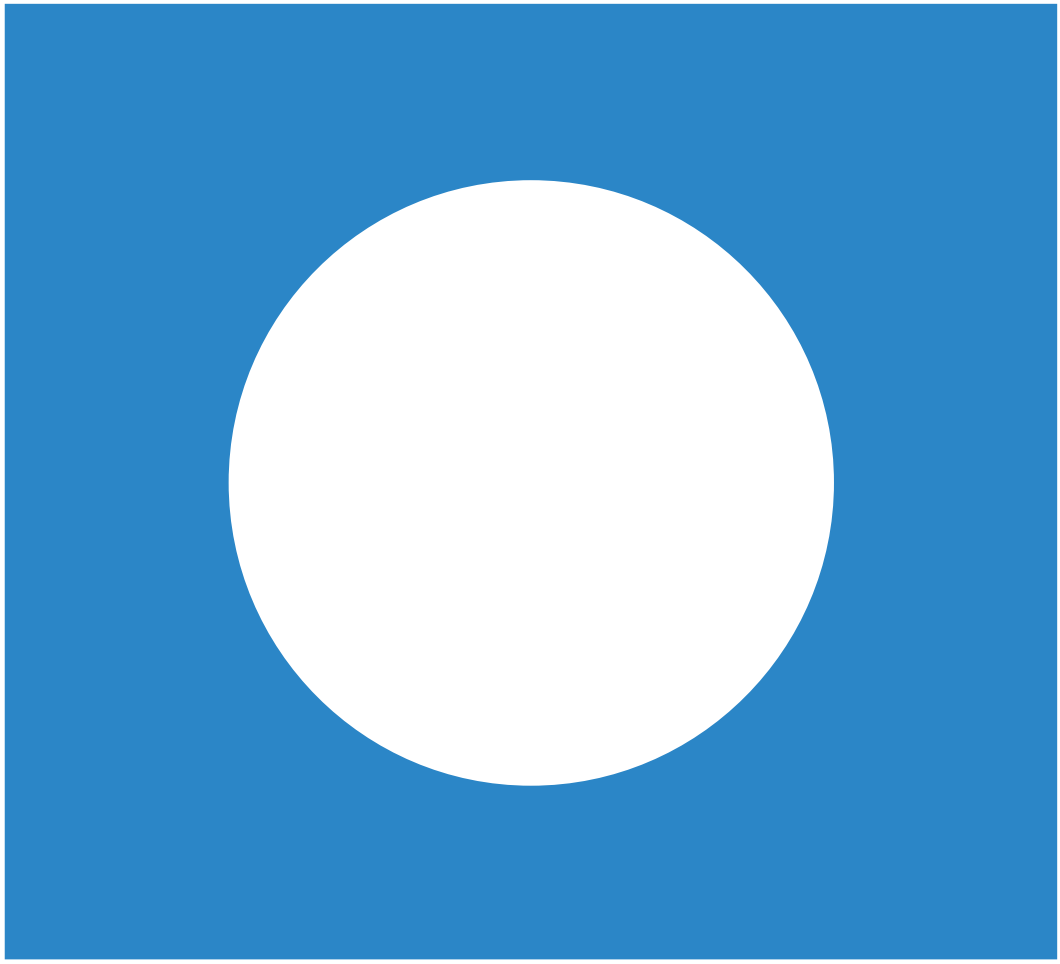
MOTT MACDONALD



North Wales Border Control Post

Transport Statement
BCP21-005-00-00

August 2021

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Welsh Government

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Contents

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Figures

1 Introduction

Mott MacDonald has been commissioned by the Welsh Government (WG) to produce a Transport Statement (TS) for the proposed Border Control Post (BCP) at Plot 9 of Parc Cybi Business Park in Holyhead, Anglesey. The site is owned by WG and will be used to enable required checks to take place on goods, products or animals entering the United Kingdom (UK) via the Port of Holyhead as part of the transitional arrangements arising from the UK's departure from the European Union (EU).

This section establishes the purpose of this Transport Statement for the proposed Parc Cybi BCP and outlines its contents.

1.1 Background

This submission is seeking relevant approval for the construction and operation of a permanent BCP at Plot 9 of Parc Cybi to serve Holyhead Port, including the erection of a number of buildings (inspection facilities for plant produce, small animals, large animals, horses, and office buildings), additional hardstanding area for transport and parking, new fencing, lighting columns, drainage and associated landscaping.

Approval is sought for a "Rochdale" Consenting Envelope. The "Rochdale" consenting envelope (hereafter referred to as the 'Consenting Envelope') sets out the maximum assessed limits of the development, thus allowing some flexibility in the final design of the scheme. The envelope has been assessed to identify if there are significant environmental impacts resulting from the construction and operation of the BCP. Use of a Special Development Order (SDO) under the Town and Country Planning Act 1990 is not permissible if the development gives rise to significant environmental effects, as determined in accordance with the Environmental Impact Assessment Regulations. The SDO Limitations Spreadsheet (BCP21-006-04-00)[1] sets limits regarding the built development permitted on site. It also sets limits to control the development through the construction and operational phases. This should be read in conjunction with the SDO Consenting Envelope plan (BCP21-006-05-00)[2] which gives the flexible consenting envelope spatial expression.

1.1.1 Indicative Scheme Design Used for the Consenting Envelope

The proposed scheme would be comprised of the following elements which would be realised within the limits established by the Consenting Envelope (drawing and SDO limits table):

- Inspection facilities located within portal frame steel buildings for plant, produce, small animals, large animals, horses and associated office buildings
- An internal road network including multiple vehicle parallel holding lanes ("swim lanes") and large vehicle parking
- Parking for staff
- Ancillary infrastructure such as mechanical and electrical plant, security fencing, access control, CCTV and lighting columns
- Waste management facilities
- Sustainable drainage systems (SUDs) compliant drainage
- Landscaping.

[1] Mott MacDonald (2021) SDO Limitations Spreadsheet. July 2021. Document Number: BCP21-006-04-00.
[2] Mott MacDonald (2021) SDO Consenting Envelope. July 2021. Drawing Number: BCP21-006-05-00

The following features are essential mitigation to ensure no significant environmental effects as indicated on the Consenting Envelope drawing:

- There would be one main point of entry/exit for vehicles coming to the site, additional entry and exit points would only be permitted for emergency use and are to be constructed with permeable reinforced grass.
- Buildings and hardstanding would be contained to the land identified as the “Developable Area”. Within this area building heights would be restricted, split in to three zones, 33m AOD, 28m AOD and 23m AOD. No development of any kind would occur within the area described as ‘Rocky Outcrop’.
- Noise mitigation would be required, and an indicative location has been illustrated within the developable zone of the site.
- The existing landscape bund with trees would be retained and enhanced.
- Additional landscaping buffers would be provided, with a minimum width of 10m from the existing landscape bund. This would comprise a densely planted woodland plantation containing native mixed tree species alongside the existing bund of trees to screen the development from West-South-West views of the site.
- An existing pond located in the south eastern corner of the site would be retained.

1.1.2 Construction

The construction works are currently anticipated to start Spring 2022 and last for approximately eight months.

Construction HGVs would not exceed 100 HGVs a day (up to 200 movements per day). Access to the site would be through the existing access point.

Construction works are likely to include the following:

- Earthworks required to level the site
- Partial removal/demolition of previous surfacing and drainage attenuation features
- Construction of inspection facilities and associated buildings
- Minor vegetation clearance, where not restricted by the Consenting Envelope
- Installation of SuDS ponds and wetland area
- Provision of additional hardstanding e.g. road infrastructure and ancillary plant
- Connection of utility services
- Landscape planting
- Security fencing around the perimeter of the site.

A Construction Environmental Management Plan (CEMP) would be produced by the contractor upon appointment, which would encompass any mitigation deemed necessary as a result of the relevant environmental assessments. Temporary lighting would be required, which would be low level, hooded and directional and used for the minimum time required.

1.1.3 Operation

The site would be managed by an appointed operator and would require a 24-hour, seven day a week operation, however this is dependent on the arrival of goods vehicles at times to align with ferry crossings arriving at the port of Holyhead.

Inspections would be required on goods such as animals, plants, products of animal origin, high-risk food and feed not of animal origin. There would be a variety of goods vehicles arriving

at the site, such as HGVs, Light Goods Vehicles (LGVs), livestock vehicles and cargo vans. Other vehicles on site would include maintenance and delivery vehicles and staff transport.

The site is designed on the assumption that up to 41 HGVs can be processed in a 24-hour period. However operationally this is highly unlikely to occur. On average, around 25-30 goods vehicles would be expected at the site during any 24-hour period.

There would be a 10mph maximum speed within the site boundary for all vehicles. Incoming goods vehicles for checking may queue in swim lanes, before proceeding to their relevant building for checking. Signage would be provided to manage traffic and would state engines to be off unless manoeuvring. Vehicles are expected to be on site for anywhere between 30 minutes and 3 hours.

It is presently expected that approximately 60 staff would be at the site at any one time, providing support for the following departments or roles:

- APHA Animal
- APHA Plant
- Local Authority
- Document Checks
- Operations / Security
- Other staff roles.

This Transport Statement has been prepared to assess the impact on the local transport network of the proposed BCP during its construction and operational phases.

1.2 Site Identification

Due to there being insufficient space at the Port of Holyhead itself, which is a nationally important Port, an “inland” BCP facility is required to serve the Port in accordance with the UK Government’s Border Operating Model. The particular requirements of the BCP include the site’s footprint to be at least 31,000 sqm to facilitate the infrastructure required and for the site to be in compliance with Article 54 of (EU) 2017/625.

To identify a suitable site, a high-level strategic approach was adopted through a site selection process[3] to identify a suitable site taking account of location, plot size, deliverability, highways and access, environment, and planning matters. The sifting process focused on avoiding any significant environmental effects, therefore avoiding the need for an Environmental Impact Assessment, and selecting sites of a suitable land use allocation within local planning policy. It was intended that this process would reduce the risk of challenge during a potential Judicial Review.

1.3 Consultation

WG has engaged with a range of national and local stakeholders regarding the proposals for the Parc Cybi BCP. This includes engagement with the local community. A consultation period ran for 21 days between 24 March 2021 and 13 April 2021, providing stakeholders with an opportunity to engage with the consultation via the Inland Border Facilities Website. Letters were sent out on 24 March 2021 to inform residents within 1km of the proposed site of the WG’s plans for a Border Control Post and informed them of the 21-day consultation, explaining how they could contribute to the process[4].

[3] Mott MacDonald (2021) BCP North Wales Site Sifting Report. February 2021. Document Number: BCP21-006-07-00

[4] https://inlandborderfacilities.uk/wp-content/uploads/2021/03/Final-Parc-Cybi-letter-to-residents-English.pdf

Views of individuals and organisations who contributed to the consultation have been recorded in a Consultation Engagement Report (CER) (BCP21-006-06-00)[5], along with our own project response. The views collated in the CER have been accounted for throughout the planning process.

In terms of specific transport-related engagement, a meeting was held with representatives from Isle of Anglesey County Council (IoACC) Highways, North & Mid Wales Trunk Road Agency (NMWTRA), UK Highways (UKH) and WG on 9 March 2021 to run through a Scoping Note prepared to outline the contents of this TS. This Scoping Note is provided in **Appendix A**.

Further multi-disciplinary engagement also took place on 18 March 2021 and 24 March 2021 with local members of IoACC.

Finally, a draft version of this Transport Statement was discussed in detail with IoACC Highways, NMWTRA, UKH and WG on 10 June 2021 and 22 June 2021. Comments and the actions and comments from each stakeholder and their final responses to the consultation have been included in the CER, along with our own project response.

[5] Mott MacDonald (2021) BCP North Wales Consultation Engagement Report. August 2021. Document Number: BCP21-006-06-00

2 Existing Transport Conditions

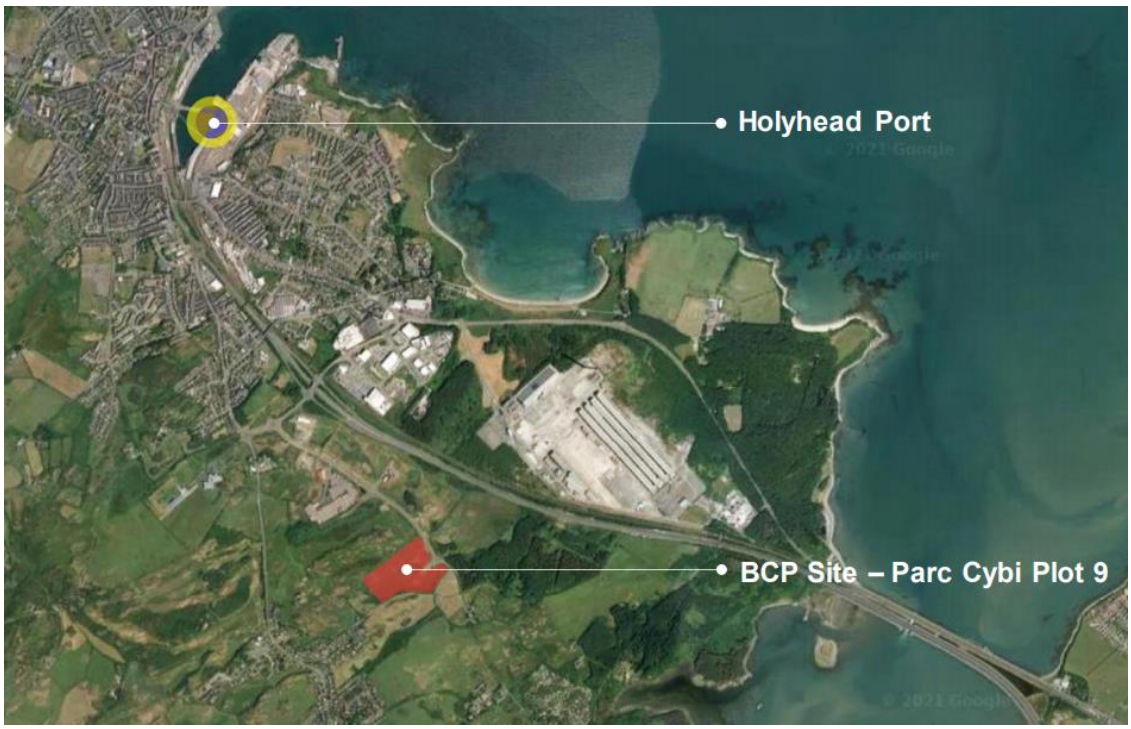
This chapter provides a review of the site location and existing transport conditions within the vicinity of the site.

2.1 Site Location

2.1.1 Strategic Context

The proposed Parc Cybi BCP site is located 1.25km from junction 2 of the A55 (Ty Mawr Interchange), and 2.2km east of Holyhead, Anglesey's largest town and home to the Port of Holyhead as shown in Figure. The Port benefits significantly from its proximity to the A55 and therefore the wider Strategic Road Network (SRN). Proximity to the A55 provides a convenient and direct link road across the Menai Strait to mainland Wales for freight travelling between Ireland and the UK.

Figure 2.1: Strategic Context

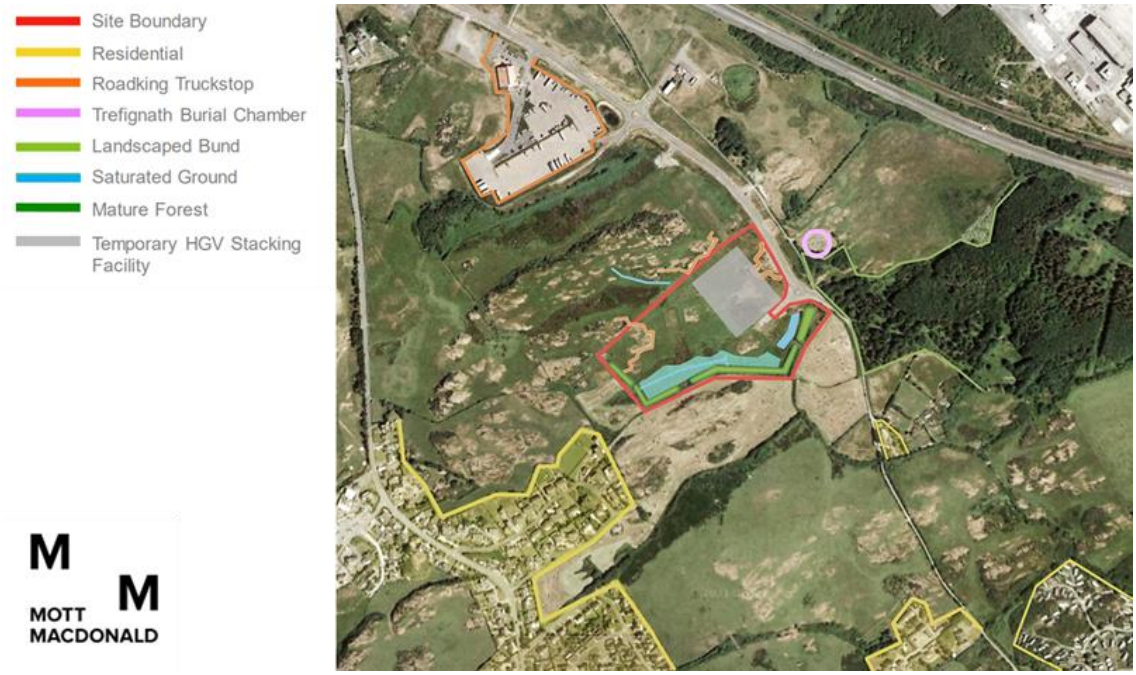


Source: Mott MacDonald

2.1.2 Local Context

The proposed site is accessed via an unnamed 30mph road from the Parc Cybi / Lon Trefignath roundabout as shown in Figure 2.2. Parc Cybi is a development spine road approximately 900 metres in length which provides access to the site from the north via the A5153 and A55 junction 2. Parc Cybi is a recently built single carriageway road with a 30mph speed limit. Lon Trefignath provides vehicular access to the site from Trearddur Bay to the south and is a three metres wide, National Speed Limit, single-track country lane.

Figure 2.2: Site Location Plan

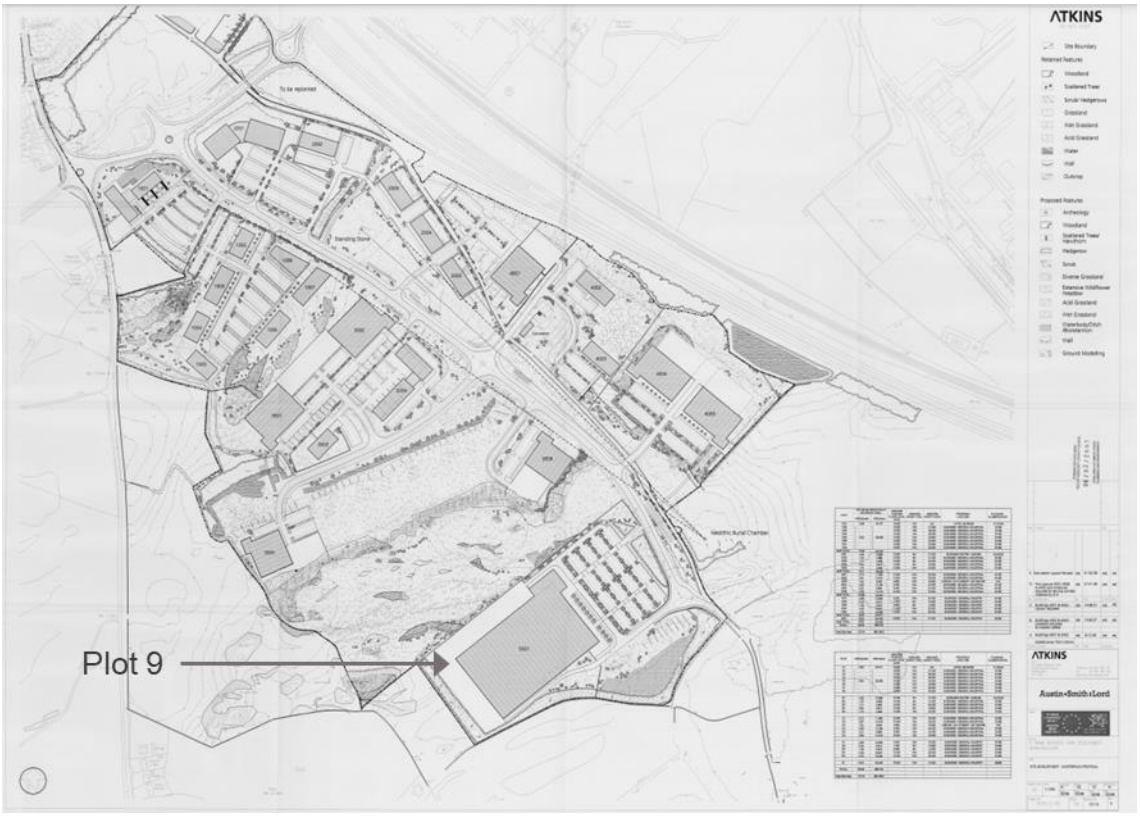


Source: Mott MacDonald

Beyond Parc Cybi to the north, the A5153 acts as a key arterial route of Holy Island, connecting the eastern and western parts of the island bisected by the A55. Immediately north of the site is greenfield land, safeguarded in the Anglesey and Gwynedd Joint Local Development Plan for employment (B1, B2 and B8) uses. Further north lies the Roadking Truck Stop, Premier Inn and an electricity substation.

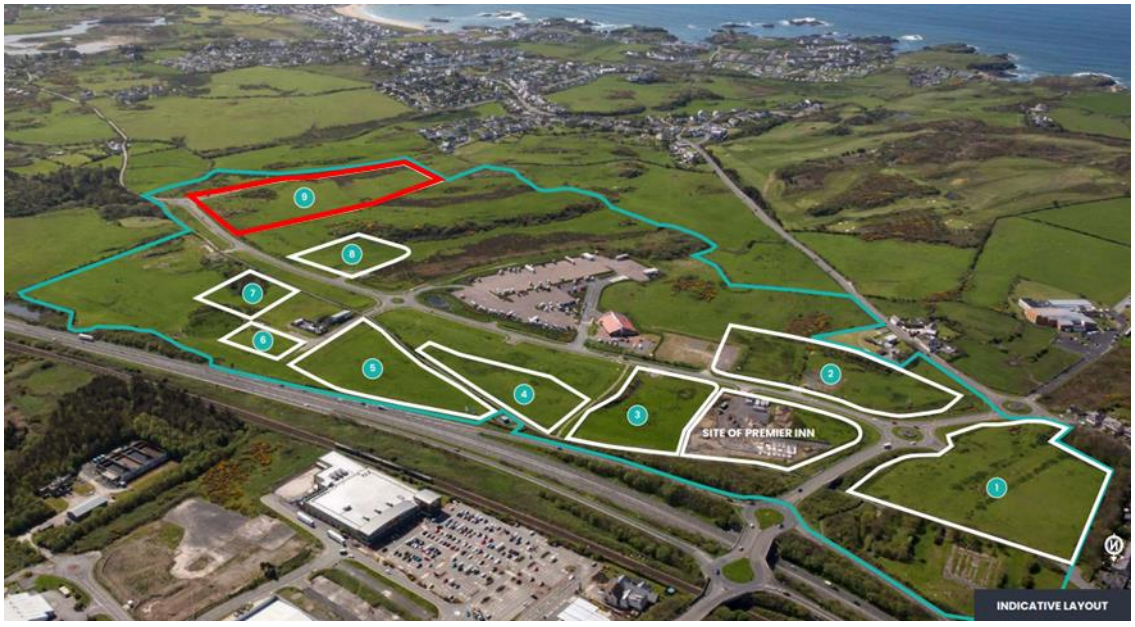
As discussed later in Section 2.2, a number of planning applications have been submitted to the north of the site in recent years such as full applications for a hotel ancillary to the Roadking Truck Stop and a Builders Merchants. The volume of planning applications comes in response to the Parc Cybi masterplan, which has been published setting out an indicative strategy for 109.2 hectares of land bounding the spine road. The 2004 Masterplan is shown below in Figure 2.3; providing context for what the long-term ambitions are for the Business Park. Figure 2.4 shows the Parc Cybi in its current state, providing outlines of the various Parc Cybi Plots; the BCP site is shown as Plot 9 at the top of the image.

Figure 2.3: Parc Cybi Masterplan 2004



Source: Atkins

Figure 2.4: Overview of development plots within Parc Cybi (Plot 9 Boundary in Red)



Source: Cooke & Arkwright

Immediately east of the site stands a scheduled monument (Trefignath Burial Chamber), whilst the land directly west of the site is less developed with greenfield land immediately adjacent to the site and Holyhead Golf Club approximately 500 metres west. Meanwhile, the village of Trearddur Bay lies approximately 500 metres to the south-west, with residential dwellings looking towards the site. Finally, 700 metres south-east of the site, situated off Lon Trefignath, is Trearddur Country Caravan Park.

