

Ty Menai - Landrillo College Rhyl

Framework Travel Plan
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Prepared by 1	Jack Eastham		<i>J. Eastham</i>
Prepared by 2			
Checked by 1	Mike Trotter		<i>M/Trotter</i>
Checked by 2			
Authorised by	Mike Trotter		<i>M/Trotter</i>

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1. Introduction

1.1 Background

Capita Real Estate & Infrastructure (Capita) has been appointed by Group Llandrillo Menai (GLLM) to prepare a Framework Travel Plan (FTP) for a new teaching facility on the current site of the overspill car park at Coleg Llandrillo Rhyl, Denbighshire.

An FTP is submitted when the occupiers of a proposed development are not known, setting out the information that will be required during the preparation of a Full Travel Plan. The Full Travel Plan should be prepared within six months of the proposed development being occupied. This FTP sets out the existing travel conditions of the proposed development site, including the local highway network, accessibility, and the objectives, targets, and measures that will be satisfied by the full travel plan.

Currently GLLM has mechanical engineering facilities at their Rhos-on-Sea campus, with its relocation to Rhyl a part of plans to create an engineering centre of excellence capable of meeting the demand for newly trained mechanical engineers in North Wales.

1.2 Travel Plan Background

A Travel Plan is a long-term management strategy for integrating proposals for sustainable travel into the planning process. A successfully implemented Travel Plan can offer substantial gains towards sustainable transport objectives of central and local government, helping to provide:

- Reductions in car usage, particularly influencing levels of single occupancy car travel, with an increased number of journeys made by public transport, walking and cycling; and
- Improved road safety and personal security, particularly for pedestrians and cyclists.

The overall objectives of a Travel Plan are to reduce the number of single occupancy car journeys to and from the site, and to achieve sustainable travel patterns by all future site visitors. Travel Plans should not however be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

This FTP has been prepared in line with current practice, which includes the Planning Policy Wales (PPW) Edition 10 (2018), Technical Advisory Note (TAN) 18 'Transport' (2007), and local transportation related policies and guidance.

1.3 BREEAM Guidelines

The Building Research Establishment Environmental Assessment Method (BREEAM) states that a Transport Assessment / Statement needs to be carried out to ensure the travel plan is structured to meet the needs of a site. This FTP is therefore an accompanying document to the full Transport Statement in which the following sections are covered:

- 1) Existing Travel Patterns and opinions of existing building or site users towards cycling and walking so that constraints and opportunities can be identified;
- 2) Travel patterns and transport impact of future building users;
- 3) Current local environment for walkers and cyclists;
- 4) Disabled Access;
- 5) Public transport links serving the site; and
- 6) Current facilities for cyclists.

The travel plan should also include a package of measures to encourage the use of sustainable modes of transport and movement of people and goods during the building's operation and use.

2. Existing Site and Surrounding Highway Network

2.1 Site Location

The site of the proposed development is situated at the southern corner of the existing Coleg Llandrillo Rhyl campus, currently occupied by the overspill car park. The existing campus is situated on the south-eastern side of Cefndy Road, approximately 1km south of Rhyl Town Centre. The site location in the context of the local area and the existing campus is shown below Figure 2.1.

Figure 2.1 - Site Location



2.2 Local Highway Network

2.2.1 Overview

Rhyl is situated on the northern coast of Denbighshire, in North Wales, approximately 11km to the west of the River Dee. Rhyl is not situated near the strategic road network (SRN), and is approximately 40km from the M53, its closest motorway.

2.2.2 *Cefndy Road*

The access to the proposed development is situated on Cefndy Road. Cefndy Road is a single carriageway road with one lane running in either direction between the A525 Rhuddlan Road in the north east and access to farmland in the south west, where it narrows to a single-track lane. The posted speed limit is 30mph, with traffic calming measures in place either side of the Coleg Llandrillo Rhyl access junction. Continuous footways are present along both sides of Cefndy Road, with dropped kerbs and tactile paving providing an uncontrolled crossing point at the college campus access.

2.2.3 *A525*

The A525 connects to the north-eastern end of Cefndy Road, and runs between Rhyl town centre in the north, and the North Wales expressway in the south, via Rhuddlan. The posted speed limit is 40mph between its junction with the North Wales Expressway and Rhuddlan, where the carriageway is dualled with a central reservation. North of Rhuddlan, the A525 becomes single carriageway, with a posted speed limit of 30mph.

2.2.4 *A548*

The A548 runs along the North Wales coastline, connecting Rhyl with Prestatyn in the east, and Abergele in the west, where it connects with the North Wales Expressway. The posted speed limit is 30mph.

2.2.5 *A55 North Wales Expressway*

The A55, also known as the North Wales Expressway, is a major highway that runs between Chester and Holyhead. The A55 is a dual carriageway, apart from the Britannia Bridge across the Menai Strait. The A55 connects with the M53 motorway at Chester, where connections to Liverpool in the west and Manchester to the east can be found. The national speed limit is applicable along the North Wales Expressway. From Rhyl, the A55 can be accessed from the A548 to the west, and the A525 in the south.

2.3 Accident Analysis

The accident history of the local highway network close to the proposed development has been obtained via Crashmap¹ for the five-year period between 2015 and 2019. Accidents recorded during this time period, and their locations, are shown in Figure 2.2.

