



# FRAMEWORK TRAVEL PLAN

PROSPERITY PARC, ANGLESEY

## DOCUMENT CONTROL

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## EXECUTIVE SUMMARY

ADC Infrastructure Ltd were commissioned by Anglesey Land Holdings Ltd to provide transport and highways consultancy advice to support an outline planning application for the redevelopment of Prosperity Parc, on Holy Island in Anglesey. Prosperity Parc is a brownfield site, formerly known as Penrhos Works, comprising the site of the former Anglesey Aluminium Metal facility. It also forms part of the Anglesey Prosperity Zone (APZ) within the Anglesey Freeport.

The outline planning application for the Prosperity Parc redevelopment is for a 'Data Centre and Technology Park (or Parc)' comprising of the following:

- up to 10,000sqm B1 office floorspace
- up to 5,000sqm B1 research and development space
- minimum of 223,000sqm B8 Data Centre use (with the Data Centre use exclusively, and no standard B8 storage and distribution uses)
- a battery energy storage system (BESS), with a capacity of up to 349MW.

The outline planning application seeks a total proposed GFA of up to 238,000sqm. The Transport Assessment suggests that the development could employ 1,628 employees.

Planning policy states that development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure, and that the sustainable transport infrastructure and services should be in place from the outset.

In addition to any on-site 'hard' infrastructure, it is necessary to promote active travel via sustainable transport modes through 'softer' measures. Hence, this report presents the Framework Travel Plan for the redeveloped Prosperity Parc site. It has been produced as part of the outline planning application and alongside the Transport Assessment.

A Travel Plan is typically defined as a long-term management strategy and site-specific action plan for facilitating and encouraging travel by sustainable modes (walking, cycling, public transport and car sharing), and integrating this into the planning process. A Travel Plan is therefore a living document that sets out ways in which organisations can reduce the number of vehicle trips to their site by promoting more sustainable travel options. It is site specific and considers the unique needs and interests of employees, visitors, and deliveries in the context of the local environment and transport network.

Travel Plans are based on the forecast trip generation of a development, and set targets and outcomes, which are linked to an appropriate package of measures, aimed at reducing the need to travel, encouraging more sustainable travel, and reducing single occupancy car use, for all trips to and from the development. The Travel Plan process also includes continuous monitoring, review, and refinement over time, as travel survey data is collected to determine trends in travel patterns.

This Framework Travel Plan includes the above, and has been prepared to address travel by staff, visitors, and deliveries. It sets out how the occupiers of the individual units will produce their own Travel Plans, which contribute towards the overall aims and targets of this Framework Travel Plan.

The overarching objective of this Framework Travel Plan, and the subsequent full Travel Plans is to minimise the number of vehicle trips generated to and from the site.

It is forecast that the proposed development will generate up to 4,456 two-way light vehicle traffic movements per day. In addition, it will generate 279 pedestrian journeys, 111 cycle journeys and 223 public transport journeys per day.

The following targets are proposed:

- Target One – the development will have a 100% Travel Plan awareness amongst employees. Every employee is to be made aware of the Travel Plan, including the aim, targets and measures available to them, and how to contact the Travel Plan Co-ordinator. This target will be achieved within one month of occupation of each unit and will be monitored via the employee travel surveys.
- Target Two – the Travel Plan aims to meet a target of a 10% reduction in the proportion of employees travelling as a vehicle driver, within five years of first occupation of the development. This will be monitored via the employee travel surveys.
- Target Three – the 10% reduction in vehicle drivers will be complemented by an increase in the proportion of employees who walk, cycle, use public transport or car share.
- Target Four – occupiers will encourage employees to work remotely on a regular basis, if their role allows it.

These targets will be retained in the individual full Travel Plans prepared for each unit, unless otherwise agreed with the Isle of Anglesey County Council (IoACC) as the local highway authority.

Various measures and incentives are proposed to achieve these targets, including: the appointment of a site-wide Travel Plan Co-ordinator and individual Travel Plan Managers to implement and monitor the Travel Plan process; the provision of travel information via website, social media, and noticeboards; and the promotion of walking, cycling, public transport travel, and car sharing. Where possible, remote working is also promoted to reduce the travel, and where car trips are needed, the use of ultra-low emissions vehicles is promoted.

A monitoring regime, using staff travel surveys and hard data collection is proposed to ensure that the Framework Travel Plan achieves the objective and targets, and that individual Travel Plans are prepared and implemented.

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3377-ADC-HGN-XX-DR-CH-0100 S1 P01 Access Junction Layout

## APPENDICES

Appendix A	Parameters Plan and illustrative masterplan
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## 1.0 INTRODUCTION

- 1.1 ADC Infrastructure Ltd were commissioned by Anglesey Land Holdings Ltd to provide transport and highways consultancy advice to support an outline planning application for the redevelopment of Prosperity Parc, on Holy Island in Anglesey.
- 1.2 Prosperity Parc is a brownfield site, formerly known as Penrhos Works, comprising the site of the former Anglesey Aluminium Metal facility. It also forms part of the Anglesey Prosperity Zone (APZ) within the Anglesey Freeport. The site location is shown in **Figures 1 and 2**.

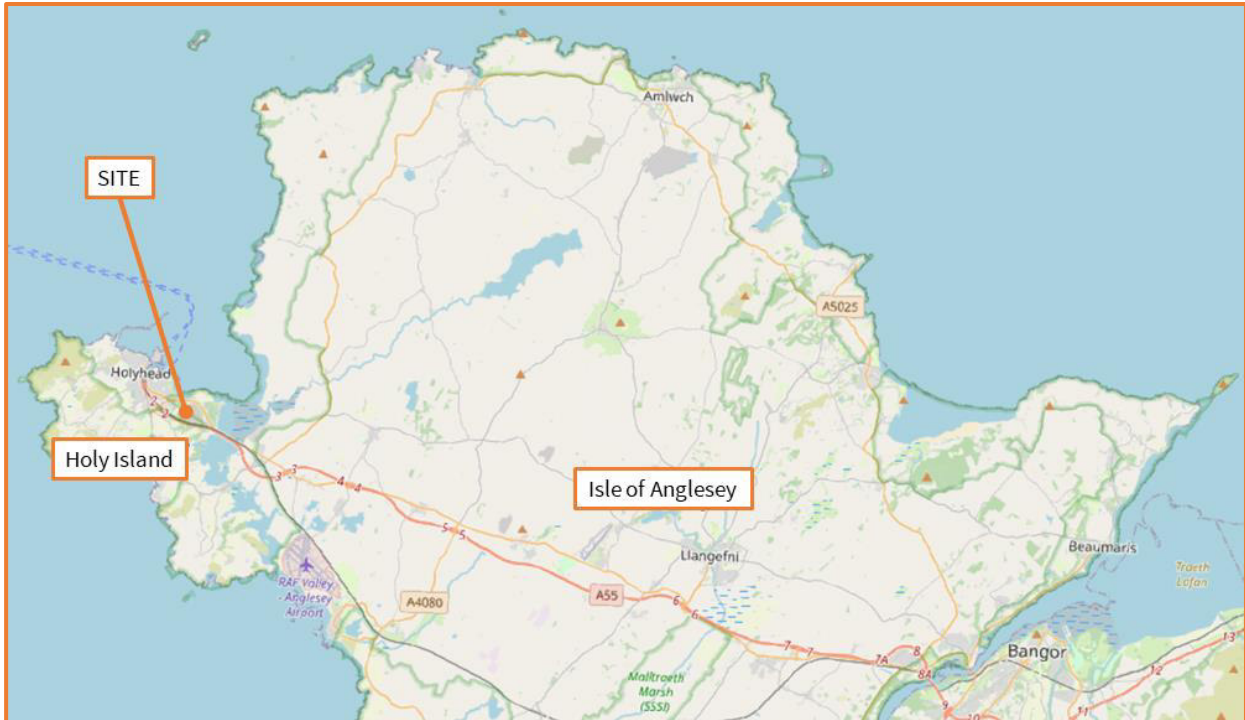


Figure 1: general site location

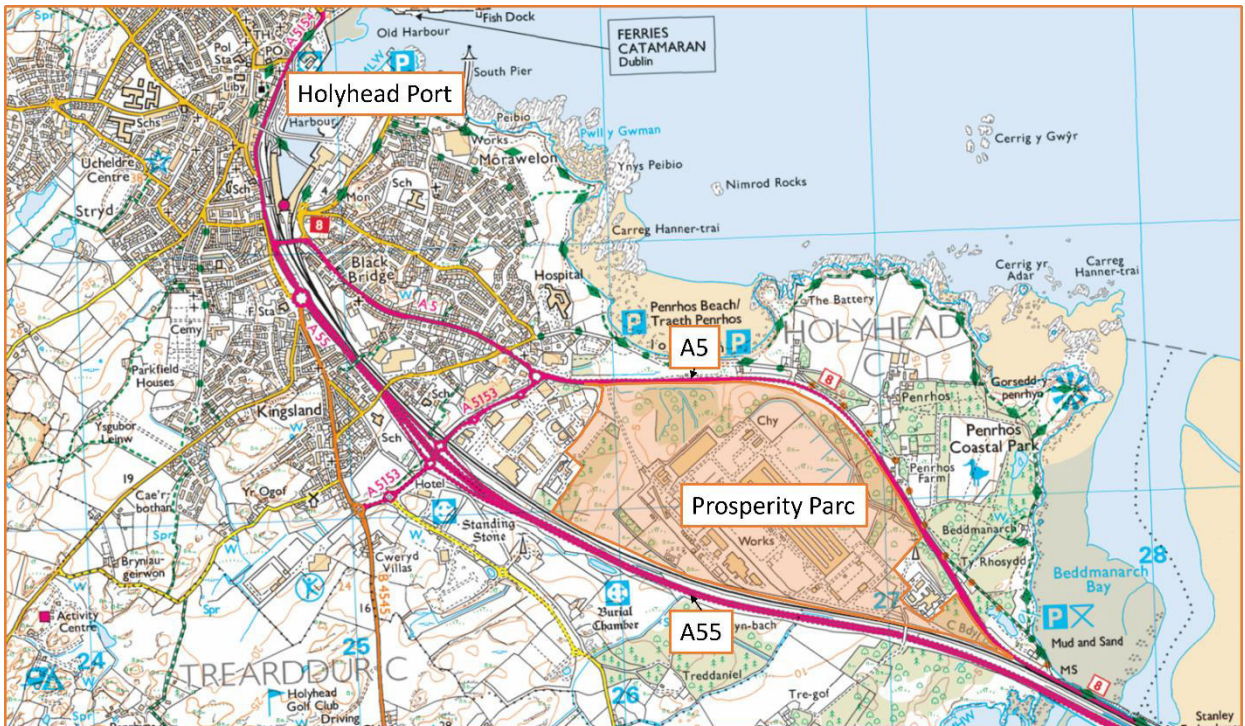


Figure 2: detailed site location

- 1.3 The outline planning application for the Prosperity Parc redevelopment is for a ‘Data Centre and Technology Park (or Parc)’ comprising of the following:
- up to 10,000sqm B1 office floorspace
  - up to 5,000sqm B1 research and development space
  - minimum of 223,000sqm B8 Data Centre use (with the Data Centre use exclusively, and no standard B8 storage and distribution uses)
  - a battery energy storage system (BESS), with a capacity of up to 349MW.
- The outline planning application seeks a total proposed GFA of up to 238,000sqm.
- 1.4 The development will be accessed from the existing access junction with ghost island right turn lane on the A5 London Road to the north. The existing access on London Road to the north-east will also be retained, whilst the provision of a pedestrian/cycle access from the Penrhos Industrial Estate on the western boundary is being explored, and will be provided subject to any third party land constraints. A copy of the Parameters Plan, together with an illustrative layout, is contained in **Appendix A**.
- 1.5 Planning Policy Wales<sup>1</sup> states that “*Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure...*” and goes on to state that “*importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established*”.
- 1.6 In addition to any on-site ‘hard’ infrastructure that will be provided as part of the development proposals, it is necessary to promote active travel via sustainable transport modes through ‘softer’ measures. Hence, this report presents the Framework Travel Plan for the redeveloped Prosperity Parc site. It has been produced as part of the outline planning application and alongside the Transport Assessment.
- 1.7 A Travel Plan is typically defined as a long-term management strategy and site-specific action plan for facilitating and encouraging travel by sustainable modes, and integrating this into the planning process. A Travel Plan is therefore a living document that sets out ways in which organisations can reduce the number of vehicle trips to their site by promoting more sustainable travel options. It is site specific and considers the unique needs and interests of employees, visitors, and deliveries in the context of the local environment and transport network.
- 1.8 Travel Plans are based on the forecast trip generation of a development, and set targets and outcomes, which are linked to an appropriate package of measures, aimed at reducing the need to travel, encouraging more sustainable travel (walking, cycling, public transport and car sharing), and reducing single occupancy car use, for all trips to and from the development. The Travel Plan process also includes continuous monitoring, review, and refinement over time, as travel survey data is collected to determine trends in travel patterns. A Travel Plan is therefore a living document that will be continually updated.
- 1.9 This Framework Travel Plan includes the above, and has been prepared to address travel by employees, visitors, and deliveries. This Framework Travel Plan sets out how the occupiers of the individual units will produce their own Travel Plans, which contribute towards the overall objective, aims and targets of this Framework Travel Plan.
- 1.10 The overarching objective of this Framework Travel Plan, and the subsequent full Travel Plans is to minimise the number of vehicle trips generated to and from the development.

