities located in convenient and accessible locations within the Site to support travel by sustainable modes. Details of the cycle parking provision will be subject to a future reserved matters application, once the detailed design is known.

5.5 Proposed Electric Vehicle Charging

5.5.1 Electric vehicle (EV) charging infrastructure will be provided as part of the development in accordance with current national policy and best practice guidance, including the Building Regulations Part S: Infrastructure for Charging Electric Vehicles (2021).

5.5.2 For non-residential developments, including industrial, logistics and office uses, Part S requires that new developments provide EV charge points and supporting infrastructure to facilitate the transition to low-emission vehicles.

5.5.3 For office uses (Use Class E(g)(i)), the regulations require that:

- At least one EV charge point is provided for every 10 car parking spaces, and
- Cable routes are installed for a minimum of 50% of the remaining spaces to allow for future installation of additional charge points.

5.5.4 For industrial and storage/distribution uses (Use Class B8), where associated staff parking is provided, the development will incorporate:

- A minimum of one EV charge point per 10 parking spaces, and
- Passive provision (cable routes) for at least 50% of the remaining spaces.

5.5.5 The provision of EV charging infrastructure will ensure that the development supports the transition to ultra-low emission vehicles, reduces transport-related carbon emissions and aligns with national and local sustainability objectives.

5.5.6 The precise location and specification of EV charging points will be determined at the detailed design stage, with charge points typically located within staff parking areas to ensure convenient access for users.

5.6 Proposed Emergency, Refuse and Servicing Arrangements

5.6.1 Emergency, refuse and serving access will be provided from the estate access road.

5.6.2 An internal road is proposed surrounding the building, which provides access to HGV loading area to the east of the building and staff car park to the north of the building. A turning head is provided to the west of the staff car park to accommodate a three-point-turn manoeuvre of a large vehicle.

5.6.3 It is anticipated 16.5m articulated vehicles are likely to be the largest vehicles that will require regular access to the site. The final planning submission will provide drawings to demonstrate the circulation of a 16.5m articulated vehicle on the site access and the internal road on the illustrative masterplan.

6.0 Transport Implementation Plan

6.1 Introduction, Aim and Objectives

6.1.1 Considering the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.

6.1.2 As part of the 'Transport Implementation Strategy' (TIS) and the TP process of the development, this section of the FTP sets out the initiatives that could be implemented in a full Travel Plan at the site.

6.1.3 Considering the benefits in **Section 2** and the end users, this FTP aims to minimise the number of car trips generated by the development – particularly single occupancy ones and those undertaken in internal combustion engine vehicles.

6.1.4 The FTP will be guided by with the following objectives, all within the above overarching aim:

- **Objective 1** – To increase the level of walking to and from the site;
- **Objective 2** – To increase the level of cycling to and from the site;
- **Objective 3** – To increase the level of public transport use to and from the site;
- **Objective 4** – To encourage car sharing and shared transport to and from the site; and
- **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles.

6.2 Provision of Sustainable Travel Information

6.2.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that they will be supplied to all employees at the development in the early stages of operation and be made available in a communal area, for example on a noticeboard.

6.2.2 The Welcome Packs will introduce the Travel Plan concept detailing the aims, objectives, and aspirations, provide contact details for the TPC, and include the following information:

Objectives	Contents
1 – To increase the level of walking to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2**; • Maps showing local walking routes and places of interest; and • The https://www.plotaroute.com/ website for journey planning on foot.
2 – To increase the level of cycling to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2**;

Objectives	Contents
	• Cycle information, including route maps and useful tips and guidance, on the Walk Wheel Cycle Trust website https://www.walkwheelcycletrust.org.uk/; and • The https://www.cyclestreets.net/ website for journey planning by bike.
3 – To increase the level of public transport use to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2** • A map showing local bus and rail stations in the vicinity of the site • Details of Traveline Cymru's online journey planning resources: https://www.traveline.cymru/; • Linking information systems regarding bus and rail travel timetables to the staff intra-web service / website to form a "One-Stop-Shop" for all public transport queries; • Advertise any promotions / discounts offered by public transport operators.
4 – To encourage car sharing and shared transport to and from the site	• Details of internal car sharing scheme; • Links to Liftshare registration: https://liftshare.com/uk; and • Raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.
5 – To encourage uptake of Ultra Low and Zero Emission vehicles	• Details of alternative modes of travel and their benefits, such as the use of electric vehicles: https://www.climateaction.gov.wales/green-travel-choices/switch-to-electric-vehicles/. • Transport & Environment's interactive online calculator (https://www.transportenvironment.org/discover/how-clean-are-electric-cars/) provides information on the carbon impact of various types of cars when considering a new vehicle purchase.