A total of six accidents were recorded in the vicinity of the proposed development, with five incidents classified as “minor”, and one incident classified as “serious” No fatalities were recorded

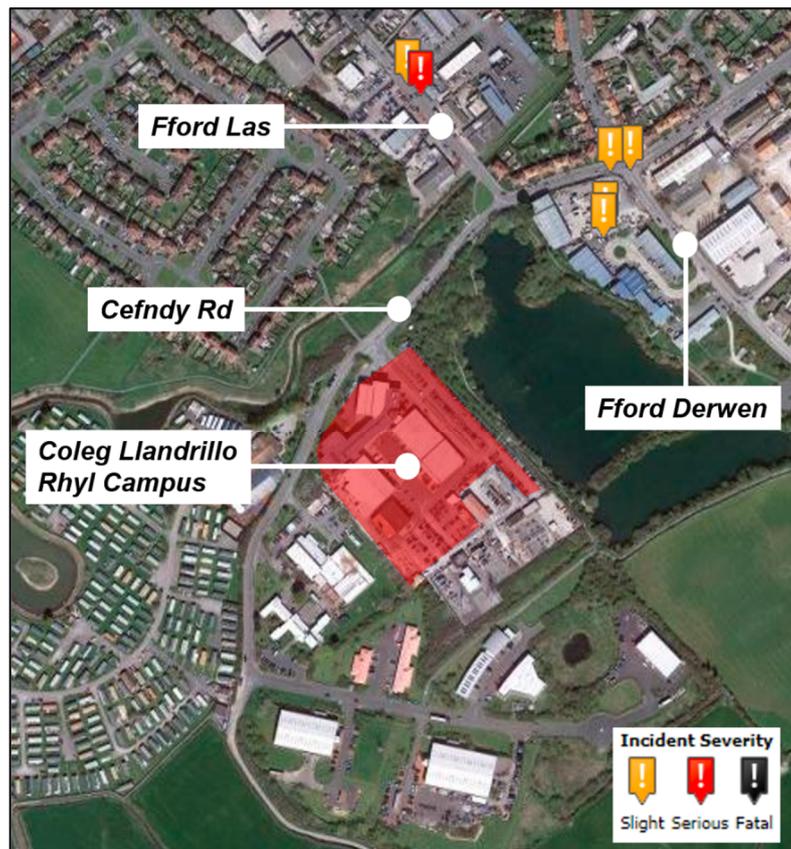
¹ www.crashmap.co.uk

during the five-year period. One accident involved a child casualty, whilst three accidents involved pedestrians. Details of the recorded accidents are summarised in Table 2.1.

Table 2.1 - Accident Data History

Year	Severity	Number of Vehicles Involved	Casualties Involved
Fford Las			
2019	Serious	1	1 Child (Ped)
2015	Slight	1	1 Adult (Ped)
Fford Derwen			
2015	Slight	1	1 Adult (Ped)
2017	Slight	2	1 Adult
2016	Slight	2	2 Adults
2016	Slight	2	1 Adult

Figure 2.2 - Accident Data in Vicinity of the Site



3. Development Proposals

3.1 Development Proposals

The proposed development involves the construction of an engineering facility for approximately 150 students, situated at the southern end of the current Coleg Llandrillo Rhyl campus on the current location of the overspill car park. The proposed development will have a gross internal floor area (GIFA) of 2885m², across three storeys, and will accommodate engineering students transferred from the current Rhos-on-Sea campus.

3.2 Proposed Access Strategy

As the proposed development will be constructed on the site of the existing Coleg Llandrillo Rhyl campus, the proposed access strategy will remain identical to the current access strategy for the campus. Vehicles will enter the site from the main access on Cefndy Road, with pedestrians and cyclists able to access from either the main Cefndy Road entrance, or from the Brickfields Pond path, which connects to the main campus at its south eastern corner

3.3 Car Parking Provision

A car parking exercise has been carried out to determine the additional number of spaces required by the proposed development. Spaces for up to 124 cars are currently provided on the Coleg Llandrillo Rhyl campus, with this parking available to both staff and students of the existing site, and the proposed development. Guidance set out by Denbighshire County Council in 'Parking Requirements in New Developments, 2014' provides the minimum parking requirements that must be fulfilled by all new developments. The requirements for colleges of higher or further education are shown in Table 3.1.

Table 3.1 - DCC HE Development Parking Standards

Land Use	Operational	Non-Operational
Colleges of Higher/Further Education	1 commercial vehicle space	1 space for each member of teaching staff, 1 space per two ancillary staff, 1 space per eight students and 5 visitor spaces

Capita has carried out a sustainability assessment for the campus site, which has revealed that based on local amenities near the site, it is eligible for a 10% discount on minimum required parking. The full sustainability assessment can be found in Appendix A. The car parking assessment revealed that in combination with the proposed development, the site will have a shortfall of 76 spaces, versus the requirement set out in DCC's guidelines. The total parking

requirements of the site (including the new proposed development) are shown below in Table 3.2.

Table 3.2 - Combined Existing and Proposed Development Parking Requirements

Group	Occupancy	Parking Spaces Required
Students	825	103
Teaching Staff	87.5	88
Ancillary Staff	51	26
Visitors	N/A	5
Subtotal	1016	222
Sustainability Discount	10%	
Required	200	
CURRENT	124	
Shortfall	-76	

The full car parking assessment can be found in Appendix B

Based on the cycling parking standards set out in 'Parking Requirements in New Developments', one cycle parking stand is required per 35m² of GIFA. The minimum cycle parking requirements of the proposed development are shown below in Table 3.3.

