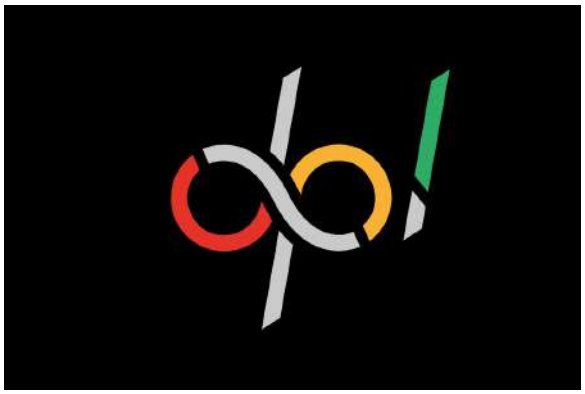










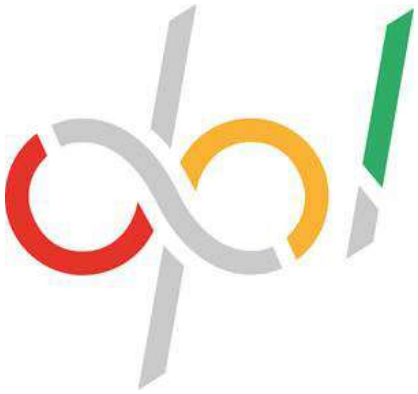


TRANSPORT ASSESSMENT

YSGOL I D HOOSON

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1. EXECUTIVE SUMMARY

1.1 INTRODUCTION

1.1.1 Development Planning Limited have been commissioned by Read to provide a Transport Assessment for the proposed redevelopment of the existing Ysgol I D Hooson Primary School site.

1.1.2 The site is located at Heol Caradoc, Rhosllanerchrugog, Wrexham LL14 2DS.

1.1.3 The existing land use is a Welsh Medium School which currently accommodates around 259 pupils (September 2023). The capacity of the school is understood to be 315 pupils.

1.1.4 The development proposals are set out over two phases. The first phase (East side block including Nursery) has been designed to meet the immediate needs of the school – reintroducing all pupils into the main school complex. This would remove the temporary classroom teaching which currently occurs, bringing the pupils into a modern, purpose-build teaching environment.

1.1.5 The second phase could increase pupil numbers to 420, however this would be subject to the necessary needs assessment and consultation and is included as a futureproofing exercise.

1.2 EXISTING TRAVEL PATTERNS

1.2.1 The school currently accommodates 259 pupils, across all year groups (as at September 2023).

1.2.2 In January 2025, a hands up survey was undertaken for pupils to ascertain the method of travel to school which is utilised for pupils. A total of 190 pupil responses were received, which are summarised below.

1.2.3 Results from the survey show that, around, 24% of pupils travel by active travel modes, with 0.5% travelling by bus and the residual 75.8% by car.

1.2.4 A second question formed part of the hands up survey, which involved the number of pupils who travel in the car (for those who arrive by car).

1.2.5 From the second question it has been calculated that 137 pupils generate around 91 cars. This equates to an average number of pupils per car of 1.5.

1.2.6 As such, for every 100 pupils at the school, around 76 travel by car, generating an average of around 50 cars.

1.2.7 A staff travel survey was also undertaken in January 2025, at the same time as the pupil survey.

1.2.8 from the staff travel survey that around 37% of staff travel is by a sustainable travel modes, with the residual 63% as a car driver (not car sharing).

1.2.9 It is understood that the council have wide-ranging proposals for improving active travel access across the district, with proposals local to Rhosllanerchrugog. The current Active Travel Map (with proposals) is provided on the council's website

1.2.10 From the map, it can be seen that the proposals include significant improvements to the local streets for access by active travel modes, connecting the school to the local area.

1.2.11 Streets which are not included within the council's proposals are generally lightly-trafficked residential streets, which are less likely to carry any material through-traffic and

are likely to be suitable for use of the streets by active travellers without any measures being required.

1.2.12 The site is located around 600m from the nearest bus stops, which provide access to Routes 3 and 4A/ 4C. The services provide connections between Rhosllanerchrugog and Wrexham throughout the week.

1.3 HIGHWAY SAFETY

1.3.1 Safety is of key consideration for all development. For a school there are a higher than average number of vulnerable road users and, as such, prior to considering other details relating to the site, highway safety has been considered first.

1.3.2 In order to consider whether there are any existing issues relating to road safety which are relevant to this site, a review of the five-year road traffic accident data on the local highway network has been undertaken for the key routes between the site, key local destinations and the wider transport networks.

1.3.3 The accident study area is the built-form of Rhosllanerchrugog, which forms the highway network where it is reasonable to assume that the majority of pupils travel to/ from by active travel modes.

1.3.4 All of the accidents which occurred across the study area appear to be unrelated unfortunate occurrences. There appear to be no accidents involving primary school age pupils travelling to/ from school.

1.4 PARKING BEAT SURVEY

1.4.1 In order to assess the impact of school-related vehicles, a parking beat survey has been undertaken.

1.4.2 The parking beat survey was undertaken across the local area, up to around 250m from the site. This is the likely maximum walking distance that could be used for school drop-off and pick up.

1.4.3 The parking beat survey shows the number of cars parked within the school car park and local streets during the school drop-off period.

1.4.4 The school already has the capacity for 315 pupils and, as such, the Phase 1 proposals are already allowed for within the school's design and approval. No changes to the car parking are proposed for Phase 1.

1.4.5 For Phase 2, 420 pupils, the car parking demand is forecast to increase.

1.4.6 For the Phase 2 proposals, there are a number of measures which could help to mitigate for the additional demand:

- Additional car parking within the site – 5 spaces;
- Revised internal parking arrangements to improve circulation and reduce turning movements;
- Implementation of an effective Travel Plan – mode share change of 10% - equivalent to around 9 spaces; and
- Reviewing options for increased staggering of age groups to reduce overlap between years R,1 and 2 with years 3,4,5 and 6. This could provide a further reduction in parking intensity.

1.4.7 The Travel Plan would be implemented during Phase 1, which will allow time for the benefits to be monitored, reviewed and updated to seek to achieve the 10% mode share change (away from single occupancy car use).

1.4.8 The additional car parking spaces would be delivered for Phase 2, which would operate alongside the Travel Plan and review of the start and finish time staggering.

1.4.9 Any residual parking impact is considered to be short-lived and benefit from mitigation measures, including a Travel Plan and the additional car parking spaces.

1.5 DEVELOPMENT PROPOSAL

1.5.1 The development proposals includes a number of measures for Phase 1, which include:

- New secure and covered cycle/ scooter store within the school grounds to encourage active travellers;
- EV chargers to 10% of parking spaces (prioritised for car sharers); and
- Implementation of a Travel Plan, targeting a 10% reduction in car use to/ from the site.

1.5.2 The Phase 2 proposals build upon the measures for Phase 1 and also include:

- Revised car parking layout to create a one-way circulatory car park, reducing the instances of two vehicles meeting in a parking aisle, reducing the number of reversing and turning manoeuvres and resulting in additional space for those on foot;
- Five additional car parking spaces; and
- Implementation of the Car Park Management Strategy to prioritise car sharing and consolidating the areas for staff and visitor parking for consistent use of the car park on a day-to-day basis.

1.5.3 The proposed one-way circulation within the main car park would improve the flow of vehicles within the site, which in turn could increase the turnover of car parking spaces, reduce car park dwell times and, also, result in a safer environment for all users.

1.5.4 Combined with the Phase 1 proposals (Travel Plan and management) the additional car parking and improved car park layout could help to mitigate for the additional parking demand.

1.5.5 Importantly, as shown by the parking beat survey, any residual parking demand in excess of the car park capacity would occur over a short period of around 15 minutes, at a time when the local highway network is not at its peak and, also, at a time when the majority of those who work have not returned home to park their car on-street.

1.5.6 In addition, the Phase 1 and Phase 2 proposals would be filled over a number of years, therefore the gradual increase in pupil numbers can be monitored and observed, with additional measures to reduce parking demand implemented over time.

1.6 CAR PARK MANAGEMENT STRATEGY (PHASE 2)

1.6.1 It is proposed to implement a Car Park Management Strategy prior to the occupation of Phase 2.

1.6.2 The proposed strategy prioritises 26 spaces for staff, including one disabled (including EV charging), four EV charging (prioritised for car sharers), 4 car sharing priority spaces (no EV charging) and a further 17 spaces.

1.6.3 The residual spaces within the car park would be available for general use, including the drop-off and pick-up of pupils from the school.