Table 6.1 – Sustainable Travel Information

6.2.3 This information will be periodically updated by the Travel Plan Coordinator (TPC).

6.3 Measures to Encourage Walking

6.3.1 The following measures will be provided and maintained to encourage employees to walk:

- Clear signing of pedestrian routes within and adjacent to the site;
- Adequate lighting, landscaping, and shelter to create pleasant pedestrian waiting areas; and
- Participating in Living Streets' Walking Works (which includes weekly challenges tailored to the business, Walk Champion training, Walking Works Award).

6.3.2 Additional measures such as marketing campaigns incorporating free issue pedometers and alarms, and the implementation of a "walking buddy" scheme could also be considered.

6.4 Measures to Encourage Cycling

6.4.1 Cycle parking and showers will be provided as part of the development proposals. The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

6.4.2 To encourage employees to cycle, the following measures will be provided:

- Periodically monitoring demand and uptake of cycle parking spaces and facilities provided onsite. Should the demand for spaces or facilities increase, additional supply could be provided where appropriate;
- Register staff and employees to the cycle to work scheme, which can save employees up to 47% on a new cycle and safety accessories;
- Promote cycling events such as National Bike Week (www.bikeweek.org.uk);
- Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:
  - Provision of signage in and around the site;
  - Engage with WCBC to ensure appropriate standards of cycleways adjacent to the site;
  - Pedestrian and cyclist friendly infrastructure on site with signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes;
  - Sufficient security at proposed cycle parking facilities; and
  - Provide an on-site cycle repair stand.

6.4.3 Additional measures such as encouraging a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG), making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified, but it would be the responsibility of the individual to fund the repairs), and having the TPC negotiate discounts with local cycle retailers could also be considered.

6.5 Measures to Encourage Public Transport

6.5.1 The following measures could be considered in order to encourage employees to travel by public transport:

- Offering limited time discount tickets;
- Adjusting shift times to suit public transport schedules;
- Providing a guaranteed lift home for staff who travel by public transport in the event of an emergency; and
- Arrange for season ticket loans for staff where a monthly deduction is made from their pay.

6.6 Measures to Encourage Car Sharing / Shared Transport

Car Sharing

6.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.

6.6.2 To aid the coordination of car sharing, it is suggested that employees who are willing to car share should submit their name to the Travel Plan Coordinator (TPC). People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as 'car share coffee mornings'. Employees will also be encouraged to separately discuss with colleagues and peers the option to car share to and from the site, with common needs, timetables, or destinations.

6.6.3 It is envisaged that this would need to be regularly maintained / revised.

6.6.4 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc.

6.7 Measures to Encourage Ultra-Low and Zero Emission Vehicles

6.7.1 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation[11].

6.7.2 For industrial and storage/distribution uses (Use Class B8), where associated staff parking is provided, the development will incorporate:

- A minimum of one EV charge point per 10 parking spaces, and
- Passive provision (cable routes) for at least 50% of the remaining spaces.

6.7.3 Demand for EVC will be monitored as part of the Travel Plan with additional charge points installed, as necessary, to meet demand.

[11] Carbon Brief (2019). Factcheck: How electric vehicles help to tackle climate change [Online]. Available at: https://www.carbonbrief.org/factcheck-how-electric-vehicles-help-to-tackle-climate-change/

7.0 Targets

7.1 Introduction

7.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the strategy for the Travel Plan targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

7.2 Data Collection and Analysis

7.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future employees. Therefore, it is not appropriate to provide a definitive set of targets at this stage.

7.2.2 In order to understand travel habits, a survey will be undertaken within 3 months of first occupation. Recipients will be encouraged to participate, and the surveys would seek the following key information:

- Place(s) of residence;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various active and sustainable modes;
- Any barriers to walking, cycling and public transport; and
- Initiatives that would encourage employees to travel more sustainably.

7.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.

7.2.4 Questions will be transferred to an online survey service, such as SurveyMonkey or Microsoft Forms. Employees would be sent this link in the early stages of operation and can click on it to be directed to an internet-based survey.

7.2.5 Paper surveys will also made available across communal areas of the site. These results will be manually input for analysis alongside the electronic surveys.

7.2.6 The information obtained will be used to undertake modal split analysis. Employees will then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the Travel Plan measures.

7.3 SMART Targets

7.3.1 All performance indicator targets and potential modal split targets are considered to be suitable interim measures before travel surveys are undertaken.