Table 3.3 - Proposed Development Bicycle Parking Requirements

Gross Internal Floor Area	Bicycle Spaces Required
2,885m ²	82

3.4 Disabled Provision

Coleg Llandrillo Rhyl is served from its access on Cefndy Road, which links directly to the car parking area to the north west of the proposed development. Disabled parking bays are provided, located by zebra crossings and dropped kerbs, which lead directly to the main campus. Disabled parking bays and the accessible crossing facilities are shown in Figure 3.1.

Figure 3.1 - On-site Disabled Parking Bays



Traffic calming measures, including speed bumps, and a one-way system are present along the access road that runs through the main college campus, as shown below in Figure 3.2.

Figure 3.2 - Traffic Calming Measures



Students requiring taxi or specialist transport can complete a taxi request form available on the college website and transport will be provided by the college for the duration of the term.

Dropped Kerbs and tactile paving can be found on the pedestrian desire lines along Cefndy Road, leading to the development. The Brickfield Pond to the east of the site is encircled by a shared footway for pedestrians and cyclists and provides an alternate access to the site at its south eastern corner.

On Cefndy Road, traffic calming measures are placed at regular intervals along its length, with dropped kerbs and tactile paving placed at key crossing points, including by the access to the Coleg Llandrillo Rhyl campus, as detailed in 4.2 – Accessibility on Foot.

4. Accessibility by Sustainable Travel Modes

4.1 Overview

Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people, particularly accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, to reduce the dependence on private cars.

Investigation into existing forms of transport in relation to the proposed site can provide important insights into the possible travel patterns in the area. This section of the FTP therefore considers the accessibility of the site via sustainable modes.

4.2 Accessibility on Foot

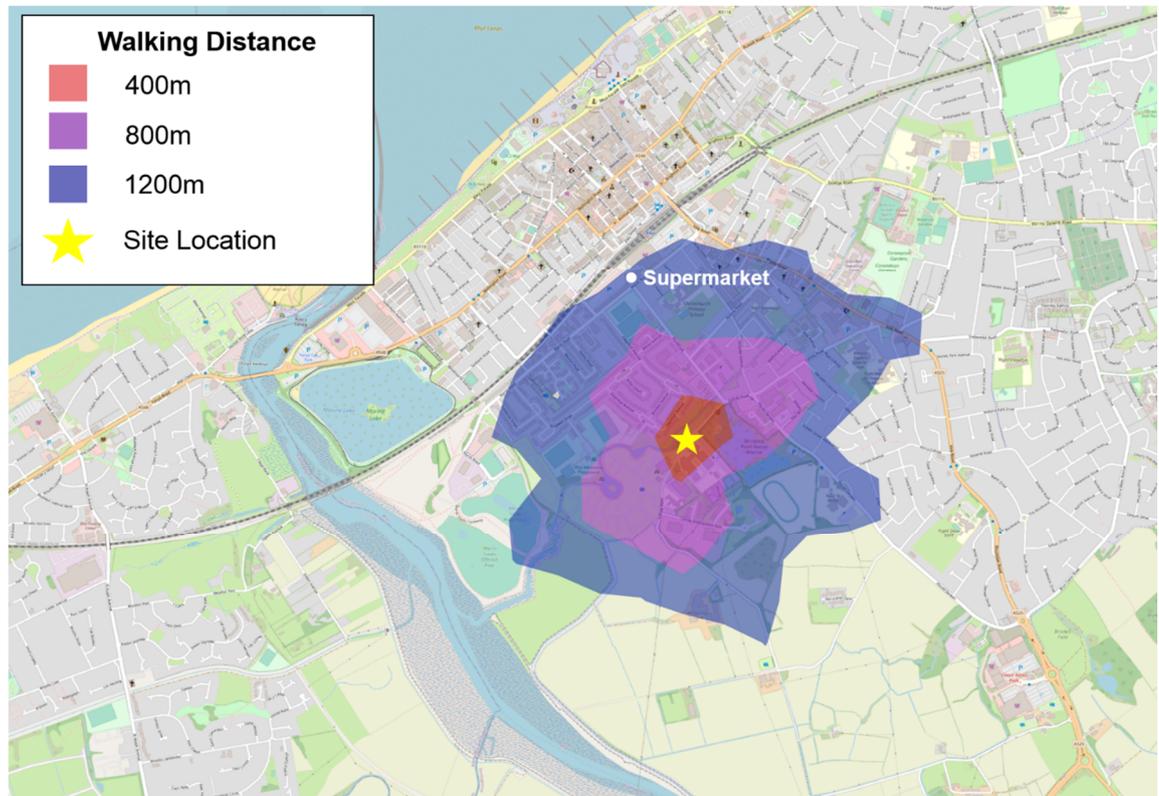
Walking is generally accepted as the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.

Guidelines for Providing Journeys on Foot recommends 400m or less as a desirable walking distance, with 800m as an acceptable distance, and 1.2km as the preferred maximum distance. Assuming an average walking speed of 1.4m/s, a 400m journey on foot would take approximately 5 minutes to complete.

Any development located within an acceptable walking distance of local amenities, transport links and residential dwellings can potentially reduce the number of vehicular trips on the highway network.