1.6.4 The Car Park Management Strategy would be implemented for Phase 2. It should be noted that Phase 2 is unlikely to result in the school operating at its full (increased capacity) within the initial years and, consequently, the Car Park Management Strategy can be reviewed and updated as the school fills up.

2. INTRODUCTION

2.1 BACKGROUND

2.1.1 Development Planning Limited have been commissioned by Read to provide a Transport Assessment for the proposed redevelopment of the existing Ysgol I D Hooson Primary School site.

2.1.2 This Transport Assessment considers access to the development site by appropriate modes of transport and considers the implications on the wider transport networks.

2.1.3 This Transport Assessment has been prepared for submission as part of a planning application package and should be read in conjunction with the documents and plans which have been submitted as part of that package.

2.1.4 This Transport Assessment has been prepared in accordance with the principles set out within Planning Policy Wales.

2.1.5 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of any planning submission.

2.2 SITE LOCATION

2.2.1 The site is located at Heol Caradoc, Rhosllanerchrugog, Wrexham LL14 2DS. The site is that of the existing Ysgol I D Hooson school.

2.2.2 Helo Caradoc runs east/ west, connecting the school and residential properties to Brook Street and onwards to Market Street.

2.2.3 The site is bound to the east and south by residential properties and to the west and north by open land.

2.2.4 The site location plan forms part of the planning application package and should be referred to for formal confirmation of the redline boundary of the site.

2.2.5 The site location in respect of the local transport networks is shown below/ overleaf.

2.3 EXISTING LAND USE

2.3.1 The existing land use is a Welsh Medium School which currently accommodates around 259 pupils (September 2023). The capacity of the school is understood to be 315 pupils.

2.3.2 There are four temporary classrooms within the school which are currently utilised for education of the existing pupils.

2.4 DEVELOPMENT PROPOSAL

2.4.1 The development proposals are set out over two phases. The first phase (East side block including Nursery) has been designed to meet the immediate needs of the school – reintroducing all pupils into the main school complex. This would remove the temporary classroom teaching which currently occurs, bringing the pupils into a modern, purpose-build teaching environment.

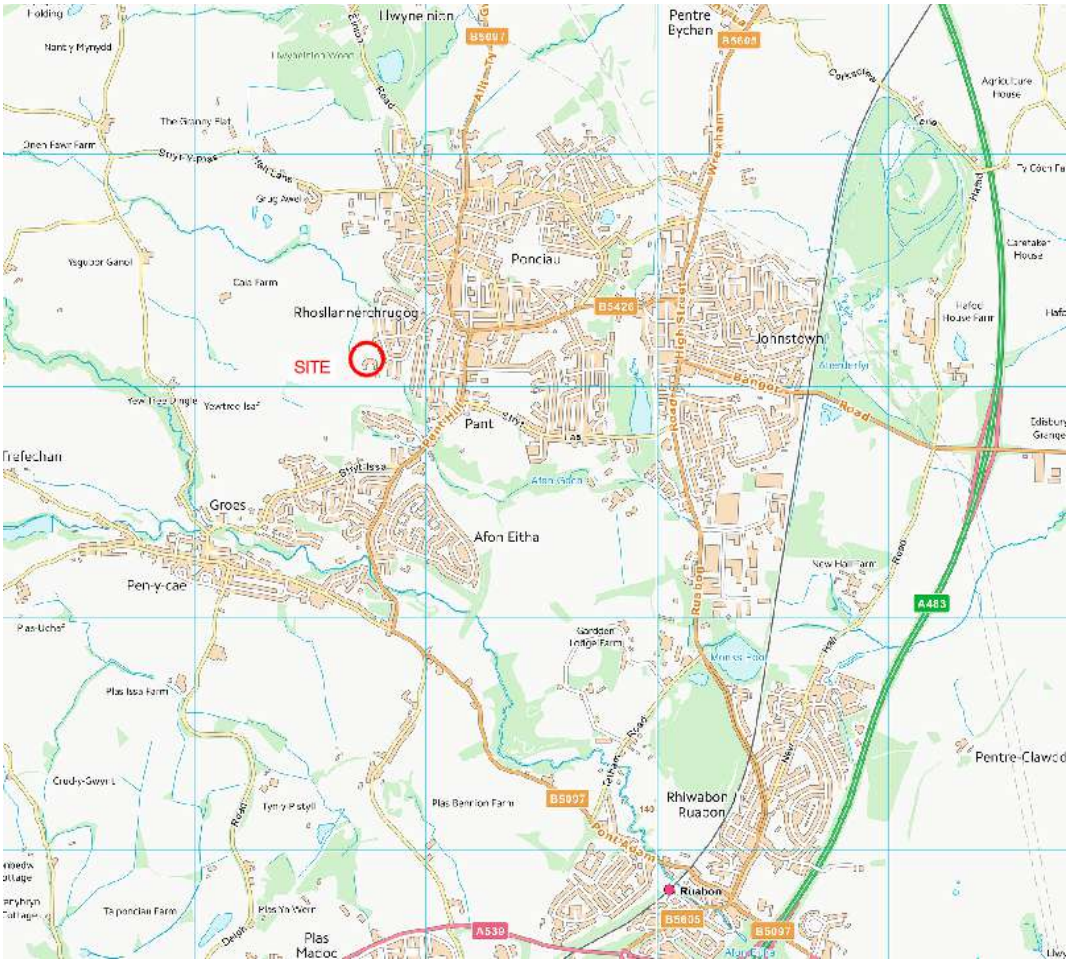
2.4.2 The proposals for the nursery result from the internal alterations to the school, resulting from displacement following the decant of the Meithrin to the main building.

2.4.3 The proposals also include a second block (West side) which could form part of a potential future phase, subject to requirement.

2.4.4 The second phase could increase pupil numbers to 420, however this would be subject to the necessary needs assessment and consultation and is included as a futureproofing exercise.

2.4.5 The application documents consider both the first and second phases.

Figure 2.1 Site Location Plan – Local Transport Networks



3. THE CHANGING FACE OF TRANSPORT

3.1 INTRODUCTION

3.1.1 The way we travel and impact upon the world is now seen as the Government's highest priority by many and features at the top of the political agenda on a regular basis.

3.1.2 The way we travel can significantly impact the environment and respecting the transport hierarchies is an essential part of helping towards reducing the impact of the development and helping to foster a more environmentally responsible culture.

3.1.3 This chapter considers the changing face of transport to allow consideration of the way in which travel is forecast to change in the short to medium term and, as such, allow consideration of emerging technologies to be given, when interpreting future traffic forecasts.

3.2 THE IMPACT OF TRAVEL

3.2.1 With regard to transport, the changing use of vehicles began decades ago with government interventions including the implementation of Travel Plans for all major new development from the early 2000's and a significant policy shift to reducing car emissions, beginning in major cities such as London through their congestion charge from 2003 onwards.

3.2.2 In recent years, there has been a significant focus on reducing the emissions of road-going vehicles through reduced tax tariffs on those that pollute the least and the increasing standards of vehicle emissions through the Euro emission standards which has seen allowable emissions dropping significantly since first implemented in 1992.

3.2.3 Government policies have been the start of the reduction of emissions, due to the global environmental movement and environmental standards across the world being continually reviewed and made more stringent.

3.2.4 One major initiative is the C40 Cities, which includes London and others across the UK. Each of the cities in the declaration have committed to procuring only zero emission buses from 2025 and working towards zero emission before then.

3.2.5 Under the same C40 cities programme, in the UK, London, Liverpool, Birmingham, Oxford and Greater Manchester have all pledged to transition to Fossil-Fuel-Free-Streets by 2030.

3.2.6 In response to this, it now appears to be industry who are using their research and development budgets to come up with more and more innovative ways of reducing the impacts of travel, whether it be electric buses, hybrid or zero-emission technologies or through the delivery of computer-based communication and work platforms.

3.2.7 Through education, information and encouragement a more connected world with a more sustainable travel culture can be created.

3.3 HISTORY OF THE CLIMATE CHANGE EMERGENCY

3.3.1 On the 1st of May 2019 the UK Parliament passed a national declaration of an Environment and Climate Emergency, following independent declarations on the 28th and 29th April by Scotland and Wales, respectively. The UK Parliament was the first to do so in the world.

3.3.2 There are now over 1,000 declarations across the world and the climate change agenda is quickly resulting in new and emerging policies to help the world work towards a zero-carbon position within the coming decades.

3.3.3 Quickly following the UK declaration, the UK Government became the first major economy in the world to pass laws to end its contribution to global warming by 2050 (Climate Change Act 2008 (2050 Target Amendment) Order 2019), which is significantly more stringent that its previous commitments to reduce greenhouse gas emissions by 80% (compared to 1990 levels).