7.3.2 At this point, official targets will be set through consultation with WCBC. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

7.3.3 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.

7.3.4 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:

- Short-Term Target – within one year;
- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

7.3.1 To provide an indication of potential targets, an example – using the modal split for those travelling to work at Wrexham 020 Middle Super Output Area (MSOA), as per dataset 'WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)' of the 2011 Census – is provided in **Table 7.1** below:

Example of Potential Modal Shift Targets					
Travel Mode	**Existing (2011 Census)**	**Short Term**	**Medium Term**	**Long Term**	**Total Target**
Car Driver	80%	-2%	-4%	-4%	-10%
Car Passenger	11%	+1%	+1%	+1%	**+3%**
Public Transport	4%	+1%	+1%	+1%	**+3%**
Cycle	2%	-	+1%	+1%	**+2%**
Foot	3%	-	+1%	+1%	**+2%**
Other	0%	-	-	-	**-**

Table 7.1 – Example of Potential Targets

7.3.2 The example modal split targets above aim for a 10-percentage point reduction in single occupancy car trips, whilst aiming for a 10-percentage point increase in trips by more sustainable modes such as public transport, walking, cycling, and car sharing.

7.3.3 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 7**.

7.3.4 However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys.

8.0 Monitoring and Review

8.1 Introduction

8.1.1 This section of the report sets out the proposed management arrangements associated with the FTP and the wider TIS of the development.

8.2 Responsibility and Management

8.2.1 Overall responsibility for the TP will lie with the occupier or any future owner of the buildings if transacted prior to completion. Following initial occupation, the FTP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

8.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

8.2.3 At this point, the day-to-day responsibility will shift to the appropriately appointed Travel Plan Co-ordinator (TPC).

8.2.4 Notwithstanding, adequate consultation and support from the scheme developer will be required to ensure the smooth implementation of the TP. For example, support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended.

8.3 Travel Plan Coordinator (TPC)

8.3.1 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the Travel Plan Coordinator (TPC). The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Being the main point of contact for and proactively liaising with staff, the LHA and other relevant stakeholders (for example, public transport operators);
- Implementing and promoting sustainable travel initiatives (potentially including preparing and disseminating promotional materials and organising events);
- Undertaking the travel surveys, analysing the results to determine trends and compliance against the targets, and identifying any additional or amended initiatives necessary to meet the targets (with the developer / landowner responsible for providing support and funding, if necessary); and
- Preparing the Annual Monitoring Reports.

8.3.2 The TPC will be appointed at least one month before first occupation of the proposed development. The role is likely to be assigned to an existing member of staff. Their name and contact details will be provided to the LHA.

8.3.1 The TPC will remain in-post for the duration of the monitoring period and the Council will be notified if the holder of the TPC role changes during this time.

8.4 Monitoring and Evaluation

8.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from employees and liaising with WCBC on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 8** above.

8.4.2 A monitoring period of 5 years is proposed from the date of the baseline travel surveys to ensure the effective implementation of the TP. The five-year monitoring schedule will include six surveys: the initial monitoring survey and five follow-up surveys.

8.4.3 The results of each survey would be used to review progress against target modal splits, where the TPC will calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed, and then monitored for effect.

8.4.4 The modal split figures calculated will be compared with other data sources to ensure the robustness of the information provided.

8.4.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce annual monitoring reports. This report will include, but may not be limited to the following, if applicable:

- Reporting of progress against the targets set once the travel survey is completed;
- Provision of information relating to new initiatives introduced (if applicable);
- Provision of information on proposed initiatives due for implementation; and
- Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure).

8.4.6 Upon request, the monitoring reports will be provided to officers at WCBC annually following the receipt of the surveys and a summary of the survey results made available to employees by the TPC.

9.0 Action Plan

9.1 Introduction

9.1.1 **Table 9.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPC	One month before first occupation	The occupier / any future owner of the buildings if transacted prior to completion
Produce Welcome Pack	Upon first occupation of the development	TPC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within three months of first occupation	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with WCBC
Update FTP to a full Travel Plan	Within two months of agreeing modal splits with WCBC	TPC
Distribute Travel Survey Results to WCBC	Within three months of each travel survey phase	TPC
Carry Out Annual Travel Surveys and Other Monitoring Exercises	Annually for at least five years from the date of the baseline travel surveys (or until a date to be agreed with WCBC)	TPC

Table 9.1 – Action Plan

9.1.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the scheme developer / management.

9.1.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on an annual basis as part of the monitoring and review process.

Appendix A – Proposed Site Layout

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