The multi-modal accessibility tool TRACC has been used to plot the areas accessible on foot within 1.2km of the proposed development. This is shown in Figure 4.1. A small number of amenities are positioned within walking distance from the site, with a supermarket approximately 1200m, or a 15-minute walk, from the proposed development location. Although Rhyl's train and bus stations do not lie within the 1200m contour, it is worth noting that they are located approximately 50m north of the supermarket, around 1250m on foot from the proposed site. It is also worth noting that a refectory and Costa Coffee shop are located within the existing college buildings, serving hot and cold food and drink to both staff and students.

Figure 4.1 - Site Accessibility on Foot



Pedestrian links are well established to the south east of the site, with footpaths running to the site from Brickfields Pond. Uncontrolled pedestrian crossings, featuring dropped kerbs and tactile paving are present across Cefndy Road, adjacent to the main access to the college campus. Pedestrian footways are present on both sides of Cefndy Road, and speed bumps are also present by the main college access. The uncontrolled crossing on Cefndy Road is shown in Figure 4.2.

Figure 4.2 - Uncontrolled Crossing & Traffic Calming Measures on Cefndy Road



4.3 Accessibility by Cycling

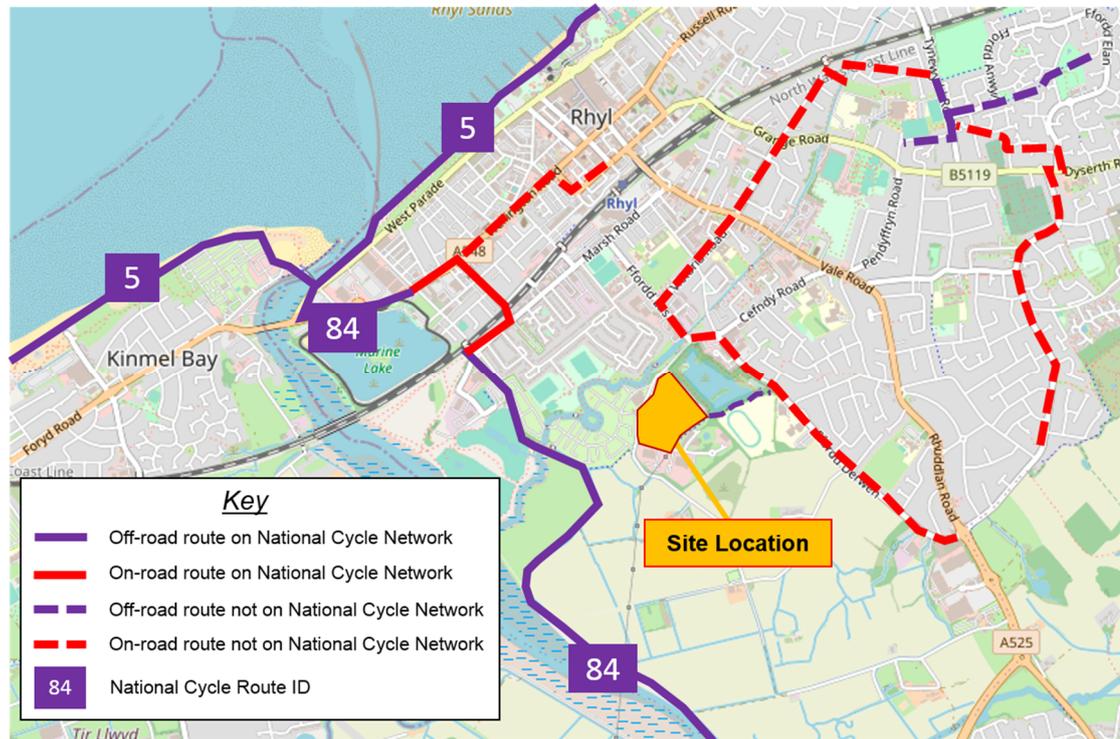
A review of the Sustrans² website revealed that the site is in the vicinity of National Cycle Route (NCR 84), to the south of the college campus, as well as to on-road cycle-routes not included in the National Cycle Network to the north of the site, on Cefndy Road and FFord Derwen. NCR 84 is a partially completed route, open in two unconnected sections; between Rhyl and St Asaph, and from Trevor to Chirk Railway Station. When completed, the route will connect Rhyl to Oswestry via the Vale of Clwyd and the Llangollen Canal.

NCR 5 is a long-distance cycle route, that runs between Holyhead and Reading, via Prestatyn, Chester, Stoke-on-Trent and Oxford. NCR 5 runs through Rhyl along the northern coastline, passing through Colwyn Bay, Abergele and Rhos-on-Sea.

A map illustrating cycling routes in the vicinity of the proposed development is shown in Figure 4.3.