2.2 Planning History

Although the site has no planning history, several plots across the Parc Cybi Masterplan area have secured various types of planning consent in recent years. Planning applications submitted within the park and the nearby area since 2015 and other key applications have been summarised in Table 2.1:

Table 2.1: Key Planning Applications submitted in surrounding area

Application Description:	Type:	Reference Number:	Status:	Decision Date:
Parc Cybi Masterplan: Outline application for mixed used development comprising of employment (B1, B2, B8) to include offices, industrial use and hotel together with the construction of a new vehicular access.	Outline Planning Application	19C842A/EIA	Permitted	07/03/2005
The erection of a hotel ancillary to the existing truck stop	Full Planning Application	19C842M/1/ECON	Permitted	10/09/2018
The erection of a hotel, associated infrastructure, and earthworks	Full Planning Application	19C842E/1/TR/ECON	Permitted	01/12/2017
The erection of a building to be used as a builder's merchant with warehouse and sales floor areas (sui generis use)	Full Planning Application	Screening Option Application Number: SCR/2018/3 Full Application Number: FPL/2018/25	Permitted	06/06/2019
Screening opinion for the development of and operation of a gas-fuelled fast response standby electricity generation plant (7.5MW)	Screening Option	SCR/2019/33	EIA Not Required	13/08/2019
HGV parking area	Permitted Development	N/A	Operational	Dec 2020

2.3 Existing Site Use

The site comprises 6.4 hectares and has recently been developed, comprising 129 hardstanding HGV parking spaces, Heras fencing and portacabins. An attenuation pond is also situated to the south of the access road stub. The existing site arrangement is shown in the aerial photo provided in Figure 2.5. The existing site use for a temporary HGV parking area was secured via permitted development around December 2020.

Figure 2.5: Existing Site Arrangement

Source: Mott MacDonald

2.4 Highway Network

2.4.1 Strategic Road Network

Access to the site from the SRN is provided via the A55 Junction 2 from the east, which adjoins the Ty Mawr Interchange dumbbell roundabout (A5153). The A55 is a two-lane expressway, subject to a 50mph speed limit west of this junction; it bisects both Holy Island and Anglesey, and provides a convenient, direct link road across the Menai Strait, to mainland Wales.

Figure 2.6: A55 Junction 2 (Eastbound)

Source: Google Maps

Junction 9 is the first junction of the A55 on mainland Wales and marks where the A55 meets other major trunk roads of the Welsh SRN, such as the A487 which provides a direct link toward Fishguard in South Wales. Connections are also provided to other key trunk roads of the Welsh SRN; this includes the A5 which can be accessed at Junction 11 and provides a direct link through the Snowdonia National Park and the A470, which can be accessed via the Glan Conwy Interchange at Junction 19 and travels south towards Cardiff.

Additionally, as highlighted in Section 2.1.1, the A55 stretches along the North Wales coast and bypasses major settlements such as Bangor, Conway, Llandudno, Rhyl and Flint; all located between Junctions 9 and 34. Upon crossing into England, the A55 meets the M53 and M56 which provide excellent strategic connectivity toward the Liverpool City Region and Greater Manchester.

2.4.2 Local Road Network

Access from the Local Road Network (LRN) to the west is provided via the B5356, a 30mph, two-way single carriageway road which runs from the centre of Holyhead approximately one mile north of the site and extends beyond Trearddur Bay to the south. The B5356 / A5153 is a four-arm roundabout which adjoins the B5356 with the A5153 as shown in Figure 2.7 (the eastern exit being the A5153).

Figure 2.7: B5356 / A5153 Roundabout (Northbound)

Source: Google Maps

The A5153 is a 30mph, two-way single carriageway, providing a robust, safe inclusive network for all modes of travel. It stretches approximately 300 metres in distance, before meeting the dumbbell roundabout which serves Junction 2 of the A55.

Figure 2.8: A5153

Source: Google Maps

Parc Cybi is a relatively newly constructed spine road which serves the Parc Cybi Business Park. It is a 30mph single carriageway for its length and is interspersed with junctions to serve

the various development plots – some in use, and some vacant. Between the site access junction and the A5153, Parc Cybi is approximately one kilometre in length. Footways are on both sides and a narrow cycle lane is provided to the north. The Parc Cybi spine road is shown in Figure 2.9.

Figure 2.9: Parc Cybi

Source: Mott MacDonald

As highlighted in Section 2.1.2, access is also provided from the south via Lon Trefignath, where the speed limit changes from 30mph to National Speed Limit and the road changes in character; becoming a narrow (approximately 3 metres wide), single-track country lane providing connectivity to Trearddur Bay. Lon Trefignath does not offer safe footway or cycle provision for pedestrians or cyclists to access the site from the south. This road was the predecessor of the Parc Cybi spine road and part of Lon Trefignath's alignment has now been replaced by Parc Cybi. This old alignment still exists through Parc Cybi Business Park and now provides a designated space for employees to cycle and walk to the business park safely from the north.

Figure 2.10: Lon Trefignath

Source: Mott MacDonald

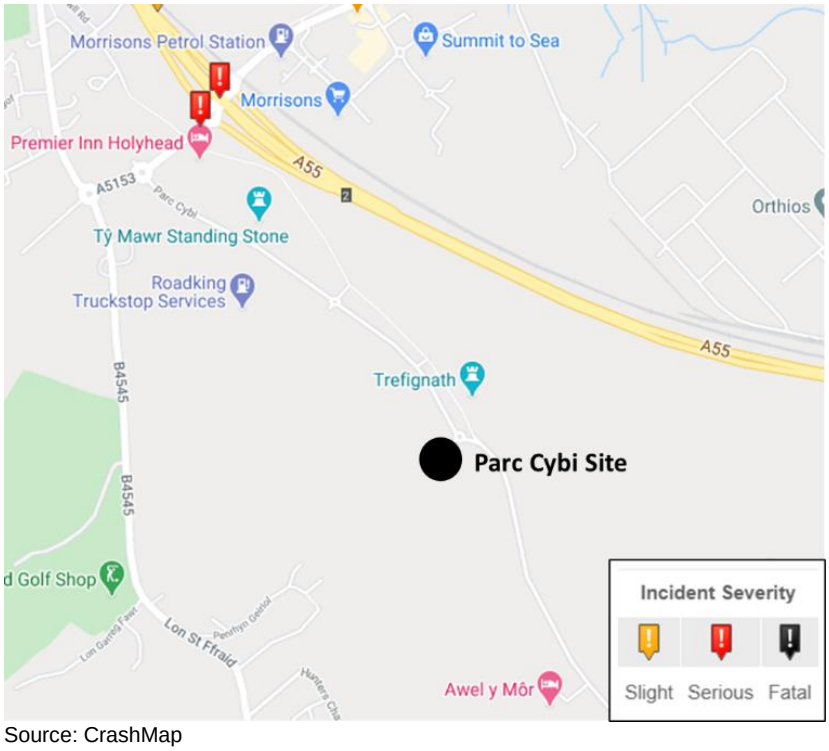
2.4.3 Road Traffic Collision Analysis

Due to a malfunction, Isle of Anglesey County Council (IoACC) Highways are unable to access STATS 19 accident data within their region so are accepting the usage of Crashmap data as an alternative.

To obtain the collision record along local roads, the Crashmap website (crashmap.co.uk) has been interrogated which provides police reported injury collision data for the previous five years (2015 to 2019 inclusive).

The search area considered the expected route between the site and the SRN. In this study area there were no accident clusters; with just two serious accidents taking place as shown in Figure 2.11. Both collisions occurred at the Ty Mawr Interchange (Junction 2 of the A55). Given the relative traffic volumes using this junction and low number of accidents within this time period, this is not considered a major issue.

Figure 2.11: Five-year Road Traffic Collision Analysis by Severity



Source: CrashMap

2.5 Public Transport

2.5.1 Rail

The nearest railway station to the site is Holyhead, located 1.5km away and approximately a 30-minute walk. By taking the quickest route to the site by foot this would traverse along Kingsland Road (B4545) and Tyn Pwll Road before meeting Maes Cyttir – a quiet cul-de-sac; however, the remaining half of the journey to the site would follow the Trefignath Cycle Way which offers a safe active travel route for employees to follow the remainder of their journey to and from the site. Rail services from Holyhead are shown in Table 2.2.

Table 2.2: Rail Services from Holyhead Station

Route / Operator:	Key Stations:	Frequency:	Hours of operation:
Avanti West Coast Mainline	London Euston – Watford Junction – Milton Keynes Central – Rugby – Stafford – Crewe – Chester – Colwyn Bay – Llandudno Junction – Bangor – Holyhead	Services ending at London Euston – Twice daily Services ending at Crewe – Three times daily	London Euston Trains – 05:51, 13:58 Crewe Trains – 06:55, 08:55, 12:53
Transport for Wales	Birmingham International – Birmingham New Street – Wolverhampton – Telford Central – Wrexham General – Chester – Rhyl – Colwyn Bay – Llandudno Junction – Conwy – Bangor – (Anglesey Stations) Llanfairpwll – Bodorgan – Ty Croes – Rhosneigr – Valley – Holyhead	Services ending at Birmingham International – Variable times, five services daily Services ending at Birmingham New Street – Once daily Services ending at Shrewsbury – Variable times, nine services	Birmingham International Trains – 07:26 – 15:38 Birmingham New Street Trains – 19:22 Shrewsbury Trains – 04:25 – 17:28
Transport for Wales	Crewe – Chester – Rhyl – Colwyn Bay – Llandudno Junction – Conwy – Bangor – (Anglesey Stations) Llanfairpwll – Bodorgan – Ty Croes – Rhosneigr – Valley – Holyhead	N.B. Crewe is situated on the Limited Service Transport for Wales Line. Services ending at Crewe – Twice Daily	Crewe Trains – 18:26, 20:32
Transport for Wales	Manchester Airport – Manchester Piccadilly – Manchester Oxford Rd – Warrington Bank Quay – Frodsham – Chester – Rhyl – Colwyn Bay – Llandudno Junction – Conwy – Bangor – (Anglesey Stations) Llanfairpwll – Bodorgan – Ty Croes – Rhosneigr – Valley – Holyhead	Services ending at Manchester Airport – Twice daily	Manchester Airport Trains – 05:02, 13:07

Source: www.avantiwestcoast.co.uk and TfW (tfwrail.wales)

2.5.2 Bus

The nearest bus stops to the site are situated on the B4545 (Kingsland Road) in both directions, approximately a 15-minute walk away via the main Parc Cybi spine road. Bus services from this stop are shown in Table 2.3. A safe cycling and walking link is provided between the nearest bus stops to the site, making the site safely accessible for employees commuting to and from the site via public transport, as shown in Figure 2.12.

Table 2.3: Bus Services from B4545 Kingsland Road

Route / Operator:	Stops:	Frequency:	Hours of operation:
4B – Arriva	Holyhead Summer Hill – Holyhead Station – Morawelon – Kingsland Pont Cyttir – Kingsland Capel – Treaddur – Treaddur Beach – Four Mile Bridge – Pontrhydybont – Valley – Caergeiliog – Llanfihangel – Bryngwran – Gwalchmai – Heneglwys – Bodffordd – Rhostrehwfa – Llangefni	Eight services daily in both directions, approximately every two hours.	06:04 – 21:38
4R – Arriva	Holyhead Summer Hill – Holyhead Station – Kingsland – Morawelon – Kingsland Pont Cyttir – Kingsland Capel – Treaddur – Treaddur Beach – Four Mile Bridge – Pontrhydybont – Valley – Caergeiliog – Llanfihangel – Valley Airport – Bryngwran – Gwalchmai – Heneglwys – Rhostrehwfa – Llangefni	Nine services daily in both directions, approximately every two hours. N.B. 4R route takes same route as 4B, however detours at certain points.	05:04 – 21-49
23 – Goodsir	Holyhead Summer Hill – Kingsland – Trearddur – Four Mile Bridge – Kingsland – Holyhead Summer Hill	Four services daily in both directions, at least every four hours N.B. Circular Route around Holy Island	08:44 – 17:29

Source: Arriva and www.bustimes.org

Figure 2.12: Bus Network Connectivity to Cycling and Walking Infrastructure to Site

Source: Google Maps

2.6 Active Travel

2.6.1 Walking

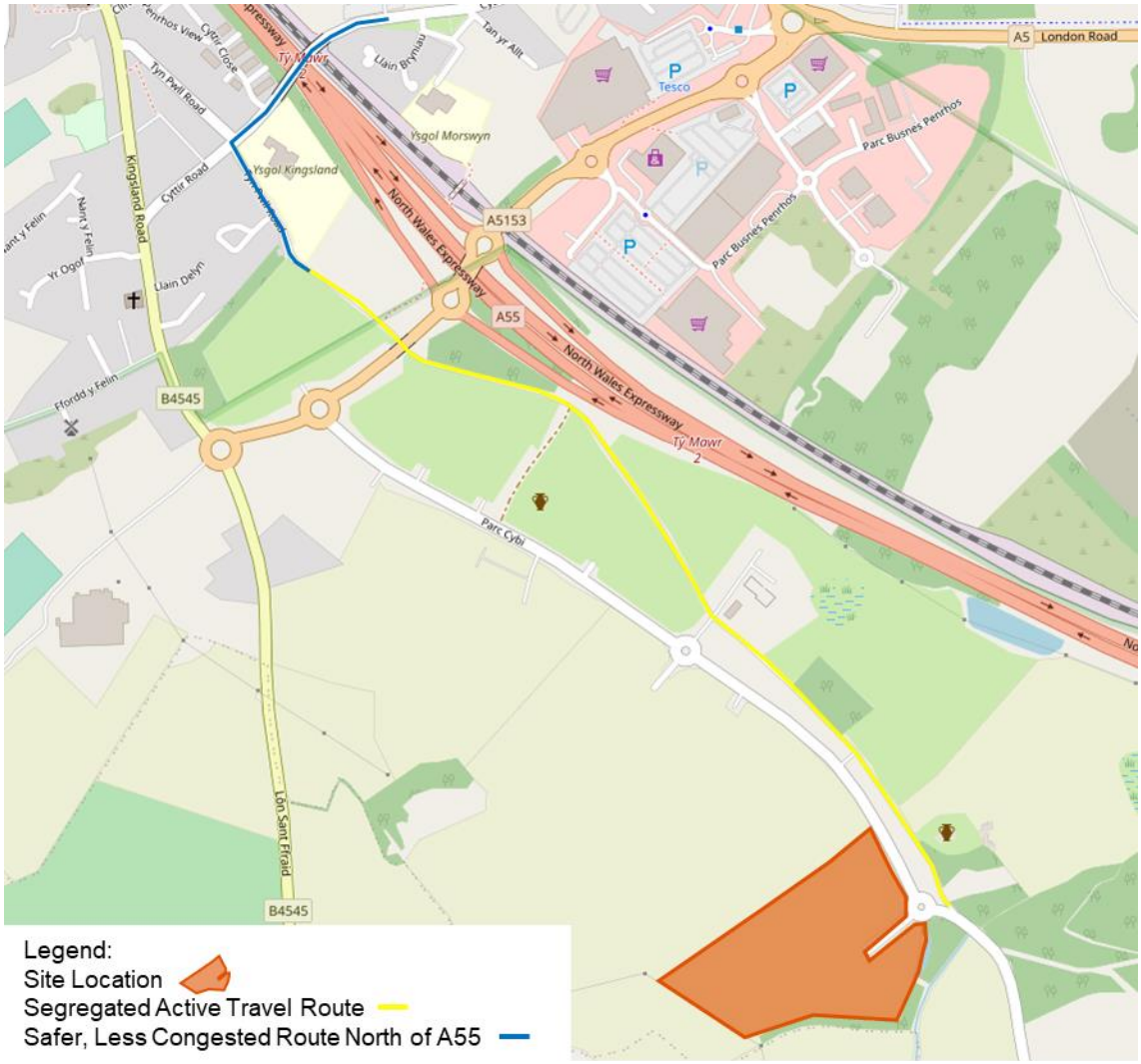
Safe and inclusive footways from the site towards settlements, services and amenities in the north are provided via Parc Cybi when travelling north from the site. This includes the provision of street lighting and modern dropped kerbs with tactile paving. As Parc Cybi meets the A5153, walkable, inclusive infrastructure continues to be provided eastward towards Penrhos Industrial Estate. This demonstrated in Figure 2.13 which shows walkable, inclusive infrastructure provided whilst crossing the Ty Mawr Interchange.

Figure 2.13: Ty Mawr Interchange

Source: Google Images

Part of Lon Trefignath's alignment that has now been replaced by Parc Cybi still exists through the Business Park and provides a designated space for employees to walk to and from the site safely, providing the benefits of a Greenway. This active travel route is particularly beneficial for commuters to the site travelling via non-motorised modes of transport from Penrhos. This is shown in Figure 2.14.

Figure 2.14: Lon Trefignath Cycle Path – enhanced active mode connectivity north of A55



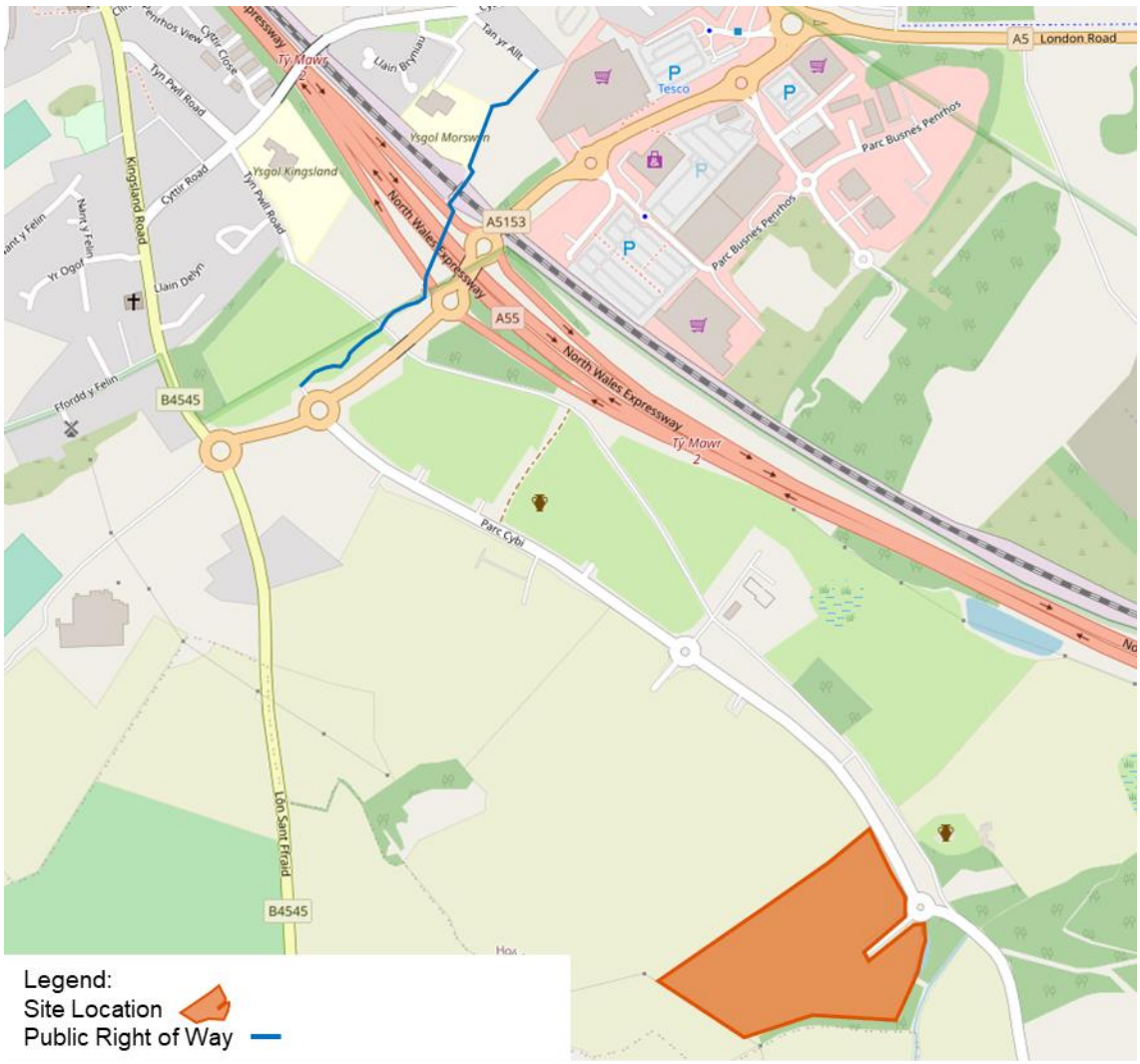
Source: OpenStreetMap

To the west, infrastructure is continually provided along the A5153, and for approximately 100 metres north along the B4545 (Kingsland Road). In turn, a well-lit walking link is provided between the nearest bus stops to the site, making the site safely accessible for employees commuting to and from the site via public transport.

2.6.2 Public Rights of Way

The nearest Public Right of Way (PROW) to the site is a footpath approximately 900 metres north of the site. The route adjoins the Lon Trefignath Active Travel route and includes an underpass which runs beneath the A55 as shown in Figure 2.15.

Figure 2.15: Public Rights of Way Map



Source: Data obtained from www.rowmaps.com adapted using OpenStreetMaps

2.6.3 Cycling

The site can also be accessed safely from the north by bicycle due to the provision of a cycle lane along Parc Cybi. Cycle-friendly infrastructure continues to be provided along the 30mph road eastwards. Cyclists are then advised to dismount whilst crossing the Ty Mawr Interchange. Within 500 metres of dismounting, NCN routes 5 and 8 provide a robust network of safe cycle routes across the east of Holy Island.

Additionally, if cyclists do not wish to dismount whilst commuting to the site from locations east of the A55 such as Penrhos and other nearby residential areas – the Lon Trefignath Cycle Path (as shown in Figure 2.10 and Figure 2.16) provides a designated space for employees to cycle and walk to and from the site safely, extending approximately 1km north of the site before adjoining Maes Cyttir, a quiet residential cul-de-sac, which meets Cyttir Road, a minor collector road stretching between the B4545 and A5. More importantly, Cyttir Road, is one of just six routes connecting the eastern and western sides of Holy Island, which are otherwise severed by the A55. In turn, the Lon Trefignath Cycle Path and Cyttir Road acts as a critical route for safe active travel from the site, upon considering the absence of safety measures when crossing the more hazardous Ty Mawr Interchange. Additionally, the popularity of the Lon Trefignath

Cycleway is expressed via IoACC's Active Travel Network Consultation Commonplace map which provides a more unique insight to the local community's thoughts on walking and cycle routes surrounding the site.

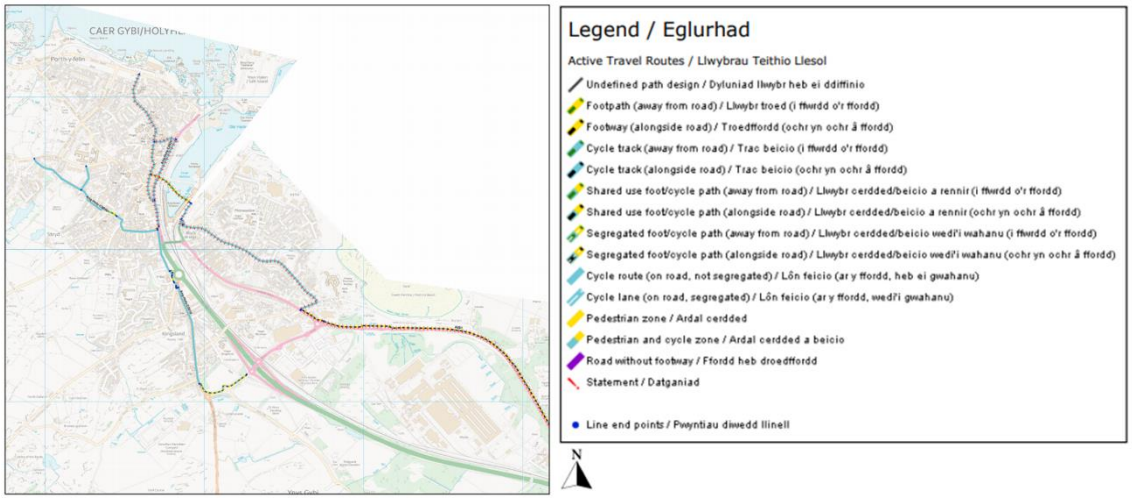
To the west, cycle infrastructure is continually provided continually along the A5153 via stepped cycle lanes. The stepped cycle lanes also continue for approximately 100 metres north of the A5153, via the B4545 (Kingsland Road). As a result, a robust cycle link is provided between the nearest bus stops to the site – located on Kingsland Road – making the site safely accessible for employees commuting to and from the site via a mix of public transport and active travel.

Should employees require to travel from the site to locations to the south, such as Trearddur Bay, safe cycle infrastructure is not provided along Lon Trefignath, as demonstrated in Figure 2.16. However, utilising the segregated facilities along Parc Cybi and the A5153, before traversing south toward Trearddur Bay along the B4545 is just an additional 1.5km (8-minute cycle) when compared to travelling directly south using Lon Trefignath. Figure 2.17 also shows the wider Holyhead Cycle Network.

Figure 2.16: Lon Trefignath

Source: Google Maps

Figure 2.17: Holyhead Cycle Network



Source: Anglesey County Council Website, Active Travel

Figure 2.18 shows routes across Holyhead included with the National Cycle Network (NCN). Only route 5 of the NCN connects Anglesey Island and Holy Island; Commonplace data highlights the popularity of this route; with route 5 stretching along the A5 (London Road) and providing primarily stepped cycle lanes for users. Route 5 traverses through Penrhos before meeting route 8 of the NCN which stretches along Llanfwr Road, a minor collector road which weaves through the centre of Holyhead and includes traffic calming measures such as speed bumps approximately every 80 metres along the route. These traffic calming measures improve the suitability of the route for cyclists, as shown in Figure 2.19.

Figure 2.18: National Cycle Network Routes on Holy Island

Source: Sustrans

Figure 2.19: Llanfwr Road, slowing measures and on-road parking

Source: Google Maps

2.6.4 Future Proposals

Following stakeholder engagement with IoACC, it is noted that a proposal exists to improve active travel links between Holyhead and Trearddur Bay via Parc Cybi and Lon Trefignath. No further details exist at present as IoACC are currently in the process of scoping what improvements could be made.