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<sup>1</sup> Planning Policy Wales, Edition 12, February 2024

## 2.0 EXISTING CONDITIONS

### Site location and existing use

- 2.1 The site comprises approximately 90ha of brownfield land encompassing the disused Anglesey Aluminium Metal facility, formerly known as Penrhos Works. It also forms part of the Anglesey Freeport. An aerial photograph is shown in **Figure 3** below, although most of the former buildings have now been demolished to prepare for the future redevelopment of the site. The site includes a railway spur on the southern boundary, and underground tunnels connecting to Holyhead Port. For the purposes of the outline planning application, it has been assumed that neither the railway nor the tunnels will be used for the proposed development.

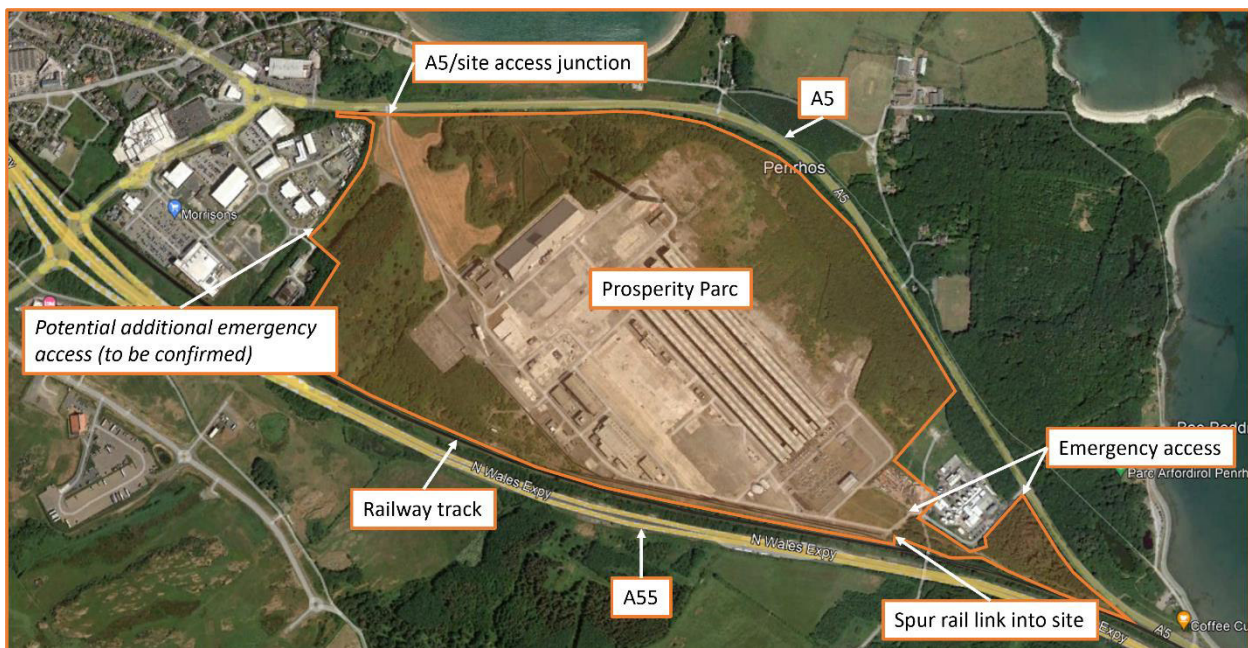


Figure 3: aerial photograph

### Highway network

- 2.2 As shown in **Figure 3**, the site is accessed from the A5 London Road, via a priority-controlled T-junction with ghost island right turn lane on the north-western boundary. There is also an existing access onto the A5 via a simple T-junction with ghost island right turn lane at the north-eastern site boundary, which serves the existing employment development outside of the application boundary. This will be retained as a secondary/emergency access for the proposed development.
- 2.3 The highway network is shown in **Figure 4**. The A5 runs between the A55/A5 signal controlled T-junction to the west and the A55 Junction 3 grade-separated dumbbell junction to the east (Pencaledog Interchange).
- 2.4 To the west of the site, the A5 meets the A5153 at a roundabout. The A5153 provides access to the Holyhead Retail Park via two roundabouts, and joins the A55 Junction 2, via a grade-separated roundabout junction arrangement (Ty Mawr Interchange).
- 2.5 To the west of the A5/A5153 roundabout, the A5 joins the A55 via a signal controlled T-junction. From the junction, the A55 connects directly to Holyhead Port. The A5 between the A5153 roundabout and the Holyhead Port junction is subject to a 7.5T weight limit.



- 2.6 The A55 North Wales Expressway is a dual carriageway, and the main route through Anglesey. It bisects both Holy Island and Anglesey, providing a convenient, direct link road across the Menai Strait, to mainland Wales.

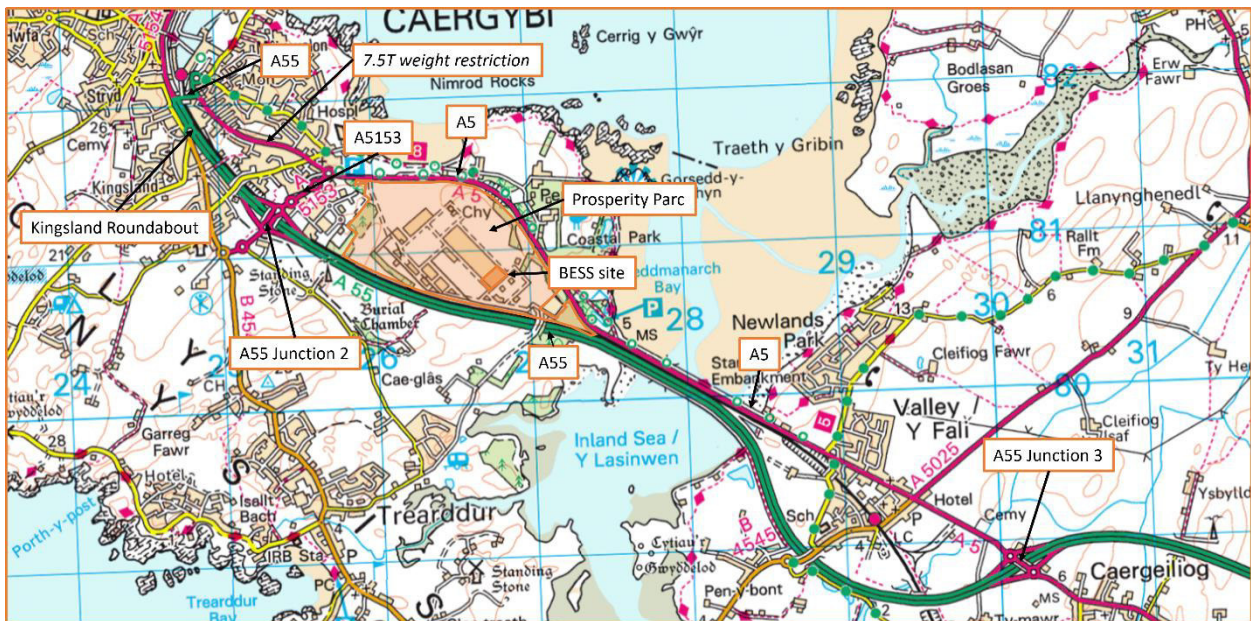


Figure 4: highway network

### Opportunities for pedestrian travel

- 2.7 The WG's Active Travel Act Guidance<sup>2</sup> outlines distances pedestrians can reasonably be expected to travel. The document describes how, for utility journeys (including journeys to and from work), many pedestrians are likely to travel up to 2 miles (3.2km), some pedestrians are likely to travel up to 3 miles (4.8km), but very few or no pedestrians will travel over 3 miles.
- 2.8 **Figure 5** shows a 2 mile/3.2km pedestrian catchment area from the site. As shown, it includes the residential areas within Holyhead, meaning there is potential for employees working at the site and living in Holyhead to walk to and from work. In addition, Holy Island railway station is located approximately 2.5km from the centre of the site, meaning those travelling from further afield by train could walk to and from the site. Furthermore, the Holyhead Retail Park, including supermarkets, is within walking distance, meaning there are opportunities for pedestrian trips throughout the day, for example in breaks.