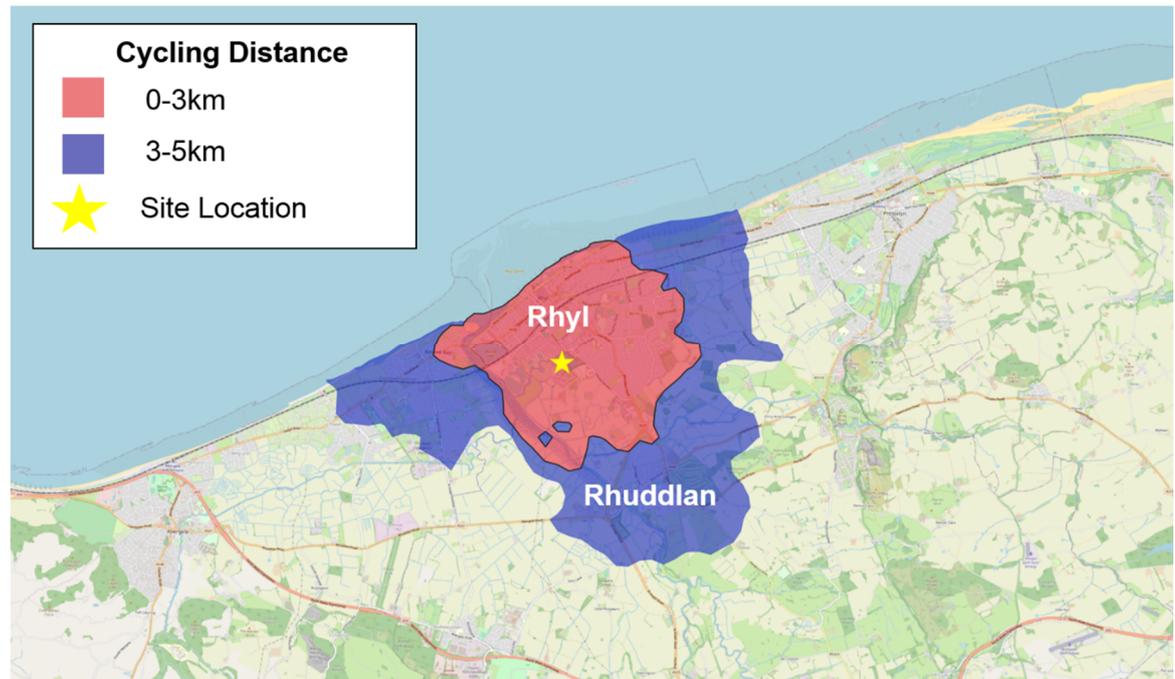
² www.sustrans.org.uk

Figure 4.3 – Cycle Routes in Vicinity of Proposed Development Site



It is widely accepted that cycling has the potential to be a substitute for short car trips, particularly those under 5km in length. 3km and 5km cycling accessibility contours have been produced for the proposed development site using the multi-modal accessibility tool TRACC. These are shown in Figure 4.4. The 3km cycling radius encompasses the majority of Rhyl, including the town centre and its amenities, as well as the bus and rail stations. The town of Rhuddlan can be reached within a 5km cycle of the proposed development.

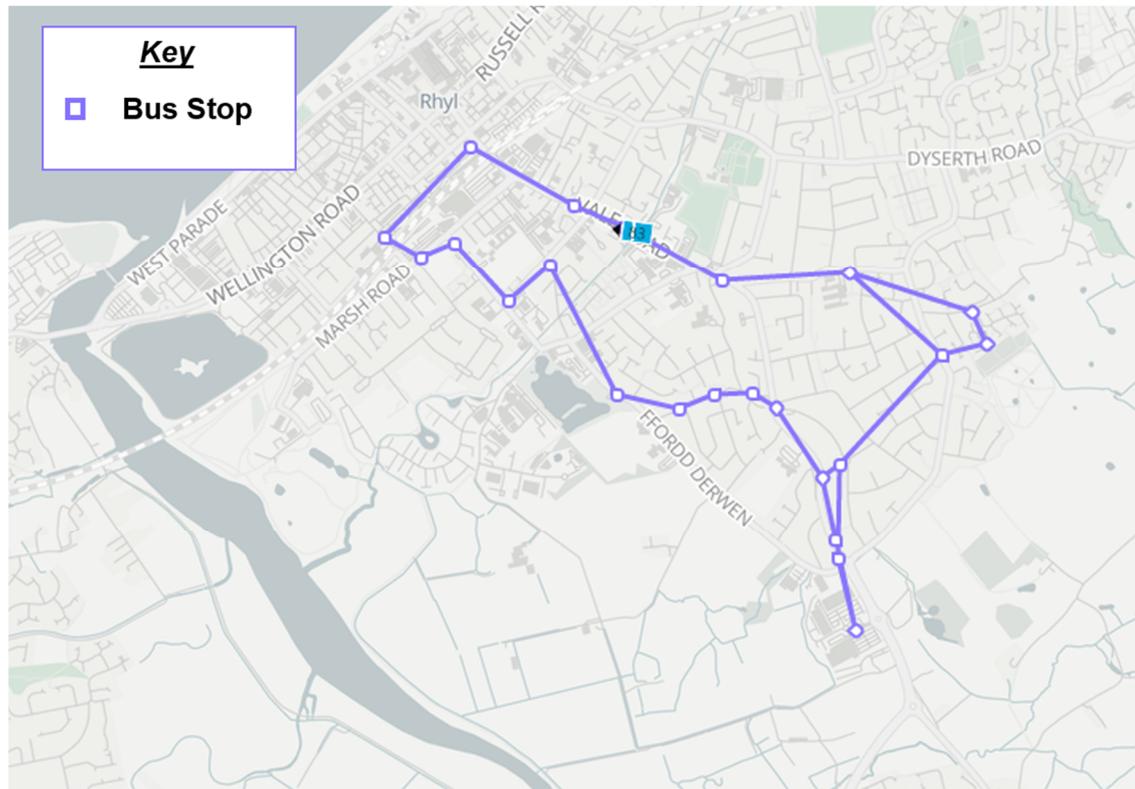
Figure 4.4 - Cycling Accessibility TRACC Analysis



4.4 Accessibility by Bus

The Institution of Highways and Transportation document 'Guidelines for Planning for Public Transport in Developments' (1999) recommends that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop. The closest bus stops to the college campus are located on Fford Derwen, adjacent to Ascot Drive, and are a 350m walk from the proposed development, via the footpath alongside Brickfields Pond. The bus stop is served by the 83 and 83A buses, which operate in a circular route, departing and terminating at Rhyll Bus Station, calling at several residential areas to the east of Rhyll Town Centre. The route is shown below in Figure 4.5.