3 Proposed Development

This chapter provides details of the development proposals, site usage and access.

3.1 Proposed Development

It is anticipated that WG will start its permanent operations on site from Q1 2023.

As described in Section 2, the proposed development site is located at Plot 9 of Parc Cybi Business Park. Plot 9 is currently used as a HGV stacking site with hardstanding HGV parking spaces and portacabins onsite as shown in Figure 2.5 with a greater parking capacity and estimated throughput than the proposed development.

For the purposes of the traffic assessment, the Parc Cybi BCP site has been assumed to have capacity for 40 HGVs.

74 staff car parking spaces will also be provided; these include:

- 60 standard spaces
- 2 disabled spaces
- 2 disabled with EV charging spaces
- 8 EV charging spaces
- 2 visitor spaces

The car parking numbers are based on the estimated operating capacity of the site. The site forms the space within the red boundary line within the site design drawing in Figure 3.1.

3.2 Site Layout

The BCP would consist of inspection facilities within portal frame steel buildings for plant produce, small animals, large animals and horses as well as associated office buildings.

Buildings and hardstanding will be contained to the land identified as the ‘developable area’. Within this area, building heights will be restricted, split in to three zones: 33m, 28m and 23m AOD. No development of any kind will occur within the area described as ‘Rocky Outcrop’.

Noise mitigation will be required, with lighting columns also reduced to the lowest height as is practical. The impact of noise and lighting will be assessed in terms of their impact to local residents, heritage, landscape and local ecology.

The existing landscape bund with trees will be retained and enhanced, whilst additional landscaping buffers will be provided, with a minimum width of 10m from the existing landscape bund. An existing pond located in the south-east corner of the site will also be retained.

All environmental mitigation measures will be reviewed by WG and site operators on an ongoing basis.

Figure 3.1: Proposed Site Layout (Illustrative General Arrangement subject to future refinement)

Source: Mott MacDonald

Figure 3.2: Indicative 3D Border Control Post Images

Source: Mott MacDonald

3.3 Site Operations

The site would be managed by an appointed operator and would require a 24-hour, seven day a week operation, however this is dependent on the arrival of goods vehicles at times to align with ferry crossings arriving at the port of Holyhead.

Inspections will be required on goods such as animals, plants and products of animal origin. There will be a variety of goods vehicles arriving at the site, such as HGVs, LGVs, livestock vehicles and cargo vans. Other vehicles on site will include maintenance and delivery vehicles and staff transport.

The assumed capacity of the site is a maximum of 40 HGVs to be stationed at the site at any one time, however operationally this is highly unlikely to occur. On average, around 25-30 goods vehicles would be expected at the site during any 24-hour period.

There will be a 10mph maximum speed within the site boundary for all vehicles. Incoming goods vehicles for checking may queue in swim lanes, before proceeding to their relevant building for checking. Signage will be provided to manage traffic and will state engines to be off unless manoeuvring. Vehicles are expected to be on site for anywhere between 30 minutes and 3 hours

It is presently expected that a maximum of approximately 60 employees would be at the site at any one time.

3.4 Site Function

By providing additional checking capacity for the Port of Holyhead, the Parc Cybi BCP is essential to facilitate the flow of imports. It has been assumed that up to 40 HGVs can be stationed at the Parc Cybi BCP at any one time. On average, 25-30 vehicles would be expected to arrive at the site for checking during any 24-hour period, the majority of these being HGVs. Traffic will access and leave the site via the existing access point. Parc Cybi is already a known HGV route for vehicles accessing the Roadking Truckstop site and the lorry park that is currently operating on the site. Prominent road signage will be provided to direct drivers to the BCP, with signs outside the entrance to advise hauliers on use of the site and provide contact details.

It is anticipated that checked vehicles will remain on site for an average of two to three hours. Smaller loads could take much less time whilst larger loads could take longer. The anticipated breakdown of products and processing time is provided in Table 3.1.

Table 3.1: Anticipated Products & Check Times

			Assumed length of time on site		
Type	**Target Time**	**% Share of Checked Products**	**1 hour**	**2 hours**	**3 hours**
Live Animals	3 hours	38%	30%	50%	20%
Products of Animal Origin (POAO)	2 hours	6%	50%	50%	-
Plants	3 hours	56%	25%	50%	25%

Source: Welsh Government

3.5 Construction Timescales

The construction works are currently anticipated to start in Q1 2022 and last for approximately 8 months.

The number of construction vehicles travelling to the site will be minimised and planned to avoid traditional peak hours. There will also be no night-time working on site. Access to the site will be through the existing access point.

Construction works are likely to include:

- Earthworks required to level the site
- Partial removal / demolition of previous surfacing and drainage attenuation features
- Construction of inspection facilities and associated buildings
- Minor vegetation clearance, where not restricted by the Consenting Envelope
- Installation of Sustainable Drainage System (SuDS) ponds and wetland area
- Provision of additional hardstanding e.g. road infrastructure and ancillary plant
- Connection of utility services
- Landscape planting
- Security fencing around the perimeter of the site.

A Construction Environmental Management Plan (CEMP) will be produced by the contractor upon appointment, which will encompass any mitigation deemed necessary as a result of the relevant environmental assessments. Temporary lighting will be required, which would be low level, hooded and directional and used for the minimum time required.

3.6 Site Accessibility

3.6.1 Access and Egress

The site is situated off the Parc Cybi spine road, with access planned from the unnamed site access road within the Business Park. Figure 3.1 details three offshoots from the unnamed site access road. The first northern offshoot closest to the roundabout will provide checked vehicle egress, whilst the second will provide barrier-controlled access and egress to the employee car park. The newly constructed offshoot furthest to the west will provide barrier-controlled checked vehicle access to the site. The existing site access is shown in Figure 3.3.

Figure 3.3: Existing Site Access Point

Source: Mott MacDonald

As part of development of the site, the existing road stub up to the roundabout splitter island will be unadopted by IoACC Highways and brought into the control of the site operator through a ‘stopping up’ process in the form of a s247 planning order.

3.6.2 Checked Vehicle Movements

Up to the time of writing, WG has been in discussion with ferry operators which use the Port of Holyhead and it is understood that the typical level of checked vehicle traffic expected to be processed is shown in Table 3.2.

Table 3.2: Port of Holyhead Expected Checked Vehicle Throughput

Time	Average (Mean)	85th Percentile
00:01 – 00:20	10.3	14.8
05:25 – 05:45	3.9	6.6
11:30 – 11:50	6.6	9.9
18:00 – 18:20	5.3	9.3

Source: Welsh Government (March 2021)

The Port of Holyhead would therefore be expected to generate an average of 10 and 85th percentile of 15 checked vehicle movements to the BCP from the busiest ferry at midnight, with an average of 16 and 85th percentile of 26 additional arrivals throughout the remainder of the day. This results in an average of 26 and an 85th percentile of 41 checked vehicles using the BCP each day.

3.6.3 Staff Movements

The site will be in operation and staffed on a 24/7 basis. Staff welfare facilities include toilets, hot water and food storage and preparation facilities. The types and number of staff who will be present on the Parc Cybi site will vary across the day but are not expected to exceed 60 at any one time as demonstrated in Table 3.3.

Table 3.3: Anticipated Number of Staff per Shift

Shift Type	Shifts	Number of Staff
8 Hour	23:00 – 07:00	16
	07:00 – 15:00	16
	15:00 – 23:00	12
12 Hour	17:00 – 05:00	14
	05:00 – 17:00	14
Day shift	09:00 – 17:00	16

Source: Welsh Government

Staff working on-site will work different shift patterns depending on their role, with indicative shift patterns assumed for the transport impact analysis shown in Table 3.4. The shift changeover periods will be planned to occur outside of the traditional high peak hours, therefore minimising the traffic impact on the surrounding highway network. Note, shift patterns will be dependent upon contractors employed to work on site, but these estimates are based upon the best information available.

Table 3.4: Indicative Staff Shift Patterns

Staff Group	Shift Pattern	Shifts
APHA Animal	8-hour	07:00 – 15:00, 15:00 – 23:00, 23:00 – 07:00
APHA Plant	8-hour	07:00 – 15:00, 15:00 – 23:00, 23:00 – 07:00
Local Authority	8-hour	07:00 – 15:00, 15:00 – 23:00, 23:00 – 07:00
Document Checks	12-hour	05:00 – 17:00, 17:00 – 05:00
Operations / Security	12-hour	05:00 – 17:00, 17:00 – 05:00
Other	8-hour	09:00 – 17:00 only

Source: Welsh Government

Entry lanes within the site will allow Security Marshals to stop checked vehicles upon entry into the site and to direct drivers.

Traffic Management Marshals will be required to direct checked vehicles to their intended destination within the site in a one-way system so that they can safely park and be guided to the required office once they have left the entry lanes.

3.6.4 Local Road Network and Strategic Road Network

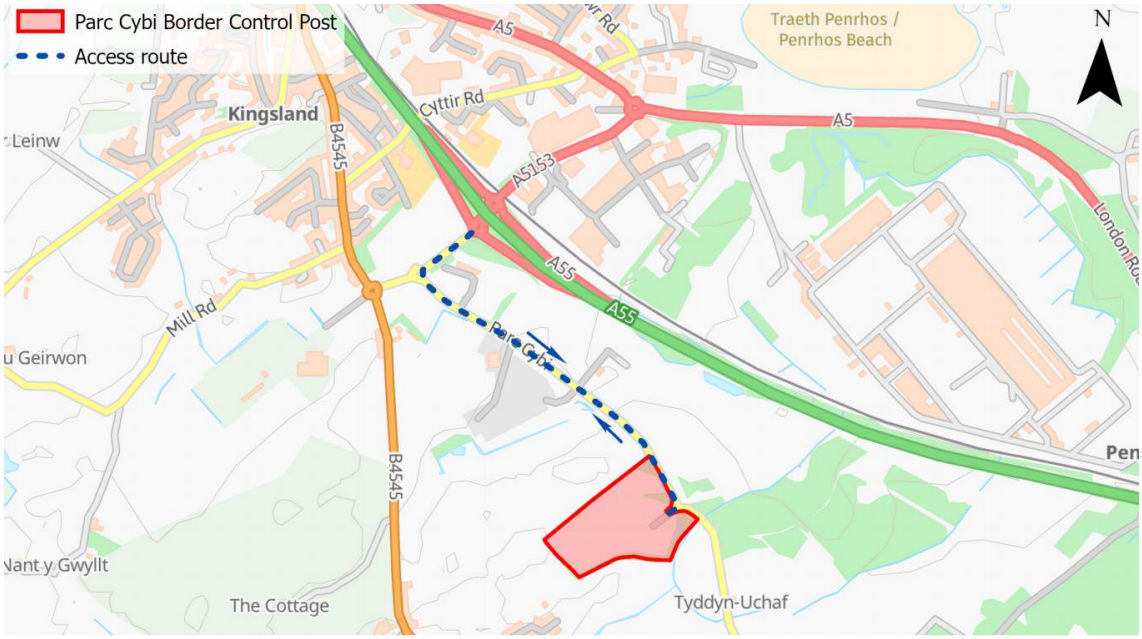
Operational traffic impacts on the LRN and SRN will be assessed and managed through the monitoring and reporting of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the Parc Cybi BCP, if necessary.

The site is directly accessible from the A55 as shown in Figure 3.4 and is close to the Port of Holyhead. The Port is accessible via an approximate five-minute drive northbound along the A55. The site's proximity to the A55 significantly benefits its connectivity to the wider Strategic Road Network (SRN).

Upon joining the A55 at Junction 2, checked vehicles can follow a direct route through Anglesey, crossing the Menai Strait, and meeting Junction 9 of the A55. At the A55 Junction 9 (Treborth Interchange), the A55 meets the A487 which provides a strategic, direct link towards South Wales. Conversely, by continuing along the A55, strategic links to northern England are provided toward key settlements across the North Wales coast, and toward the Welsh border where the A55 meets the M53 and M56.

In the event of any closures of the A55, the A5 would be used to access the site. The A5 also provides a direct link toward mainland Wales and is closely aligned with the A55; frequently converging with the A55 at junctions across Anglesey.

Figure 3.4: Access and Vehicle Movement Plan



Source: Mott MacDonald

3.7 Car Parking

Staff will have access to 74 car parking spaces including four disabled spaces. Anglesey County Council's Parking Standards SPG do not contain specific standards for this type of use but do state that 5% of car parking within a new employment land use should be disabled spaces so this is broadly compliant (3.7 = 4 spaces).

As a general rule, one space should be provided per employee. At any one time, there could be 62 staff on-site, but this is likely to be slightly higher due to shift overlaps and shift changes. In order to minimise the likelihood of staff parking issues at the site, staff shift times will likely change depending on the requirements of each job role. This will help to ensure the safe operation of the site and minimise the chance of parking demand exceeding capacity. Sustainable and active travel will also be encouraged as part of the site's Staff Travel Plan, which will be produced in full once the site becomes operational, although an Outline version is provided in **Appendix B**. Therefore, the number of required car parking spaces will be lower.

3.8 Cycle Parking

Similarly, to staff parking, IoACC Parking Standards do not contain specific cycle parking standards for this type of use. The most comparable use is storage and distribution which requires 1 cycle parking space per 1,000m^2 gross floor area. The site has a gross floor area of 6,008m^2; in turn, the site will provide cycle storage facilities for 16 bicycles through provision of two separate Lutton Shelters. Given that the mode split based on Census data shows that 11% of staff could be expected to walk or cycle to the site, it is considered that this level of on-site cycle parking is likely to be more than sufficient. Shower and changing facilities will also be provided on-site.

3.9 Charging Points

IoACC's Parking Standards do not provide EV charging point standards. Nonetheless, the development acknowledges national policy objectives (ie. Policy 12, Future Wales 2040 Plan and Policy 4.1.41, Planning Policy Wales document) and the wider importance of promoting the use of EV's as a more sustainable mode if transport, particularly for those living in more rural areas with less convenient access to public transport. The site provides 10 Electric Vehicle charging points for staff parking.

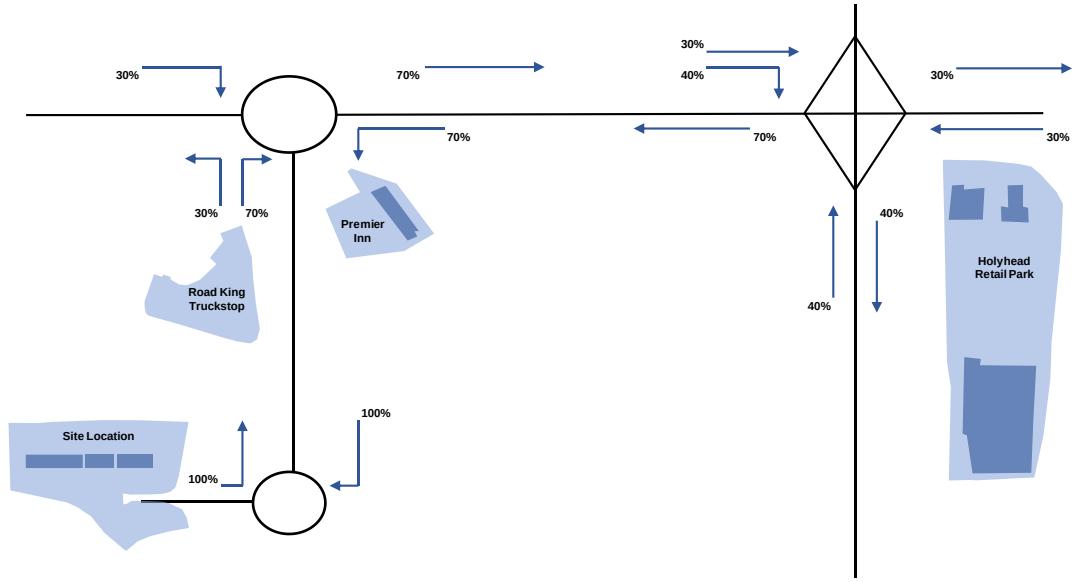
4 Transport Impact

4.1 Staff Vehicle Trip Distribution

Staff vehicle trip distribution is shown in Figure 4.1. This considers the likelihood of a significant number of employees commuting to the site from various different settlements across Anglesey and mainland North Wales. With this in mind, an estimate has been made that:

- 30% of trips will originate from settlements such as Kingsland to the west of the site
- 30% of trips will originate from settlements to the immediate east of Holyhead such as Penrhos
- 40% of trips will originate from large settlements such as Bangor and others across Anglesey and North Wales more broadly served by the A55

Figure 4.1: Staff Vehicle Trip Distribution

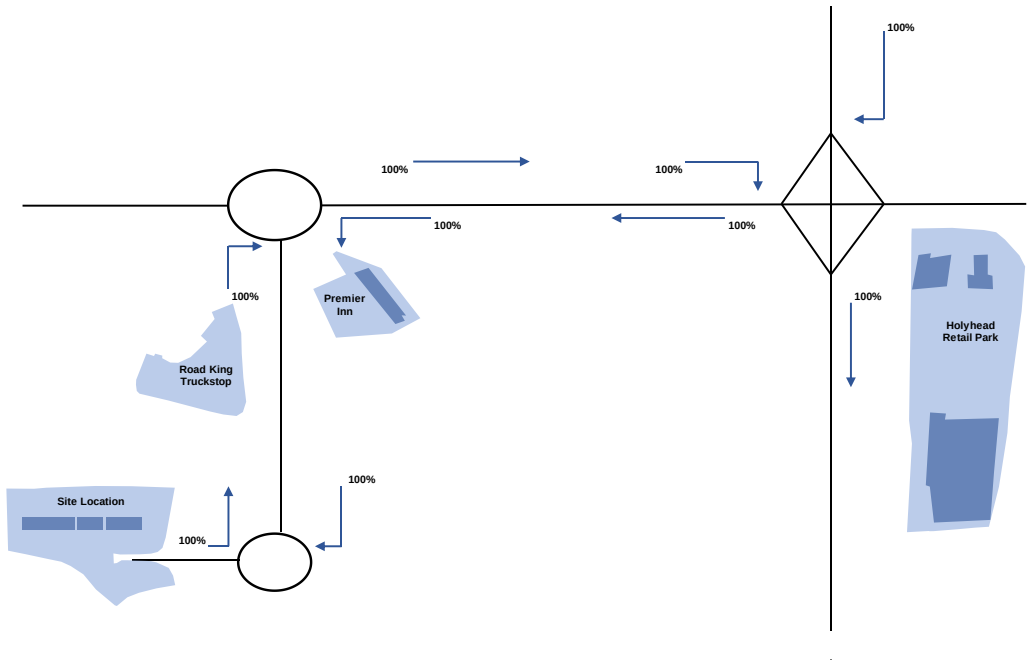


Source: Mott MacDonald

4.2 Checked Vehicle Trip Distribution

Figure 4.2 details the anticipated trip distribution of vehicles from the Port of Holyhead accessing the site to be checked. Vehicles arriving to be checked will only ever access the site upon exiting the Port of Holyhead and will be guided by prominent road signage on approach to the site via the A55. Therefore, it is expected that unless in exceptional circumstances, 100% of vehicles will take this route. Upon inspection, vehicles will be guided by signage again toward the A55 and mainland Wales.

Figure 4.2: Checked Vehicle Trip Distribution



Source: Mott MacDonald

4.3 Site Arrival & Departure Profile

Two arrival and departure profile scenarios have been developed for all light vehicle and HGV movements to and from the BCP. The assumptions and results of each are described below.

4.3.1 Scenario 1: Average Vehicle Movements

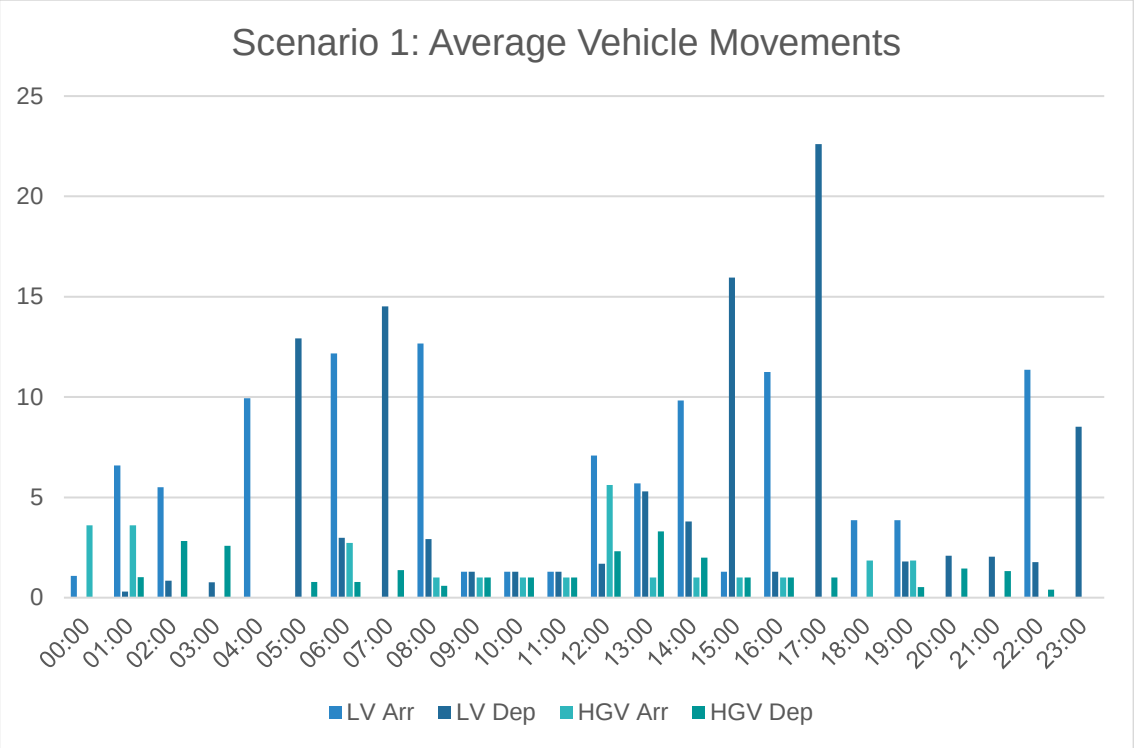
4.3.1.1 Assumptions

- 26 arrivals and 26 departures across the day for vehicles arriving from the Port of Holyhead to be checked. 70% are HGVs and 30% are light vehicles
- 18 arrivals and 18 departures across the day for miscellaneous vehicles delivering post and other sundry items. 50% are HGVs and 50% are light vehicles
- 88 arrivals and 88 departures across the day for staff vehicles. 71% of staff travel to the site in their own car, with the remaining 29% of staff utilising other modes. This is based upon the 2011 Census data provided in Figure 5.1

4.3.1.2 Arrival & Departure Profile

Figure 4.3 presents the arrival and departure profile for Scenario 1: Average Vehicle Movements.

Figure 4.3: Scenario 1 Average Vehicle Movements Profile



Source: Welsh Government

The busiest time period for site arrivals is from 08:00 to 09:00, when 13 light vehicles and one HGV arrives at the site. There are also three light vehicle departures and one HGV departure within this time period.

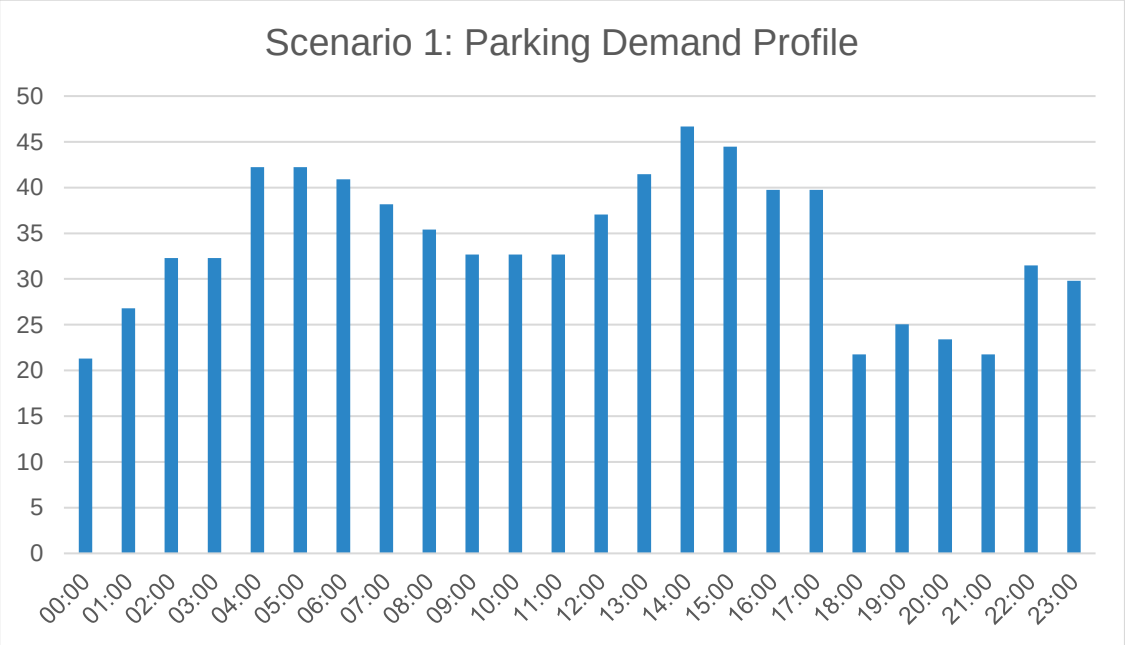
The busiest time period for site departures is 17:00 to 18:00, when 23 light vehicles and one HGV depart from the site. There are no site arrivals within this time period.