<sup>2</sup> Active Travel Act Guidance, 2021

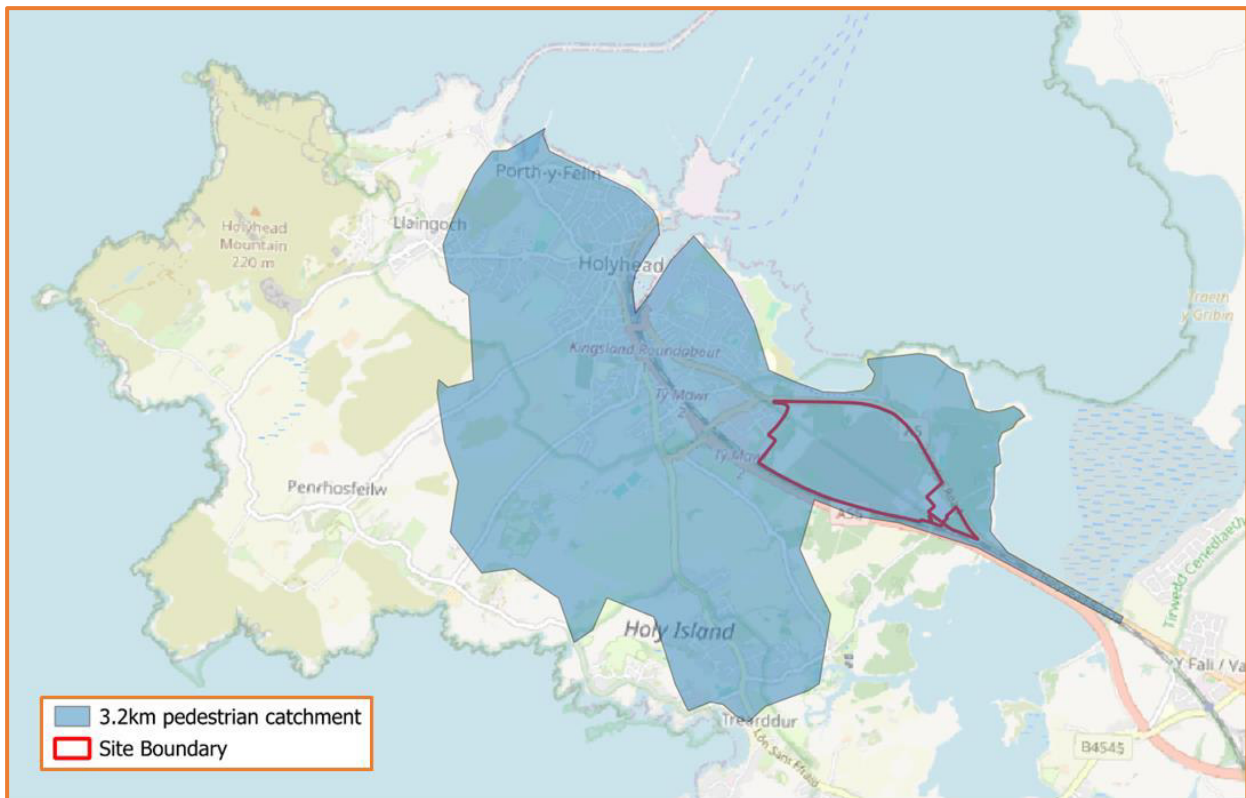


Figure 5: 3.2km (2 mile) pedestrian catchment area

- 2.9 From the site, there are street-lit footways on both sides of the A5 London Road on the desire line to and from Holyhead to the west. There are crossing facilities, including dropped kerbs and tactile paving, at the A5/A5153 roundabout to facilitate pedestrian movements. Further improvements have recently been made to provide dropped kerbs and pedestrian crossings on the A5153.
- 2.10 Opportunities to provide a pedestrian and cycle access through the western boundary of the site to provide a direct connection to the Penrhos Industrial Estate and adjacent Holyhead Retail Park, and thus reduce walking distances to those uses, are still being explored. As such, an access in this location cannot be relied upon, but will be provided if possible subject to third party land constraints.
- 2.11 To the east of the site, there is a footway/cycleway on the northern side of A5 London Road only, and it is not street-lit. However, there is likely to be limited pedestrian demand along that route to and from the east due to the limited residential areas and facilities within walking distance.
- 2.12 Therefore, there are good opportunities for pedestrian travel to and from the site. However, improvements at the main site access junction are required, and will be provided as part of the proposed development. Furthermore, if the option is available to provide a new pedestrian and cycle connection into the site from the west, via Penrhos Industrial Estate, to reduce walking distances to the off-site facilities at Holyhead Retail Park, as well as the bus stops, this will be provided
- 2.13 There are no PRow within the site boundary that would be affected by the redevelopment. There are a number of public footpaths, in the area, as well as the recreational coastal path route.

## Opportunities for cycle travel

- 2.14 The Active Travel Act Guidance also outlines the distances cyclists can be reasonably be expected to travel for utility journeys (including those to and from work). Many cyclists are likely to travel up to 5 miles (8km), some cyclists are likely to travel up to 7.5 miles (12km), but very few or no cyclists will travel up to 15 miles. A 5 mile/8km catchment from the centre of the site is shown in **Figure 6** below.
- 2.15 As shown, the 8km cycle catchment includes Holyhead town and most of the north of Holy Island. In addition, the Y Fali/Valley to the east is included in the catchment along with associated amenities.

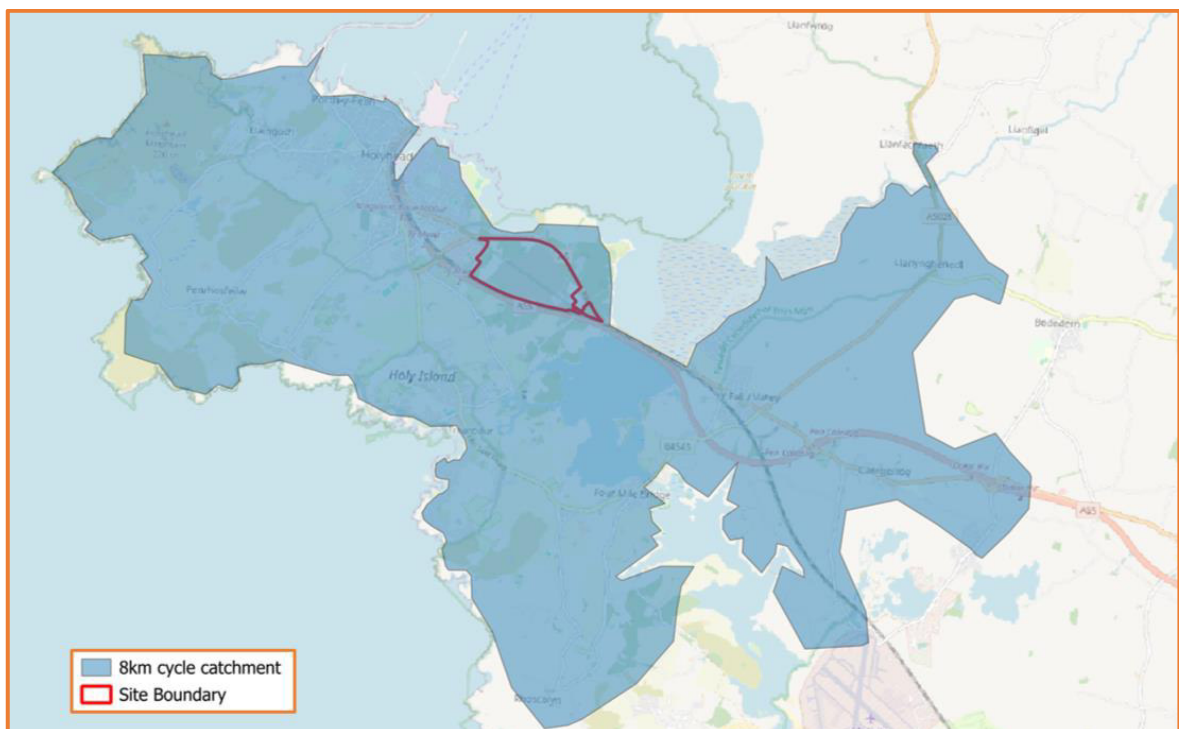


Figure 6: 8km cycle catchment

- 2.16 With regard to cycle infrastructure, **Figure 7** shows an extract of the Active Travel Map<sup>3</sup>, and shows that A5 London Road is a designated cycle route, with offroad cycle facilities along the northern side via a shared footway/cycleway linking Holyhead with Valley. The map shows both 'existing routes' and 'future routes'. Existing routes are defined as "current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys". Future routes are defined as "new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards". The future routes along the A5153 to the west of the site are designated as 'short term', and it is likely that the required improvements were completed as part of the recent improvement works.

<sup>3</sup> [Active Travel Network Maps | DataMapWales \(gov.wales\)](#)

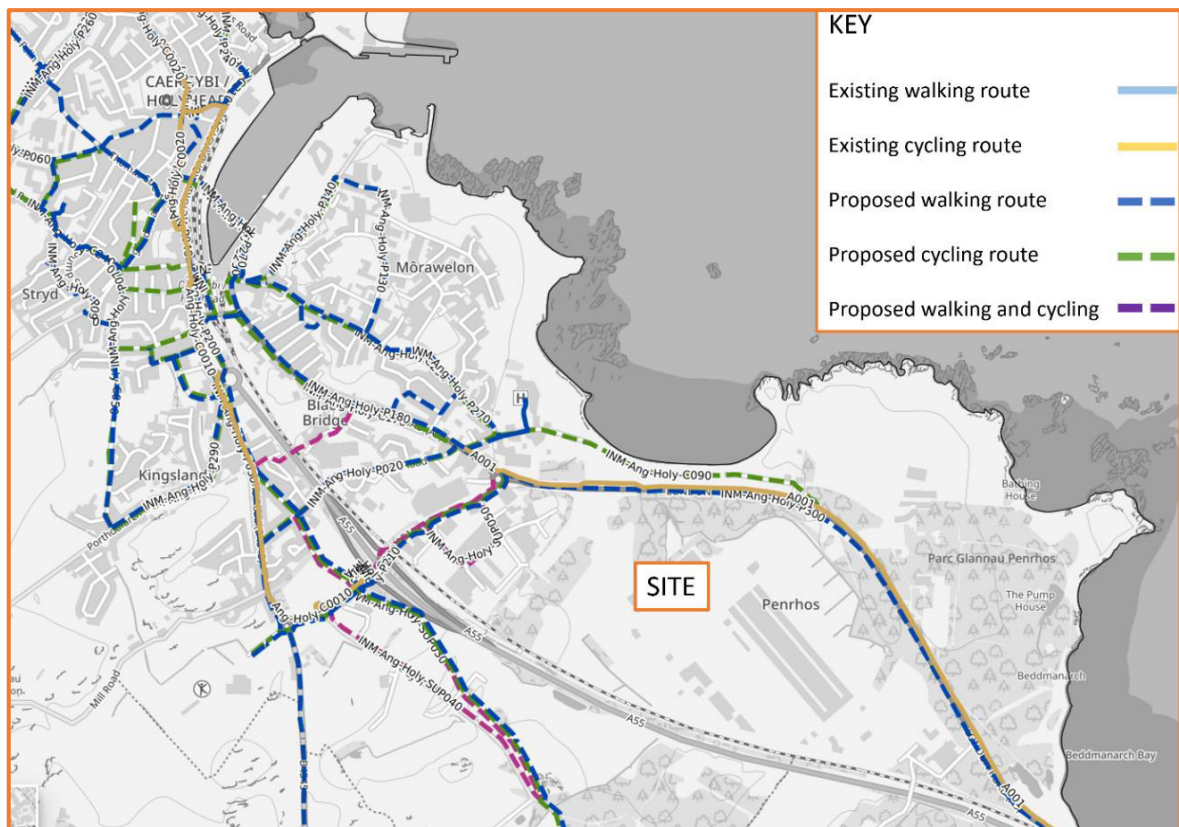


Figure 7: Active Travel Map

2.17 Therefore, there are good opportunities for cycle travel to and from the site, with a number of areas within cycling distance, and existing/recently improved cycle routes to access the site. However, improvements will be made as part of the proposed development, including the provision of a crossing on the A5 London Road to facilitate access between the site and the existing footway/cycleway on the northern side of the A5 London Road. This is detailed in Section 3. Furthermore, as noted above, if the option is available to provide a new pedestrian and cycle connection into the site from the west, via Penrhos Industrial Estate, to reduce walking and cycling distances to the off-site facilities at Holyhead Retail Park, as well as the bus stops, this will be provided.

### Opportunities for bus travel

2.18 **Figure 8** shows the nearest bus stops to the site. The nearest bus stop is around 1,250m from the centre of the site, via the footways along the A5 London Road via the site access on the A5. As detailed earlier, a pedestrian connection through the western boundary would, if deliverable, reduce walking distances to these bus stops to around 800 metres from the centre of the site.

2.19 The table below details the bus services that are operated at these stops. As shown, there is an hourly bus service (number 4) between Holyhead and Llangefni.

2.20 As part of the development proposals, it is proposed to provide a bus service into the site, and provide new high quality bus stops within the site. This is detailed further in Section 3.