Figure 4.5 - Rhyl 83 Bus Route



The 83 and 83A services run every 2 hours on weekdays, with the 83 departing Rhyl Bus Station at 08:30, 10:30, 12:30, 14:30, and 16:30. The 83A departs Rhyl bus station at 09:30, 11:30, 13:30, 15:30, and 17:30. Both the 83 and 83A services stop near the proposed site on Fford Derwen, providing an hourly bus service from Rhyl town centre.

Services running every 40 minutes from Rhyl bus station connect the town with Prestatyn, Holywell, and Llandudno, with 2 buses per day connecting Rhyl to Colwyn Bay.

It has therefore been demonstrated that the site is accessible by bus, though provision is limited and could be improved through the introduction of additional private bus services travelling between Rhyl Town Centre and the site.

4.5 Accessibility by Rail

Rhyl Train Station is approximately 20 minutes on foot, or a 5-minute cycle from the proposed development, and is located to the north of the site, in Rhyl town centre. Regular services run between Rhyl and Chester, with at least 2 services per hour during weekdays. Less regular direct services also run between Rhyl and Manchester, Birmingham, Wolverhampton and Shrewsbury.

Rhyl train station is located directly adjacent to Rhyl Bus station, where hourly services between 08:30 and 17:30 run between the station, and the closest bus stops to the site, on Fford Derwen. It has therefore been determined that the site is accessible by rail.

4.6 Summary

In summary, it can be stated that whilst the site is accessible via sustainable travel measures, improvements to bus services would be of benefit, particularly for students with disabilities who may experience difficulties with accessing the site on foot or by bicycle. There are limited amenities within walking distance of the site, however the provision of food and drink on-site provides a suitable, accessible alternative. The proposed development should also aim to make available safe pedestrian and cycle links to the site before its initial occupation.

5. Objectives and Targets

5.1 Key Objectives

In line with Central and Local Government policies and guidance, the objectives of the Travel Plan are to:

- Reduce the need to travel;
- Discourage the use of unsustainable modes of transport and enable students and staff to make travel choices that benefit themselves and their local community;
- Maximise social inclusion by making the development accessible to all members of the community; and
- Raise awareness of alternative modes of transport and thus encourage a modal shift towards more sustainable travel modes

This FTP will feed into the full travel plan for the Coleg Llandrillo Rhyl that will be prepared post-opening the development. The Travel Plan will be supported by a long-term commitment and mechanisms for implementation.

5.2 Targets

Realistic and achievable targets should be selected for the site. The targets should be set to reflect the reductions in car use that are expected as a result of the Travel Plan measures. Targets should be linked to the objectives that have been set and aim to achieve them. The Travel Plan objectives will be realised through the achievement of SMART targets. SMART targets are:

- **S** – Specific: stating exactly what needs to be achieved
- **M** – Measurable: to allow effective monitoring and to identify when the objectives have been achieved
- **A** – Achievable: targets that can be achieved within the Travel Plan's duration
- **R** – Realistic: targets can be achieved through the proposed Travel Plan's measures
- **T** – Time-related: to be achieved by a set deadline

6. Travel Plan Coordinator

6.1 Introduction

Management of the FTP and the subsequent Travel Plan will be a responsibility of the site's operator, who will be required to designate a Travel Plan Coordinator (TPC).

6.2 Duties and Responsibilities

A TPC is needed to implement the measures and to sustain participation. A TPC shall be appointed to implement the Travel Plan measures and encourage staff and visitors of the site to travel by sustainable modes from the outset.

Once appointed, the TPC would be made known to the Local Planning Authority and LHA. Similarly, the TPC would obtain the contact details of the appropriate personnel and complete a 'Contact Personnel' form to provide easy reference when dealing with Travel Plan matters.

The TPC would be available to staff and visitors during the development's open times. The TPC's contact details would be provided on the Travel Plan Notice Board and on the development's official website.

The TPC would set up and maintain a filing system for all correspondence relating to the Travel Plan.

The TPC would also ensure that the latest information pertaining to the Travel Plan and its initiatives are made directly available to all staff and visitors.

Initially, all staff would have their travel details added to the relevant database. Leaving staff would have their details removed from the database. Travel details would be requested at periodic time through feedback forms so that the relevant databases can also be updated.

The TPC would periodically issue promotional material. This promotional material would identify the TPC (along with contact information) to ensure that any queries or suggestions relating to the Travel Plan can be addressed efficiently.

The TPC will be responsible for the monitoring of the Travel Plan for a minimum of 5 years after completion of the development with travel surveys results shared with Denbighshire Council.

Travel plan steering groups and working groups would be set up as they are intrinsic in delivering and driving forwards the Travel Plan measures. If there is any split in responsibility (if other site coordinators would be involved), this would be clearly outlined within the Full Travel Plan.