3.3.4 The Climate Change Emergency was preceded by the Government's 'The Road to Zero Strategy' that sees the end of conventional fossil fuel vehicles by 2040, with the Committee on Climate Change seeking only pure battery electric vehicles and long-range plug-in hybrids to be sold by 2035.

3.3.5 Since the Committee on Climate Change's advice, the Government is now planning on banning the sale of all new petrol and diesel and hybrid vehicles, with the exception of plug-in hybrids by 2035, or earlier if feasible.

3.3.6 Current planning policy clearly supports sustainable development and the sustainable transport hierarchy and should be read and considered against the ever-changing political background surrounding the environment.

3.3.7 We are entering a new period of change in transport and should ensure that the policies which are applied are relevant and deliverable.

3.3.8 The importance of travel choices and the opportunities to take up sustainable travel from the development site are the focus of this report.

3.4 SOCIAL TRENDS IN CAR OWNERSHIP

3.4.1 The Department for Transport (DfT commissioned the Centre for Transport and Society (UWE, Bristol) and the Transport Studies Unit (University of Oxford) to carry out a review of the available evidence base to consider the observed reduction in young adults driving less than they have done historically.

3.4.2 For the purposes of the study, young people were defined as those between 17 and 29. Within the summary of that document, the sustained decline in car use among young adults is summarised as:

The trend for young adults to drive less than previous generations began approximately 25 years ago, starting with older members of the Generation X birth cohort and building up with the Generation Y / Millennial birth cohort and possibly continuing with the Generation Z / post-Millennial birth cohort. This is in contrast to Baby Boomers, born from 1946 to 1964, who were the spearhead of a rapid, prolonged and persistent growth in driver licence holding, car ownership and car use, which can be considered among the most important social trends in the UK from the 1960s to 1980s.

Driving licensing among young people peaked in 1992/4, with 48% of 17-20 year olds and 75% of 21-29 year olds holding a driving licence. By 2014, driving licence holding had fallen to 29% of 17-20 year olds and 63% of 21-29 year olds. Between 1995-99 and 2010-14 there was a 36% drop in the number of car driver trips per person made by people aged 17-29 with a fall of 44% for men and 26% for women.

3.4.3 The summary of the report goes on to conclude that:

It is, therefore, difficult to envisage realistic scenarios in which all these future uncertainties combine in such a way as to re-establish earlier levels of car use. Growth in incomes, including amongst young adults, is widely assumed to resume in the long term. However, given the social change that has been taking place, this scenario would not necessarily lead to a return to the same level of car use among young adults as we have seen in older generations.

3.4.4 The study on behalf of the DfT shows that there is an increasing trend in reduced car ownership and car usage and that those trends are continuing.

3.5 THE COST OF OWNING A CAR

3.5.1 A report which was commissioned by Kwik-Fit shows that the average monthly cost of owning a car is around £400, taking into account running costs and depreciation. The cost of owning a car per annum is, therefore, an average of around £5,000.

3.5.2 The alternative to owning a car is to travel by more sustainable modes. The cost of purchasing a bus pass for a week, month or year could be significantly below the cost of operating a car.

3.5.3 The cost of purchasing and operating a bicycle can be considerably less than the cost of either a car or a travel pass.

3.5.4 Based upon the discussion in Section 3.4, a decrease in car ownership over time could be expected.

3.6 SUMMARY

3.6.1 The way we travel and impact upon the world is now seen as the Government's highest priority by many and features at the top of the political agenda on a regular basis.

3.6.2 Government policies have been the start of the reduction of emissions, due to the global environmental movement and environmental standards across the world being continually reviewed and made more stringent.

3.6.3 The way we travel can significantly impact on the environment and respecting the transport hierarchies is an essential part of helping towards reducing the impact of the development and helping to foster a more environmentally responsible culture.

3.6.4 Current planning policy strongly supports sustainable development and the sustainable transport hierarchy and should be read and considered against the ever-changing political background surrounded the environment.

3.6.5 We are entering a new period of change in transport and should ensure that the policies which are applied are relevant and deliverable.

4. PLANNING POLICY

4.1 INTRODUCTION

4.1.1 A review of pertinent current local and national planning policy has been undertaken to provide the context within which the proposals should be assessed. The review is summarised below.

4.2 PLANNING POLICY WALES

4.2.1 Planning Policy Wales (February 2024) (PPW) sets out the definition of sustainable development as:

Sustainable Development" means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals. Acting in accordance with the sustainable development principle means that a body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

4.2.2 With regard to Promoting Healthier Place, Paragraph 3.19 sets out that:

The built and natural environment is a key determinant of health and well-being. The planning system has an important role in shaping the social, economic, environmental and cultural factors which determine health and which promote or impact on well-being in line with the Healthier Wales goal. The way places work and operate can have an impact on the choices people make in their everyday lives, including their travel and recreational choices and how easy it may be to socialise with others.

4.2.3 Within the Paragraph 3.42 of the Strategic and Spatial Choices chapter, Planning Policy Wales states:

… A balance should be achieved between the number of homes provided and expected job opportunities. As well as ensuring all services needed for the expectant levels of growth are provided, an important consideration will be minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport…

Paragraph 3.49 goes on to state that:

Spatial strategies should support the objectives of minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport. Spatial strategies should be informed by the development of an integrated planning and transport strategy…

4.2.4 And in Paragraph 3.63 that

Development should be located so that it can be well serviced by existing or planned infrastructure. In general this will involve maximising the use of existing infrastructure or considering how the provision of infrastructure can be effectively co-ordinated to support development plans…

4.2.5 Section 4.1 specifically sets out the requirements for transport. Paragraph 4.1.1 provides guidance to planning authorities, stating that they must set out an integrated planning and transport strategy, which should:

The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the

planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:

- *Bringing services to people to reduce the need to travel. This is not about preventing travel altogether, it is about planning ahead for better physical and digital connectivity to support access to more local services, and more home and remote working. If more people can walk and cycle for everyday trips, we will reduce our dependency on cars.*
- *Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport. To achieve this, we will need to invest in reliable, efficient and affordable transport services that people want to use, can use and do use. We also need the transport infrastructure to support those services. We will make sure our transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.*
- *Where we need new transport infrastructure, we will use the sustainable transport hierarchy to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles. 17 Technical Advice Note 18: Transport www.gov.wales/technical-advice-note-tan-18-transport 18 See also Transportation Infrastructure in the Productive and Enterprising Places Chapter 46Active & Social Places*
- *Encouraging people to make the change to more sustainable transport. If we are going to meet our climate change targets, we also need people to travel differently. Which means making it easier to do the right thing. We will do this by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations.*

4.2.6 Specifically regarding Integrated Planning and Transport Stategies, Paragraph 4.1.6 states that :

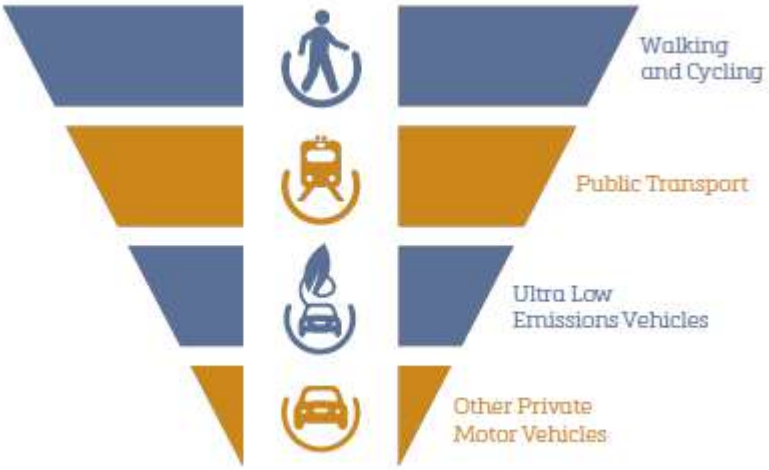
Planning authorities must set out in their development plan an integrated planning and transport strategy. This should set out how the planning authority will:

- *integrate and co-ordinate sustainable transport and land use planning;*
- *facilitate and promote accessibility for all; • improve physical and digital connectivity; • reduce the need to travel;*
- *reduce dependency on private vehicles;*
- *prioritise and support walking, cycling and use of public transport;*
- *support the uptake of Ultra Low Emission Vehicles;*
- *reduce transport related airborne pollution; and*
- *facilitate the provision of transport infrastructure and necessary sustainable transport improvements and development.*

4.2.7 And goes on to state in Paragraph 4.1.11 that:

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. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established..

4.2.8 The sustainable transport hierarchy is set out in Figure 9, as below:



4.2.9 It is clear from Planning Policy Wales that the transport user hierarchy is a key consideration in the determination of planning applications, with the key focus being on the encouragement of active travel.