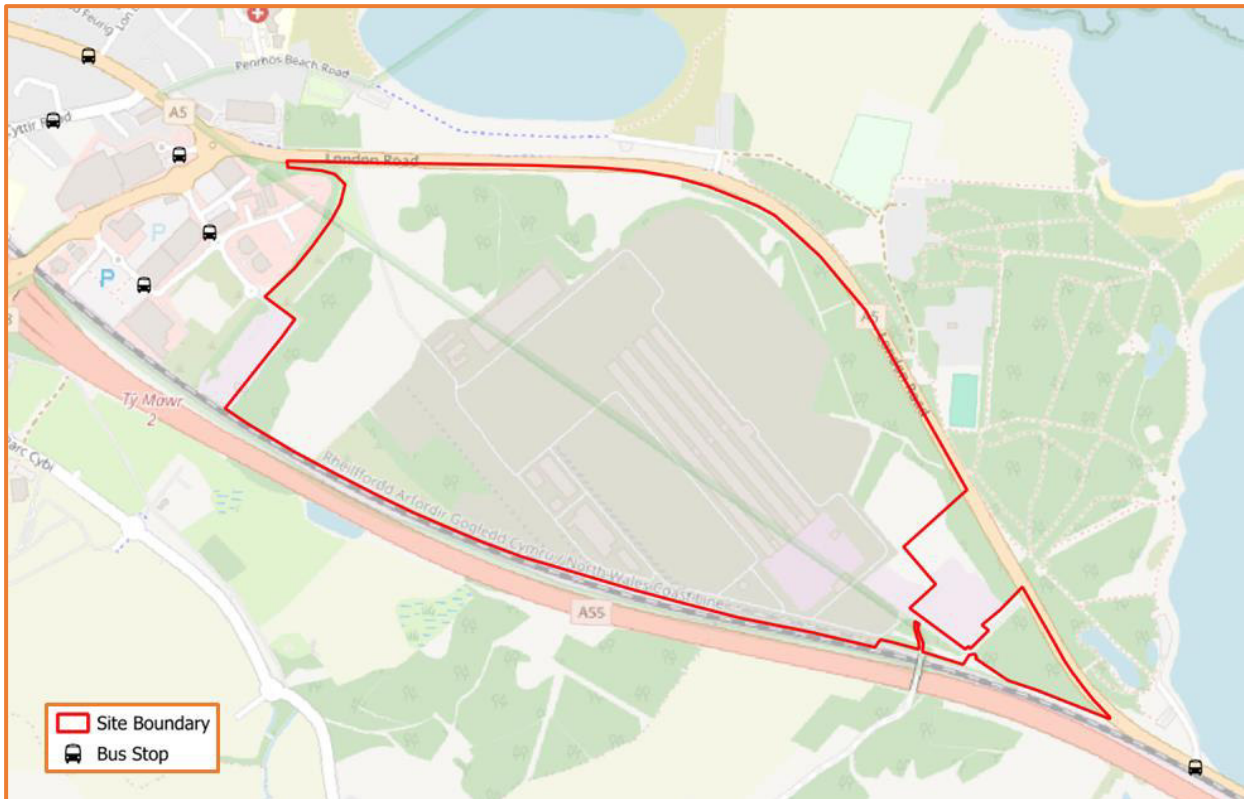


Figure 8: bus stops within the vicinity of the site

Service	Route	Days of Operation	Times	Approx frequency
4	Holyhead to Bangor via Llangefni	Mon – Sat Sun	05:43 to 22:10 09:51 to 21:51	Every hour Every 2 hours
	Bangor to Holyhead via Llangefni	Mon – Sat Sun	06:45 to 23:00 08:46 to 20:46	Every hour Every 2 hours
21A	Holyhead	Mon-Sat	10:23 to 16:42	Every 90 mins
24	Holyhead	Mon-Sun	11:28, 14:38	2 services
24A	Holyhead	Mon-Sun	10:12, 12:47, 16:02	3 services
25	Holyhead - Aberffraw	Mon-Sat	12:07, 15:49	2 services
	Aberffraw - Holyhead	Mon-Sat	11:04, 14:38, 17:46	3 services
61	Holyhead – Cemaes - Amlwch	Mon-Fri Sat	07:49 to 17:06 08:34 to 17:06	Every 2 hours Every 3 hours
		Mon-Fri Sat	06:45 to 15:20 07:30 to 15:20	Every 2 hours Every 3 hours
	Amlwch – Cemaes - Holyhead	Mon-Fri Sat	06:45 to 15:20 07:30 to 15:20	Every 2 hours Every 3 hours

### Opportunities for rail travel

2.21 The railway network within the vicinity of the site is outlined in **Figure 9** below.



Figure 9: railway network within the vicinity of the site

- 2.22 The closest railway station to the site is Holyhead, approximately a 3-minute drive, 6-minute cycle, or 25-minute walk from the proposed site. The station is served by Transport for Wales and Avanti West Coast, and direct services are provided to key national destinations including Swansea, Cardiff, Shrewsbury, Crewe, Birmingham, Manchester, and London.
- 2.23 There are 4 trains a day to London Euston during the week and 3 a day at the weekend. Services to Manchester Piccadilly are offered twice a day during the week and on Saturdays. On Sundays there are limited services to Cardiff, Crewe, Birmingham, and Manchester Airport.
- 2.24 Holyhead Station has 10 cycle parking spaces, and a taxi rank. Bus service 4 also routes to Holyhead station. There are therefore good opportunities for multi-modal travel to and from the site.

### Summary and conclusions

- 2.25 There are good opportunities for pedestrian, cycle, bus and rail travel to and from the site, which is consistent with the previous use of the site as a large employment area. Nevertheless, improvements will be made to facilitate sustainable travel, as detailed in Section 3.

### 3.0 PROPOSED DEVELOPMENT

#### Development proposals

- 3.1 As detailed in Section 1, the outline planning application for the Prosperity Parc redevelopment is for a 'Data Centre and Technology Park (or Parc)' comprising of the following:
- up to 10,000sqm B1 office floorspace
  - up to 5,000sqm B1 research and development space
  - minimum of 223,000sqm B8 Data Centre use (with the Data Centre use exclusively, and no standard B8 storage and distribution uses)
  - a battery energy storage system (BESS), with a capacity of up to 349MW.
- 3.2 The Prosperity Parc site has a very high electrical power connection, and hence is well suited to accommodate large scale Data Centre use<sup>4</sup>. The Data Centre unit(s) will consist of very large proportions of plant, cooling equipment, and energy storage/back-up generators, and only a very small proportion of each building will be populated by people (albeit it's all accessible for maintenance, etc). It is expected that around 10% of the Data Centre unit(s) will be 'office' space, with the rest being 'white' space full of databanks and other kit. Hence, the job creation and traffic generation associated with this use will be relatively low in comparison to the floor space.
- 3.3 As the application is in outline, the application is supported by a Parameters Plan, contained in **Appendix A**. An illustrative masterplan is also contained in **Appendix A**.

#### Timescales

- 3.4 It is envisaged that, subject to planning consent being granted in early 2025, the site will open in 2026, and be fully open and operational by 2031. The timescales are linked to the Freeport and associated financial benefits (tax relief etc).

#### Occupiers

- 3.5 At this stage, there are no known occupiers for any of the uses at the development. Nevertheless, the Travel Plan process will be promoted to all occupiers, and they will be required to sign up to the Travel Plan process through their contractual arrangements when they purchase/lease their unit(s).

#### Jobs

- 3.6 The Transport Assessment identifies that the development could employ around 1,628 employees.

#### Access

- 3.7 The development will be accessed via the existing A5 London Road/site access junction, which includes a ghost island right turn lane.
- 3.8 As part of the development proposals, improvements would be made to facilitate pedestrian/cycle access. As shown in **Drawing 3377-ADC-HGN-XX-DR-CH-0100 S1 P01**, it is proposed to provide a 3m wide footway/cycleway alongside the main site access carriageway,

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<sup>4</sup> It is understood that when the former aluminium smelting site was active, it was the single largest user of electricity in the UK.

and provide an uncontrolled crossing with central refuge on the A5 London Road to facilitate access to the existing footway/cycleway on the northern side of the A5 London Road.

- 3.9 Section 12.4 of the Active Travel Act Guidance (July 2021) describes the options for crossing types, based on the speed limit, total traffic flow to be crossed and the number of lanes to be crossed in one movement. Based on the 30mph speed limit, the forecast AADT flow in 2031 with the development in place, and the provision of a central island so that only one lane needs to be crossed, an uncontrolled crossing is suitable.
- 3.10 In addition, there is an existing access onto the A5 via a simple T-junction with ghost island right turn lane at the north-eastern site boundary, which serves the existing employment development outside of the site boundary. This would be retained as a secondary/emergency access for the proposed development.
- 3.11 As noted in Section 2, opportunities to provide a pedestrian and cycle access through the western boundary of the site to provide a direct connection to the Penrhos Industrial Estate and adjacent Holyhead Retail Park, and thus reduce walking distances to those uses, are still being explored. As such, an access in this location cannot be relied upon, but will be provided if possible subject to third party land constraints.

### Parking

- 3.12 As the application is in outline, it is not possible to specify the amount of car parking spaces, including disabled, car sharing, and electric vehicle charging bays, that will be provided. However, these will ultimately be provided in accordance with the relevant standards.
- 3.13 Similarly, the development will provide “*appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities*” in line with Planning Policy Wales. The Active Travel Act requires the following minimum cycle parking provisions:

use	short stay	long Stay
B1	1 per 1000sqm	1 per 200sqm
B8	1 per 1000sqm	1 per 500sqm

### Sustainable travel infrastructure

- 3.14 Whilst the application is in outline, and details are unknown, there are intentions to provide high quality sustainable travel infrastructure to ensure that active travel is a practical, safe and attractive choice for all users, and it is intended that such provisions are available from the outset.
- 3.15 With regards to walking and cycling, pedestrian and cycle access would be improved as part of the proposed development, with pedestrian/cycle routes at the site access junction and through the site. Given the outline nature of the proposals, exact details of the location of the routes within the site cannot be provided at this stage. Nevertheless, in line with the Active Travel Act Guidance, routes will be designed to be coherent, direct, safe, attractive, and comfortable.
- 3.16 At the site access junction, a footway/cycleway connection is proposed along the main site access road, and an uncontrolled crossing is proposed on the A5 London Road to facilitate access to the existing footway/cycleway on the northern side of the A5 London Road. This is shown in **Drawing 3377-ADC-HGN-XX-DR-CH-0100 S1 P01**.



- 3.17 As noted above, the opportunities to provide a new pedestrian/cycle access through the western boundary of the site, connecting to the existing infrastructure through the Penrhos Industrial Estate and Holyhead Retail Park is being explored. Whilst this cannot be relied upon, it will be provided subject to any third party land constraints.
- 3.18 Secure, covered, convenient and accessible cycle parking will also be provided for employees and visitors to all units within the site. This will be located close to building entrances. E-cycle charging points will also be considered.
- 3.19 Whilst the application is in outline, and thus the layout of the buildings is yet to be confirmed, it will be an intention to provide showers, changing facilities and lockers within all buildings, to encourage sustainable travel amongst employees.
- 3.20 Planning Policy Wales notes that development should be “*where there is, or can be, good access by public transport*”. As detailed in Section 2, the nearest regular bus service routes through the Penrhos Industrial Estate directly to the west of the site. Arriva have confirmed that rather than extend this service into the site, it would be better to provide a new bus service into the site, running between Holyhead and Prosperity Parc. New high quality bus stops would be provided within the site in. A bus turning area (likely to be an internal roundabout) would also be provided to allow the bus to loop in and out of the site access junction. As the application is in outline only, and there is no fixed masterplan, the location of the bus stops and bus turning area have not yet been defined. Nevertheless, due to the security requirements of the site, the bus stops and turning area would be located within the western part of the site and outside of the main secure area. Given the application is in outline, a planning condition requiring details of bus access/integration as part of the Reserved Matters application could be used to secure this. Funding for the bus service would be secured via the Section 106 Agreement. In line with Planning Policy Wales, it is the intention to make public transport an attractive and practical travel option for occupiers and users travelling to and from the development.
- 3.21 In order to encourage the use of Ultra Low Emission Vehicles (ULEVs), charging points would be provided throughout the development. In line with Planning Policy Wales, they would “*not cause an obstruction to walking or cycling, should be resistant to vandalism, and located where there is good lighting and natural surveillance*”.

## 4.0 TRIP GENERATION AND TARGETS

### Traffic generation

4.1 The Transport Assessment forecasts the likely traffic generation of the B1 office, B1 Research and Development and B8 Data Centre uses. This is replicated below.

#### *Proposed B1 office trip rates and traffic generation*

4.2 The trip rates and resultant traffic generation of the B1 office uses, with a maximum (worst case) GFA of 10,000sqm are shown in the table below.