In summary, the numbers of arrivals at and departures from the site during any hourly period is low and is highly unlikely to have a significant impact on the local highway network.

4.3.1.3 Parking Demand Profile

Figure 4.4 presents the parking demand profile for Scenario 1: Average Vehicle Movements.

Figure 4.4: Scenario 1 Parking Demand Profile



Source: Welsh Government

The busiest time period for parking demand is between 14:00 and 15:00, when 47 staff members require parking on site. This is still considerably lower than the site's parking capacity of 74 spaces.

4.3.2 Scenario 2: Worst Case Vehicle Movements

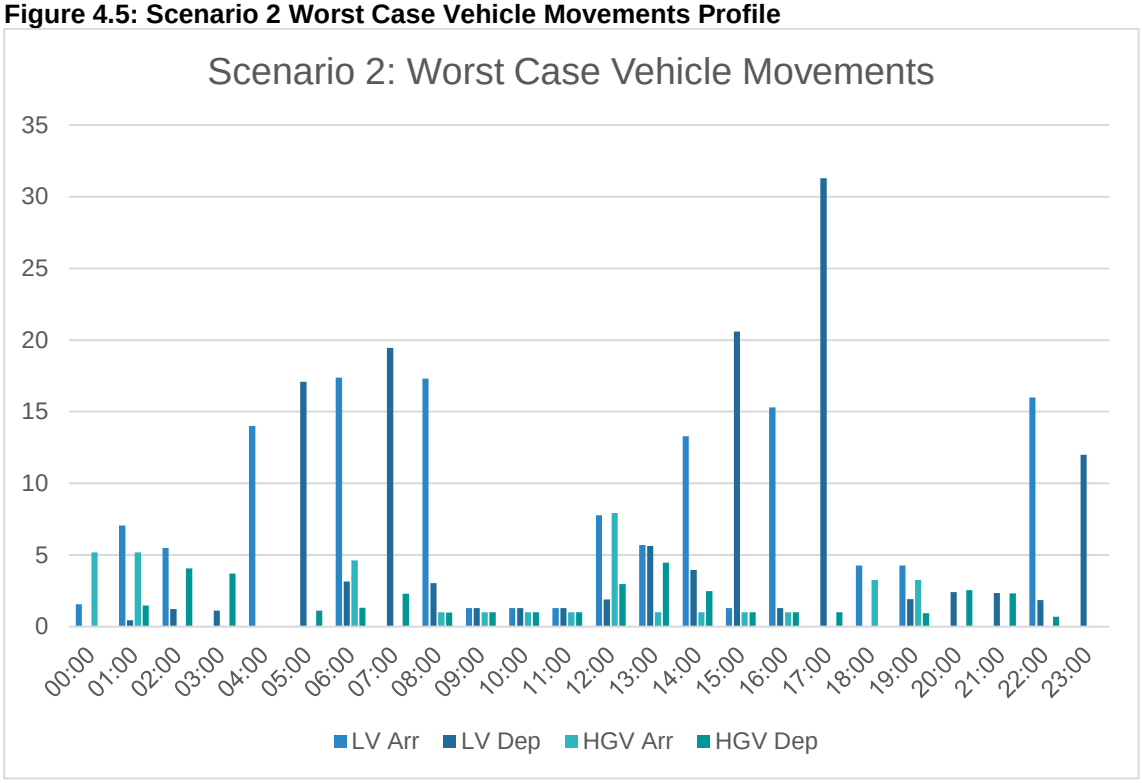
4.3.2.1 Assumptions

- 41 arrivals and 41 departures across the day for vehicles arriving from the Port of Holyhead to be checked. 70% are HGVs and 30% are light vehicles
- 18 arrivals and 18 departures across the day for miscellaneous vehicles delivering post and other sundry items. 50% are HGVs and 50% are light vehicles
- 114 arrivals and 114 departures across the day for staff vehicles. 100% of staff travel to the site in their own car

4.3.2.2 Arrival & Departure Profile

Figure 4.5 presents the arrival and departure profile for Scenario 2: Worst Case Vehicle Movements.

Figure 4.5: Scenario 2 Worst Case Vehicle Movements Profile



Source: Welsh Government

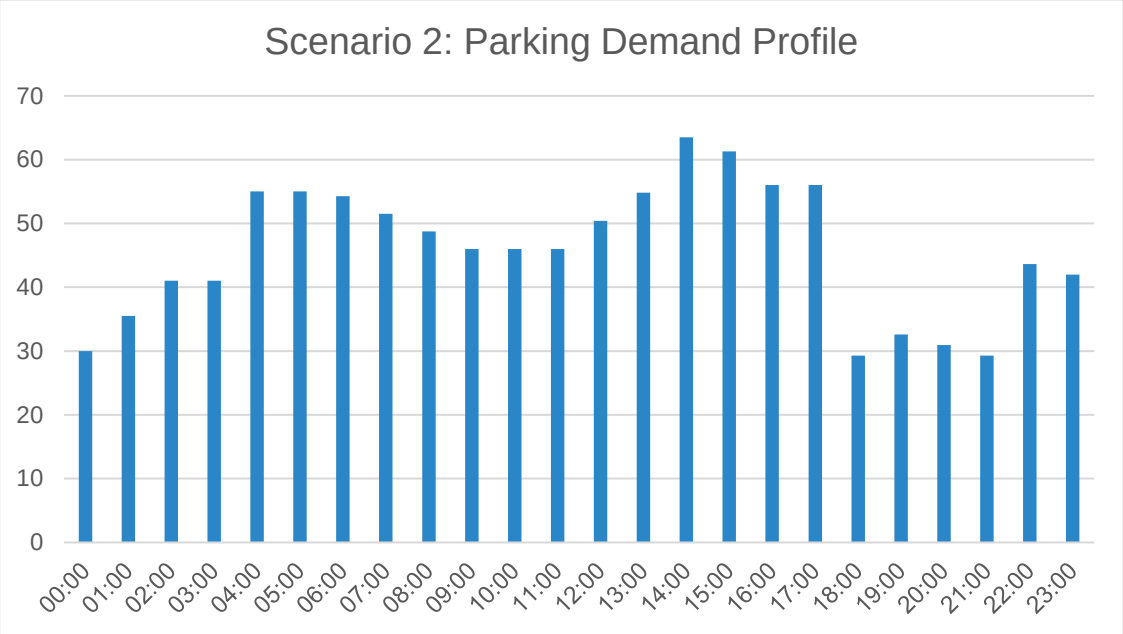
The busiest time period for site arrivals is from 06:00 to 07:00, when 18 light vehicles and five HGVs arrive at the site. There are also three light vehicle departures and one HGV departure within this time period.

The busiest time period for site departures is from 17:00 to 18:00, when 32 light vehicles and one HGV depart from the site. There are no site arrivals within this time period.

In summary, the numbers of arrivals at and departures from the site during any hourly period is still low in this worst-case scenario and is highly unlikely to have a significant impact on the local highway network.

4.3.2.3 Parking Demand Profile

Figure 4.6: Scenario 2 Parking Demand Profile



Source: Welsh Government

The busiest time period for parking demand is between 14:00 and 15:00, when 64 staff members require parking on site. This is still lower than the site's parking capacity of 74 spaces.

4.4 Staff Vehicle Traffic Movements

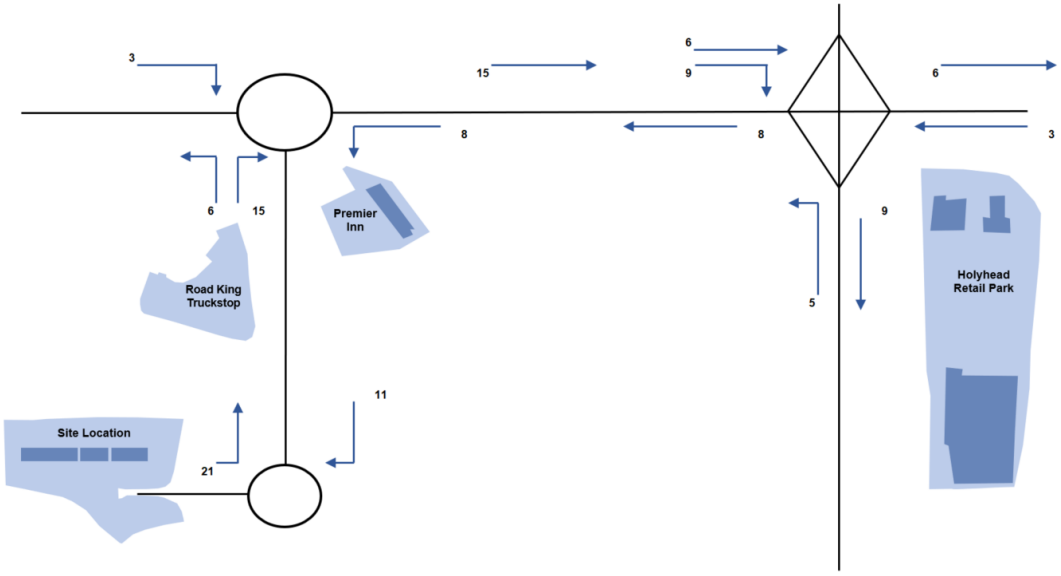
Two possible scenarios for staff vehicle movements to and from the site are presented below:

- 71% of staff driving to and from the site with 29% of staff travelling by other modes, representing an 'average' case (based upon 2011 Census Data)
- 100% of staff driving to and from the site, representing a 'worst case'

Figures for the highest number of arrivals (between 08:00 and 09:00) and departures (17:00 to 18:00) have been distributed across the network for both scenarios.

Figure 4.7 presents the traffic movements to and from the site with 71% of staff travelling by private car.

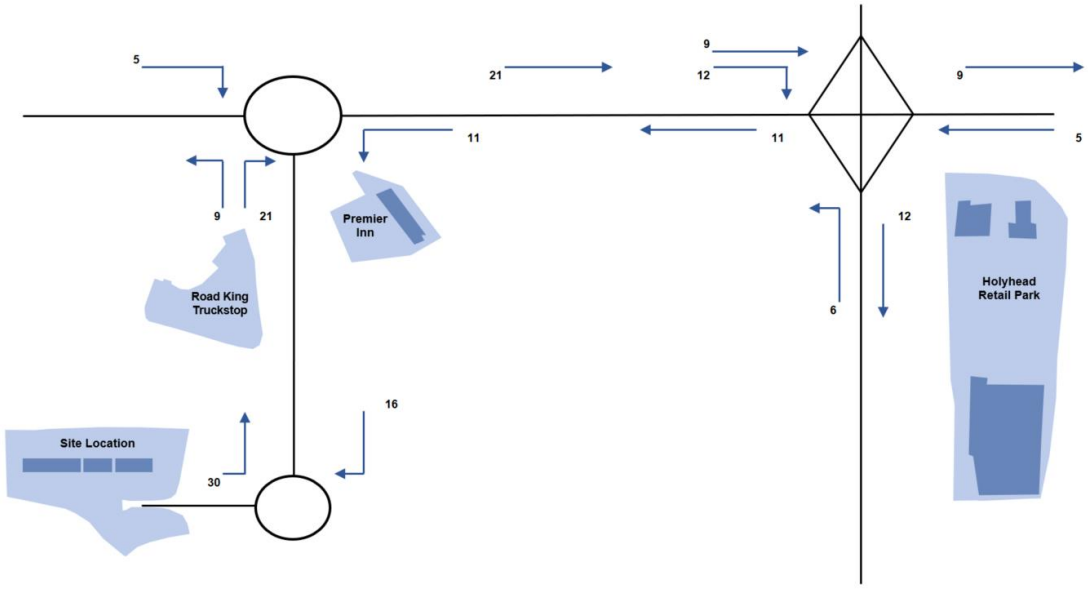
Figure 4.7: Staff Vehicle Movements – 71% Private Car Use



Source: Mott MacDonald. Figures include peak arrivals and peak departures

Figure 4.8 presents the traffic movements to and from the site with 100% of staff travelling by private car.

Figure 4.8: Staff Vehicle Movements – 100% Private Car Use



Source: Mott MacDonald. Figures include peak arrivals and peak departures

4.4.1 Staff Vehicle Movements Summary

Both scenarios illustrate the minimal impact the proposed development will have upon the LRN and SRN. This is reflected in the fact that the maximum number of staff vehicle movements in a singular direction is 30 departing the site between 17:00 and 18:00 within the worst case scenario.

The only road that will experience 100% of vehicular movements to and from the site is Parc Cybi. This road is a purpose-built development spine road for the Business Park as shown in the initial wider site masterplan, submitted with planning application 19C842A/EIA and shown in

Figure 2.3. The masterplan envisaged a scheme with in excess of 350 car parking spaces at Plot 9 of the Business Park. Therefore, when contrasting the scale of development initially anticipated at Plot 9 with the scale of the scheme now proposed (40 HGV parking spaces and 74 car parking spaces); this reinforces the suitability of the Parc Cybi spine road to cater for traffic movements to and from the site and the wider LRN and SRN.

4.5 Checked Vehicle Traffic Movements

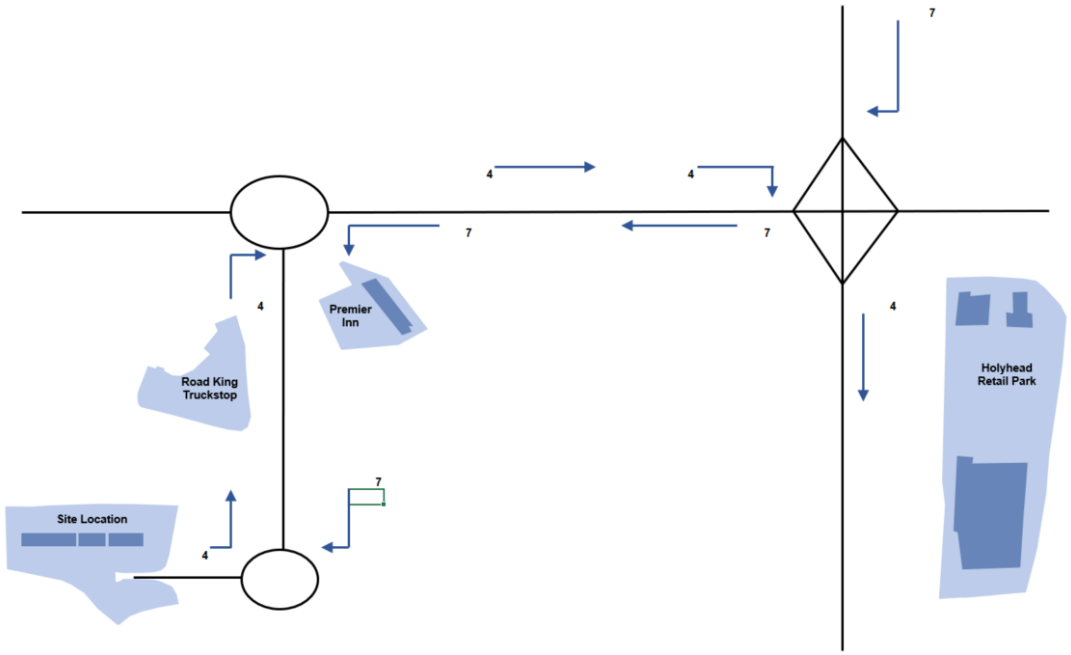
Two possible scenarios for vehicles from the Port of Holyhead accessing the site to be checked are presented below:

- An average of 26 vehicle movements
- An 85th percentile of 41 vehicle movements representing a 'worst case'

Figures for the highest number of arrivals (between 12:00 and 13:00) and departures (02:00 to 03:00) have been distributed across the network for both scenarios.

Figure 4.9 presents the checked vehicle traffic movements to and from the site on an 'average' day.

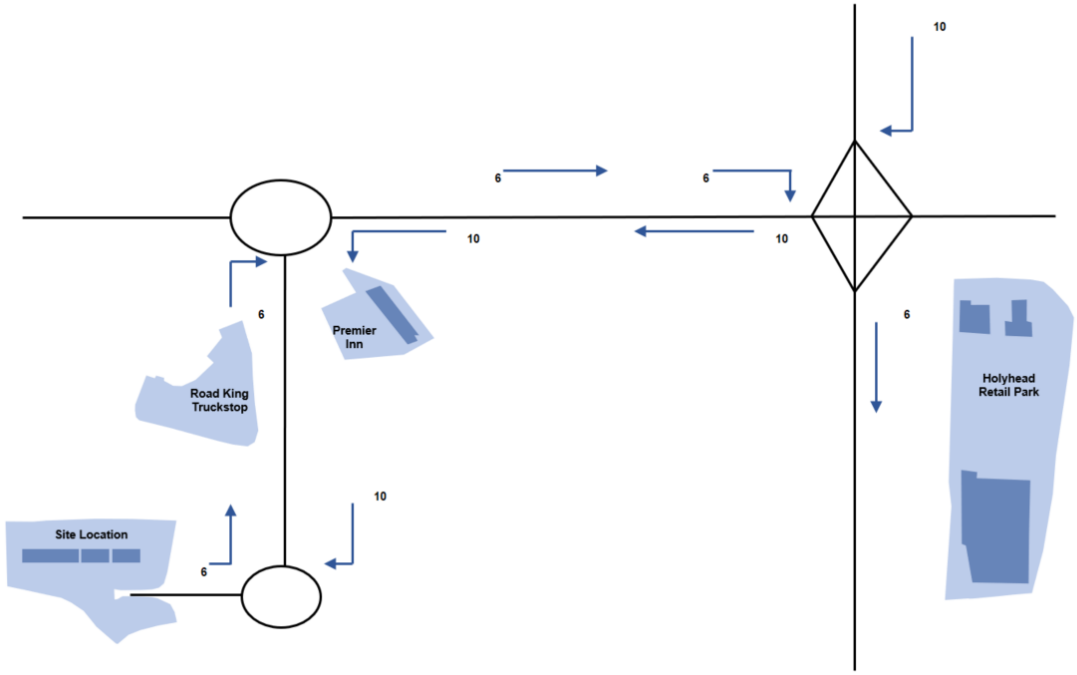
Figure 4.9: Checked Vehicle Movements – 26 per day



Source: Mott MacDonald. Figures include peak arrivals and peak departures

Figure 4.10 presents the checked vehicle traffic movements to and from the site on a 'worst case' day.

Figure 4.10: Checked Vehicle Movements – 41 per day



Source: Mott MacDonald. Figures include peak arrivals and peak departures

4.5.1 Checked Vehicle Movements Summary

Both scenarios illustrate the minimal impact the proposed development will have upon the LRN and SRN. This is reflected in the fact that the maximum number of checked vehicular movements in a singular direction is 10 arriving at the site between 12:00 and 13:00 within the worst case scenario.

4.6 Previously Proposed and Existing Development Highway Network Impacts Compared with the Proposed Development

Table 3.4 assists in contextualising the negligible impact the proposed development will have when contrasted with the existing HGV Parking Development onsite which was secured consent through permitted development rights in December 2020. Table 4.1 summarises that no additional traffic will be generated from the proposed scheme, with the likely number of HGV's generated fewer in both daily and hourly traffic flow.

Table 4.1: Comparison of Existing HGV Parking Site and Proposed Boarder Control Point Development Impact upon Highway Network

	Existing HGV Parking Development	Proposed Parc Cybi Border Control Development
Impact on highway network	No new trips generated from development on the highway network. Will only result in a minor diversion of existing HGV movements from the A55. Site location reduces the potential impacts on the operation of the A55.	Development will have less parking spaces than the existing development therefore will have even less of an impact on the highway network than the current HGV parking development.
Parking Spaces	129 parking spaces	74 staff parking spaces, 40 HGV parking spaces, 114 parking spaces total, Worst Case Scenario 14 vehicles enter site and 30 exit site at 17:00 shift change over.
Ferry Departures	4 per day	4 per day

	Existing HGV Parking Development	Proposed Parc Cybi Border Control Development
Ferry Departure / Arrival Times associated with development	Departures: 02:00, 09:00, 14:00 and 20:00	Arrivals: 00:01, 05:45, 11:50, 18:20
Maximum Number of HGV's on site per day	Maximum 240 HGV's per day	Worst Case Scenario 41 HGV's per day
Impact on Parc Cybi Spine Road	Negligible, due to presence of dedicated, segregated cycle and walking paths adjacent to the site, along full extent of Parc Cybi spine road.	Negligible, due to presence of dedicated, segregated cycle and walking paths adjacent to the site, along full extent of Parc Cybi spine road.
A55 Junction 2 AADF Figure Comparison (Point 88021)	2019 Manual Count: 654	2020 Estimate using previous year AADF: 586
Access to A55 Junction 2	Good existing access to the A55, suitable for anticipated volumes of HGV traffic.	Good existing access to the A55, suitable for anticipated volumes of HGV traffic.
Other Risks Potentially Leading to Increased Trips and Congestion Generated from Site	Risks associated with HGVs arriving at the Port of Holyhead without the necessary approved paperwork.	No risks associated with unauthorised vehicles arriving at site.

Source: Mott MacDonald, DfT

A further key point to consider is the envisaged car parking provision at the site as per the 2004 masterplan showing the envisaged Parc Cybi Business Park (Outline Permission: 19C842A/EIA). This masterplan shows Plot 9 with a parking capacity in excess of 350 spaces, contrasted with the 74 staff parking spaces 40 HGV parking spaces to be delivered as part of the proposed development.

Therefore, in considering both the current usage of Plot 9 and in the context of the consented masterplan, this demonstrates that the existing highway network would experience a lower level of vehicle movement than that generated by the proposed development. In summary, there is no requirement for further appraisal of the highway network given the lower level of traffic generation predicted than the existing consented land use.

4.7 Comparing the Proposed Development Impact with Previously Anticipated Scenarios (Information Extracted form Wylfa Newydd Project application)

Due to the magnitude of the Wylfa Newydd Project application, transport modelling was carried out across much of Anglesey's SRN. This included modelling at the A55 Junction 2 to understand the junction operation where a 24-hour Logistics Centre was proposed within Parc Cybi to enable deliveries to be managed and prevent convoys of HGV's commuting to the Power Station. All construction vehicles would have been required to travel to the Logistics Centre to be registered before travelling to the Power Station. Therefore, it was proposed the Logistics Park would provide 100 HGV parking spaces and 13 car parking. The size of the Logistics Centre is comparable to the 114 spaces proposed collectively across the proposed development site. However, whereas the current proposed scheme anticipates a worst-case scenario 41 HGV's visiting the site daily; the Logistics Centre anticipated significantly more consequential worst-case scenario with as many as 40 HGV's visiting the site per hour, per direction[6].

The impact of this Logistics Centre on Junction 2 of the A55 were tested and the extract of results have been attached in **Appendix C. Appendix C** details baseline modelling used in the Wylfa Newydd Project application and reports the Ratio of Flow to Capacity and Mean Maximum Queue in Passenger Car Units. The assessment reports results for a 2016 baseline

[6] *App C2.04 - DCO Transport Assessment (planninginspectorate.gov.uk), Section 1.8.1*

and scenarios modelled for 2020, 2023 and 2033 with various levels of development in the Parc Cybi area. The only scenario that showed potential capacity issues was 2033, this was attributed to the development of Phase 2 of Parc Cybi Masterplan, as part of the delivery of wider mixed-use employment developments being distribution and warehousing space[7].

The scenario from this model most applicable to the proposed development is 2023 model produced which considers the A55 Junction 2 roundabout with the development of the Parc Cybi Logistics Park. The highest weekday RFC generated was 0.45, producing a MMQ of 0.8 at the A5153 junction northbound during the PM peak (17:00-18:00). The highest overall RFC occurred in the weekend scenario which was 0.53 at A5153 southbound junction; yet, even in this scenario a queue of approximately 2 cars was produced. In turn, the scenarios modelled by Horizon demonstrate the delivery of the proposed development Border Control Point at Plot 9 of Parc Cybi will have a negligible impact on the LRN and SRN.

4.8 Further Documentation

A Signage Strategy, Operational Management Plan (OMP) and Construction & Environmental Management Plan (CEMP) will be produced in advance of the site opening.

The Site Signage Strategy will be in place to ensure that checked vehicles are directed along the most suitable route to the site, using only the SRN and the LRN immediately surrounding the site.

The OMP will manage site operations as per the conditions of the SDO.

The impacts of construction will also be monitored and managed in advance of the site opening through the production of a CEMP.