Denbighshire Council shall be provided with the TPC's contact details and notified immediately if they change.

The TPC will be responsible for managing the funds to ensure the advised measures, incentives, monitoring and evaluation are all delivered and contributing and encouraging positive change in travel behaviour.

7. Travel Surveys

7.1 Overview

A baseline survey of those who travel to and from the site is an essential part of any Travel Plan. Due consideration should be however given to student and staff travel patterns to identify any travel issues that may arise through the implementation of travel surveys. A baseline survey would be undertaken within 3 months of the opening of the masterplan development. The results of this survey would feed into the overall Targets and Measures of the full Travel Plan.

A baseline survey questionnaire would include the following:

- Current mode of travel;
- Preferred mode of travel;
- Location/distance travelled;
- Reasons for needing to travel by car; and
- Willingness to use sustainable modes of transport

The baseline survey questionnaire would also seek to understand and identify the options to be able to encourage a switch to alternative transport modes. Several suggestions for improvements could be included within the survey. The list needs not be exhaustive but should provide an insight into the type of measures that would be required to cause significant modal shift towards each of the more sustainable modes of transport.

Seasonality would be considered when conducting the baseline survey to avoid a risk of walking and cycling statistics being much lower in the winter periods compared to spring and summer. Surveys would be conducted at the same time each year.

The initial travel survey results for the proportion of people travelling by single occupancy vehicles should be recorded along with the agreed short-term annual targets. The agreed short-term annual targets will form the basis of the annual review and monitoring process to gauge the effectiveness of the Travel Plan. The TPC will also set targets for increasing trips to the development being made by more sustainable means such as walking, cycling, public transport and car sharing based on the initial travel survey results. The TPC will also agree these targets with Denbighshire County Council.

8. Travel Plan Measures

This section outlines the specific physical and management ('soft') measures which will be undertaken in support of the proposed development and as part of the Travel Plan. Measures are detailed in Table 8.1.

Table 8.1 - Travel Plan Measures

Measure	Description
 Physical & Infrastructure Improvements	<ul style="list-style-type: none"> • Cycle parking facilities would be provided on site.
 Promotion & Marketing	<ul style="list-style-type: none"> • TPC will utilise Notice Boards and the official website to promote the Travel Plan. • All visitors will be provided with information of 'how to get to the development' within the official website. • All new staff will receive a New Starter Travel Pack which would contain the information they need to make an informed choice with regards to their travel options. • Other means of promoting the Travel Plan will also be investigated which might take the form of newsletter or mailings to staff. • TPC would seek to organise Health Awareness programs for staff. • TPC will investigate the feasibility of the production of a Staff Benefits Guide indicating all the incentives available to staff who participate in Active Travel. • Cycle to work scheme shall be available to staff who participate in Active Travel.
 Walking Initiatives	<ul style="list-style-type: none"> • TPC will identify safe walking routes to and from the site. • TPC will communicate availability of walking routes to plan journeys on foot. • TPC would seek to organise walk once a week scheme for staff.
 Cycling Initiatives	<ul style="list-style-type: none"> • Travel surveys will be undertaken to identify the potential demand for cycling. • TPC would seek to organise cycling buddy scheme (novice and experienced cyclists pair up). • Cycle parking would be provided on site. • TPC would seek to organise cycle maintenance courses. • TPC would seek to organise fund raising events. • TPC would seek to organise cycle repair workshops. • Discount deals for bicycle purchase will be investigated. • TPC will communicate availability of https://www.denbighshire.gov.uk/en/parking-roads-and-travel/cycling-and-walking/cycling-and-walking.aspx
 Public Transport Initiatives	<ul style="list-style-type: none"> • TPC will negotiate discounts from public transport operators on the cost of season tickets and travel cards for public transport services to the site through bulk purchase in order to promote the use of public transport by staff. • TPC will communicate availability of http://www.nationalrail.co.uk/ to plan journey by rail. • TPC will communicate availability of Google Maps https://www.google.co.uk/maps to plan public transport journeys.
 Car Use Initiatives	<p>Although the following measures would reduce car usage, additional measures to promote and facilitate walking, cycling and the use of public transport would also reduce car use.</p> <ul style="list-style-type: none"> • The New Starter Travel Pack will contain information relating to car alternative access to the development, as well as regular information about public transport.

	<ul style="list-style-type: none"> • Applications to join the car share scheme will be circulated to staff in a number of ways, including through travel surveys, via the New Starter Travel Pack, promotional leaflets in display areas and on notice boards. • Availability of https://liftshare.com/uk/community/sharedwheels shall be communicates, which is a local car share free service available to those who live and work in Denbighshire. • TPC would seek to organise car free /share a lift day for staff. • Usage of Hybrid and Electric vehicles will be promoted by the TPC.
 <p>New Starter Travel Pack</p>	<p>The TPC will prepare a New Starter Travel Pack and will issue them to be distributed to the new staff. The documents would contain the following information:</p> <ul style="list-style-type: none"> • Maps showing safe walking routes to the nearest key facilities including bus stops, train station and key residential areas • Maps showing safe cycling routes in the area • Location of the nearest bus stops and train station(s) • Up to date local bus timetables • Up to date local train timetables • Promotional material highlighting health and financial benefits of walking and cycling • Details of journey planning websites <p>A consideration shall be given to provide a Personal Travel Plan to all new starters for all phases of the development. A free personal travel plan is a door to door journey planner that will highlight all travel options available to an individual. The difference with the My PTP and other journey planner toolkits is that it will show an individual of there are any local car share partners in their area. A link to the Personal Travel Plan could be made available on the development's website, allowing everyone accessing the site to understand their transport options.</p>

9. Monitoring and Review

9.1 Full Travel Plan

To enable the success of the Travel Plan to be established, a full Travel Plan will be produced and submitted to DCC six months after the initial travel surveys have been completed. The Full Travel Plan will contain the results of the initial travel surveys and based upon these, will provide SMART targets for non-car modes of travel, and a detailed action plan of measures to be introduced.