TRICS B1 office trip rates (per 100sqm)									
	light vehicles			HGVs			total vehicles		
	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way
AM (8-9am)	1.422	0.072	1.494	0	0	0	1.422	0.072	1.494
IP (12-1pm)	0.248	0.463	0.711	0.008	0.008	0.016	0.256	0.471	0.727
PM (5-6pm)	0.088	1.302	1.39	0	0	0	0.088	1.302	1.39
Daily	4.42	4.355	8.775	0.032	0.032	0.064	4.452	4.387	8.839
Traffic generation (10,000sqm)									
AM (8-9am)	142	7	149	0	0	0	142	7	149
IP (12-1pm)	25	46	71	1	1	2	26	47	73
PM (5-6pm)	9	130	139	0	0	0	9	130	139
Daily	442	436	878	3	3	6	445	439	884

#### *Proposed B1b research and development trip rates and traffic generation*

4.3 The trip rates and resultant traffic generation of the B1 research and development uses, with a maximum (worst case) GFA of 5,000sqm are shown in the table below.

TRICS Research and Development trip rates (per 100sqm)									
	light vehicles			HGVs			total vehicles		
	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way
AM (8-9am)	0.591	0.257	0.848	0.038	0.022	0.06	0.629	0.279	0.908
IP (12-1pm)	0.366	0.421	0.787	0.03	0.027	0.057	0.396	0.448	0.844
PM (5-6pm)	0.198	0.521	0.719	0.007	0.013	0.02	0.205	0.534	0.739
Daily	4.463	4.476	8.939	0.306	0.295	0.601	4.769	4.771	9.54
Traffic generation (5,000sqm)									
AM (8-9am)	30	13	42	2	1	3	31	14	45
IP (12-1pm)	18	21	39	2	1	3	20	22	42
PM (5-6pm)	10	26	36	0	1	1	10	27	37
Daily	223	224	447	15	15	30	238	239	477

#### *Proposed B8 Data Centre trip rates and traffic generation*

4.4 The trip rates and resultant traffic generation of the B8 Data Centre, with a minimum GFA of 223,000sqm are shown in the table below.

TRICS B8 Data Centre trip rates (per 100sqm)									
	light vehicles			HGVs			total vehicles		
	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way
AM (8-9am)	0.096	0.025	0.121	0.004	0.004	0.008	0.1	0.029	0.129
IP (12-1pm)	0.029	0.04	0.069	0.000	0.000	0.000	0.029	0.04	0.069
PM (5-6pm)	0.016	0.063	0.079	0.000	0.000	0.000	0.016	0.063	0.079
Daily	0.706	0.698	1.404	0.019	0.018	0.037	0.725	0.716	1.441
Traffic generation (223,000sqm)									
AM (8-9am)	214	56	270	9	9	18	223	65	288
IP (12-1pm)	65	89	154	0	0	0	65	89	154
PM (5-6pm)	36	140	176	0	0	0	36	140	176
Daily	1574	1557	3131	42	40	83	1617	1597	3213

### Total vehicle movements

4.5 The total forecast peak hour vehicle movements are shown in the table below.

total traffic generation (238,000sqm)									
	light vehicles			HGVs			total vehicles		
	arrive	depart	two-way	arrive	depart	two-way	arrive	depart	two-way
AM (8-9am)	386	76	461	11	10	21	396	86	482
IP (12-1pm)	108	156	264	3	2	5	111	158	269
PM (5-6pm)	55	296	351	0	1	1	55	297	352
Daily	2239	2217	4456	60	58	119	2300	2275	4574

4.6 The above traffic generation is robust when compared with the potential number of employees at Prosperity Parc, of around 1,628 employees.

### Modal split and person trip generation

4.7 The baseline modal split and associated forecast person trip generation (based on the light vehicle trip generation in the table at paragraph 4.5) is shown in the table below.

	foot	cycle	public transport	driving a car or van	passenger in a car or van	total
proposed baseline modal split	5%	2%	4%	80%	9%	100%
person trips	279	111	223	4456	501	5570

4.8 Based on the likely jobs at Prosperity Parc, the above trip generation figures are robust. The above baseline modal split is based on journey to work statistics from the 2011 Census. However, once opened, employee travel surveys will be undertaken to determine the actual site-specific baseline modal split. This is detailed further in Section 6.

4.9 As shown, the baseline forecast modal split includes 11% of trips to and from the development by sustainable modes.

## Proposed targets

- 4.10 Travel Plans, and the promotion of sustainable travel modes, have a significant impact on the modal split of a development and the proportion of car trips. In line with the above, this Travel Plan adopts the following targets for the development:
- Target One – the development will have a 100% Travel Plan awareness amongst employees. Every employee is to be made aware of the Travel Plan, including the aim, targets and measures available to them, and how to contact the Travel Plan Co-ordinator. This target will be achieved within one month of occupation of each unit and will be monitored via the employee travel surveys.
  - Target Two – the Travel Plan aims to meet a target of a 10% reduction in the proportion of employees travelling in the peak hours as a vehicle driver, within five years of first occupation of the development. This will be monitored via the employee travel surveys.
  - Target Three – the 10% reduction in vehicle drivers will be complemented by an increase in the proportion of employees who walk, cycle, use public transport or car share.
  - Target Four – occupiers will encourage employees to work remotely on a regular basis, if their role allows it.
- 4.11 These targets will be retained in the individual Travel Plans / Travel Plan Statements prepared for each unit, unless otherwise agreed with IoACC.

## 5.0 MEASURES

- 5.1 The following measures will be implemented across the development to promote walking, cycling, bus and rail travel, and car sharing. The responsibility for providing the necessary physical infrastructure across the site falls to the Developer. All other measures are the responsibility of the operator, Travel Plan Managers (TPM), or Travel Plan Co-ordinator (TPC). The roles of the TPM and TPC are described in Section 6.
- 5.2 In addition to the Travel Plan process, occupiers will be encouraged by the TPC to sign-up to a Healthy Travel Charter, promoted by Healthy Travel Wales. Each Charter “contains a series of commitments the organisation will make over 2 or 3 years to support their staff and visitors to walk and cycle more, take public transport, and switch to electric vehicles”. A copy of the North Wales Healthy Travel Charter and the Business Travel Charter are contained in **Appendix B**. Whilst the Charters have been successful across south Wales, they are still developing across North Wales, and hence the occupiers of Prosperity Parc can help with this. An implementation toolkit is available for organisations that sign up, providing detailed resources and support for meeting each commitment. Many of the commitments within the charters are reflected in the Travel Plan measures below.

	Measure	Responsibility	Timescale
Walking	provision of coherent, direct, safe, attractive, and comfortable pedestrian connections to and from the existing footways on approach to the development	Developer	during construction
	dissemination of a site-specific pedestrian route map, detailing routes, distances, and journey times – both electronic and paper copies if requested	TPC/TPM	prior to occupation
	promotion of Walk to Work month	TPC/TPM	annually
	promotion of area-wide walking events	TPC/TPM	ongoing
Cycling	provision of coherent, direct, safe, attractive, and comfortable cycle connections to and from the existing infrastructure on approach to the development	Developer	during construction
	provision of secure, covered, convenient and accessible cycle parking provision for each of the employment units	Developer	during construction/prior to occupation
	provision of E-cycle charging points	Developer	during construction/prior to occupation

	Measure	Responsibility	Timescale
	provision of shower facilities, changing rooms, and locker facilities in each employment unit.	Occupier	during construction/prior to occupation and ongoing
	creation of a Bike User Group (BUG) and encourage bike buddying for new cyclists	TPC/TPM	on occupation/ongoing
	promote free adult cycle training clinics	TPC	ongoing
	host regular bike maintenance, servicing and repair clinics on-site for employees	TPC	ongoing
	consider offering the cycle to work scheme to all staff (a salary sacrifice scheme that allows employees to purchase bikes and accessories in a tax efficient way e.g. <a href="http://www.cyclescheme.co.uk">www.cyclescheme.co.uk</a> or <a href="http://www.cycle2work.info">www.cycle2work.info</a> )	TPM	on occupation
	consider options to improve access to bicycles at work, e.g. pool bikes, hire bikes	TPM	ongoing
	dissemination of local cycle maps	TPC/TPM	on occupation/ongoing
	promotion of national/local cycling events	TPC/TPM	ongoing
Public transport	provision of funding for a bus service into the site, and provision of high quality bus stops within the site, and a bus turning area	Developer	during construction/prior to occupation
	dissemination of public transport information, including timetables, route maps, ticket options for both bus and rail	TPC/TPM	on occupation and ongoing
	Taster tickets should be made available to all employees. Employees should be made aware of the offer and a suitable budget should be set aside for this purpose.	TPM	ongoing

	Measure	Responsibility	Timescale
	employees to be made aware of any discounts available on public transport services, including bus and rail	TPM	ongoing
Electric vehicles	consider offering employees the option to purchase an electric car via a salary sacrifice scheme	TPM	ongoing
	promote the use of ultra-low emission vehicles amongst staff with a company car, and seek to use low emission vehicles for business travel	TPM	ongoing
	provision of electric vehicle charging points throughout the development	Developer	During construction and prior to occupation
Car Sharing	introduction of priority car share parking bays at each employment unit, that are conveniently located close to the building entrance.	Developer/TPC	on occupation and ongoing
	on-going promotion of car sharing on staff intranet and noticeboards, and set up a car sharing group within each unit and across each unit via the Prosperity Parc website	TPC/TPM	ongoing
	promotion of the car sharing website <a href="http://www.liftshare.com">www.liftshare.com</a> Employees could car share as often as they want, even once per week could reduce trips by up to 20%.	TPM	on occupation and ongoing
	consider restrictions or charging for car parking for single occupancy vehicle drivers	TPM	ongoing
Reduce the need to travel	support flexible working, wherever possible, include home or remote working to reduce the need to travel	TPM	ongoing
	hold virtual meetings and conferences wherever possible	TPM	ongoing
Marketing	appointment of Travel Plan Coordinator (TPC) for the site as a whole.	Developer	prior to occupation
	appointment of Travel Plan Managers (TPM) within each unit.	TPC	prior to occupation

	Measure	Responsibility	Timescale
	production of a bespoke Travel Plan for each organisation, tailored to the end occupier, in accordance with this Framework Travel Plan	TPM	3 months following occupation of each employment unit
	establish a website and social media presence for Prosperity Parc, providing information on 'how to find us' by each mode of travel, including an interactive map of sustainable travel facilities	TPC/TPM	prior to occupation and ongoing maintenance
	provide Travel Plan information on the website and social media pages, and include launch events and regular communication updates	TPC	ongoing
	provision of a transport "Bulletin Board" at each employment unit. Information on each mode will be updated by the TPC	TPC/TPM	on occupation
	provision of travel information 'Welcome Packs' to all	TPC/TPM	on occupation
	involvement in national travel related events (e.g. promotion of national liftshare week, bike week)	TPC/TPM	on occupation and ongoing
	promote sign up to Healthy Travel Charter	TPC/TPM	ongoing
	run regular staff competitions and awards to encourage healthy travel	TPC/TPM	ongoing
	use regular and consistent communication on healthy travel and reducing unnecessary travel amongst all staff and visitors	TPC/TPM	ongoing
Monitoring	annual monitoring surveys and report	TPC/TPM	annually



## 6.0 IMPLEMENTATION, MONITORING AND REVIEW

### Implementation

- 6.1 To co-ordinate the overall implementation, monitoring, and review of this Framework Travel Plan, a Travel Plan Co-ordinator will be appointed for the site. This role will be fulfilled by the Developer and/or site management company/consultant, and will commence prior to the opening of the development. The name and contact details of the site wide Travel Plan Co-ordinator will be provided to IoACC at least one month prior to first commercial occupation at the site.
- 6.2 Within each unit, a senior member of employees will also be appointed as a Travel Plan Manager. The Travel Plan Manager roles will require part time involvement, and appointing a Travel Plan Manager will be mandatory for the occupiers. Each end occupier will be required to enter into an appropriate legal agreement within the lease or occupier tenancy agreement, which requires them to participate in implementing the Travel Plan process in accordance with this document.
- 6.3 For companies that are relocating to the development, the Travel Plan Manager role will need to be appointed as soon as the company have decided to relocate, and once they have leased/rented the unit, but prior to occupation. This will give them sufficient time to promote the Travel Plan and the opportunities for sustainable travel to and from the new site, to allow employees to identify possible travel modes before they relocate. For new companies that need to recruit new employees, the Travel Plan Manager role will need to be appointed prior to the recruitment of new employees, and prior to the occupation of each unit.
- 6.4 The names, addresses and telephone numbers of each Travel Plan Manager will be supplied to the Travel Plan Co-ordinator as soon as they are appointed. The name, address (postal and email), and telephone number of the Travel Plan Co-ordinator will be provided to IoACC as soon as they are appointed, as the Travel Plan Co-ordinator will be the key point of contact for the development. IoACC will also be informed of any changes to the Travel Plan Co-ordinator contact details.
- 6.5 Under the leadership of the Travel Plan Co-ordinator, the role of the Travel Plan Managers will be to:
- Build upon this Framework Travel Plan to develop, implement and review their individual Full Travel Plans / Travel Plan Statements for their business. This includes the analysis of the travel questionnaires, including trends against previous years, and determining what further measures, if any, could be promoted.
  - Co-ordinate the necessary data collection exercise and monitoring procedures within their individual unit, which are required to develop their individual Travel Plan, under the advice of the Travel Plan Co-ordinator.
  - Design and implement continuous effective marketing and awareness raising strategies to promote sustainable travel within their unit. For example, they will be responsible for the effective display of information on the employees notice boards and employees intranet etc.
  - Oversee the ongoing promotion and implementation of the measures within their unit in accordance with their individual Travel Plan / Travel Plan Statements developed in accordance with this Framework Travel Plan.
  - Act as a point of contact for all employees, visitors, and/or suppliers at their unit who require travel information or advice.
  - To secure a sufficient budget for the Travel Plan and then ensure its efficient and effective use within their unit.