[7] *App C2.04 - DCO Transport Assessment (planninginspectorate.gov.uk)*

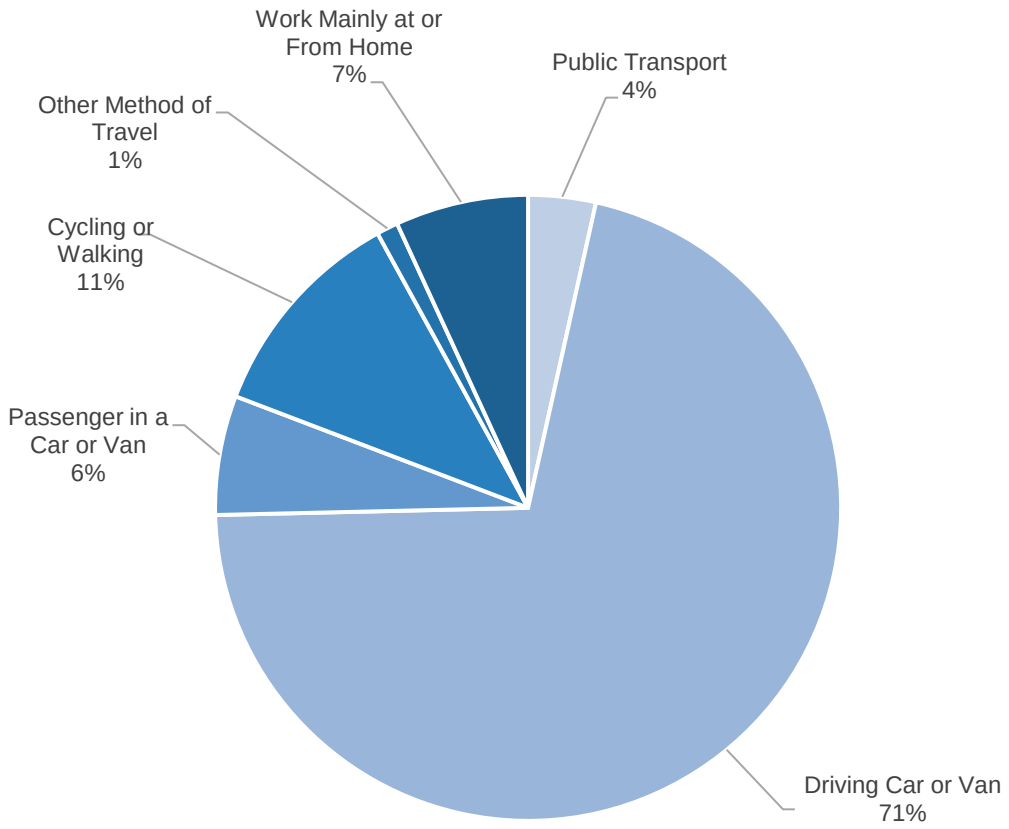
5 Travel Patterns

This section considers the current travel patterns of those that currently work in the vicinity of Parc Cybi Business Park, enabling an assessment of the potential travel trends to the BCP.

To understand the likely modal split of staff, modal split data has been obtained from the 2011 Census data (the most recent available) for location of usual residence and place of work by method of travel. Method of travel to work data for Ynys Mon has been assessed to determine the likely mode of travel for employees of the proposed site.

Figure 5.1 demonstrates the likely modal split of staff, demonstrating that the majority are likely to travel to the site by car, with some cycling or walking.

Figure 5.1: Census Data Mode Split



Source: NOMIS Census Data (2011) QS701EW Method of travel to work, Usual Resident MSOA Level

The modal split has been applied to the number of staff per shift who will be working at the site as shown in Table 5.1.

Table 5.1: Staff Modal Split

Mode	Percentage	No. Staff per shift
Driving a car / van	71%	44
Passenger in car or van	6%	4
Walking or cycling	11%	7
Public transport	4%	2
Mainly working from home	7%	4
Other method of travel	1%	1
Total	**100%**	**62**

Applying the Census data indicates that 44 staff per shift are expected to drive to work, with this likely to be even higher in practice due to the site's location close to the SRN and LRN and some shift times beginning and finishing at unsociable times. Nevertheless, it is expected that driving to the site can be reduced over time by encouraging staff to car share or to use public transport or active modes.

The Census data also indicates that two staff members are expected to travel by public transport, which has the potential to be higher due to the reasonable proximity of bus stops and the railway station to the site.

Seven staff members are also expected to walk or cycle. It is hoped that this could also be increased through the provision of cycle stands and shower facilities on site and the existing infrastructure around the site.

6 Transport Planning Policy

This section sets out the relevant policy framework for this Transport Statement and sets out how the site will respond to the policy.

6.1 Policy Overview

This Transport Statement aims to mitigate the impact of this development on the highway network and promote the use of sustainable travel modes to comply with the policies stated in Table 6.1.

Table 6.1 Overview of Planning Policy

Future Wales: The National Plan 2040 (2021)
The Future Wales Outcomes – This TS will assist in achieving the following Future Wales National Plan 2040 Outcomes: - **Outcome 1 – 'A Wales where people live and work in connected, inclusive and healthy places'.** Outlines how cities, towns and villages should be physically and digitally well-connected places, offering good quality of life to their residents. - **Outcome 5 – 'A Wales where people live and work in towns and cities which are a focus and springboard for sustainable growth'.** Promotes transport and infrastructure investment which will enable population growth and economic growth whilst reducing pollution and carbon consumption. - **Outcome 7 – 'A Wales where people live in places where travel is sustainable'.** Envisions a Wales where all methods of travel will have low environmental impact and low emissions, with increased use of public transport and ultra-low emission vehicles, replacing today's petrol and diesel vehicles. - **Outcome 11 – 'A Wales where people live in places which are decarbonised and climate-resilient'.** Outlines how the planning system must lead the way in promoting and delivering a decarbonised society. Developing clean and efficient transport infrastructure is integral to fulfilling this outcome.
Policy 2 – 'Shaping Urban Growth and Regeneration – Strategic Placemaking'. Highlights the importance of development taking place at a walkable scale, therefore ensuring local facilities and public transport are within walking distance of each other.
Policy 10 – 'International Connectivity'. Recognises the importance of Wales' strategic gateways and how they facilitate international connectivity; this includes the Port of Holyhead. With this in mind, WG state they will support development with capacity to enhance international connectivity whilst accommodating statutory climate challenge targets and carbon budgets.
Policy 12 – 'Regional Connectivity'. The sustainable transport hierarchy for planning in Wales prioritises walking and cycling, followed by public transport and Ultra Low Emission Vehicles. Other Private Motor Vehicles is listed at the bottom of the hierarchy. Active Travel is deemed an essential component of all new developments and Planning authorities are encouraged to integrate new development and infrastructure with Active Travel Networks. Planning Authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points. Additionally, when proposing new transport infrastructure or new development, average population exposure to air and noise pollution should be reduced and soundscapes improved where practical and feasible to do so. At the very least, exposure to pollution should be minimised.
Policy 18 – 'Renewable and Low Carbon Energy Developments of National Significance'. Highlights how there should be no unacceptable adverse impacts on the transport network through the transportation of components or source fuels during its construction and/or ongoing operation. It is also stated that developers should explore how transport infrastructure improvements associated with a development may be utilised by the host communities to bring additional, non-planning benefits.
Planning Policy Wales - Edition 11 (2021)
3.6 - Development proposals must address the issues of inclusivity and accessibility for all…Design measures and features should enable easy access to services by walking, cycling and public transport.
4.1.1 - The Planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport…This can be achieved by: - Enabling More Sustainable Travel Choices

- Network Management - Demand Management
4.1.4 – Land use and transport planning must be integrated…within and between different types of transport; between transport measures and land use planning; between transport measures and policies to protect and improve the environment, education, health, social inclusion and wealth creation.
4.1.9 - The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act.
4.1.11 - Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.
4.1.12 - It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.
4.1.16 - It is recognised that there will be other transport considerations, such as provision for service vehicles in the design of schemes, and further measures to support sustainable transport, such as the decarbonisation of public transport and multi-modal travel.
4.1.17 - Different approaches to sustainable transport will be required in different parts of Wales, particularly in rural areas, and new development will need to reflect local circumstances.
4.1.27 - The Active Travel Act (Wales) 2013 makes walking and cycling the preferred option for shorter, everyday journeys such as to and from a workplace or education establishment, or in order to access health, leisure or other services or facilities.
4.1.29 - The planning system has an important role to play in promoting and supporting the delivery of the Active Travel Act and creating the right environments and infrastructure to make it easier for people to walk and cycle, including new and improved routes and related facilities.
4.1.31 - Planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling.
4.1.35 - New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities.
4.1.36 - The availability of public transport is an important part of ensuring a place is sustainable. It enables people to undertake medium and long journeys without being dependent on having access to a car. The planning system should facilitate this by locating development where there is, or can be, good access by public transport.
4.1.41 - The provision of electric vehicle charging points should be planned as part of the overall design of a development. Charging points must not cause an obstruction to walking or cycling, should be resistant to vandalism, and located where there is good lighting and natural surveillance.
4.1.50 - A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development…The needs of disabled people must be recognised and adequate parking provided for them.
5.3.1 - The provision of sustainable transport infrastructure is essential in order to build prosperity, tackle the climate emergency, reduce airborne pollution and to improve the social, economic, environmental and cultural well-being of Wales. The planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and facilitates and increases the use of active and sustainable transport.
5.3.4 - Great care must be taken to minimise the adverse impacts of new or improved transport infrastructure on the natural, historic and built environment and on local communities, including on public health resulting from community severance and airborne pollution.
5.3.14 - Functional and attractive ports, harbours, marinas and inland waterways, which meet current and future demand, make Wales an attractive location for businesses, visitors and freight transportation. Support and investment in these facilities unlocks potential to boost the economy both directly, from the greater use of the facilities, and indirectly through the opportunities that improved maritime transport infrastructure provide for other sectors (both nationally and internationally).
5.3.21 - Local authorities should consider which routes are most suitable for use by road freight and encourage the location or relocation of distribution and operating centres to sites which have good access to these routes.

Llywbr Newydd: The Wales Transport Strategy (2021)
Priority 1: Bring services to people in order to reduce the need to travel
Priority 2: Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure
Priority 3: Encourage people to make the change to more sustainable transport
7.1: In line with the Active Travel (Wales) Act we want walking and cycling to become the normal choice for shorter journeys, because active travel is better for our health, our environment and the economy.
7.2: A stable and coherent network of bus services that are fully integrated with other modes of public transport, that are reliable, affordable, flexible, easy to use, lowcarbon and that encourage more people to use the bus rather than their cars.
7.4: We will ensure that our roads and streets are safe, well-maintained and managed for all road users, and also support sustainable transport options including active travel and public transport.
7.7: A competitive, responsive and resilient network of freight and logistics distribution services across Wales that contribute to our wider well-being ambitions.
7.8: We will adopt a more strategic approach to Welsh ports and nearby development sites, recognising their role as a catalyst for co-location of manufacturing, energy, leisure, distribution and tourism.
Department for Transport - Traffic Signs Manual, Chapter 7 (2018)
13.1.3. Signs indicating motorway and all-purpose road services which are for lorries only (i.e. truckstops) must have a black background.
Technical Advice Note 18 - Transport:
2.4 - The inter-relationships between land use planning and transport are complex and varied. The development of land is dependent, in part, upon transport infrastructure and services to function efficiently. By influencing the location, scale, density and mix of land uses and new development, land use planning can help to reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport.
3.2 - In determining an appropriate development pattern, local planning authorities should seek to maximise relative accessibility rather than ensuring everyone can travel everywhere (mobility). Where a development proposal is assessed as having relatively poor accessibility this may be sufficient grounds to refuse planning permission where this does not support the accessibility objectives set out in the development plan.
4.1 - Car parking can take up large amounts of space in developments, which decreases density and therefore can represent an inefficient use of land. It can also generate considerable additional trips if located in an area without public transport. Poor design and layout of car parking can also make it more difficult to provide effective, walking, cycling and public transport links.
4.7 - In determining maximum car parking standards for new development, considerations include: - Public transport accessibility and opportunities or proposals for enhancement; - Targets and opportunities for walking and cycling; - The availability in the general area of safe public on- and off- street parking provision; - Potential for neighbouring or mixed use developments sharing parking spaces, for example at different times of the day or week.
5.2 - Local authorities, developers and transport providers should work together to meet the needs of all people, including those with disabilities, for equality of access by: - Identifying their needs in terms of parking, in particular ensuring that adequate numbers of suitably designed parking spaces are provided in appropriate locations; - Ensuring that their needs are taken into account in the layout, physical conditions and interrelationship of land uses. - Ensuring that transport infrastructure designed and located to be safe, accessible and functional for all.
5.15 - Well designed and implemented traffic management measures can help to secure planning objectives in a number of ways, including: - reducing community severance, noise, local air pollution and traffic accidents; - promoting safe walking, cycling and public transport; - improving the attractiveness of urban areas by helping to avoid or manage congestion; - controlling on street parking in areas of high parking demand;

- promoting safer road conditions in rural areas and reducing the impact of roads on the environment whilst maintaining access for rural businesses.

5.17 - Accommodating pedestrians, cyclists and public transport within or adjacent to business or industrial development is just as important as designing efficient arrangements for deliveries and freight movements if employees are to be encouraged to travel to work by non-car modes.

6.2 - Local authorities should promote walking as the main mode of transport for shorter trips through the use of their planning and transport powers. Consideration should be given to ways in which areas and developments can be made more attractive and safer for pedestrians through the arrangement of land uses and design policy.

6.4 - Cycling should be encouraged in a number of ways, including:

- securing provision of secure cycle parking and changing facilities in all major employment developments;
- securing provision of cycle routes and priority measures in all major developments;
- adopting minimum cycle parking standards within parking strategies - for commercial premises, these standards should include cycle parking for both employees and visitors

7.4 - The development of safe and efficient public transport facilities where different modes of transport intersect, including cycling, is essential for the integration of transport provision.

8.12 - Development which attracts substantial movements of freight should be located away from congested inner areas and residential neighbourhoods. Wherever possible new freight facilities should be located adjacent to ports to promote modal transfer of freight.

9.2 - Developers should be required by local authorities to submit transport assessments to accompany planning applications for developments that are likely to result in significant trip generation. The precise scope and content of each TA will depend upon the scale, travel intensity and characteristics of the proposal. In general TAs should, as a minimum, provide information on the likely modal split of journeys to and from the site.

9.10 - Adverse impacts associated with transport infrastructure projects, on the natural, historic and built environment should be minimised…Transport schemes should where necessary provide mitigation measures to minimise the impacts caused by the construction and operation of transport infrastructure.

9.11 - The adverse impact of transport infrastructure on the environmental, social and economic wellbeing of the surrounding area also requires careful consideration…Over-engineered access standards should be avoided where possible.

9.19 - Planning conditions may legitimately be imposed on the grant of planning permission to secure transport measures and facilities as part of the proposed development.

Active Travel Wales Act (2013)

9(1) - The Welsh Ministers and each local authority must, in the exercise of their functions under Parts 3, 4, 5, 9 and 12 of the Highways Act 1980 (creation, maintenance and improvement of highways, interference with highways and acquisition etc. of land), in so far as it is practicable to do so, take reasonable steps to enhance the provision made for walkers and cyclists.

Anglesey and Gwynedd Joint LDP 2011-2026 (2017):

ISA 1 - Proposals will only be granted where adequate infrastructure capacity exists or where it is delivered in a timely manner. Where proposals generate a directly related need for new or improved infrastructure and this is not provided by a service or infrastructure company, this must be funded by the proposal. A financial contribution may be sought to secure improvements in infrastructure, facilities, services and related works, where they are necessary to make proposals acceptable. Where appropriate, contributions may be sought for a range of purposes.

PS 4 - Improvements to accessibility and travel behaviour will be achieved by:

- Maintain an appropriate public transport service, recognising alternative ways of maintaining travel opportunities;
- Where possible safeguard, improve, enhance and promote and public rights of way and cycleway networks to improve safety, accessibility (including disabled people) by these modes of travel and to increase health, leisure, well-being and tourism benefits for both local residents and visitors;
- Support schemes that will improve park and ride / share facilities for areas of employment, new development and freight transfer facilities;

The Councils will also require appropriate transport infrastructure elements to be delivered as part of major infrastructure development schemes either in kind or through section 106 obligations.

TRA 1 - In order to facilitate the transfer between transport modes and help to minimise travel demand and reduce car dependency, provided they conform to relevant policies in the Plan the following proposals will be granted:

- Strategically located facilities within or adjacent to Centres for overnight lorry parking and freight transfer;

- Facilities for park and share in appropriate locations within or adjacent settlements on the strategic highway network; - Proposals for large-scale developments in sensitive areas that substantially increase the number of journeys made by private vehicles will be refused, unless they include measures as part of a Transport Assessment and/or a Travel Plan. Where the Transport Assessment reveals the need for a Transport Implementation Strategy, this will need to be secured through a planning obligation.
TRA 2 - Parking provision for all modes of transport should be in accordance with the Councils' Parking Standards. In exceptional circumstances, proposals may be granted if it can be demonstrated that parking requirement can be satisfactorily met off-site, either by direct provision or, exceptionally, through payment of commuted sums.
TRA 4 - Where appropriate, proposals should be planned and designed in a manner that promotes the most sustainable modes of transport having regard to a hierarchy of users: - Pedestrians, including people with prams and/or young children; - Disabled people with mobility impairments and particular access needs; - Cyclists; - Powered two-wheelers; - Public transport; - Vehicular access and traffic management within the site and its vicinity; - Car parking and servicing; - Coach parking; and - Horse-riders. Proposals that would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes, will be refused. The degree of unacceptable harm will be determined by the local authority on a case by case basis.
PS 5 - Development will be supported where it is demonstrated that they are consistent with the principles of sustainable development.
North Wales Joint Local Transport Plan 2015:
Section 5.1 - Highlights the aspired outcomes of the LTP (Figure 5.1 in the LTP), these include: - Connections to Key Destinations and Markets - Access to Employment - Access to Services - Increasing Levels of Walking and Cycling - Improved Safety and Security - Benefits and Minimised Impacts on the Environment
Section 5.2 - Sets out the anticipated higher-level interventions of the LTP moving toward to 2030; keeping in mind the opportunities the plan has identified and aspired outcomes (Table 5.1 in the LTP). Interventions include: - Transport network resilience improvements - Capacity and safety enhancements/ pinch-point improvements - Integration with strategic public transport services - Improved links to Employment - Access to services - Encouraging sustainable travel

6.2 Policy Response

In line with paragraph 9.2 of the WG Technical Advice Note 18 (Transport) and the Local Plan (Policy TRA 1), an assessment of traffic impacts as a result of the development will be provided in this Transport Statement, which demonstrates there will not be a severe impact on the highway network in terms of congestion or safety.

To comply with paragraph 4.1.48 of the Planning Policy Wales Edition 11 document (PPW Edition 11) and paragraph 5.15 of the WG Technical Advice Note 18 (Transport) (paragraph 108b), a Signage Strategy will be implemented in compliance with the Department for Transport Traffic Signs Manual. As the development will be for HGV's a black background will be utilised to direct driver to the site. The signage strategy will also ensure that checked vehicles are directed along the most suitable routes to access the SRN. Additionally, this strategy will ensure a sign designs are universally adopted to assist in reinforcing messaging for checked vehicles

only. The site's proximity to the A55 and A5153 provides a convenient, direct route for checked vehicles to be directed along. It is essential that HGVs are directed along this route to ensure checked vehicle drivers do not travel off course or attempt to access the site via Lon Trefignath.

A Staff Travel Plan (STP) will be implemented upon the commencement of the site operation, which will aim to promote the use of sustainable travel modes to comply with national policy such as para. 4.1.1, 4.1.12, 4.1.31 and 4.1.35 of PPW Edition 11 and para. 6.4 of Technical Advice Note 18 and wider local plan policy objectives (TRA 4). Cycle parking is being provided on-site and as such the proposed development is considered to comply with the wider sustainable policy objectives outlined above; reinforced by the site's design specification adhering to BREEAM 'excellent' building standards.

The findings of this Transport Statement conclude that the proposed development is in accordance with the relevant national and local planning policy set out above.

7 Summary

This section summarises the key findings of this Transport Statement.

- An average of 25-30 and worst case of 41 checked vehicles are expected at the site during a 24-hour period. The site is assumed to have parking for up to 40 HGVs at any one time.
- An average maximum of 47 and worst case maximum of 64 staff are expected on site at any one time. 74 staff parking spaces will be provided on site, including 10 EV charging point spaces.
- For all vehicles, a daily average of 132 arrivals and 132 departures and worst case of 173 arrivals and 173 departures is expected.
- The busiest time period for site traffic movements is between 17:00 and 18:00 when an average of 23 and worst case of 32 light vehicles exit the site, with one HGV exiting in both scenarios. There are no site arrivals during this time period in either scenario.
- The busiest time period for site parking demand is between 14:00 and 15:00 when an average of 47 and worst case of 64 staff vehicles are expected on site.
- The site is currently utilised as a lorry park and has a hardstanding area with capacity for 129 HGVs. The proposed use of this site will be significantly less intensive.
- The site will be accessed from Parc Cybi via the Parc Cybi / Lon Trefignath roundabout. Checked vehicles will travel from the Port of Holyhead on the A55 before exiting at junction 2 onto the A5153 before turning onto Parc Cybi. Most staff are expected to use the same route, but a minority are expected to access the site from the west.
- The majority of staff are expected to travel to the site by private car, but a Staff Travel Plan will be in place to maximise the usage of existing sustainable travel alternatives, including the rail station (30-minute walk away), bus stops (15-minute walk away) and pedestrian and cycle infrastructure to the site along Parc Cybi. Parking for 16 bicycles will be provided on site.
- A review of the Wylfa Newydd Project Transport Assessment demonstrated that traffic analysis undertaken for a proposed Logistics Centre indicated that a much higher capacity HGV facility could be accommodated within the existing A55 roundabout capacity without adverse impact on the Highway Network.
- In considering both the current usage of Plot 9 and in the context of the consented masterplan, this demonstrates that the existing highway network would experience a lower level of vehicle movement than that generated by the proposed development.
- Given the low levels of traffic associated with the BCP no further analysis is considered appropriate in support of the Article 4 application.
- A Signage Strategy, Operational Management Plan (OMP) and Construction & Environmental Management Plan (CEMP) will be produced in advance of the site opening.
- Development of the site will be in line with local and national transport and planning policy for the area, including the Future Wales National Plan, Planning Policy Wales Edition 11, Technical Advice Note 18 (Transport), the Anglesey and Gwynedd Joint LDP and the North Wales Joint Local Transport Plan.

A. Scoping Note

MOTT MACDONALD

EU Exit North Wales
Transport Scoping Assessment

Project:	EU Exit North Wales		
Our reference:	100468		
Prepared by:	Alex Clewett	**Date:**	11 March 2021
Approved by:	David Chudziak	**Checked by:**	Duncan Crockett
Subject:	Transport Scoping Assessment		

1 Introduction

Mott MacDonald has been commissioned by the Welsh Government (WG) to help identify a suitable site for WG as part of the transitional arrangements arising from the United Kingdom's (UK) departure from the European Union (EU). This site will be required to be developed into a Border Control Post (BCP) to serve the operations of the Port of Holyhead in Anglesey, North Wales.

The site is required to be operational as soon as possible, so it is therefore anticipated that this will require consent through emergency planning powers under Special Development Order (SDO) arrangements available to the WG through Sections 59 and 60 of the Town and Country Planning Act 1990. Consents relating to highway access will still be required.

This document provides the results of a Scoping Assessment to outline the contents of a full Transport Statement (TS) for the proposed BCP on the Parc Cybi Plot 9 site in Holyhead, Anglesey. The site is owned by the WG. Further details on the proposals are provided in section 4.1.

It is intended that this Scoping Assessment is discussed with key transport stakeholders so as to agree a final scope in advance of commencing the TS. These stakeholders include the WG, Isle of Anglesey County Council (IoACC) Highways, North & Mid Wales Trunk Road Agent (NMWTRA) and UK Highways (UKH).

2 Transport & Planning Policy

The TS will provide an overview of relevant national and local planning and transport policy as well as detail on how the proposed development will meet these policy requirements and any mitigation that may be required. Relevant policies include:

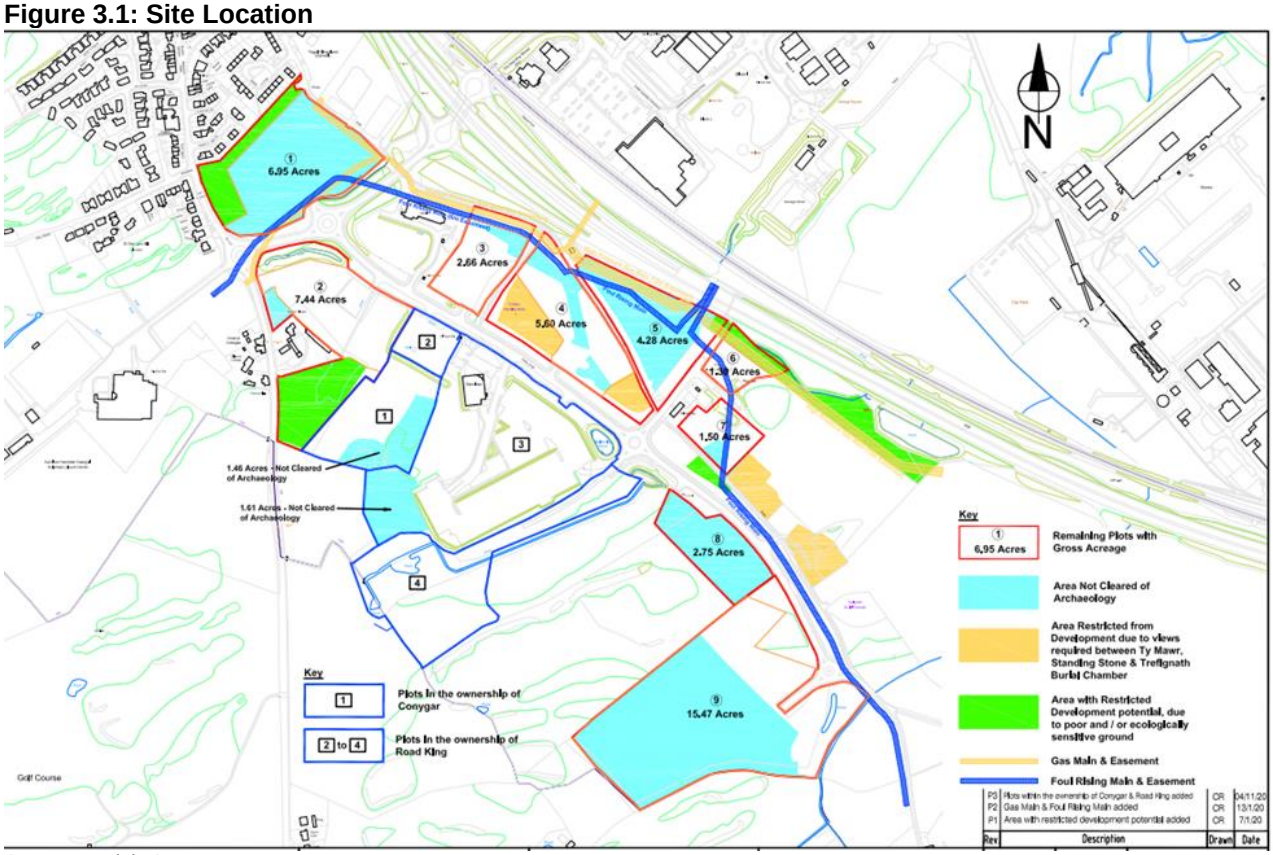
- National Policy
  - Future Wales: The National Plan 2040 (2021)
  - Planning Policy Wales Edition 11 (2021)
  - Planning Policy Wales Technical Advice Note 18: Transport (2007)
- Local Policy
  - Anglesey and Gwynedd Joint Local Development Plan 2011 – 2026 (2017)
  - North Wales Joint Local Transport Plan (2015)

3 Baseline Conditions

3.1 Site Details

The site is referred to as ‘Parc Cybi Plot 9’ and its location is shown in Figure 3.1. This diagram shows the various available land plots in the area, with Plot 9 being the southernmost plot accessed from the Parc Cybi / Lon Trefignath roundabout. The site is at the end of an unnamed, flat 30mph road with footpaths and street lighting on both sides.