4.2.10 With regard to electric vehicle charging points, Paragraph 4.1.41 and 4.1.42 state:

To encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system should encourage and support the provision of ULEV charging points as part of new development. Future Wales sets out the Welsh Government's requirements for the provision of electric vehicle charging points for non-residential development.

The provision of electric vehicle charging points should be planned as part of the overall design of a development and should maximise their social, economic and environmental benefits…

4.2.11 With regard to car parking, Paragraph 4.1.50 states:

Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

4.2.12 With Paragraph 4.1.51 stating:

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. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

4.2.13 A Car Park Management Plan has been produced to accompany the planning application to set out the proposals for delivering a car parking scheme for the site which meets with the end-user requirements and reduces the potential impact of the development on local roads.

4.2.14 Technical Advice Note 18:Transport sets out further details on the requirements for transport relating to development. Technical Advice Note 18 sets out that:

All new schools should be subject to TA. The level of analysis should provide the decision maker with suitable data regarding the accessibility of the site by all modes and the impacts on movement patterns likely to occur. The level of detail should be proportionate

to the scale of the development. The objectives of the TIS should as a minimum include the creation or improvement of safe cycling and walking routes, restricting car access around schools, providing adequate cycle storage, and a framework for future school travel planning activity.

4.2.15 A Travel Plan forms part of the planning application package. The Travel Plan is a document which has been designed for use by the school to help to encourage active travel and reduced traffic impacts, in line with national requirements and best practice.

4.3 ACTIVE TRAVEL ACT GUIDANCE

4.3.1 Active Travel is a key priority in the Welsh Transport Strategy. The Active Travel Act Guidance sets out that:

The circumstances for active travel planning and delivery in Wales have changed significantly over the 7 years since the making of the Active Travel (Wales) Act in late 2013 and the publication in 2014 of the original two accompanying statutory guidance documents – the delivery guidance and the design guidance.

4.3.2 The vision and ambitions for active travel are set out as:

Our Vision

Is for walking and cycling to be the natural mode of choice for short everyday journeys, or as part of a longer journey in combination with other sustainable modes.

Our 15-year ambitions

Are for a comprehensive network of safe, direct, cohesive, comfortable and attractive walking and cycling routes within and connecting to key settlements across Wales

4.3.3 There are wide-ranging priorities set out within the Active Travel Act Guidance, with the promotion and improvement of walking and cycling routes being a key issue.

4.4 DEVELOPMENT PLAN

4.4.1 The Local Development Plan (2013 to 2028) sets out the Vision as:

4.4.2 *By 2028, Wrexham will be an attractive, distinctive and accessible place where people will want to live, work, visit and invest. Our economy will be strong, resilient and responsive to our gateway location within Wales. Wrexham County Borough will be a sustainable place where everyone feels safe and included and a place that enhances the quality and distinctiveness of our natural, built heritage and unique culture.*

4.4.3 Policy T1 sets out the policy for ‘Managing Transport Impacts. Policy T1 states:

Proposals for new development will be supported where they:

i. Facilitate increased journeys by more sustainable modes of travel first by walking and cycling, then by public transport and finally by private motor vehicle;

ii. Mitigate any significant adverse effects upon the transport network that arise from the proposed development including improvements to transport infrastructure where required;

iii. Do not compromise the safe, effective and efficient use of the highway network and do not have an adverse impact on highway safety or create unacceptable levels of traffic generation;

iv. Provide appropriate levels of parking and ensure access arrangements for the site to allow for safe manoeuvring;

v. Make provision for people with restricted mobility including those with characteristics as defined by the Equality Act 2010.

Developments that would generate significant amounts of movement should be accompanied by a Transport Assessment and Travel Plan.

4.4.4 Policy T2 relates to Active Travel:

To enable people to access employment, education, healthcare and other essential services, new development will be supported where:

i. Walking and cycling infrastructure is an integral part of the overall design of the scheme and makes a positive contribution to the distinctiveness of communities and places;

ii. Facilities that encourage and promote Active Travel including but not limited to appropriate signing, lighting, secure and convenient cycle parking and where appropriate shower and changing facilities are provided;

iii. The development and enhancement of the Active Travel routes identified on the Integrated Network Map connecting communities to essential services including public transport, employment and education opportunities;

iv. Provision of appropriate travel choice information including reference to the benefits of cycling and walking for all or part of journeys is made available;

v. Measures that work to reduce the dominance and speed of vehicles affording increased priority to pedestrians and cycle movements.

4.4.5 Policy T3 relates to Passenger Transport:

To reduce dependency on the private car, developments which provide for and promote the use of passenger transport services will be supported where:

i. Enhanced or new passenger transport services connecting communities to areas of opportunity including employment, education, health facilities, retail, leisure and social activities are proposed;

ii. Appropriate new highway infrastructure improvements that afford priority to bus based passenger transport over the private car;

iii. Infrastructure improvements to existing rail and bus interchanges including measures which; promote the opportunity for Park and Ride; improve taxi and community transport provision; and improves accessibility including meeting the needs of people with restricted mobility;

iv. iv. Appropriate pedestrian and cycling investment that improves connectivity to and from the rail and bus stations;

v. v. Strategically sited park and ride infrastructure where appropriate, supported by attractive, frequent and reliable bus services on key bus routes; and

vi. vi. Enhanced promotion and marketing of public transport alternatives through travel plans.

4.5 LOCAL GUIDANCE NOTES

4.5.1 Wrexham County Borough Council set out their guidance on planning through the Development Plan policy and a suite of Local Planning Guidance Notes.

4.5.2 The Local Planning Guidance Notes which are most pertinent to transport are Note 15 : Cycling and Note 16 : Parking Standards.

4.5.3 For cycle parking, the provision is 1 space per 75sqm of gross floor area based upon Note 15, with Note 16 stating 1 space per 150sqm. Note 16 was updated in 2018 and is assumed to take precedence.

4.5.4 The car parking requirement is set out as 1 car space per 15sqm.

4.6 SUMMARY

4.6.1 Planning Policy Wales sets out that:

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…

4.6.2 Planning Policy Wales sets out the transport hierarchy, which requires active travel to be considered as the primary mode of transport, followed by public transport. The Local Development Plan supports these aims.

4.6.3 This Transport Assessment sets out the proposed access by active modes of travel, which will be encouraged through the delivery of green travel commitments.

5. EXISTING TRAVEL PATTERNS

5.1 INTRODUCTION

5.1.1 Studies show that transportation accounts for one third of CO2 emissions in major cities and is the fastest growing source of greenhouse gases. Whilst this is being tackled through initiatives including C40 Cities, the transport hierarchy remains that active and low carbon travel modes are to be encouraged.

5.1.2 This chapter reviews the existing travel patterns to the site.

5.1.3 Changing technologies are likely to reflect the ways in which people travel and, as such, consideration should be given to how these may affect the way that education is delivered into the future.

5.2 HOEL CARADOC

5.2.1 Hoel Caradoc forms the primary access point to the site. The access is constructed as a single carriageway, benefitting from wide footways on both sides. The footways lead to the pedestrian gate of the site, which provides onwards, traffic-free, pedestrian access to the main school building.

5.2.2 Heol Caradoc is subject to speed management measures along its length, in the form of raised tables. The raised tables are provided with tactile paving to aid their use by those with visual impairment.

5.2.3 The access to the school and the adjacent mini-roundabout of Hoel Caradoc/ Glanarfon are subject to double yellow lines, to prevent on-street parking blocking the access route to the school.