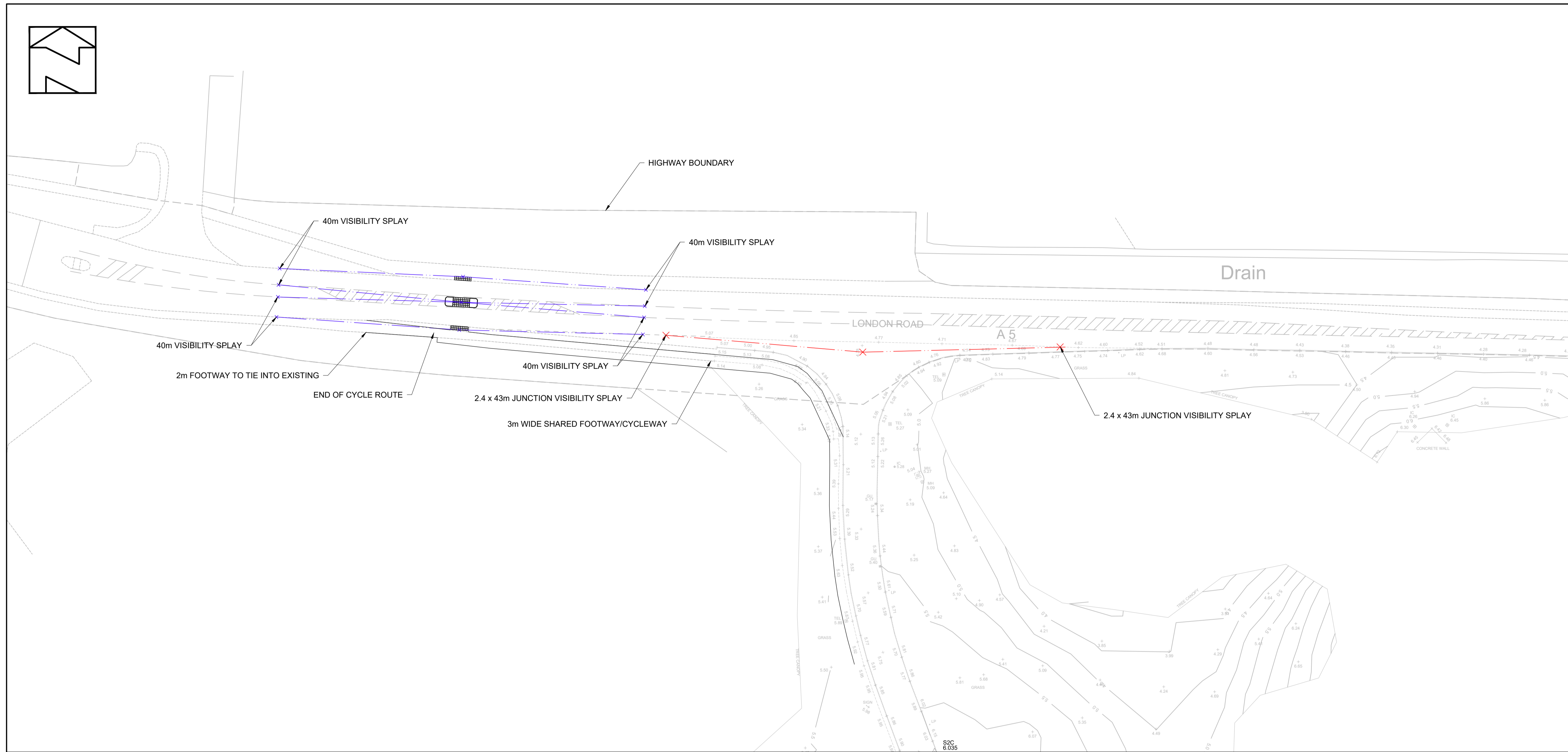
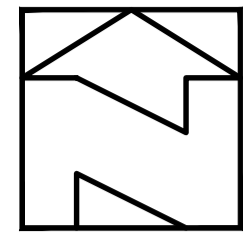
## Monitoring and review

- 6.6 The Travel Plan will be monitored for a period of five years following first occupation of the development, to allow appropriate monitoring of Target One (Travel Plan awareness), Target Two (reduction in single occupancy employees trips), Target Three (increase in the proportion of trips by sustainable modes) and Target Four (remote working to reduce the need to travel).
- 6.7 Staff travel surveys will be completed within three months of first occupation. The surveys will be produced and issued by the Travel Plan Co-ordinator to ensure consistent data is obtained from all of the units. The surveys will determine: the level of Travel Plan awareness; the baseline modal split and travel patterns within each unit, and thus at the site as a whole; the uptake of any measures and incentives proposed in this Travel Plan; and help identify any further measures that need to be investigated and proposed.
- 6.8 The Travel Plan Manager will be responsible for monitoring the Travel Plan awareness and travel patterns of all staff and visitors within their unit, under the leadership of the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will in turn be responsible for monitoring trends for the site as a whole.
- 6.9 The monitoring program will also include the following 'hard' data recorded at 12 monthly intervals by the Travel Plan Co-ordinator:
- demand for the cycle parking spaces (number of spaces occupied), to identify whether more need to be provided;
  - the level of inquiry and use of the car share scheme;
  - demand for car parking and car share parking spaces (number of spaces occupied);
  - demand for electric vehicle charging points; and
  - informal comments made by employees and visitors regarding the operation of the Travel Plan.
- 6.10 The results of the travel surveys and hard data monitoring will be presented in a report form to IoACC for discussion and agreement. The individual sections, which are relevant to each unit, will be the responsibility of the Travel Plan Manager, whilst the Travel Plan Co-ordinator will be responsible for compiling the information and analysing the characteristics of the site as a whole. This includes analysing the potential to encourage inter-unit car sharing.
- 6.11 The report would confirm the travel patterns of employees and visitors, using the survey results. Details would be provided on the survey collection method, including the number of people surveyed and the response rate. The survey would focus on:
- How people currently travel to the site;
  - How people would prefer to travel to the site; and
  - What would encourage employees and visitors to use more sustainable modes of travel
  - How often they work remotely (Target Four).
- 6.12 The Travel Plan Managers will use the analysis and results of this initial monitoring process for their individual unit to inform and develop their own Full Travel Plan / Travel Plan Statement for their unit, within three months of analysis of the first survey results.
- 6.13 The Full Travel Plan / Travel Plan Statement for each unit will include the following sections:
- Introduction.
  - Travel Plan aims, objectives and benefits.
  - A detailed description of the site, including the size and type of the unit, the address, and a description of the existing transport links and infrastructure to support sustainable travel.

- A description of the organisation, including the type of work undertaken, the number of employees, hours of operation, shift changeover times, number of visitors etc.
  - Detail on existing travel patterns, including the modal shift of employees and visitors (information gathered in the travel surveys), and existing transport facilities (such as number of car and cycle parking spaces, lockers etc).
  - Potential to achieve a modal transfer – detail any opportunities for employees/visitors to switch their travel mode to a more sustainable mode.
  - Travel Plan targets.
  - Measures to be implemented in order to encourage modal transfer – with possible incentives identified in the travel surveys.
  - Plan administration – method for implementing the Travel Plan. This will be similar to the methods detailed above, with surveys and data collection.
  - Monitoring and review – method for monitoring and reviewing the success of the Travel Plan.
- 6.14 Every 12 months for a period of five years, an Annual Monitoring Report would be prepared by the Travel Plan Co-ordinator, and issued to IoACC. The report will be structured as follows:
- Introduction and background – number of employees employed, working hours, number of parking spaces per unit etc.
  - Results of surveys – detail the results of the surveys that have been undertaken against indicators defined in the Travel Plan.
  - Description of work undertaken over the past 12 months with evidence and examples.
  - Problems and issues encountered – detail of any problems encountered in implementing the Travel Plan, and any issues that have not yet been resolved.
  - Specific measures from the Travel Plan – detail how the measures from the Travel Plan have been implemented in terms of infrastructure, policy, and promotion of each specific travel mode and strategy (walking, cycling, public transport, car sharing, general measures, working practices etc), with evidence of how each measure has been implemented.
  - Summary – detail whether the site is on track to meet targets and if not, why not.
  - Plan for next 12 months – detail of any specific outcomes or desired results.
- 6.15 The Annual Monitoring Reports would be made available to employees and visitors within the development. This could be either as hard copies or as a digital copy uploaded to the company’s website for everyone to view. This is important so that individuals can see how their travel choices fit into the Travel Plan.

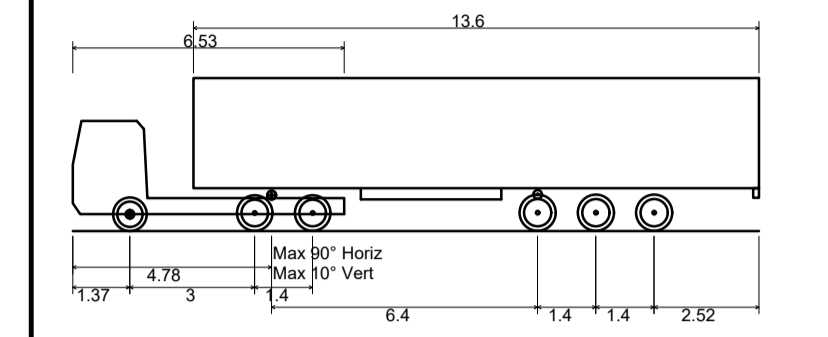
### **Remedial measures**

- 6.16 Remedial measures could be implemented in the event of a shortfall in the progress towards agreed targets. These could include extending the role and responsibilities of the Travel Plan Co-ordinator, relaunching the Travel Plan, providing additional promotional activities to promote sustainable travel, and other Travel Plan measures.
- 6.17 However, such measures should not be required because, as detailed in Section 1, a Travel Plan is a living document, and therefore, effective review mechanisms should enable the plan to be adjusted thus avoiding the need to invoke default mechanisms or resorting to enforcement action.