Figure 3.1: Site Location



Source: Welsh Government

3.2 Existing Site Use & Trip Generation

The site has recently been developed, comprising hardstanding with 129 HGV parking spaces, Heras fencing and portacabins. An area to the west of the newly constructed site but within the red line boundary is currently undergoing a topsoil strip to check for archaeological findings. An attenuation pond is also in place to the south of the access road stub – the existing site arrangement is shown in the aerial photo provided in Figure 3.2.

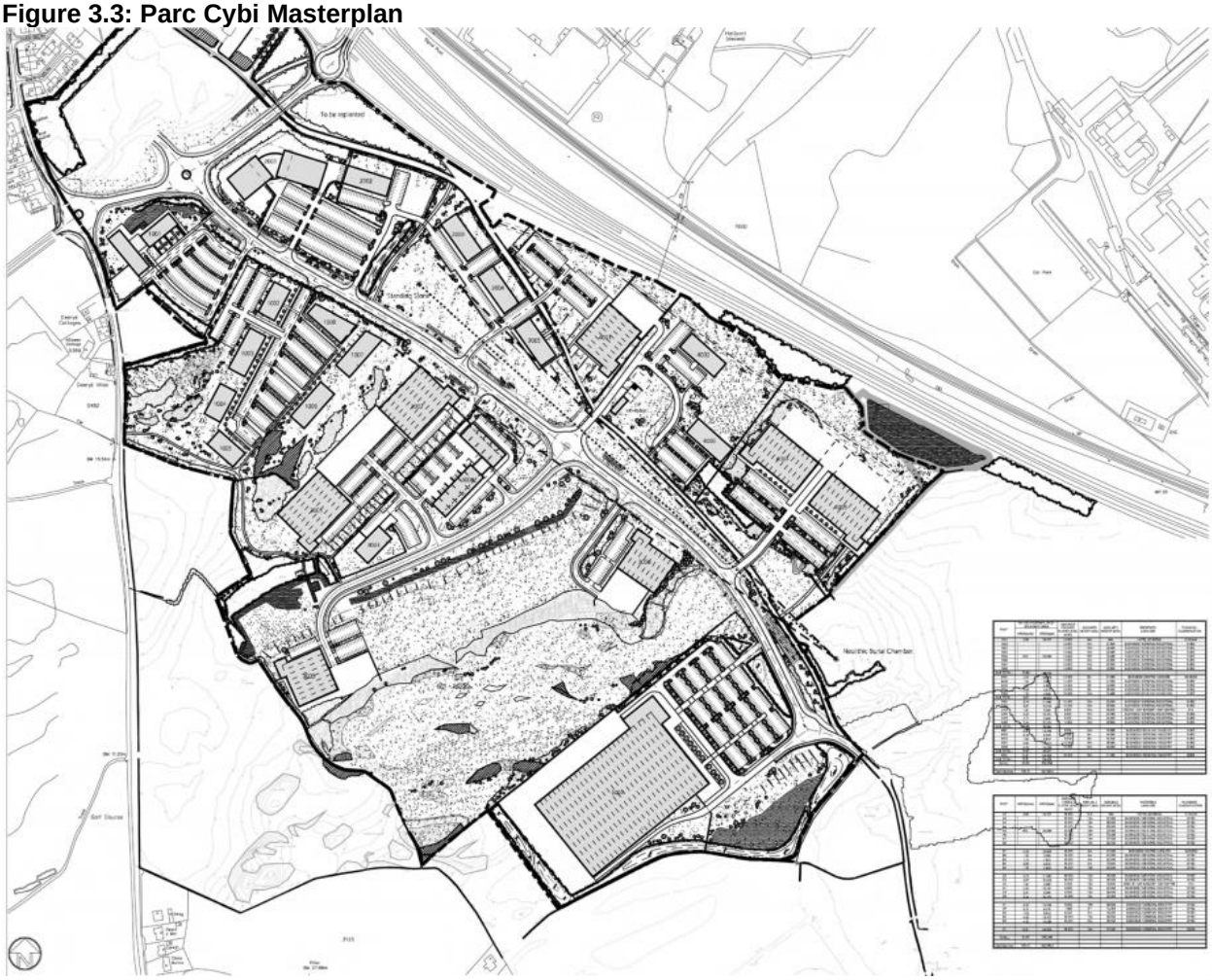
Figure 3.2: Existing Site Arrangement

Trip generation to the site is currently very low, comprising construction vehicles undertaking the topsoil strip, site contractor staff vehicles and an anecdotal estimate of a handful of HGVs per day as a maximum.

3.3 Consented Site Use

109.2 hectares of land at Parc Cybi have been safeguarded in the Anglesey and Gwynedd Joint Local Development Plan for employment (B1, B2 and B8) uses. This is in accordance with Policy CYF1: 'Safeguarding, allocating and reserving land and units for employment use'. The area also has Outline Permission (19C842A/EIA) for the development of B1, B2 and B8 uses. The Parc Cybi Masterplan from 2014 is shown in Figure 3.3.

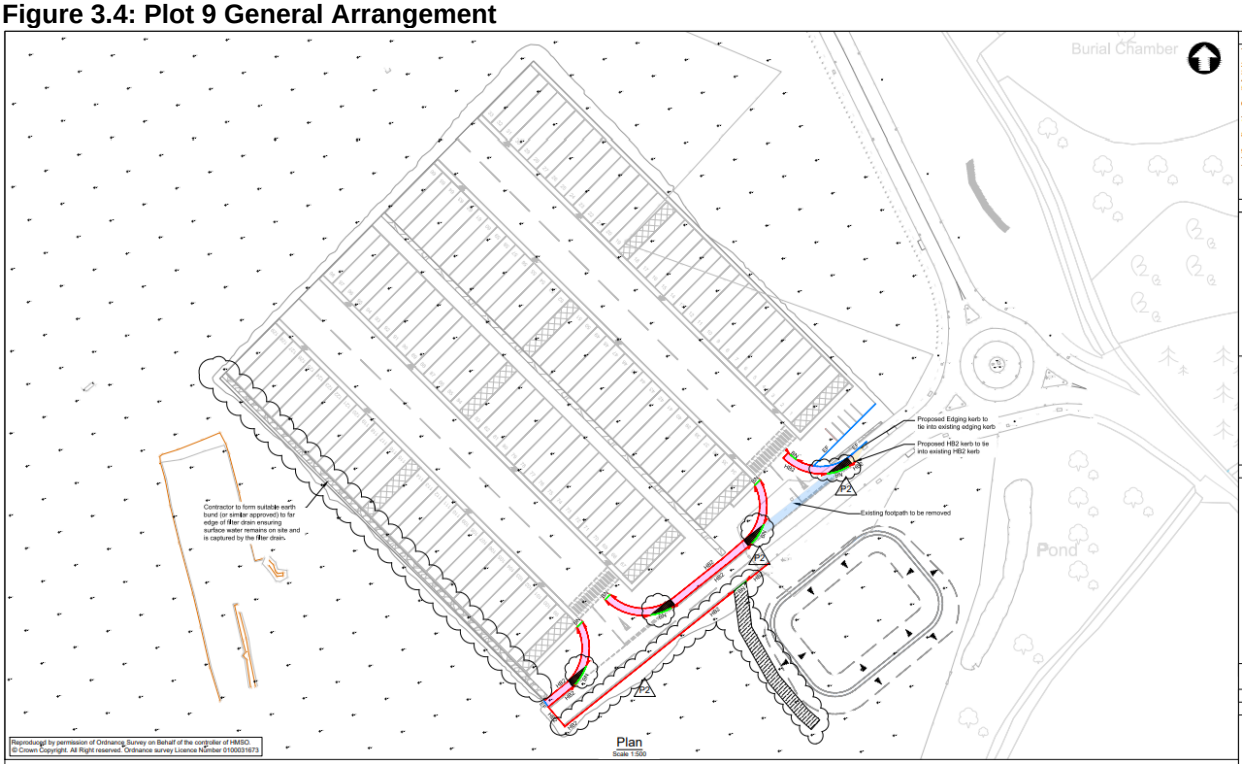
Figure 3.3: Parc Cybi Masterplan



Source: Axis Ltd. (2014)

Plot 9 itself has recently been developed in line with the permission and a General Arrangement can be seen in Figure 3.4.

Figure 3.4: Plot 9 General Arrangement



Source: Mott MacDonald

3.4 Surrounding Land Uses

The land immediately surrounding the site is greenfield but safeguarded for future employment uses. The village of Trearddur Bay lies to the south-west, with residential dwellings looking towards the site. To the east is Trefignath, an ancient burial chamber, and to the north is the Road King Truck Stop, Premier Inn and an electricity substation, three developments from the Outline Planning Permission.

3.5 Surrounding Transport Network

3.5.1 Highway

3.5.1.1 Site Access

The site is located at the end of an unnamed, flat 30mph road with footpaths and street lighting on both sides. The site access road is served from the Parc Cybi spine road via a compact 30m-diameter three-arm roundabout. Both are shown in Figure 3.5.

Figure 3.5: Site Access Road and Roundabout

Site access road

Spine road roundabout

3.5.1.2 Parc Cybi Spine Road

The land-use plots of the Parc Cybi Business Park are served via a single spine road, Parc Cybi, extending from the A5153 in the west, to a minor unnamed road to the east (also served by the roundabout described above). Parc Cybi is relatively newly constructed and is a 30mph single carriageway for its length, interspersed with junctions to serve the various development plots – some in use, and some vacant. Between the site access junction and the A5153, Parc Cybi is approximately one kilometre in length. Footways are on both sides, and a narrow cycle lane is provided to the north. The Parc Cybi spine road is shown in Figure 3.6.

Figure 3.6: Parc Cybi Spine Road

3.5.1.3 Lon Trefignath

As mentioned above, to the east of the site access junction is Lon Trefignath where the speed limit changes from 30mph to national speed limit. The road is extremely narrow (approximately 3 metres wide) with passing places and has many bends. Lon Trefignath was the predecessor of the Parc Cybi spine road, and its alignment still exists through the business park, but is now used as a walking and cycling route. To the east, the road is still open to motorised traffic, but is entirely unsuitable for use by HGVs. Temporary signage is in place to emphasise this and its continued enforcement will be discussed with IoACC Highways. Both the sections open and closed to motorised traffic are shown in Figure 3.7.

Figure 3.7: Lon Trefignath

Looking south towards the section open to motorised traffic

Looking north towards the section only open to pedestrians and cyclists

3.5.1.4 Routing from Port of Holyhead

This site would serve the Port of Holyhead only. Access would be via the A55 to junction 2 at Ty Mawr Interchange, shown in Figure 3.8, the A5153 and Parc Cybi. This is a grade-separated 'dumb bell' junction, which serves a large retail park and residential area to the north, the Parc Cybi business park, and residential areas to the south.

Figure 3.8: A55 junction 2 (Ty Mawr Interchange)

A55 junction 2 (Ty Mawr Interchange) looking north towards the retail park

The A55 eastbound carriageway looking towards the Welsh mainland

Parc Cybi is signed eastbound on the A55 to exit from junction 2. This would need to be emphasised for the proposed BCP. The requirement for further signage between here and the Port of Holyhead will be discussed with IoACC Highways, NMWTRA and UKH.

3.5.2 Public Transport

3.5.2.1 Rail

The nearest rail station, Holyhead, is a 30-minute walk away. It offers local, regional and national services operated by Transport for Wales and Avanti West Coast to Cardiff Central, Crewe, Manchester Piccadilly, Shrewsbury, Birmingham International and London Euston[1].

3.5.2.2 Bus

The nearest bus stop is a 10-minute walk away at Capel Ebeneser on the B4545 Kingsland Road, offering services on the 4B, 4R and 23 buses. These services are summarised as follows:

- 4B: Service every two hours between Holyhead and Llangefni via Valley, Llanfihangel-yn-Nhywyn and Gwalchmai. First bus at 06:15, last bus at 21:30[2]
- 4R: Service every two hours between Holyhead and Lalngefni via Valley, Caergeiliog, Llanfihangel-yn-Nhywyn and Gwalchmai. First bus at 05:00, last bus at 21:45[3]
- 23: Service every three hours between Holyhead and Holyhead via Penrhos, Rhoscolyn and Trearddur Bay. First bus at 08:45, last bus at 17:00[4]

3.5.3 Active Modes

3.5.3.1 Walking

The unnamed access road and Parc Cybi have footways and street lighting on both sides. Tactile paving is also provided at all crossings and across junction stubs. It is a 30-minute walk from the site into Holyhead, or a 20-minute walk to the nearby retail park. The unmotorized section of Lon Trefignath also provides a walking route from the site towards Holyhead, although it is not designated as a Public Right of Way (PROW).

3.5.3.2 Cycling

Parc Cybi has a segregated cycleway along its length, offering cycle connectivity into Holyhead via the A5153, B4545 Kingsland Road and A5154 Victoria Road. National Cycle Network (NCN) route 5 also runs approximately 1km from the site along the A5, connecting Holyhead via NCN route 8 to wider Anglesey and the Welsh mainland at Bangor[5].

3.6 Highway Safety

3.6.1 Accident Data

Highway safety (Stats 19 records) for this area are currently unavailable. Consequently, a review of highways safety will be made using CrashMap.

3.6.2 Traffic Flows

Traffic flow data has been provided for the A55 by the Welsh Government from November 2018, representing a pre-Covid-19 baseline. Traffic flows are provided to the north of A55 junction 2 at the Penllech footbridge and to the south at the Station Road overbridge. These are shown in Table 3.1.

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[1] Holyhead railway station - Wikipedia

[2] 4B - Llangefni Ysgol y Bont - Holyhead Summer Hill – Arriva Wales – bustimes.org

[3] 4R - Llangefni Ysgol y Bont - Holyhead Summer Hill – Arriva Wales – bustimes.org

[4] 23 - Holyhead - Holyhead via Rhoscolyn – Gwynfor Coaches – bustimes.org

[5] The National Cycle Network - Sustrans.org.uk

Table 3.1: A55 Traffic Flows

Site	Ordinary Vehicle Monthly Total	Heavy Vehicle Monthly Total	All Vehicles Monthly Total	Ordinary Vehicle Daily Peak Figure	Heavy Vehicle Daily Peak Figure	All Vehicles Daily Peak Figure
North of A55 J2	264,772	75,110	339,882	10,186	3,182	12,919
South of A55 J2	287,689	77,414	365,103	10,946	3,250	13,811

Source: UK Highways (November 2018)

Whilst on a site visit undertaken by Alex Clewett and Duncan Crockett of Mott MacDonald on 23 February 2021, Automated Traffic Counters (ATCs) were in place on all three arms of the A5153 / Parc Cybi roundabout. This or other recent data would be helpful in providing a baseline of traffic flows on Parc Cybi.

IoACC Highways are making enquiries to determine if this data can be made available to help gain an appreciation of existing traffic flows and composition through the business park.

4 Development Proposals

4.1 Background

On 31 January 2020, the UK formally left the EU and began an 11-month transition period which ceased on 31 December 2020. Henceforth, there are new UK customs rules and regulations in place for Heavy Goods Vehicles (HGVs) moving between mainland Europe and the UK, similar to the arrangements with non-EU nations.

From July 2021, live animals, animal products, plants, plant products and wood from the EU will need to enter Great Britain (England, Wales and Scotland) through a BCP. At the BCP, animals and goods will be subject to official control checks. This rule is already in place for animals and goods arriving from a country outside the EU. Accordingly, ports receiving animals and goods from the EU or from a country outside the EU will need to be a designated BCP by the competent authority. In Wales, the competent authority is the WG.

Article 64 of the Official Control Regulation (EU) 2017/625 on official controls (OCR) sets out the minimum requirements for BCPs. Article 64(1) states that BCPs shall be located in the immediate vicinity of the point of entry into the Union. Article 64(2) further states that in cases of *'specific geographical constraints'*, a BCP may be situated at a distance other than in the immediate vicinity of the point of entry into the Union.

Due to a lack of space within the Port of Holyhead, Article 64(2) applies in this case. To be designated a BCP by the competent authority, BCPs must comply with the requirements on facilities, equipment and staff as set out in Article 64(3). This includes:

- Having a sufficient number of suitably qualified staff
- Premises and facilities that are appropriate to the nature and volume of consignments
- Equipment to enable the performance of checks, including IT equipment
- Access to service of official laboratories
- Arrangements in place to prevent risks of cross-contamination and compliance with biosecurity standards

Biosecurity standards are set out in the Commission Regulation 2019/1014, which includes the following requirements:

- Unloading areas
- Inspection rooms / areas
- Storage facilities
- Changing rooms

4.2 Proposed Site Requirements

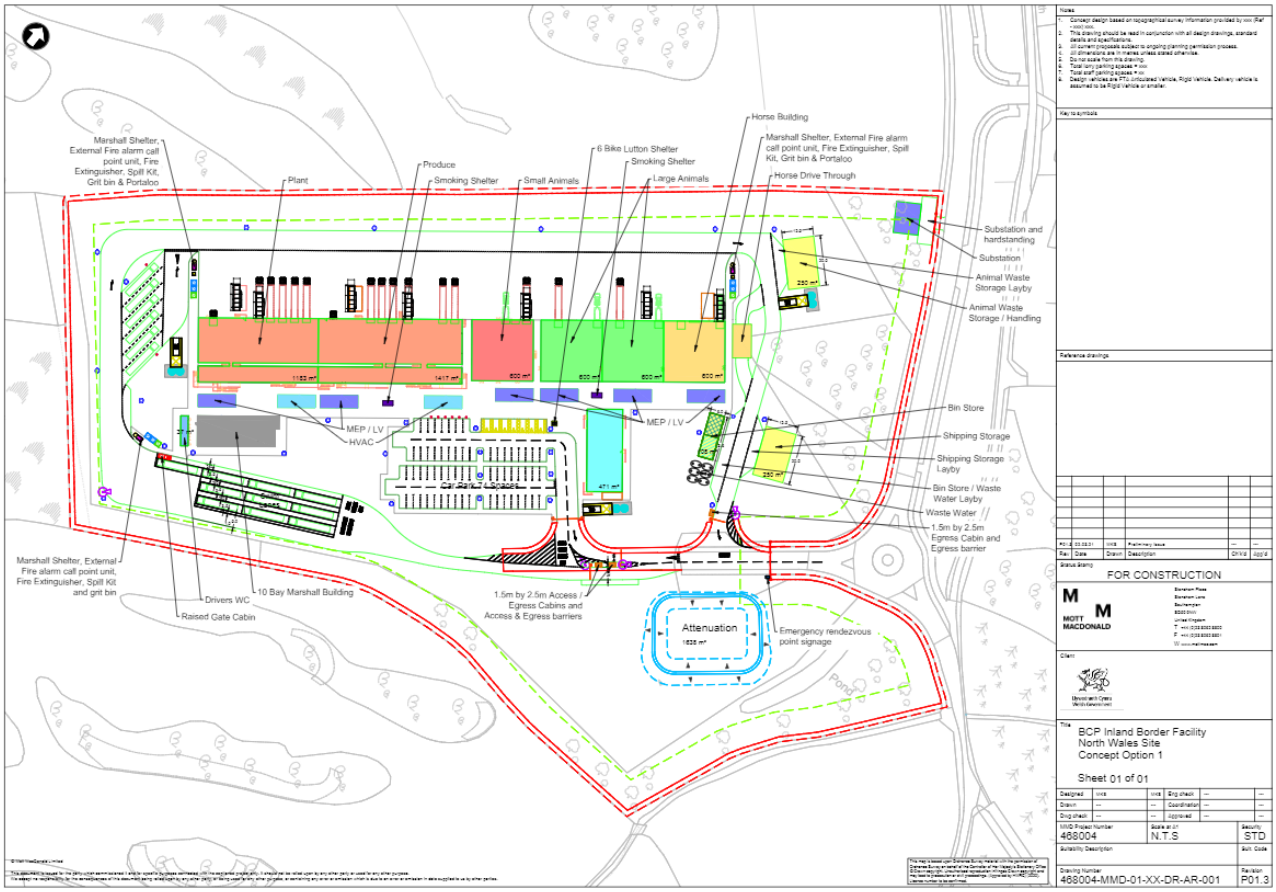
A high-level site requirements exercise indicates that the BCP site must be at least 31,000 sqm in order to facilitate the infrastructure required for a site to serve a single Port and be in compliance with Article 54 of (EU) 2017/625.

Of the 31,000 sqm site, approximately 40% is required for BCP inspection buildings for animals, produce and plant, staff welfare facilities and offices. It is expected that buildings would be no higher than 10m.

The remaining 60% of the site would comprise of attenuation areas for drainage, landscaping, highway access and vehicle circulation, swim lanes, and parking for both HGVs and staff vehicles. A 10% buffer zone and additional contingency area has also been incorporated into the site requirements to account for screening from adjacent lots.

The draft layout for the proposed site is provided in Figure 4.1. A final version will be shared when complete.

Figure 4.1: Draft Site Layout



Source: Mott MacDonald

4.3 Proposed Staffing & Shift Patterns

The site is expected to employ a maximum of 74 staff in roles such as security and marshalling, internal operations and specialist technicians. There will be three shifts per day with the site operating on a 24/7 basis, meaning no more than 25 staff would be expected to be on site at any one time except from at shift changeover times.

4.4 Expected Trip Generation

Up to the time of writing, WG has been in discussion with ferry operators which use the Port of Holyhead and it is understood that the typical level of HGV traffic processed at the port is as shown in Table 4.1.

Table 4.1: Port of Holyhead Expected HGV Throughput

Time	Average (Mean)	85th Percentile
00:01 – 00:20	10.3	14.8
05:25 – 05:45	3.9	6.6
11:30 – 11:50	6.6	9.9
18:00 – 18:20	5.3	9.3

Source: Welsh Government (March 2021)

The Port of Holyhead would therefore be expected to generate an average of 10 and 85th percentile of 15 HGV movements to the BCP from the busiest ferry at midnight, with an average of 16 and 85th percentile of 26 additional arrivals throughout the remainder of the day. This results in an average of 26 and an 85th percentile of 41 HGVs using the BCP each day.

4.5 Proposed Site Access & Operation

The draft site layout shown in Figure 4.1 uses the existing access points for staff access and HGV egress whilst HGV ingress is from the end of the existing road stub.

Visibility splays will need to be designed to Design Manual for Roads & Bridges (DMRB) standards. These standards are shown in Figure 4.2. The existing access points have been constructed to DMRB standards.

Figure 4.2: DMRB Visibility Splay Standards

Design Speed of Major Road (kph)	'y' Distance (m)
50	70
60	90
70	120
85	160
100	215
120	295

Table 7/1: `y' Visibility Distances from the Minor Road (Relaxations not available - para 7.6c)

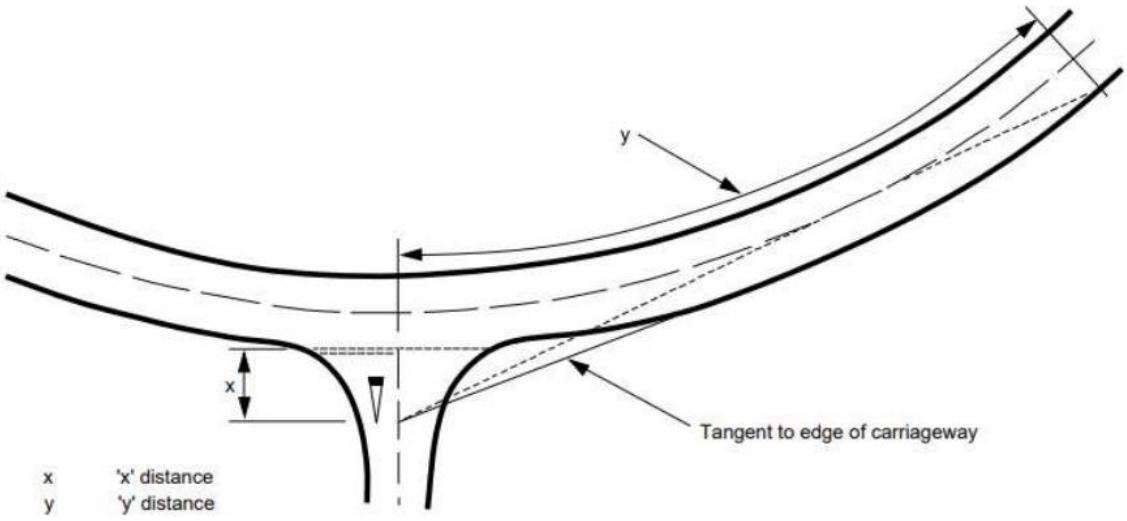


Figure 7/2 : Visibility Standards with a Curved Major Road (para 7.7)

4.6 Likely Development Traffic Impact

Given the low number of HGVs and staff vehicles expected to use the site, it is not anticipated that this site would have a significant impact on the external highway network. The majority of staff will be anticipated to live locally, travelling from nearby settlements on Anglesey or from wider North Wales. As such, traffic modelling in the form of strategic or local junction modelling is not deemed to be required.