Regular monitoring and review are crucial to the ongoing success and sustainability of a Travel Plan and its initiatives. The commitment from the site's developer includes monitoring and review of the Travel Plan on at least an annual basis.

The proposed programme to be implemented over the course of the travel plan is provided in Table 9.1. This programme should be flexible to adapt to the requirements of the development.

Table 9.1 - Monitoring

Travel Plan Initiative	Responsible	Timescales
Provide details of TPC to DCC	Developer	Within one month of the development opening
Hold a Travel Plan Action Group meeting	TPC	Within one month of the development opening, then quarterly
Undertake a full travel survey for staff and visitors	TPC	Within three months then years 3 and 5
Carry out a snapshot travel survey of staff and visitors	TPC	Years two and four
Monitor/audit use of car parking, motorcycle parking and cycle parking	TPC	Every six/twelve months
Produce annual progress reports and annual action plans	TPC	Annually

Appendix A – Sustainability Discount

Technical Note 01 – Coleg Llandrillo Rhyl Car Parking Study: Sustainability Discount Eligibility

Introduction

Capita has been appointed to undertake an assessment of car parking requirements, for the proposed new building located on the former overspill car par at Coleg Llandrillo Rhyl, Rhyl, Denbighshire. As part of this assessment, a sustainability discount assessment has been undertaken to help determine the total parking requirement of the proposed development.

Sustainability Discount Eligibility

Schedule 6 of the 'Wales Parking Standards 2014' makes allowances for reductions to the maximum parking standards based on the site's sustainability. Sustainability discounts are calculated based on several criteria, which are used to generate a 'score' based on the walking distance of the site to various amenities. Details of how sustainability scores are calculated is shown below in Table 2.

Table 1 - Sustainability Discount Criteria

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points
<p><u>Local Facilities</u> Local facilities include a foodstore over 1000m², post office, community medical practice, primary/secondary school etc. Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.</p>	200m 400m 800m	3 pts 2 pts 1 pt
<p><u>Public Transport</u> Access to bus stop or railway station</p>	300m 400m 800m	3 pts 2 pts 1 pt
<p><u>Cycle Route</u> A cycle route needs to be segregated from vehicular traffic and must provide links to local facilities and employment areas</p>	200m	1 pt
<p><u>Frequency of Public Transport</u> Bus or rail service within 800m walking distance which operates consistently between 7am and 7 pm. Deduct one point for service which does not extend to these times.</p>	Frequency 10 minutes 20 minutes 30 minutes	3 pts 2 pts 1 pt

The levels of discount which can be applied as a result of satisfying sustainability criteria is shown in Table 2.

Table 2 - Sustainability Discounts

Sustainability Score	Reduction %
5	10%
7	20%
10	30%

Amenities located within the vicinity of Coleg Llandrillo Rhyl which score points according to the criteria outlined in Table 1, along with their respective scores, are shown in Table 3

Table 3 - Coleg Llandrillo Rhyl Sustainability Discount Eligibility

Amenity	Walking Distance/Frequency	Points
Ysgol Plas Ceffndy (School)	280m	2
Public Transport	295m	3
Brickfields Pond Cycle Trail	<50m	1
Total Score		6
Sustainability Discount		10%

The local amenities in the Vicinity of Coleg Llandrillo Rhyl achieve a sustainability score of 6, leading to the existing site being eligible for a parking requirement sustainability discount of 10%.

Appendix B – Car Parking Assessment

Table 6 - Combined Parking Requirements (Existing Site + Proposed Development)

Group	Original Occupancy	Proposed Development Occupancy	Total Occupancy	Parking Spaces Required
Students	673	152	825	103
Teaching Staff	66	22	88	88
Ancillary Staff	44	7	51	26
Visitors	N/A		N/A	5
Subtotal	783	233	1016	222
Sustainability Discount	10%			
Required				200
CURRENT				124
Shortfall				-76

Site Parking Demand

In order to determine whether the minimum parking standards will be enough to demand with the on-site demand for parking spaces, the industry-standard trip-generation software TRICS was used.

Without having on-site parking surveys given the current situation, a theoretical parking accumulation assessment has been undertaken for the overall college campus, including the proposed development, based on TRICS trip generation rates for colleges of higher and further education. Sites in London and the Republic of Ireland were excluded, as well as sites with fewer than 500 and greater than 1,200 students. All locations selected were suburban areas, outside of town centres. The Full TRICS report output can be found in Appendix D.

Given that the generation exercise was based on the typical busiest weekday, and that first year students typically do not hold driving licenses until the latter part of the academic year, the parking accumulation data below represents a robust worst-case assessment of car parking demand, which is unlikely to be realised, particularly during the autumn term. Trip rates are based on number of students, and are shown in Table 7 and Table 8. Parking accumulation data is shown below in Table 9.