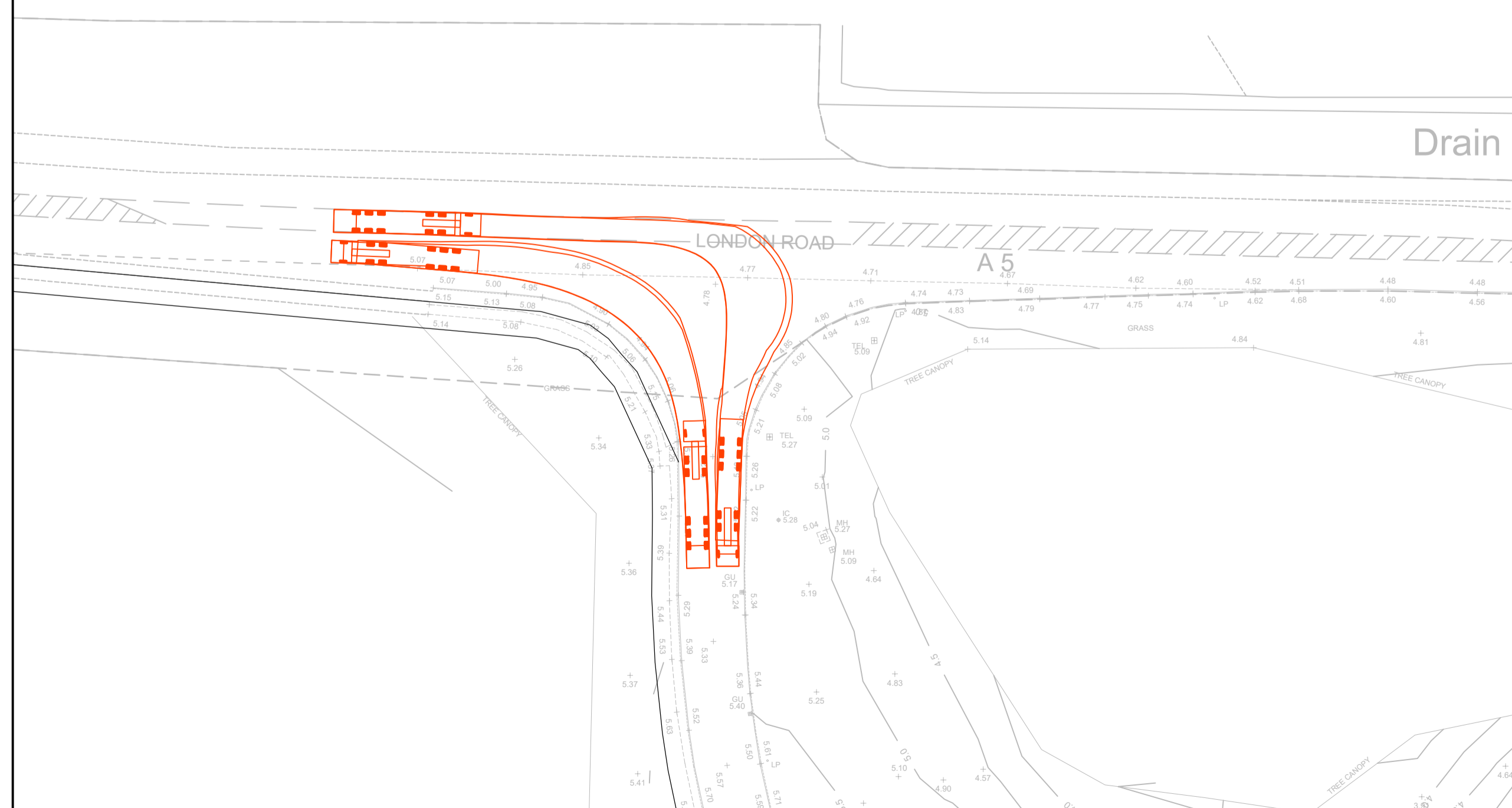
General Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

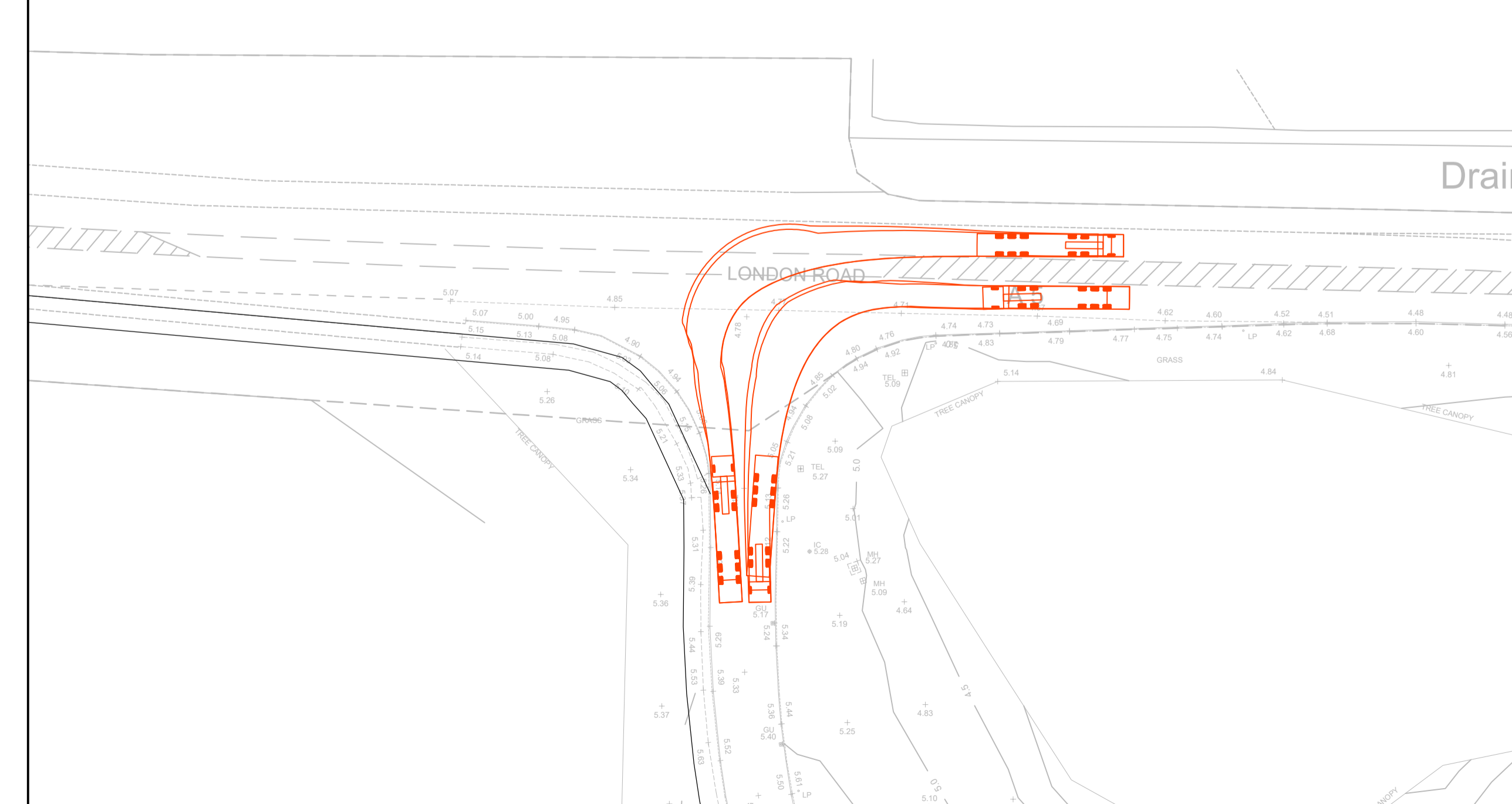


Max Legal Length (UK) Articulated Vehicle (16.5m) 16.500m  
 Overall Length 2.550m  
 Overall Width 3.681m  
 Overall Body Height 0.411m  
 Min Body Ground Clearance 2.500m  
 Max Track Width 6.00s  
 Lock to lock time 6.530m  
 Kerb to Kerb Turning Radius

PRIMARY MOVEMENT: HGVS TURNING TO AND FROM THE WEST



HGVS TURNING TO AND FROM THE EAST IN THE EVENT OF AN EMERGENCY/ROAD CLOSURE



P01	30.10.24	First issue	MT	RL
Rev	Date	Description	Dr	Ch

Client:  
**Anglesey Land Holdings**

Project:  
**Prosperity Parc**

Title:  
**Access Junction Layout**



Size: **A1** Scale: **1:500**

Status: **PRELIMINARY**

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3377	-ADC	-HGN	-XX	-DR	-CH	-0100	S1	P01

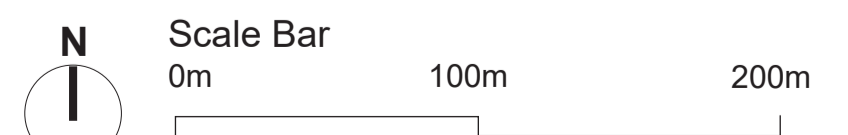
## APPENDIX A

# PARAMETERS PLAN AND ILLUSTRATIVE MASTERPLAN



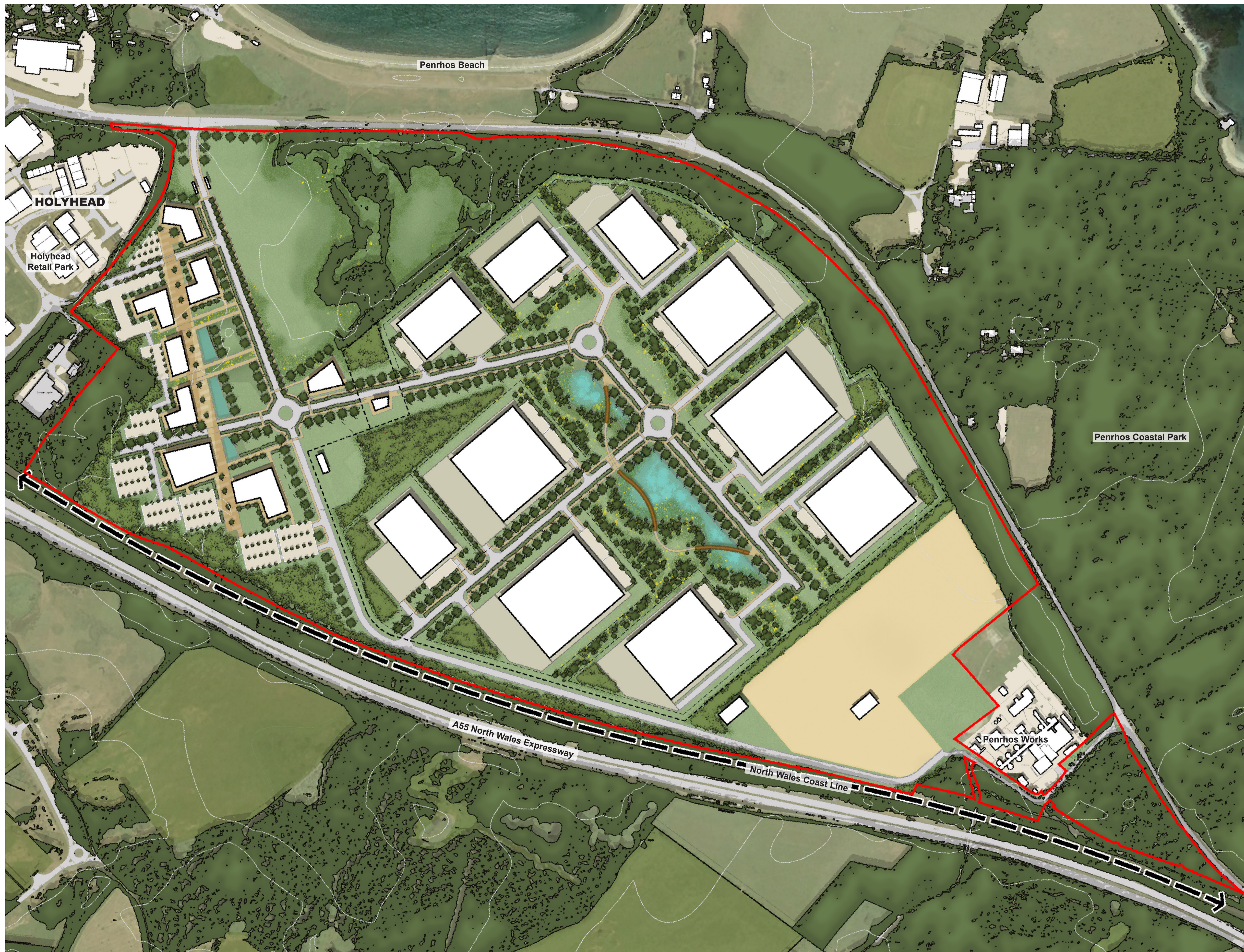
- Application Site Boundary: 87.92ha / 217.25ac
- Development Zones / Built Infrastructure: 66.20ha / 163.58ac
- Will contain on-plot and other landscaping and planting, habitat enhancement and creation, drainage and other infrastructure including vehicular, cycle and walking access
- Up to 238,000 sqm Class B1 and B8 (data centres only), plus battery energy storage (unique use);
- Finished Floor Levels: Similar to existing ground levels of approximately 5 to 10m AOD.
- Retained & Enhanced Green Infrastructure: 21.72ha / 53.67ac
- Retained existing access from the A5
- Secondary / emergency site access (existing)
- Railway site access (existing)
- Indicative areas of Tree Preservation Orders (TPO)
- MoD / RAF Consultation Zones on Heights