5 Transport Statement

5.1 Contents

The contents of the Transport Statement are expected to include:

- Introduction
  - Background
  - Methodology
  - Consultation

  - Document Structure
- Policy Review
  - Policy Overview
  - Policy Response
- Site Location
- Baseline Conditions
  - Highway Network
  - Public Transport Network
  - Active Modes Network
- Development Proposals
  - Proposed Development
  - Site Staff and Facilities
  - Site Operations
  - Parking Arrangements
  - Site Access and Egress
  - Strategic Routes to the Site
  - Emergency Services Routes to the Site
- Development Impact
  - Assessment Methodology
  - Highway Impacts
  - Public Transport Impacts
  - Pedestrian / Cyclist Impacts
- Mitigation
  - On-site Highway Works
  - Off-site Highway Works
  - Signage
- Findings & Recommendations

5.2 Related Documents

As part of the SDO process, a number of other relevant documents will be required to be produced. This includes an Operational Management Plan (OMP), which will be produced by Mott MacDonald, and an external Site Signage Strategy which will be produced by the WG.

5.3 Staff Travel Plan Framework

If required, the contents of the STP would be expected to include:

- Introduction
  - Staff Travel Purpose
  - Document Structure
- Site Details
  - Site Location
  - Proposed Development
  - Staffing Requirements
  - Access and Egress Routes

- Policy
  - Policy Overview
  - Policy Response
- Baseline Conditions
  - Highway Network
  - Public Transport Network
  - Active Modes Network
  - Issues and Opportunities
- Objectives and Targets
  - Travel Behaviour
  - Objectives
  - Targets
- Measures
  - Travel Plan Coordinator
  - Measures
- Management and Monitoring
  - Management and Responsibilities
  - Monitoring
  - Marketing
- Summary & Recommendations

B. Outline Staff Travel Plan

MOTT MACDONALD

BCP Inland Border Facility Parc Cybi, Plot 9, Holyhead

Outline Staff Travel Plan

August 2021

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BCP Inland Border Facility Parc Cybi, Plot 9, Holyhead

Outline Staff Travel Plan

August 2021

Issue and Revision Record

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A	10/06/21	AC	DC		Draft
B	03/08/21	AC	DC	DCh	Final

Document reference: BCP21-005-01-00 |

Information class: Standard

Contents

Tables

Figures

1 Introduction

Mott MacDonald has been commissioned by the Welsh Government (WG) to produce an Outline Staff Travel Plan (STP) for the proposed Border Control Post (BCP) at Plot 9 of Parc Cybi Business Park in Holyhead, Anglesey. The site is owned by WG and will be used to enable required checks to take place inland on traffic entering the United Kingdom (UK) via the Port of Holyhead as part of the transitional arrangements arising from the UK's departure from the European Union (EU).

This section establishes the purpose of this STP for the proposed Parc Cybi BCP and outlines its contents.

1.1 Background

This submission is seeking relevant approval for the construction and operation of a permanent BCP at Plot 9 of Parc Cybi to serve Holyhead Port, including the erection of a number of buildings (inspection facilities for plant produce, small animals, large animals, horses, and office buildings), additional hardstanding area for transport and parking, new fencing, lighting columns, drainage and associated landscaping.

Approval is sought for a "Rochdale" Consenting Envelope. The "Rochdale" consenting envelope (hereafter referred to as the 'Consenting Envelope') sets out the maximum assessed limits of the development, thus allowing some flexibility in the final design of the scheme. The envelope has been assessed to identify if there are significant environmental impacts resulting from the construction and operation of the BCP. Use of a Special Development Order (SDO) under the Town and Country Planning Act 1990 is not permissible if the development gives rise to significant environmental effects, as determined in accordance with the Environmental Impact Assessment Regulations. The SDO Limitations Spreadsheet (BCP21-006-04-00)[1] sets limits regarding the built development permitted on site. It also sets limits to control the development through the construction and operational phases. This should be read in conjunction with the SDO Consenting Envelope drawing (BCP21-006-05-00)[2] which gives the flexible consenting envelope spatial expression.

1.1.1 Indicative Scheme Design Used for the Consenting Envelope

The proposed scheme would be comprised of the following elements which would be realised within the limits established by the Consenting Envelope (drawing and SDO limits table):

- Inspection facilities located within portal frame steel buildings for plant, produce, small animals, large animals, horses and associated office buildings
- An internal road network including multiple vehicle parallel holding lanes ("swim lanes") and large vehicle parking
- Parking for staff
- Ancillary infrastructure such as mechanical and electrical plant, security fencing, access control, CCTV and lighting columns
- Waste management facilities
- Sustainable drainage systems (SUDs) compliant drainage
- Landscaping.

[1] Mott MacDonald (2021) SDO Limitations Spreadsheet. July 2021. Document Number: BCP21-006-04-00.
[2] Mott MacDonald (2021) SDO Consenting Envelope. July 2021. Drawing Number: BCP21-006-05-00

The following features are essential mitigation to ensure no significant environmental effects as indicated on the Consenting Envelope drawing:

- There would be one main point of entry/exit for vehicles coming to the site, additional entry and exit points would only be permitted for emergency use and are to be constructed with permeable reinforced grass.
- Buildings and hardstanding would be contained to the land identified as the “Developable Area”. Within this area building heights would be restricted, split in to three zones, 33m AOD, 28m AOD and 23m AOD. No development of any kind would occur within the area described as ‘Rocky Outcrop’.
- Noise mitigation would be required, and an indicative location has been illustrated within the developable zone of the site.
- The existing landscape bund with trees would be retained and enhanced.
- Additional landscaping buffers would be provided, with a minimum width of 10m from the existing landscape bund. This would comprise a densely planted woodland plantation containing native mixed tree species alongside the existing bund of trees to screen the development from West-South-West views of the site.
- An existing pond located in the south eastern corner of the site would be retained.

1.1.2 Construction

The construction works are currently anticipated to start Spring 2022 and last for approximately eight months.

Construction HGVs would not exceed 100 HGVs a day (up to 200 movements per day). Access to the site would be through the existing access point.

Construction works are likely to include the following:

- Earthworks required to level the site
- Partial removal/demolition of previous surfacing and drainage attenuation features
- Construction of inspection facilities and associated buildings
- Minor vegetation clearance, where not restricted by the Consenting Envelope
- Installation of SuDS ponds and wetland area
- Provision of additional hardstanding e.g. road infrastructure and ancillary plant
- Connection of utility services
- Landscape planting
- Security fencing around the perimeter of the site.

A Construction Environmental Management Plan (CEMP) would be produced by the contractor upon appointment, which would encompass any mitigation deemed necessary as a result of the relevant environmental assessments. Temporary lighting would be required, which would be low level, hooded and directional and used for the minimum time required.

1.1.3 Operation

The site would be managed by an appointed operator and would require a 24-hour, seven day a week operation, however this is dependent on the arrival of goods vehicles at times to align with ferry crossings arriving at the port of Holyhead.

Inspections would be required on goods such as animals, plants, products of animal origin, high-risk food and feed not of animal origin. There would be a variety of goods vehicles arriving

at the site, such as HGVs, Light Goods Vehicles (LGVs), livestock vehicles and cargo vans. Other vehicles on site would include maintenance and delivery vehicles and staff transport.

The site is designed on the assumption that up to 41 HGVs can be processed in a 24-hour period. However operationally this is highly unlikely to occur. On average, around 25-30 goods vehicles would be expected at the site during any 24-hour period.

There would be a 10mph maximum speed within the site boundary for all vehicles. Incoming goods vehicles for checking may queue in swim lanes, before proceeding to their relevant building for checking. Signage would be provided to manage traffic and would state engines to be off unless manoeuvring. Vehicles are expected to be on site for anywhere between 30 minutes and 3 hours.

It is presently expected that approximately 60 staff would be at the site at any one time, providing support for the following departments or roles:

- APHA Animal
- APHA Plant
- Local Authority
- Document Checks
- Operations / Security

Other staff roles.

The Transport Statement produced alongside this document provides further details on the development proposals and forecasted traffic generation. The traffic numbers used to assess the planning submission have been used in this STP.

As the site is not yet operational, no data is available as to how staff currently travel to the site. Therefore, 2011 Census data has been used to inform the baseline targets for the purpose of this STP which will be updated using the information within an initial staff travel survey following site occupation.

1.2 BREEAM Requirements

It has been stipulated by WG that the Parc Cybi BCP must be a ‘Building Research Establishment Environmental Assessment Method’ (BREEAM) Excellent building. In order to achieve this certification, the design and development of the site must fulfil several criteria in order to gain enough ‘credits’ to fulfil the BREEAM Excellent standard.

One of these criteria is the production of a “site-specific transport assessment (or develop a travel statement) and draft travel plan, which can be demonstrably used to influence the site layout and built form”. As stated in section 1.1, a Transport Statement has been developed separately as part of the planning submission for the BCP, whilst this document presents an Outline Staff Travel Plan, which is at present a Draft Travel Plan. Once the site becomes operational, a staff travel survey will be undertaken and this document will be revised to become a Full Staff Travel Plan.

1.3 What is a Travel Plan?

Travel Plans are management strategies for integrating proposals for sustainable travel into the planning process. Their primary aim is to reduce single occupancy car journeys generated by encouraging a shift to more sustainable modes of transport, thus mitigating the negative impacts of staff trips generated by the site. It includes a package of measures which aim to improve access by all modes of travel therefore improving choices for everyone. Given the temporary

nature of the site, it is important to put in place measures which will enable as many trips to be undertaken by sustainable modes as possible from the outset.

1.4 Document Purpose

The purpose of this STP is to manage staff travel to and from the site, reduce the impact of staff travel on the local area and seek opportunities for promoting sustainable travel. This will be achieved through outlining the baseline situation for staff travel to and from the site including current transport modes, identifying resulting issues and opportunities for achieving a higher sustainable mode share, and developing an Action Plan to achieve this objective.

The document also provides details of the site, including vehicular, public transport, and walking and cycling routes to the site, and outlines the policy background for developing this STP.

1.5 Benefits of the Staff Travel Plan

By implementing a STP, the following benefits can be expected:

- A workplace that is easier to access by all forms of transport
- Reducing the impact of the site and being a better neighbour to the surrounding community
- Reducing CO_2 emissions
- Making a positive contribution to the physical and mental health of staff.

1.6 Travel Plan Co-ordinator

In order to implement the Travel Plan, a dedicated Travel Plan Co-ordinator (TPC) role will be assigned. The TPC will be responsible for progressing the measures and being a contact point with regards to sustainable transport.

1.7 Contents

The remainder of this document is structured as follows:

- Section 2: ‘Policy’ outlines the policy background to the STP, ensuring it is compliant with the requirements of the associated Special Development Order, national and local planning policy
- Section 3: ‘Baseline Conditions’ provides an overview of the baseline transport options available to and from the site, as well as existing travel behaviour
- Section 4: ‘Proposed Development’ outlines the location and proposed development of the site, including staff numbers and facilities
- Section 5: ‘Travel Behaviour’ sets out the findings from Census 2011 journey to work data
- Section 6: ‘Travel Plan Objectives and Targets’ sets out the objectives and targets that have been developed for this STP
- Section 7: ‘Travel Plan Measures’ includes the recommendations and travel planning measures for the Birmingham Airport IBF
- Section 8: ‘Management and Monitoring’ provides details on how the STP will be marketed and monitored going forward to ensure it is effective
- Section 9: ‘Summary’ summarises the STP.

2 Policy

This section sets out the relevant policy framework for this Staff Travel Plan (STP).

This STP will aim to promote the use of sustainable travel modes to comply with the policies stated in Table 2.1.

Table 2.1: Policy Overview

Future Wales: The National Plan 2040 (2021)
The Future Wales Outcomes - The STP will assist in achieving the following Future Wales National Plan 2040 Outcomes: - **Outcome 5 -** Promotes active travel and public transport investment which will enable population growth and economic growth while reducing pollution and carbon consumption. - **Outcome 7 -** Envisions a Wales were all methods of travel will have low environmental impact and low emissions, with increased use of public transport and ultra-low emission vehicles, replacing today's petrol and diesel vehicles. - **Outcome 11 -** Outlines how the planning system must lead the way in promoting and delivering a decarbonised society. Developing clean and efficient transport infrastructure is integral to fulfilling this outcome.
Policy 4 - It is acknowledged that cars may be the only realistic mode of travel for some living in rural communities. In response, WG place emphasis upon supporting the delivery of ultra-low emission vehicles and supporting investment in the road network to improve rural accessibility.
Policy 12 - The sustainable transport hierarchy for planning in Wales prioritises Walking and Cycling, followed by Public Transport and Ultra Low Emission Vehicles. Other Private Motor Vehicles is listed at the bottom of the hierarchy. Active Travel is deemed an essential and integral component of all new developments and Planning authorities are encouraged to integrate new development and infrastructure with Active Travel Networks. Finally, Planning Authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.
Planning Policy Wales - Edition 11 (2021)
3.6 - Development proposals must address the issues of inclusivity and accessibility for all…Design measures and features should enable easy access to services by walking, cycling and public transport.
4.1.1 - The Planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. The policy advocates this can be achieved is through: - Enabling More Sustainable Travel Choices - Network Management Demand Management
4.1.11 - Proposals must maximise accessibility to development by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Sustainable transport infrastructure and services should be prioritised and put in place early on in the development process.
4.1.31 - Planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling.
4.1.35 - New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities.
Technical Advice Note 18 - Transport:
4.7 - In determining maximum car parking standards for new development, considerations include: - Public transport accessibility and opportunities or proposals for enhancement; - Targets and opportunities for walking and cycling; - The availability in the general area of safe public on- and off- street parking provision; - Potential for neighbouring or mixed use developments sharing parking spaces, for example at different times of the day or week.

5.2 - Local authorities, developers and transport providers should work together to meet the needs of all people, including those with disabilities, for equality of access by:

- Identifying their needs in terms of parking, in particular ensuring that adequate numbers of suitably designed parking spaces are provided in appropriate locations;
- Ensuring that their needs are taken into account in the layout, physical conditions and interrelationship of land uses.
- Ensuring that transport infrastructure designed and located to be safe, accessible and functional for all.

6.4 - Cycling should be encouraged in a number of ways, including:

- securing provision of secure cycle parking and changing facilities in all major employment developments;
- securing provision of cycle routes and priority measures in all major developments;
- adopting minimum cycle parking standards within parking strategies - for commercial premises, these standards should include cycle parking for both employees and visitors

Anglesey and Gwynedd Joint LDP 2011-2026 (2017):

PS 4 - Improvements to accessibility and travel behaviour will be achieved by:

- Maintain an appropriate public transport service, recognising alternative ways of maintaining travel opportunities;
- Where possible safeguard, improve, enhance and promote and public rights of way and cycleway networks to improve safety, accessibility (including disabled people) by these modes of travel and to increase health, leisure, well-being and tourism benefits for both local residents and visitors;
- Support schemes that will improve park and ride / share facilities for areas of employment, new development and freight transfer facilities;

The Councils will also require appropriate transport infrastructure elements to be delivered as part of major infrastructure development schemes either in kind or through section 106 obligations.

3 Baseline Conditions

This section presents the site location and the travel options available to staff travelling to and from the site.

3.1 Site Location

The proposed Parc Cybi BCP site is located 1.25km from junction 2 of the A55 (Ty Mawr Interchange), and 2.2km east of Holyhead, Anglesey's largest town and home to the Port of Holyhead as shown in Figure 3.1.

Figure 3.1: Site Location

Source: Mott MacDonald

The site comprises 15.47 acres and has recently been developed, comprising 129 hardstanding HGV parking spaces, Heras fencing and portacabins as shown in Figure 3.2. An attenuation pond is also situated to the south of the access road stub.

Figure 3.2: Existing Site Arrangement

Source: Mott MacDonald

3.2 Vehicular Access

Vehicular access to the site is from the A55 junction 2 (Ty Mawr Interchange) via the A5153 and Parc Cybi. The Port and the proposed BCP site benefit significantly from their proximity to the A55 and the wider Strategic Road Network (SRN). Proximity to the A55 provides a convenient and direct link road across the Menai Strait to mainland Wales for freight travelling between Ireland and the UK.

The A55 forms part of the SRN and is a two-way dual carriageway subject to a speed limit of 50mph, operated by UK Highways.

The A5153 and Parc Cybi are 30mph two-way single carriageways operated by Isle of Anglesey County Council (IoACC).

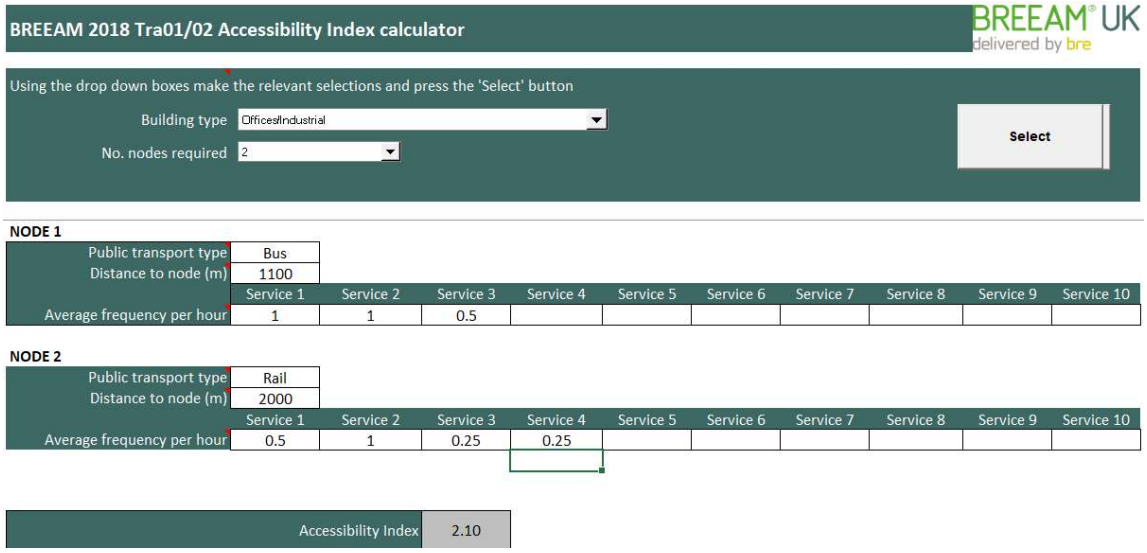
3.3 Sustainable Travel Options

The following sections identify sustainable travel options that are available to site staff.

3.3.1 Accessibility Index

The BREEAM credit Tra 02 Accessibility Index calculator has been used to understand the existing accessibility level at the site. The output is shown in Figure 3.3, with a site score of 2.1.

Figure 3.3: BREEAM Accessibility Index Output



Source: Mott MacDonald

3.3.2 Rail

The nearest railway station to the site is Holyhead, located 1.5km away and approximately a 30-minute walk. By taking the quickest route to the site by foot this would traverse along Kingsland Road (B4545) and Tyn Pwll Road before meeting Maes Cyttir – a quiet cul-de-sac; however, the remaining half of the journey to the site would follow the Trefignath Cycle Way which offers a safe active travel route for employees to follow the remainder of their journey to and from the site. Rail services from Holyhead are shown in Table 3.1.

Table 3.1: Rail services from Holyhead Station

Route / Operator:	Key Stations:	Frequency:	Hours of operation:
Avanti West Coast Mainline	London Euston – Watford Junction – Milton Keynes Central – Rugby – Stafford – Crewe – Chester – Colwyn Bay – Llandudno Junction – Bangor – Holyhead	Services ending at London Euston – Twice daily Services ending at Crewe – Three times daily	London Euston Trains – 05:51, 13:58 Crewe Trains – 06:55, 08:55, 12:53
Transport for Wales	Birmingham International – Birmingham New Street – Wolverhampton – Telford Central – Wrexham General – Chester – Rhyl – Colwyn Bay – Llandudno Junction – Conwy – Bangor – (Anglesey Stations) Llanfairpwll – Bodorgan – Ty Croes – Rhosneigr – Valley – Holyhead	Services ending at Birmingham International – Variable times, five services daily Services ending at Birmingham New Street – Once daily Services ending at Shrewsbury – Variable times, nine services	Birmingham International Trains – 07:26 – 15:38 Birmingham New Street Trains – 19:22 Shrewsbury Trains – 04:25 – 17:28
Transport for Wales	Crewe – Chester – Rhyl – Colwyn Bay – Llandudno Junction – Conwy – Bangor – (Anglesey Stations) Llanfairpwll – Bodorgan – Ty Croes – Rhosneigr – Valley – Holyhead	N.B. Crewe is situated on the Limited Service Transport for Wales Line. Services ending at Crewe – Twice Daily	Crewe Trains – 18:26, 20:32

Route / Operator:	Key Stations:	Frequency:	Hours of operation:
Transport for Wales	Manchester Airport – Manchester Piccadilly – Manchester Oxford Rd – Warrington Bank Quay – Frodsham – Chester – Rhyl – Colwyn Bay – Llandudno Junction – Conwy – Bangor – (Anglesey Stations) Llanfairpwll – Bodorgan – Ty Croes – Rhosneigr – Valley – Holyhead	Services ending at Manchester Airport – Twice daily	Manchester Airport Trains – 05:02, 13:07

Source: www.avantiwestcoast.co.uk and TfW (tfwrail.wales)

3.3.3 Bus

The nearest bus stops to the site are situated on the B4545 (Kingsland Road) in both directions, approximately a 15-minute walk away via the main Parc Cybi spine road. Bus services from this stop are shown in Table 3.2. A safe cycling and walking link is provided between the nearest bus stops to the site, making the site safely accessible for employees commuting to and from the site via public transport.

Table 3.2: Bus services from the B4545 Kingsland Road

Route / Operator:	Stops:	Frequency:	Hours of operation:
4B – Arriva	Holyhead Summer Hill – Holyhead Station – Morawelon – Kingsland Pont Cyttir – Kingsland Capel – Treaddur – Treaddur Beach – Four Mile Bridge – Pontrhydybont – Valley – Caergeiliog – Llanfihangel – Bryngwran – Gwalchmai – Heneglwys – Bodffordd – Rhostrehwfa – Llangefni	Eight services daily in both directions, approximately every two hours.	06:04 – 21:38
4R – Arriva	Holyhead Summer Hill – Holyhead Station – Kingsland – Morawelon – Kingsland Pont Cyttir – Kingsland Capel – Treaddur – Treaddur Beach – Four Mile Bridge – Pontrhydybont – Valley – Caergeiliog – Llanfihangel – Valley Airport – Bryngwran – Gwalchmai – Heneglwys – Rhostrehwfa – Llangefni	Nine services daily in both directions, approximately every two hours. N.B. 4R route takes same route as 4B, however detours at certain points.	05:04 – 21-49
23 – Goodsir	Holyhead Summer Hill – Kingsland – Trearddur – Four Mile Bridge – Kingsland – Holyhead Summer Hill	Four services daily in both directions, at least every four hours N.B. Circular Route around Holy Island	08:44 – 17:29

Source: Arriva and www.bustimes.org

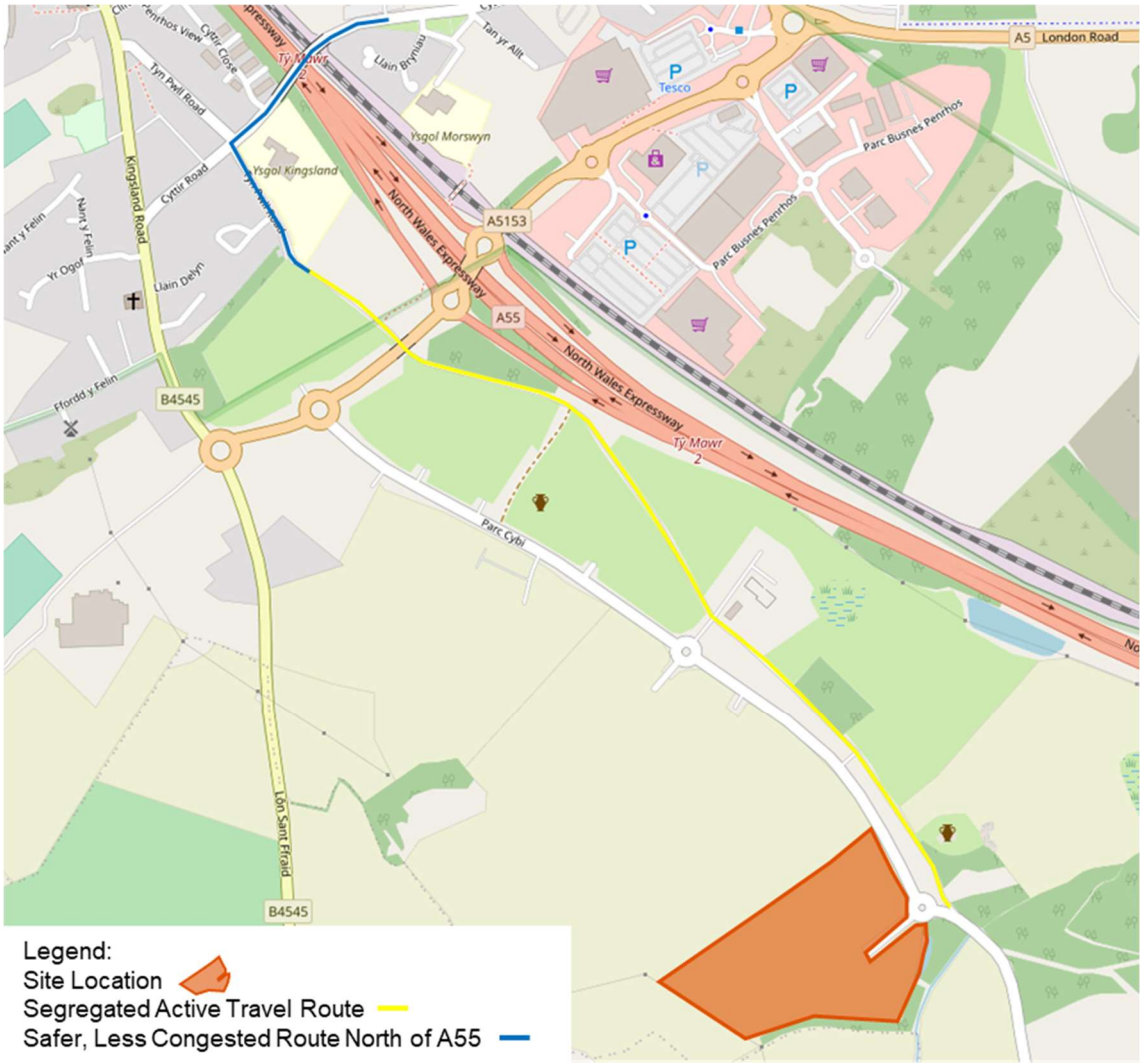
3.3.4 Walking

Safe and inclusive footways from the site towards settlements, services and amenities in the north are provided via Parc Cybi when travelling north from the site. This includes the provision of street lighting and modern dropped kerbs with tactile paving. As Parc Cybi meets the A5153,

walkable, inclusive infrastructure continues to be provided eastward up until the A5153 meets the Ty Mawr Interchange.