5.2.4 Dropped-kerbs are provided at the roundabout and periodically along the length of Hoel Caradoc.

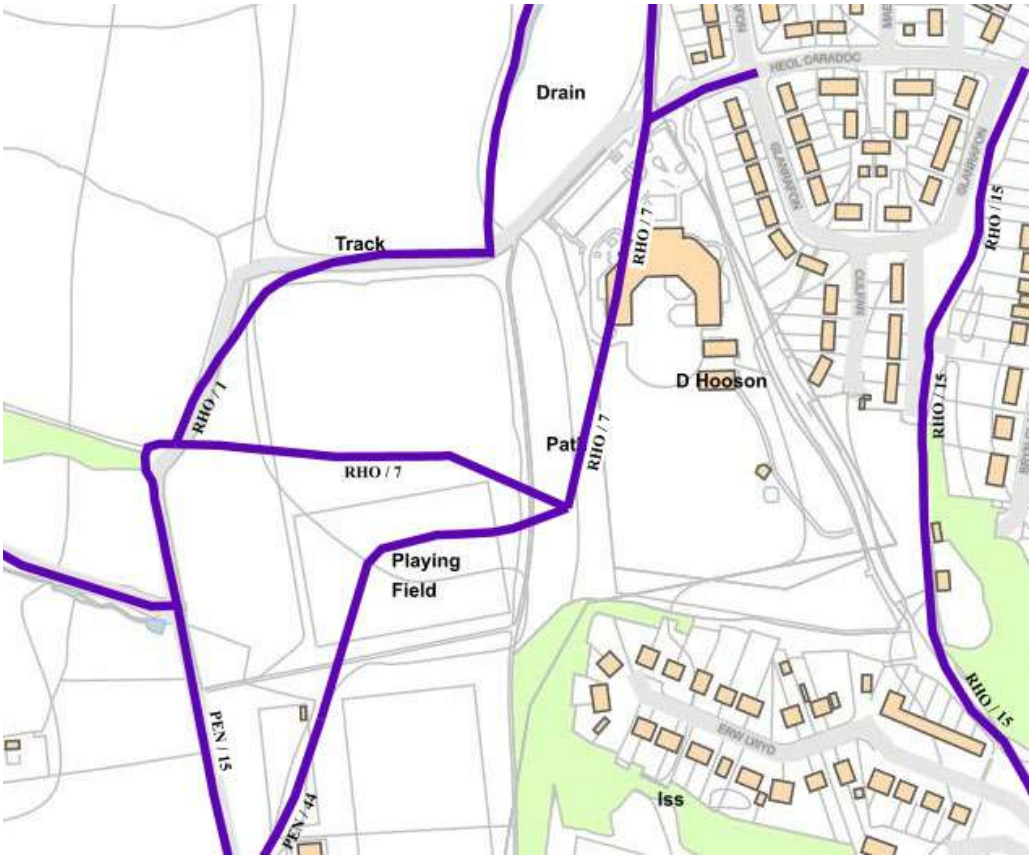
5.2.5 Local to the site, footways are generally wide, however reduce in width once on the wider highway network (including Brook Street) due to the historic nature of the local street scene defining the highway boundaries.

5.3 PUBLIC RIGHT OF WAY NETWORK

5.3.1 Public Right of Way RHO/2 runs east/ west from the Hoel Caradoc/ Glanarfon mini-roundabout to connect to RHO/7, which runs north south along the western side of the school. The Public Right of Way Map has been extracted below/ overleaf for ease of reference.

5.3.2 Running north/ south, between Glanarfon and Pant Hill, is RHO/15. RHO/15 is registered as a footpath, however also forms part of the local cycle route network.

Figure 5.1 Public Right of Way Network (Local)



5.4 STUDENT TRAVEL PATTERNS

5.4.1 The school currently accommodates 259 pupils, across all year groups (as at September 2023).

5.4.2 The split of pupils across the year groups is summarised below.

Table 5.1 Pupils Enrolled (September 2023)

Primary *September 2023*:	**Cylch /FS/EE**	**Nursery (FTE)**	**KS1 (R, Y1, 2)**	**KS2 (Y3, 4, 5, 6)**
Number on roll	31	23	88	117
Typical class size	40	23	30	30

5.4.3 In January 2025, a hands up survey was undertaken for pupils to ascertain the method of travel to school which is utilised for pupils. A total of 190 pupil responses were received, which are summarised below.

Table 5.2 Pupil Responses to Hands Up Survey

Mode	Number	Percentage
Car	144	75.8%
Bus	1	0.5%

Mode	Number	Percentage
School Transport	0	0%
Foot	41	21.6%
Cycle	1	0.5%
Motorbike	0	0%
Other (such as scooter)	3	1.6%

5.4.4 Wrexham County Borough Council do not currently provide any transportation to Ysgol ID Hooson.

5.4.5 It can be seen from Table 5.2 that around 24% of pupils travel by active travel modes, with 0.5% travelling by bus and the residual 75.8% by car.

5.4.6 A second question formed part of the hands up survey, which involved the number of pupils who travel in the car (for those who arrive by car).

5.4.7 Of the 144 pupils who answered that they travel by car to school, 137 responded to the second question. The responses are summarised below:

- One (they were the only pupil) – 54 (39%);
- Two – 59 (43%);
- Three – 15 (11%);
- Four – 7 (5%); and
- Five (or more) – 2 (1%).

5.4.8 From the second question it has been calculated that 137 pupils generate around 91 cars. This equates to an average number of pupils per car of 1.5.

5.4.9 As such, for every 100 pupils at the school, around 76 travel by car, generating an average of around 50 cars.

5.4.10 It is important to note that not all cars are generated at the same time, with staggered start/ finish times at the school, as well as breakfast club and afterschool club.

5.5 SCHOOL DAY

5.5.1 The first pupils arrive at the school from 07:55. The breakfast club at the school operates from 07:55 to 08:30 and has around 115 pupils in attendance each day.

5.5.2 Following breakfast club, the school day is arranged in sessions, as follows:

Morning :

- 9.00 a.m. – 11.00 a.m. (Cylch and EE)
- 9.00 a.m. - 11.30 a.m. (Flying Start)
- 8.55 a.m. – 12.00 p.m. (Foundation Phase)
- 8.55 a.m. - 12.15 p.m. (Juniors)

Afternoon :

- 11.00 a.m. – 3.00 p.m. (Cylch and EE)

- 12.30 p.m. - 3.00 p.m. (Flying Start)
- 1.00 p.m.—3.00 p.m (R/1/2)
- 1.00 p.m.—3.15 (Yr.3/4/5/6)

Nursery Class :

- 9.00 a.m. - 11.30 a.m. (morning)
- 12.30 p.m.—3.00 p.m. (afternoon) (no afternoon class currently)

5.5.3 The afterschool club operates from 15:15 to 17:15 and has a typical daily attendance of 38 pupils.

5.5.4 The breakfast and afterschool clubs spread the timings of pupils arriving and departing from the site, which in turn reduces the intensity of traffic generated by the school.

5.6 STAFF TRAVEL PATTERNS

5.6.1 The current (April 2025) number of staff at the school is set out below:

- Total of 30 Full time teaching / learning & admin staff(including Cylch & Flying start staff on site
- Total of 9 part time(caretaker/cleaning/kitchen)

5.6.2 A staff travel survey was also undertaken in January 2025, at the same time as the pupil survey.

5.6.3 The staff working hours are summarised below:

- Cleaning staff arrive 05:30 – 08:00 and 15:15 – 18:15; and
- School staff arrive from 07:30 and leave before 18:00.

5.6.4 A total of 32 staff questionnaires were returned.

Table 5.3 Staff Travel Survey Responses

Mode	Number	Percentage
Walk	6	19%
Cycle	1	3%
Bus	0	0%
Car Share Passenger	2	6%
Car Share Driver	2	6%
Dropped Off/ Picked Up	1	3%
Car Drive (Not Car Sharing)	20	63%
Motorcycle	0	0%

5.6.5 There is a shower in the staff toilet/disabled toilet that can be used by active travellers. Staff keep their bags/coats in the class storerooms or office cupboards, allowing active travellers to store their active wear.

5.6.6 It can be seen from the staff travel survey that around 37% of staff travel is by a sustainable travel modes, with the residual 63% as a car driver (not car sharing).

5.6.7 Generally, in the morning, teachers arrive prior to students and the impact of the staff-generated vehicles would be prior to the main school drop off.

5.6.8 Similarly, in the afternoon, teachers leave after the majority of students and the impact of the staff-generated vehicles would be following school pick up.

5.7 ACTIVE TRAVEL

5.7.1 Active travel consists of walking, wheeling and cycling. Wheeling is defined by Wheels for Wellbeing as:

An equivalent alternative to foot/pedestrian-based mobility. Includes wheeled mobilities such as manual self- or assistant-propelled wheelchairs, including wheelchairs with power attachments or all-terrain attachments (such as the "Freewheel"), powered wheelchairs, mobility scooters (three and four-wheeled) and rollators. Some people rely on their cycle to move (at a pedestrian's pace) through pedestrianised environments when it is not physically possible to walk/push their cycle. Some people use their cycle as a walking aid, by leaning on it, some people use e-scooters (with or without a seat), to wheel/scoot through pedestrianised environment if they cannot walk unaided.

5.7.2 Terms relating to walking and pedestrians within this chapter are used for highway users who are not travelling by vehicle (motorised or a cycle). Where travel distances and times are quoted, it is accepted that these vary between individual users and have been assessed based upon commonly accepted guidelines.

5.7.3 Active travel modes are affordable and safe transportation options that do not generate emissions, traffic noise or traffic congestion, and instead boost mental and physical health.