- Building Heights**
- Zone A: Max height up to 18m to ridge excluding point features
  - Zone B: Max height up to 21m to ridge excluding point features



**PROSPERITY PARC, ANGLESEY**  
**Oxalis Planning**

**PARAMETERS PLAN**  
 REV J  
 11906-L-05  
 November 2024



## KEY

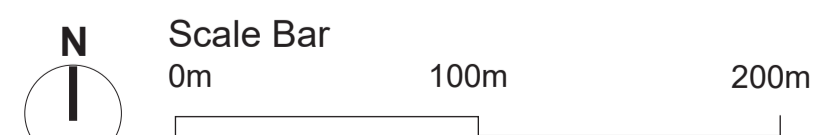
- Application Site Boundary
- Existing electric cables / substation to be retained and extended. BESS scheme to be developed in this area

## POTENTIAL DEVELOPMENT

- Potential built development
- Potential loading yards & HGV parking
- Potential car parking
- Indicative primary route with pedestrian / cycle links
- Indicative emergency access road
- Potential electricity substations
- Potential Gatehouse for Main Site
- Potential Gatehouse / controlled access point for Data Centre
- Existing Tunnel Access building with 50m buffer zone
- Data Centre Campus fence lines Double fence line - 8m apart

## GREEN INFRASTRUCTURE

- Indicative areas of existing vegetation
- Areas of existing vegetation to be retained - Established landscape buffers
- Potential landscape buffers to reinforce existing vegetation
- Potential individual tree and hedgerow planting
- Potential SuDS Features including areas wetland habitat / wildflower grassland
- Potential Green Corridors - Wildlife corridors between plots



**PROSPERITY PARC, ANGLESEY**  
**Oxalis Planning**

**ILLUSTRATIVE MASTERPLAN**  
 REV L  
 11906-L-04  
 OCTOBER 2024

## APPENDIX B

# HEALTHY TRAVEL CHARTERS



# Healthy travel charter for business

## Universal commitments (8)

All organisations must commit to these 8 actions.



### Public transport

Offer staff corporate discounts on public transport, where available.



### Walking and cycling

Offer and promote the Cycle to Work scheme to all staff.

Regularly signpost all staff to free adult cycle training opportunities, where available.



### Communications and leadership

Identify sustainable travel ambassadors (e.g. bike leaders, walking group leaders).

Use the healthy travel communications toolkit to ensure consistent messages are given on healthy travel to staff, visitors and customers/clients.

Promote healthy travel options when advertising roles.

Role modelling of active and sustainable travel behaviours by senior staff.



### General

Review travel expenses policies to ensure cycling and public transport use are appropriately reimbursed and this is communicated to staff.

## Tailored commitments (7)

Organisations should choose 7 additional actions, from at least four different categories below. Organisations where staff parking or vehicles are provided must choose at least.



### Public transport

Offer season ticket loans to staff.



### Walking and cycling

Provide secure cycle storage, showers and drying facilities at all main sites.

Provide incentives to staff/customers/clients who travel sustainably.

Provide pool bikes or corporate membership for cycle hire scheme, where available.

Offer regular free cycle maintenance sessions.

Lend accessories to staff and/or visitors to encourage walking and cycling e.g. umbrellas, walking map of local area, locks, helmets.



### General

Contribute to a free online interactive map of sustainable travel facilities for staff and visitors.

Develop a new travel plan for the organisation, involving staff.

Avoid unnecessary air travel and purchase carbon offsets for all flights taken, through an accredited scheme.

Locate new business premises near public transport routes.



### Agile working

Increase availability of agile working through provision of IT for tele- and video-conferencing.

Support employees to work from home and other bases, and work flexible hours.



### Reducing vehicle emissions

Encourage or mandate the use of low emission pool or car club vehicles rather than private vehicles for business travel.

Provide purchase scheme or discounts on electric vehicles (EVs) for staff.

Review EV charging infrastructure at sites.

Increase number of ultra low emission vehicles (ULEVs) in fleet.

Prioritise parking for shared vehicles or ULEVs, over private non-ULEV vehicles.



### Communications and leadership

Regularly run staff competitions and awards to encourage healthy travel.



An implementation toolkit is available for signatory organisations, providing detailed resources and support for meeting each commitment.

# Siarter teithio iach ar gyfer busnes

## Ymrwymadau cyffredinol (8)

Rhaid i'r holl sefydliadau ymrwymo i'r 8 cam gweithredu hyn.



### Trafnidiaeth gyhoeddus

Cynnig gostyngiadau corfforaethol i staff ar drafnidiaeth gyhoeddus, pan fyddant ar gael.



### Cerdded a beicio

Cynnig a hyrwyddo'r cynllun Beicio i'r Gwaith i'r holl staff.

Cyfeirio'r holl staff at gyfleoedd hyfforddi beicio i oedolion am ddim yn rheolaidd, pan fyddant ar gael.



### Cyfathrebu ac arweinyddiaeth

Nodi llysgenhadon teithio cynaliadwy (e.e. arweinwyr beicio, arweinwyr grwpiau cerdded).

Defnyddio'r pecyn cymorth cyfathrebu teithio iach i sicrhau y rhoddir negeseuon cyson ar deithio iach i staff, ymwelwyr a chwsmeriaid/cleientiaid.

Hyrwyddo opsiynau teithio iach wrth hysbysebu swyddi.

Uwch staff yn dangos esiampl o ymddygiad teithio llesol a chynaliadwy.



### Cyffredinol

Adolygu polisiâu treuliau teithio i sicrhau bod y defnydd o feiciau a thrafnidiaeth gyhoeddus yn cael ei ad-dalu'n briodol a bod staff yn cael gwybod am hyn.

## Ymrwymadau wedi'u teilwra (7)

Dylai sefydliadau ddewis 7 cam gweithredu ychwanegol, o o leiaf bedwar categori gwahanol isod. Rhaid i sefydliadau lle darperir parcio neu gerbydau i staff ddewis o leiaf un weithred o'r categori 'allyriadau cerbydau'.



### Trafnidiaeth gyhoeddus

Cynnig benthyciadau tocynnau tymor i staff.



### Cerdded a beicio

Darparu storffeydd diogel i feiciau, cawodydd a chyfleusterau sychu ym mhob prif safle.

Darparu cymhellion i staff/cwsmeriaid/ cleientiaid sy'n teithio'n gynaliadwy.

Darparu beiciau cronfa neu aelodaeth gorfforaethol ar gyfer cynllun llogi beiciau, lle maent ar gael.

Cynnig sesiynau cynnal a chadw beiciau am ddim yn rheolaidd.

Benthyc ategolion i staff a/neu ymwelwyr i annog cerdded a beicio e.e ymbarelau, map cerdded o'r ardal leol, cleon, helmedau.



### Cyffredinol

Cyfrannu at fap rhyngweithiol ar-lein rhad ac am ddim o gyfleusterau teithio cynaliadwy ar gyfer staff ac ymwelwyr.

Datblygu cynllun teithio newydd ar gyfer y sefydliad, sy'n cynnwys staff.

Osgoi teithio awyr diangen a chyfrannu at niwtraleiddio carbon ar gyfer pob taith mewn awyren, trwy gynllun achrededig.

Lleoli adeiladau busnes newydd ger llwybrau trafndiaeth gyhoeddus.



### Gweithio hyblyg

Cynyddu argaeledd gweithio ystywyth trwy ddarparu TG ar gyfer telegynhadledd a chynhadledd fideo.

Cynorthwyo cyflogeion i weithio o gartref a safleoedd eraill, ac i weithio oriau hyblyg.



### Lleihau allyriadau cerbydau

Annog neu fandadu defnyddio cerbydau ceir cronfa neu glwb ag allyriadau isel yn hytrach na cheir preifat ar gyfer teithio busnes.

Darparu cynllun prynu neu ostyngiadau ar gerbydau trydan (EVs) i staff.

Adolygu seilwaith trydanu cerbydau trydan ar y safleoedd.

Cynyddu nifer y cerbydau allyriadau isel iawn (ULEVs) yn y fflyd.

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### Cyfathrebu ac arweinyddiaeth

Rhedeg cystadlaethau a gwobrau staff i annog teithio iach yn rheolaidd.



Mae pecyn cymorth gweithredu ar gael ar gyfer sefydliadau llofnodi, sy'n darparu adnoddau a chefnogaeth fanwl ar gyfer cyflawni pob ymrwymiad.



## Working together across North Wales, over the next two years we commit to...

<b>Communications and leadership</b>
<b>Establish a sustainable travel champion network</b> Establish a network of proactive sustainable travel champions, including senior staff, managers and where relevant, elected members, who routinely promote and model active and sustainable travel behaviour, in line with the sustainable travel hierarchy
<b>Use consistent communications messages</b> Agree and use regular and consistent communications messages with the public, visitors and staff on healthy travel and reducing unnecessary travel, including targeting people of different backgrounds, gender, age, abilities and disabilities
<b>Consider healthy travel across our wider functions</b> Promote and consider healthy travel options and benefits across wider functions, such as: procurement, conferences, and when advertising roles in our organisations
<b>Encourage sustainable travel through expenses policies</b> Review our travel expense policies and journey planning processes for staff, to align with the sustainable transport hierarchy
<b>Provide strategic leadership on healthy travel</b> Collaborate with partners and provide strategic leadership and planning on healthy and sustainable travel, including infrastructure and services where relevant
<b>Support staff driving fleet vehicles to be responsible road users</b> Support staff driving fleet vehicles to be responsible and considerate road users (e.g. driving within speed limits and not parking in cycle lanes), to enable safe walking and cycling
<b>Public transport</b>
<b>Promote public transport discounts for sustainable travel</b> Explore discounts for staff on Transport for Wales rail services and with local transport providers
<b>Walking, cycling and public transport</b>
<b>Provide information on how to reach our sites sustainably</b> Make information easily available on how to get to our main site(s) by walking, cycling and public transport links, for example by contributing to an interactive map
<b>Cycling and walking</b>
<b>Offer the cycle to work scheme</b> Offer the cycle to work scheme to all staff, including e-bikes
<b>Provide staff with facilities and accessories to encourage active travel</b> Assess and provide secure and accessible cycle storage, showers and lockers at all suitable sites
<b>Enable staff to access bicycles more easily at work</b> Improve access to bicycles at work where appropriate, e.g. pool bikes, hire bikes and cargo bikes
<b>Promote cycle training and maintenance sessions</b> Explore and promote cycle training and maintenance sessions where appropriate
<b>Agile working</b>
<b>Support flexible working</b> Provide flexible working options for staff wherever possible, including home and/or hub working, and promote a culture of agile working across public sector sites
<b>Ultra low emission vehicles (battery electric or hydrogen)</b>
<b>Review provision of electric vehicle charging facilities</b> Review the current and future need for electric vehicle (EV) and e-bike charging infrastructure on our sites
<b>Look at options for ultra low emission vehicles in our fleets and procurement</b> Review our fleet and procurement arrangements (where applicable) for introduction of ultra-low emission vehicles, including e-cargo and e-bikes where appropriate