To the south, Lon Trefignath does not offer safe footway provision for pedestrians to travel south from the site. However, part of Lon Trefignath's alignment that has now been replaced by Parc Cybi still exists through the Business Park and provides a designated space for employees to walk to and from the site safely, providing the benefits of a Greenway. This active travel route is particularly beneficial for commuters to the site travelling via non-motorised modes of transport from Penrhos. This is shown in Figure 3.4.

Figure 3.4: Lon Trefignath pedestrian route



Source: OpenStreetMap

3.3.5 Cycling

The site can also be accessed safely from the north by bicycle due to the provision of a narrow-stepped cycle lane along Parc Cybi. Cycle-friendly infrastructure continues to be provided along the 30mph road eastwards up until the A5153 meets the Ty Mawr Interchange.

Figure 3.4 shows routes across Holyhead included with the National Cycle Network (NCN). Only route 5 of the NCN connects Anglesey Island and Holy Island; Commonplace data highlights the popularity of this route; with route 5 stretching along the A5 (London Road) and providing primarily stepped cycle lanes for users. Route 5 traverses through Penrhos before meeting

route 8 of the NCN which stretches along Llanfwr Road, a minor collector road which weaves through the centre of Holyhead.

Figure 3.5: National Cycle Network Routes

Source: sustrans.org.uk/national-cycle-network/

3.3.6 Future Proposals

Following stakeholder engagement with IoACC, it is noted that a proposal exists to improve active travel links between Holyhead and Trearddur Bay via Parc Cybi and Lon Trefignath. No further details exist at present as IoACC are currently in the process of scoping what improvements could be made.

3.4 Summary

In summary, the site is strategically located close to the SRN in the form of the A55 as well as the primary local highway network, which supports access by car. The site benefits from reasonable public transport links with regular rail and bus services within 30 minutes' walk of the site. The site can also be accessed using active modes from Holyhead, although access to other parts of Anglesey by active modes is more challenging.

4 Proposed Development

This section provides details of the development proposals.

4.1 Proposed Development

The development involves the permanent change of land use and associated works, to enable 24/7 operation of the site as a Border Control Post (BCP). The site will consist of separate inspection facilities for plant produce, small animals, large animals and horses, as well as office buildings for site staff and hardstanding for HGV parking and circulation.

Up to 40 HGVs can be stationed at the Parc Cybi BCP at any one time. On average, 25-30 checked vehicles would be expected at the site during any 24-hour period. There are also 74 car parking spaces, 16 cycle parking spaces and 10 Electric Vehicle charging points.

Traffic will access and leave the site via the existing access point. Parc Cybi is already a distinguished HGV route for vehicles accessing the Roadking Truckstop site. Prominent road signage will be provided to direct drivers to the BCP, with signs outside the entrance to advise hauliers on use of the site and provide contact details.

It is anticipated that checked vehicles will remain on site for an average of two to three hours. Smaller loads could take much less time whilst larger loads could take longer. The anticipated breakdown of products and processing time is provided in Table 4.1.

Table 4.1: Anticipated Products & Check Times

			Assumed length of time on site		
Type	Target Time	% Share	1 hour	2 hours	3 hours
Live Animals	3 hours	38%	30%	50%	20%
Products of Animal Origin (POAO)	2 hours	6%	50%	50%	-
Plants	3 hours	56%	25%	50%	25%

Source: Welsh Government

4.2 Site Staff

The site will be in operation and staffed on a 24/7 basis. Staff welfare facilities include toilets, hot water and food storage and preparation facilities. The types and number of staff who will be present on the Parc Cybi site will vary across the day but are not expected to exceed 60 at any one time.

Staff working on-site will work different shift patterns depending on their role. The shift changeover periods will be planned to occur outside of the traditional high peak hours, therefore minimising the traffic impact on the surrounding highway network.

Entry lanes within the site will allow Security Marshals to stop checked vehicles upon entry into the site and to direct drivers.

Traffic Management Marshals will be required to direct checked vehicles to their intended destination within the site in a one-way system so that they can safely park and be guided to the required office once they have left the entry lanes.

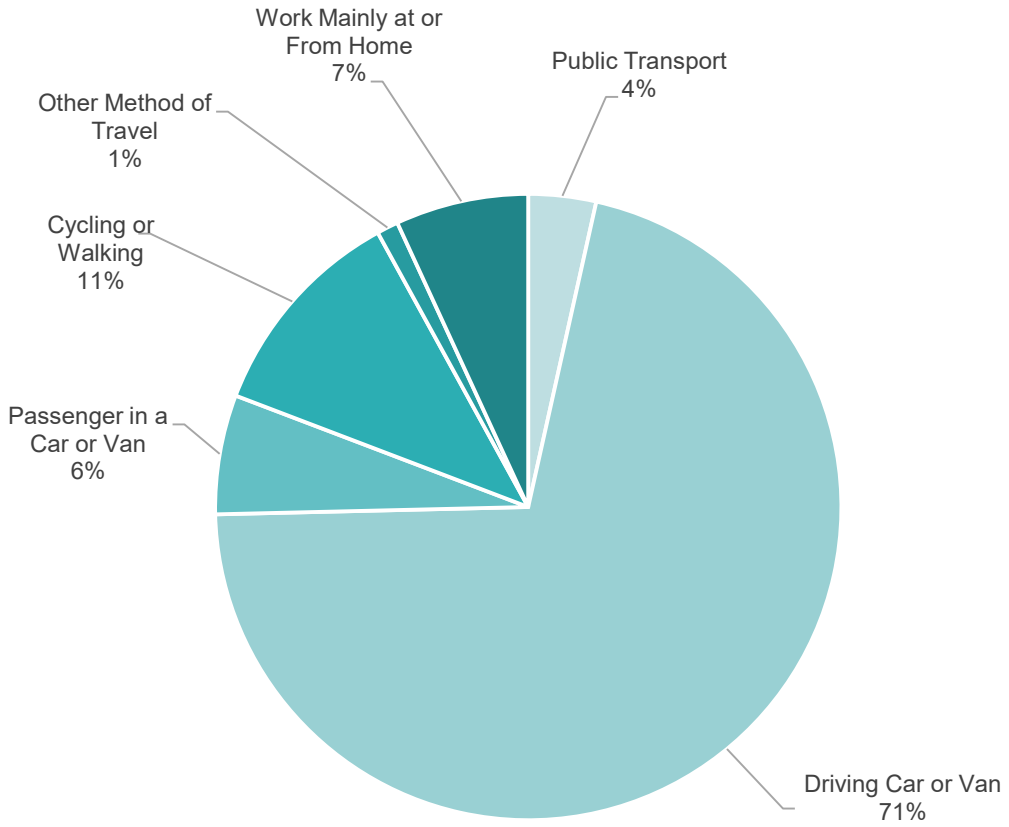
5 Travel Behaviour

This section considers the existing travel patterns of those that currently work in the vicinity of the proposed BCP.

To understand the likely modal split of staff, modal split data has been obtained from the 2011 Census data (the most recent available) for location of usual residence and place of work by method of travel. The data for Ynys Mon, in which the site is located, has been assessed to determine the likely mode of travel for employees of the proposed site.

Figure 5.1 demonstrates the likely modal split of staff and demonstrates that the majority are likely to travel to the site by car, with some travelling by active modes and public transport.

Figure 5.1: Census Data Mode Split



Source: NOMIS Census Data (2011) QS701EW Method of travel to work, Usual Resident MSOA Level

The modal split has been applied to the number of staff per shift who will be working at the site as shown in Table 5.1.

Table 5.1: Staff Modal Split

Mode	Percentage	No. Staff per shift
Driving a car / van	71%	44
Passenger in car or van	6%	4
Walking or cycling	11%	7
Public transport	4%	2
Mainly working from home	7%	4
Other method of travel	1%	1
Total	**100%**	**62**

Applying the Census data indicates that 44 staff per shift are expected to drive to work, with this likely to be even higher in practice due to the site's location close to the SRN and LRN and some shift times beginning and finishing at unsociable times. Nevertheless, it is expected that driving to the site can be reduced over time by encouraging staff to car share or to use public transport or active modes.

The Census data also indicates that two staff members are expected to travel by public transport, which has the potential to be higher due to the reasonable proximity of bus stops and the railway station to the site.

Seven staff members are also expected to walk or cycle. It is hoped that this could also be increased through the provision of cycle stands and shower facilities on site and the existing infrastructure around the site.

The Staff Travel Plan (STP) objectives and targets in the subsequent section explore this in further detail.

6 Travel Plan Objectives & Targets

This section outlines the objectives of this Staff Travel Plan (STP), the Action Plan and Management of the STP.

6.1 Introduction

The objectives, measures and targets in this Travel Plan are based on the findings from the previous sections, including the policy context and existing travel patterns analysis.

A Travel Plan must have targets and objectives that are quantifiable and measurable over time, as a means of assessing whether the initiatives implemented to influence travel behaviour amongst staff have been successful. They must be ambitious enough to provide the site operator with the incentive to encourage changes in travel patterns yet be realistic and achievable.

The mode split targets set out below for achievement within the life of the Travel Plan. Objectives are aspirational, less specific and focus on the overriding principles behind the targets.

6.2 Travel Plan Objectives

The overarching objectives for this Travel Plan are set out in the following text. Regular monitoring must be undertaken to assess the success of the initiatives / measures that have been implemented and to review progress against identified targets.

The objectives of this Travel Plan are to:

- Maximise the use of sustainable modes of travel by staff on their journey to and from the site, with a focus on public transport
- Minimise the number of car trips made to and from the site – particular focus should be placed on reducing single occupancy car trips
- Deliver an ongoing commitment to sustainable transport issues at the site, with comprehensive monitoring that leads to a regular review of targets and measures

6.3 Travel Plan Targets

With these objectives in mind, the following modal share targets outlined in Table 6.1 have been derived from the Census data provided in Section 5. These will be updated within the first month of the site operation following initial monitoring of travel mode patterns. The targets will be monitored after three months, then after six months and every six months thereafter for the site's 24-month operation.

Table 6.1: Travel Plan Targets

Target	Baseline	3 Month Target	6 Month Target	Objectives	How will progress be measured?
Reduce single occupancy car usage	71%	65%	65%	• Minimise the number of car trips made to and from the site • Minimise impact in the local environment	• Travel survey
Increase travel by active modes	11%	15%	15%	• Maximise the number of walking and cycling trips to and from the site	• Travel survey

Target	Baseline	3 Month Target	6 Month Target	Objectives	How will progress be measured?
Increase car sharing	6%	10%	10%	• Minimise the number of car trips made to and from the site • Minimise impact in the local environment	• Travel survey
Increase travel by public transport	4%	10%	10%	• Maximise the use of public transport by staff	• Travel survey

7 Travel Plan Measures

This section includes the core recommendations and Travel Planning measures for the Parc Cybi BCP. These measures include actions to be taken forward by a number of different individuals and groups.

7.1 Travel Plan Coordinator

In order to implement the Staff Travel Plan (STP) a dedicated Travel Plan Co-ordinator (TPC) role will be assigned. The TPC will be responsible for progressing the measures and being a contact point with regards to sustainable transport.

7.2 Travel Plan Measures

Table 7.1 summarises the measures proposed for the STP and notes the responsibilities, timescales, cost, relative priorities and primary beneficiaries of each measure.

All measures should be implemented as quickly as possible, so as to lock in sustainable transport benefits before habitual car use is established. Therefore, they have been split into the following time bands:

- Short term = 0-3 months
- Medium term = 3-6 months
- Long term = 6 months +

The Cost column categorises each measure into Low, Medium or High cost which broadly represent the following cost bands:

- Low Cost = £0 - £5,000
- Medium Cost = £5,000 - £20,000
- High Cost = £20,000 +

Table 7.1: Travel Plan Measures

Theme	Measure	Timescale	Methodology	Cost	Issues / Objective Addressed / Reason	Success Criteria
Communications	Assign a dedicated Travel Plan Co-ordinator (TPC)	Short	Identify TPC for the implementation of proposed measures	Low	Providing a point of contact for WG / IoACC Highways to ensure the Travel Plan is implemented	TPC actively co-ordinates and implements TP initiatives
Communications	Staff to be briefed on the sustainable travel options at their disposal	Short	Promote the Travel Plan and benefits available	Low	Promotes sustainable travel opportunities for staff	Information provided at site in staff office buildings
Administration	Undertake a baseline travel survey in the first month of the site's operation	Short	Undertake a survey of staff, understand current travel mode, travel distance, issues preventing sustainable travel	Low	Establish modal share to set final travel plan targets	Travel survey is undertaken to establish a new baseline off which future targets should be based on
Administration	Monitor adherence to targets after 3 and 6 months and every 6 months thereafter	Medium / Long	Undertake repeat Travel Surveys. Monitor use of cycle parking, car parking and take up of sustainable travel schemes.	Low	To monitor the success of the travel plan	Travel surveys are conducted periodically to assess if targets are being met
Administration	Submit biannual progress and update report	Medium / Long	Use monitoring data to update travel plan targets and action plan to reflect progress made	Low	To ensure a living travel plan document that is regularly monitored and updated	Targets are being met
Car	Promote car sharing system to help employees find suitable partners	Short	Introduce a car sharing and encourage employees to sign up. Consider financial incentives or other employee benefits to encourage regular car sharing	Medium	To reduce single occupancy vehicle use	Increase in number of car sharers
Car	Guaranteed ride home for car sharers	Short	Introduce a formal guaranteed ride home for staff car sharers to alleviate concerns about being stranded at work in the event of unforeseen circumstances	Low	Support car sharing Supports sustainable travel when working late shifts	Increase in number of car sharers
Car	Consider introduction of car sharing bays	Medium	Consider introduction of marked car sharing bays with guaranteed spaces for car sharers	Low	To reduce car parking demand To encourage car sharing	Increase number of car sharers Car sharing spaces are well utilised

Theme	Measure	Timescale	Methodology	Cost	Issues / Objective Addressed / Reason	Success Criteria
Car	Electric vehicle charging points	Short	Promote electric vehicle charging points to staff. Free charging at 10 charging points to be made available to staff	Low	Promotes the use of more sustainable vehicles	Increases sustainability
Public transport	Encourage the use of public transport by site staff	Short / Medium	Use platforms to encourage staff to use public transport where possible, state that parking is constrained and limited. Salary advance scheme to allow staff to purchase season tickets to be considered	Low / Medium	Increase travel by public transport Reduce single occupancy car use	Public transport mode share target is being met
Public transport	Ongoing monitoring of public transport use to determine the viability of extending the bus route along Parc Cybi	Short / Medium	Use regular travel surveys to monitor bus use and report findings back to IoACC.	Medium	Increase travel by public transport Improve convenient access to the site	Public transport mode share target is being met and potentially exceeded in future
Promotion	Provide route planning sessions	Short	Staff provided with an opportunity to plan routes suited to their needs based upon shift times and staff home locations	Low	Supports sustainable modes Provides travel information	Increase travel via walking and cycling / public transport
Promotion	Promote sustainable travel benefits	Short / Medium / Long	Continue to promote the benefits of travelling sustainably on internal platforms	Low	Supports sustainable modes Provides travel information	Increase in sustainable modes
Active Travel	Promote national events e.g. Bike Week	Medium / Long	Establish events that are well promoted	Low	Supports sustainable modes Provides travel information	Increase travel via walking and cycling and public transport
Active Travel	Consider schemes such as Bike to Work and Dr. Bike	Short / Medium / Long	Consider implementing these schemes at this site	Low / Medium	Supports sustainable modes	Increase in sustainable modes
Active Travel	Provide lockers, showers and changing facilities and retain for the lifetime of the development	Short / Medium / Long	Promote the use of these facilities to encourage walking and cycling to work	Low / Medium	Supports sustainable modes	Increase in sustainable modes

8 Management & Monitoring

This section sets out the management and monitoring process for the Staff Travel Plan (STP). A STP requires a continuous process for improvement, including monitoring, review, and revision to ensure it remains relevant to the site and those occupying and using it. This section sets out the key responsibilities in terms of management and monitoring.

8.1 Travel Plan Management and Responsibilities

Effective, ongoing management is vital in assessing the successes (or failures) of the STP. The Travel Plan Co-ordinator (TPC) will be responsible for carrying out travel surveys, developing the STP and managing the implementation of the proposed measures in Table 7.1.

8.2 Travel Plan Monitoring

Typically, it is recommended that a period of five years be allowed for the STP to become firmly established and for benefits, both economic and sustainable, to become fully measurable. Therefore, it is proposed that the progress of the STP towards achieving mode-share targets will be monitored on an initially biannual basis before being elongated to annually.

Therefore, as outlined in Table 8.1, it is recommended that an initial travel survey is undertaken in the first month of site occupation, with a further monitoring survey after three months. This will allow measures and initiatives to be continually altered to reflect levels of success and ensure that targets are realistic and achievable. In this way, the STP should be continually evolving.

Table 8.1: Travel Plan Review Points

Travel Plan Year	Period	Survey
Year 0	First month of operational site 3 months 6 months	Full Travel Survey
Year 1	12 months	Full Travel Survey and Travel Plan Review
Year 2	24 months	Full Travel Survey and Travel Plan Review
Year 3	36 months	Full Travel Survey and Travel Plan Review
Etc.	Etc.	Etc.

Progress will be continually monitored against measures identified for implementation. Progress made towards these measures will provide an indication of the speed of movement towards full realisation of the plan and will allow corrective actions to be undertaken should any part of the plan be poorly adhered to or lacking in impact.

In addition to travel surveys, monitoring will also be undertaken in the form of reviewing usage of car parking, cycling parking, shuttle bus usage, and the take up of policies and promotions e.g. cycle to work scheme.

8.3 Travel Plan Marketing

In order to ensure the STP is as far-reaching as possible, marketing is proposed as part of the packages. The Travel Plan marketing should be included at key information points throughout the site. The purpose of the marketing should be to provide staff with transport information regarding the site that allows them to make informed travel choices. The focus of the marketing

will predominantly encompass information on sustainable transport options and how to use them.

The following actions to inform staff and local community of the Travel Plan are recommended utilising existing lines of communication:

- Advertise Travel Plan activities and events via universally accessible forums including payslips, and posters located around each building e.g. promoting cycle to work scheme
- Regular e-newsletters sent directly to staff
- Produce a 'Welcome information' pack for staff
- Produce a Travel Plan Guide to outline, summarise and explain the concept and findings of the Travel Plan. Disseminate to all staff
- Provide route planning sessions.

8.4 Stakeholder Engagement

Stakeholder engagement was undertaken on 10 June 2021 with IoACC Highways, UK Highways, WG and NMWTRA to ensure they are satisfied with the objectives, targets and measures identified in this STP.

Close liaison and cooperation between the Site Operator and the stakeholders listed above will be maintained during the operational phase of the BCP to manage instances where there may be competing requirements on key highway routes; this could include amendments to be made to the level, timing and route of associated traffic to the site in response to changing circumstances in the area. This will be facilitated by an Operational Steering Group established by WG.

9 Summary

This Section summarises this STP.

This Staff Travel Plan (STP) has been prepared for the proposed Parc Cybi Border Control Post (BCP) which will undertake checks of plant and animal products entering the UK at the Port of Holyhead from the Republic of Ireland. This STP provides a framework for the management of staff travel to and from the site.

This STP provides a strategy for managing travel demand in a dynamic process of implementation, monitoring and review. It is a package of practical measures with the aim of improving access by all modes of travel and improving choices for everyone. The underlying aim of this STP is to maintain and increase sustainable mode share, whilst minimising the number of car trips generated by encouraging travel via sustainable modes.

There are opportunities to encourage staff to travel by sustainable modes, in particular active modes given the strength of surrounding walking and cycling infrastructure and apparatus provided on site, as well as public transport given the site's relative proximity to Holyhead rail station and bus stops.

A package of measures with suggested timescales and costs have been identified for implementation and promotion. STP objectives and targets have been set for achievement during its life with a proposed system for administration, marketing and monitoring of the Full STP.

This Outline STP will be updated once the site has been fully occupied and the first travel survey has been conducted. The updated Full STP will supersede this Outline STP.

C. Wylfa Newydd Power Station A55 Junction 2 Modelling

Figure B.1: A55 Junction Modelling 2016 and 2020 Baseline Results

Table 1-6 A55 Junction 2 roundabout 2016 Baseline results

Junction Part	Approach	Weekday AM		Weekday PM (16:00 – 17:00)		Weekend	
		RFC	MMQ	RFC	MMQ	RFC	MMQ
Junction North	A5153 southbound	0.22	0.3	0.45	0.8	0.48	0.9
	A5153 northbound	0.15	0.2	0.27	0.4	0.23	0.3
	A55 eastbound	0.15	0.2	0.25	0.3	0.28	0.4
Junction South	A5153 southbound	0.08	0.1	0.17	0.2	0.19	0.2
	A55 westbound	0.31	0.5	0.31	0.4	0.42	0.7
	A5153 northbound	0.17	0.2	0.34	0.5	0.27	0.4

Table 1-7 A55 Junction 2 roundabout 2020 With Development results

Junction Part	Approach	Weekday AM		Weekday PM (16:00 – 17:00)		Weekend	
		RFC	MMQ	RFC	MMQ	RFC	MMQ
Junction North	A5153 southbound	0.24	0.3	0.49	1.0	0.51	1.0
	A5153 northbound	0.16	0.2	0.30	0.4	0.25	0.3
	A55 eastbound	0.16	0.2	0.28	0.4	0.30	0.4
Junction South	A5153 southbound	0.08	0.1	0.19	0.2	0.21	0.3
	A55 westbound	0.35	0.5	0.36	0.5	0.44	0.8
	A5153 northbound	0.18	0.2	0.39	0.6	0.29	0.4

Source: Horizon Nuclear Power

Figure B.2: A55 Junction Modelling 2023 and 2033 Baseline Results

Table 1-8 A55 Junction 2 roundabout 2023 With Development results

Junction Part	Approach	Weekday AM		Weekday PM (17:00 – 18:00)		Weekend	
		RFC	MMQ	RFC	MMQ	RFC	MMQ
Junction North	A5153 southbound	0.25	0.3	0.49	1.0	0.53	1.1
	A5153 northbound	0.20	0.2	0.34	0.5	0.25	0.3
	A55 eastbound	0.17	0.2	0.26	0.4	0.31	0.4
Junction South	A5153 southbound	0.09	0.1	0.19	0.2	0.21	0.3
	A55 westbound	0.38	0.6	0.42	0.7	0.45	0.8
	A5153 northbound	0.23	0.3	0.45	0.8	0.29	0.4

Table 1-9 A55 Junction 2 roundabout 2033 With Development results

Junction Part	Approach	Weekday AM		Weekday PM (17:00 – 18:00)		Weekend	
		RFC	MMQ	RFC	MMQ	RFC	MMQ
Junction North	A5153 southbound	0.29	0.4	0.72	2.4	0.56	1.3
	A5153 northbound	0.24	0.3	0.61	1.6	0.27	0.4
	A55 eastbound	0.25	0.3	0.42	0.7	0.34	0.5
Junction South	A5153 southbound	0.13	0.1	0.21	0.3	0.23	0.3
	A55 westbound	0.85	5.3	0.56	1.3	0.48	0.9
	A5153 northbound	0.30	0.4	1.06	44.7	0.31	0.5

Source: Horizon Nuclear Power