5.8 COUNCIL'S ACTIVE TRAVEL ROUTES

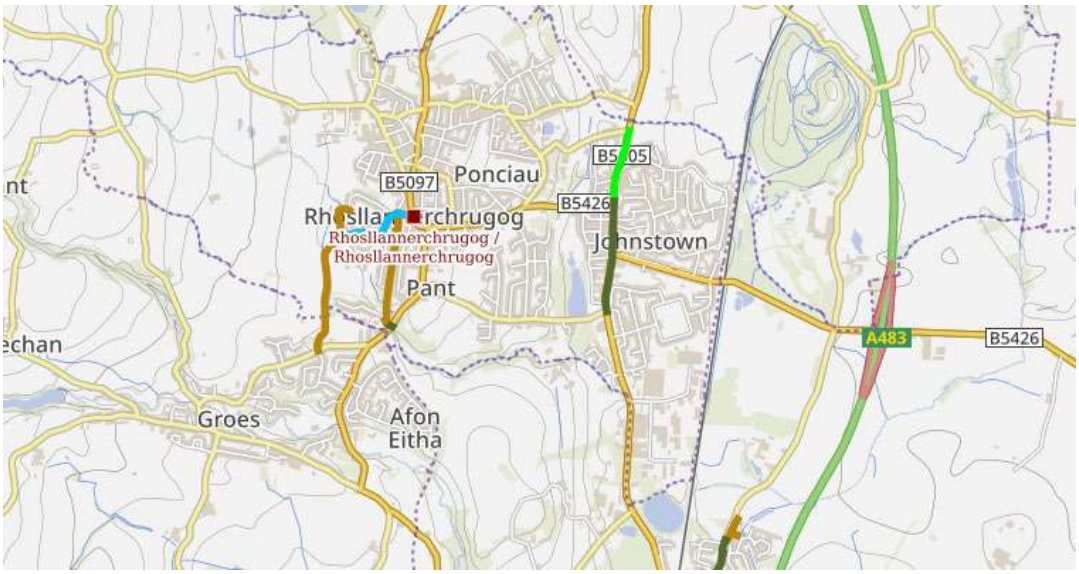
5.8.1 The council undertook consultation with the public in 2021 relating to active travel routes across the key catchment areas across Wrexham. The current status of the proposals are stated to remain in consultation, with the next stage being set to be submission of the Active Travel Maps to Welsh Government.

5.8.2 The current Active Travel Map (with proposals) is provided on the council's website and has been extracted, below, for ease of reference. Figure 5.3 shows the stated existing routes, with the following key.

Figure 5.2 Active Travel Map Key

Existing Routes	Future Routes
Pedestrian route	Walking
Pedestrianised/traffic-free area	Cycling
On-road cycle lane	Walking and Cycling
Road suitable for cycling	Other
Unsegregated contraflow cycling route	
Off-road cycling route	
Cycle lane with light segregation	
Undefined Path Design	

Figure 5.3 Active Travel Map (Existing)



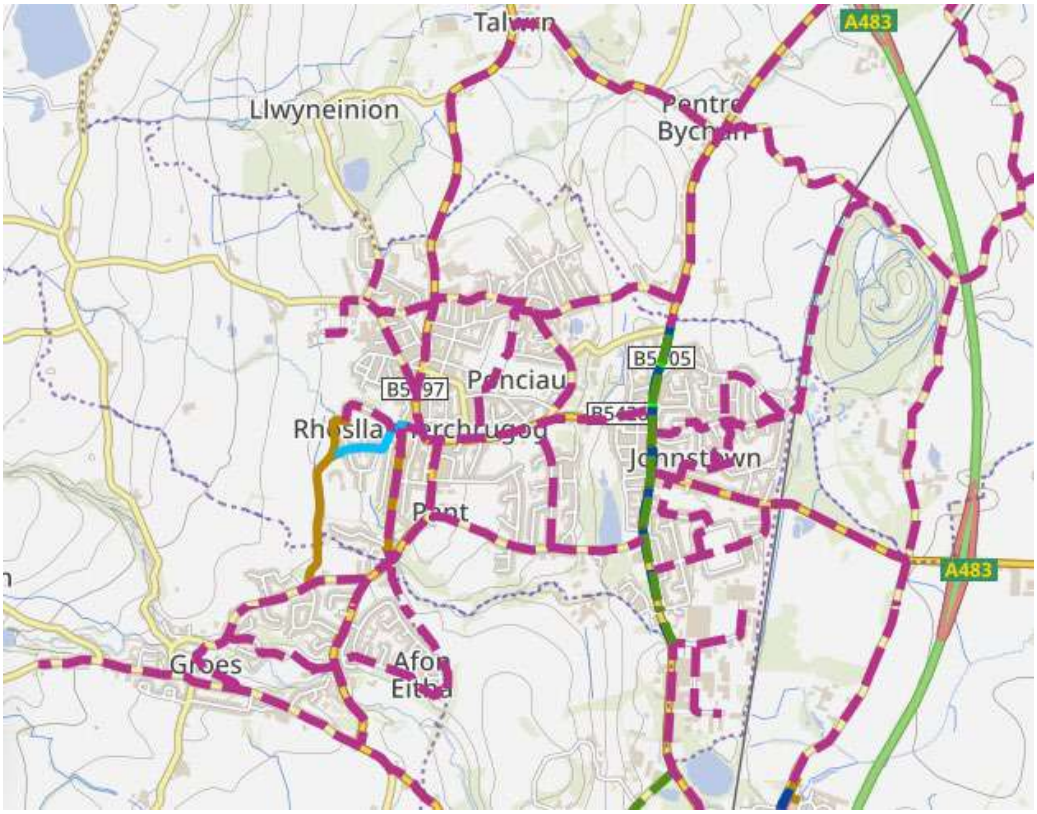
5.8.3 The existing routes show off-road cycle routes to the east and west of the school, with a pedestrian route to the north of the school.

5.8.4 The routes across the local area where there are proposals for future routes run across all key routes within Rhosllanerchrugog and are shown below/ overleaf.

5.8.5 It can be seen from the plan that the proposals include significant improvements to the local streets for access by active travel modes, connecting the school to the local area.

5.8.6 Streets which are not included within the proposals are generally lightly-trafficked residential streets, which are less likely to carry any material through-traffic and are likely to be suitable for use of the street by active travellers in their current form.

Figure 5.4 Active Travel Map (Proposed)



5.9 WALKING AND WHEELING

5.9.1 Walking, wheeling and cycling are affordable and safe transportation options that do not generate emissions, traffic noise or traffic congestion, and instead boost mental and physical health.

5.9.2 It can be seen from the travel survey that 24% of students responded that they travelled to the school on foot or by cycle (or 'other', assumed to be scooter or similar).

5.9.3 In June 2014 the Welsh Government issued statutory guidance entitled 'Learner Travel Statutory Provision and Operational Guidance'.

5.9.4 Embedded within the Guidance are the statutory provisions, specific duties and key responsibilities for local authorities in relation to home to school transport in Wales.

5.9.5 For home to school transport provision local authorities must:

- Assess the travel needs of learners in their authority area
- Provide free home to school transport for learners of compulsory school age attending primary school who live 2 miles or further from their nearest suitable school

5.9.6 Distances below these thresholds are referred to as 'walking distances'. A route is considered to be available if it is safe (as far as reasonably practicable) for a learner without a disability or learning difficulty to walk the route alone or with an accompanying adult if the learners age and understanding requires this.

5.9.7 Manual for Streets provides a context for considering the potential walk-in catchment to the school. Manual for Streets states that:

The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet

in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present.

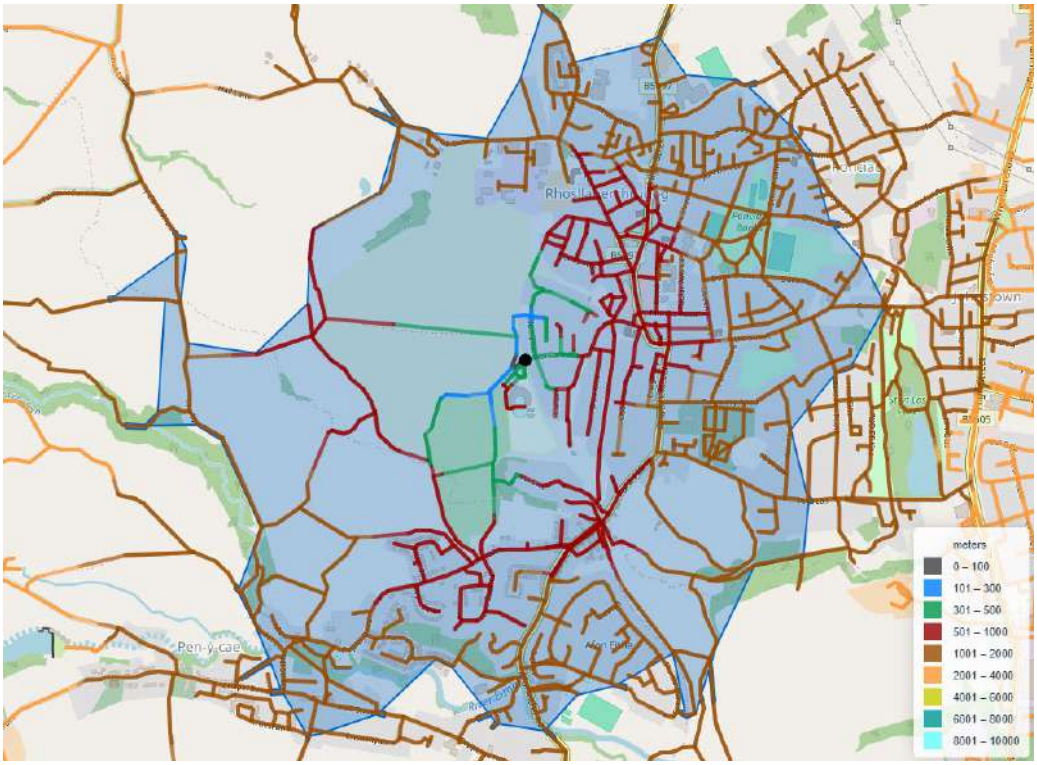
5.9.8 The National Travel Survey shows that 82% of journeys to primary school of less than one mile are undertaken by active travel modes. This reduces to 24% of journeys to primary school where the distance is between 1 and 2 miles.

5.9.9 It is reasonable to assert that the reasonable walking distance to the site is around 1 mile for the age band of pupils.

5.9.10 In order to consider the active travel catchment area, a GIS assessment of the 1,500m walking isodistance has been undertaken. The 1.5km isodistance is considered to reasonably represent the 1-mile isodistance.

5.9.11 The 1.5km isodistance is shown highlighted blue in Figure 5.5, below/ overleaf, with the routes utilised to assess the isodistance also shown.

Figure 5.5 1.5km Walking Isodistance (With Routing)



5.9.12 The 1.5km isodistance covers the majority of the local built form, to the west of Johnstown, with grey showing the route up to 100m, blue up to 300m, green up to 500m, red up to 1km and brown for isodistances of between 1km and 2km. It can be seen that the 2km isodistance extends to High Street (Johnstown), with the 1.5km (circa 1 mile) extending to Gutter Hill (to the east).

5.9.13 The 1-mile isodistance includes significant area of future active travel improvement proposals, as shown in Figure 5.4, which should improve the local environment for active travel for all, including as part of the journey to school.

5.10 CYCLING

5.10.1 Cycling is commonly accepted as accommodating longer-distance travel than walking, including longer distance commuting trips. The regularly quoted typical cycling distance is

around 5 km, however for some this distances is frequently exceeded, with daily cycle round trips of 20km or more being quite common.

5.10.2 Cycling is an increasingly popular mode of transport, particularly for commuting and leisure pursuits. The Covid-19 pandemic saw a significant rise in the use of cycles by all age groups and the popularity of cycling continues to increase.

5.10.3 One of the contributing factors to the current popularity is the increase in availability and reduction in price of e-bikes. E-bikes provide opportunity for people of a much broader physical range to access cycling and utilise it for commuting, leisure, health and sightseeing purposes.

5.10.4 The range of electric bikes can be considerable, with power-assistance for a typical rider on a typical e-bike being in the region of up to 100km of range (for a circa 500w battery). That will be lower for some city and folding electric bikes, which often have smaller batteries to save weight.

5.10.5 Whilst not currently benefitting from type-approval on the UK roads, privately operated e-scooters are currently being assessed by UK Government and are likely to receive approval in the near future. Alongside e-bikes, e-scooters provide an innovative and unique opportunity for people of varying physical abilities to travel without the need for a car. Whilst this section focuses on cycles and e-bikes due to their legal status, the same opportunities could shortly apply to e-scooters.

5.10.6 All destinations within a reasonable walking distance of the site are also within a reasonable cycling distance.

5.10.7 The school travel survey showed that one child and one teacher currently cycle to school. The proportion of cyclists to the school is currently low. The proposals for improved active travel routes across the local area could help to deliver more attractive routes for cyclists.

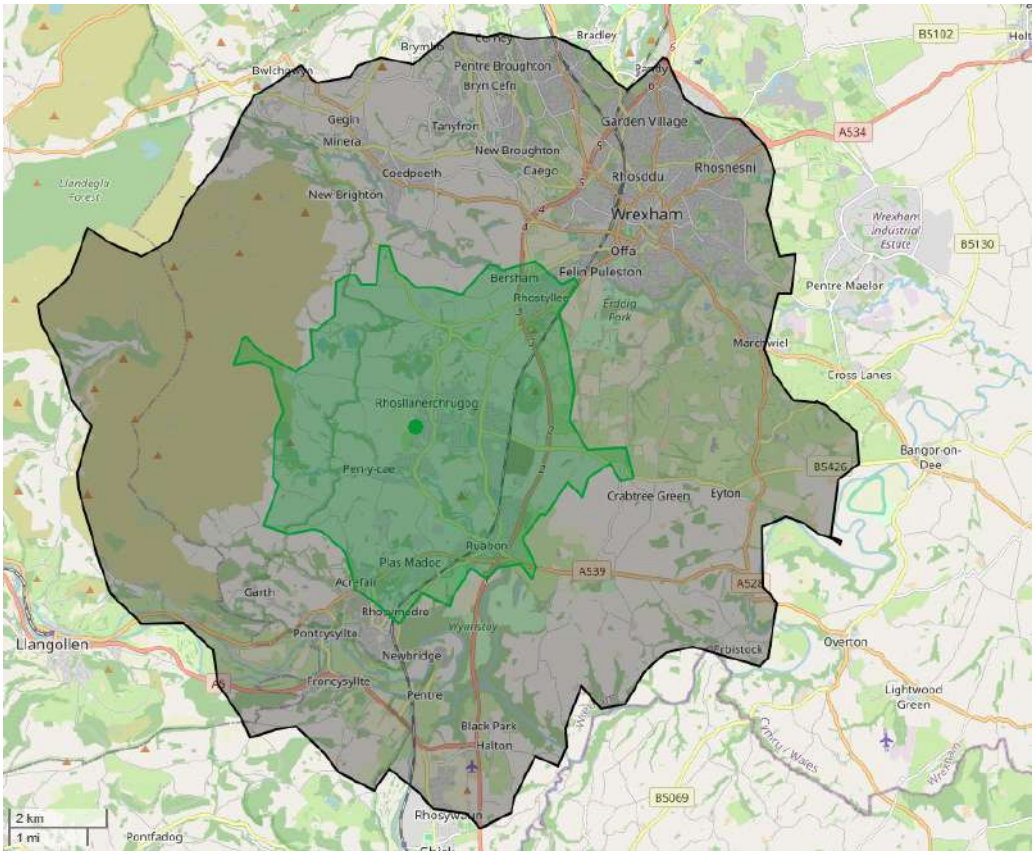
5.10.8 The school currently provides three poles at the front of the school for accommodating cycles. The poles are available for cycles to be locked to. There are no existing sheltered cycle storage areas at the school.

5.10.9 In order to consider the immediate accessibility of the site, the 5km (green) and 10km (grey) isodistances have been assessed. These are shown below/ overleaf.

5.10.10 It can be seen from the cycle isodistance plan that the 5km isodistance covers the local areas of Rhosllanerchrugog and Johnstown, outside of which the area is generally rural in nature. The realistic cycle catchment for the site for all pupils and most staff is likely to be Rhosllanerchrugog and Johnstown.

5.10.11 Within the 10km cycle isodistance is Wrexham, which is within a longer-distance cycle or e-bike journey of the site. Due to the rural nature of the local highway network, access to the site from Wrexham (by cycle) is likely to be limited to regular, longer-distance cyclists.

Figure 5.6 5km and 10km Cycling Isodistances



5.11 PUBLIC TRANSPORT

5.11.1 The Wrexham bus route map for Arriva services is shown below/ overleaf.

5.11.2 Bus routes 3, 4A and 4C serve Rhosllanerchrugog. The bus route map states that Route 3 operates every 30 minutes (daytime Monday to Friday) and the 4A/ 4C operates every 60 minutes.

5.11.3 The nearest bus stops to the site are located on Church Lane, Market Street and Hill Street, at around 600m from the boundary of the site. The bus stops are served by the routes set out above.

5.11.4 Route 3 is a circular service, operating from Wrexham bus station, via Pentre Bychan, Ponctau and Rhosllanerchrugog. The first weekday service departs Wrexham at 06:00 and the last weekday service departs at 22:20. The daytime service is every 30 minutes, extending to every hour after 18:20.

5.11.5 Route 3 operates a similar frequency service on a Saturday, with the first bus departing Wrexham at 07:15 and the last bus at 22:15.

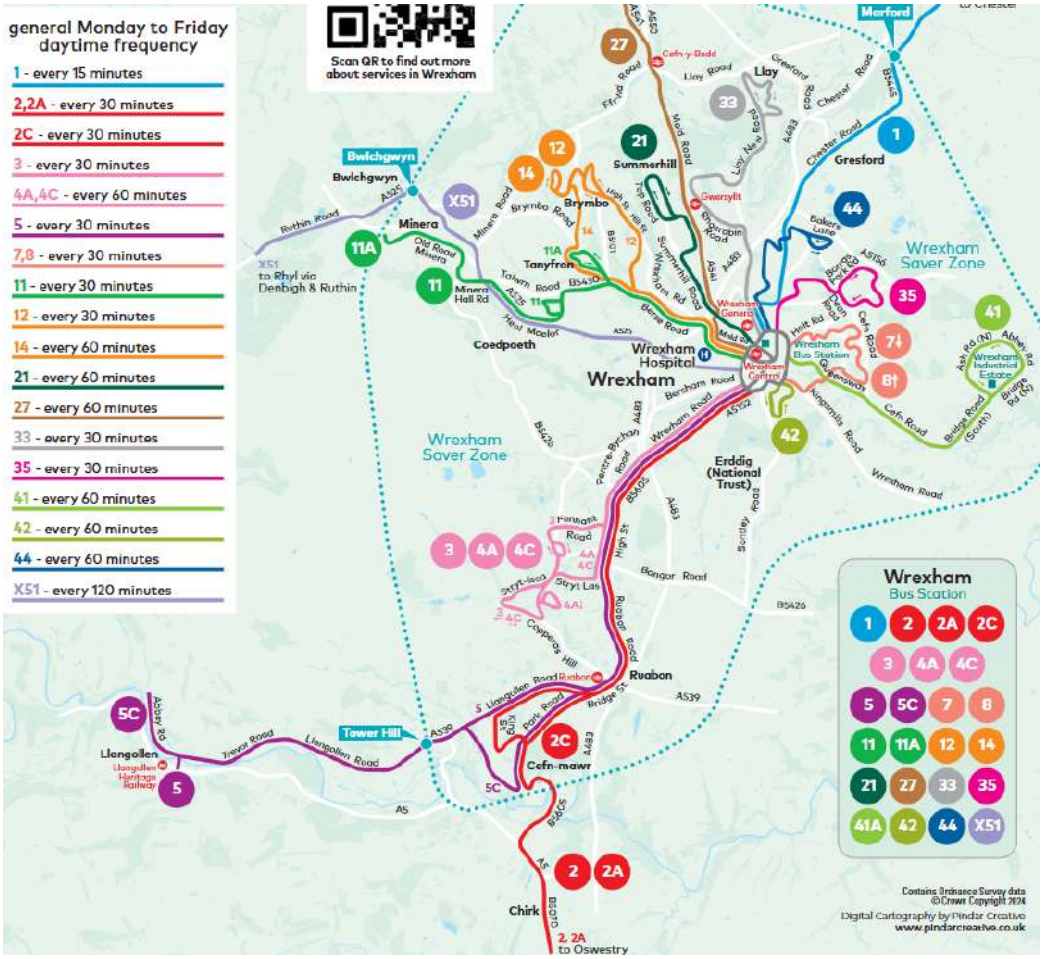
5.11.6 The route operates an hourly service on a Sunday, with the first bus departing Wrexham at 10:15 and the last bus at 17:15.

5.11.7 Route 4A is also a circular service, operating from Wrexham bus station. The service operates the same timetable Monday to Saturday, with the first bus departing Wrexham at 09:00 and the last bus departing at 16:00. The service operates hourly.

5.11.8 Route 4C is complimentary to Route 4A and operates approximately hourly (Monday to Saturday) with the first bus departing Wrexham at 05:55 (06:00 on Saturday) until 08:00

and then a single evening service at 17:00. Route 4A and 4C operate together to provide a service from around 06:00 to 17:00 (departure time from Wrexham).

Figure 5.7 Bus Route Map (Arriva)



5.11.9 The site is suitably located to accommodate bus access during the week (and weekends) for access to school from Wrexham and locations between Wrexham and Rhosllanerchrugog.

5.12 SUMMARY

5.12.1 The school currently accommodates 259 pupils, across all year groups (as at September 2023).

5.12.2 In January 2025, a hands up survey was undertaken for pupils to ascertain the method of travel to school which is utilised for pupils. A total of 190 pupil responses were received, which are summarised below.

5.12.3 Results from the survey show that, around, 24% of pupils travel by active travel modes, with 0.5% travelling by bus and the residual 75.8% by car.

5.12.4 A second question formed part of the hands up survey, which involved the number of pupils who travel in the car (for those who arrive by car).

5.12.5 From the second question it has been calculated that 137 pupils generate around 91 cars. This equates to an average number of pupils per car of 1.5.

5.12.6 As such, for every 100 pupils at the school, around 76 travel by car, generating an average of around 50 cars.

5.12.7 A staff travel survey was also undertaken in January 2025, at the same time as the pupil survey.

5.12.8 from the staff travel survey that around 37% of staff travel is by a sustainable travel modes, with the residual 63% as a car driver (not car sharing).

5.12.9 It is understood that the council have wide-ranging proposals for improving active travel access across the district, with proposals local to Rhosllanerchrugog. The current Active Travel Map (with proposals) is provided on the council's website

5.12.10 From the map, it can be seen that the proposals include significant improvements to the local streets for access by active travel modes, connecting the school to the local area.

5.12.11 Streets which are not included within the proposals are generally lightly-trafficked residential streets, which are less likely to carry any material through-traffic and are likely to be suitable for use of the streets by active travellers.

5.12.12 The site is located around 600m from the nearest bus stops, which provide access to Routes 3 and 4A/ 4C. The services provide connections between Rhosllanerchrugog and Wrexham throughout the week.

6. HIGHWAY SAFETY

6.1 INTRODUCTION

6.1.1 Safety is of key considerations for all development. For a school there are a higher than average number of vulnerable road users and, as such, prior to considering other details relating to the site, highway safety has been considered first.

6.1.2 In order to consider whether there are any existing issues relating to road safety which are relevant to this site, a review of the five-year road traffic accident data on the local highway network has been undertaken for the key routes between the site, key local destinations and the wider transport networks.

6.1.3 The assessment considers the quantum and severity of recorded accidents.

6.2 SCOPE OF ASSESSMENT

6.2.1 The scope of assessment has been undertaken to consider all types of accident, with a specific focus on vulnerable road users and road users within the primary school age bracket.

6.2.2 The study period is the most recently available 5-years of accident data, which are 2019 to 2023 inclusive. It should be noted that accidents from March 2020 to 2021 could be affected by Covid-19 travel disruptions, however the 5-year assessment period is considered to be suitable for this location and include a considerable period where Covid-19 travel restrictions were not in place.

6.2.3 The accident records have been obtained from the Crashmap national database. The accident study area is the built-form of Rhosllanerchrugog, which forms the highway network where it is reasonable to assume that the majority of pupils travel to/ from by active travel modes. The study area is shown below/ overleaf.

6.2.4 The locations are split by area to allow potential geographic factors to be taken into account within the review.

6.3 PENYCAE

6.3.1 Penycae is located to the south of the study area. Within Penycae there have been five reportable accidents across the five-year study period. Of these, three have been serious and two have been slight accidents.

6.3.2 The southernmost accident was serious and occurred on Afoneitha Road, adjacent to Oakleigh and the bus stop.

6.3.3 The accident occurred on the 25th June 2020 at 21:25 in dry, fine daylit conditions. The accident involved a single vehicle, a small-engine motorcycle, which appears to have lost control. No other vehicles or objects were involved.

6.3.4 To the north of this, on Fford Llannerch (adjacent to the junction with Heol-Y-Bryn) a slight accident occurred. The accident occurred on the 29th May 2023 at 15:45 in fine, dry, daylit conditions.

6.3.5 The accident occurred as a primary school age child on a pedal cycle and was struck by a car passing another vehicle. The accident involved a school age child, however does not appear to be relating to travel to/ from school as the day was a bank holiday.

6.3.6 East of this location, of Ffordd Llannerch, a serious accident occurred. The accident occurred on the 8th October 2021 at 15:32 in fine, dry, daylit conditions. The accident

involved a car hitting a pedestrian of pre-school age when they entered the road, masked by parked cars.

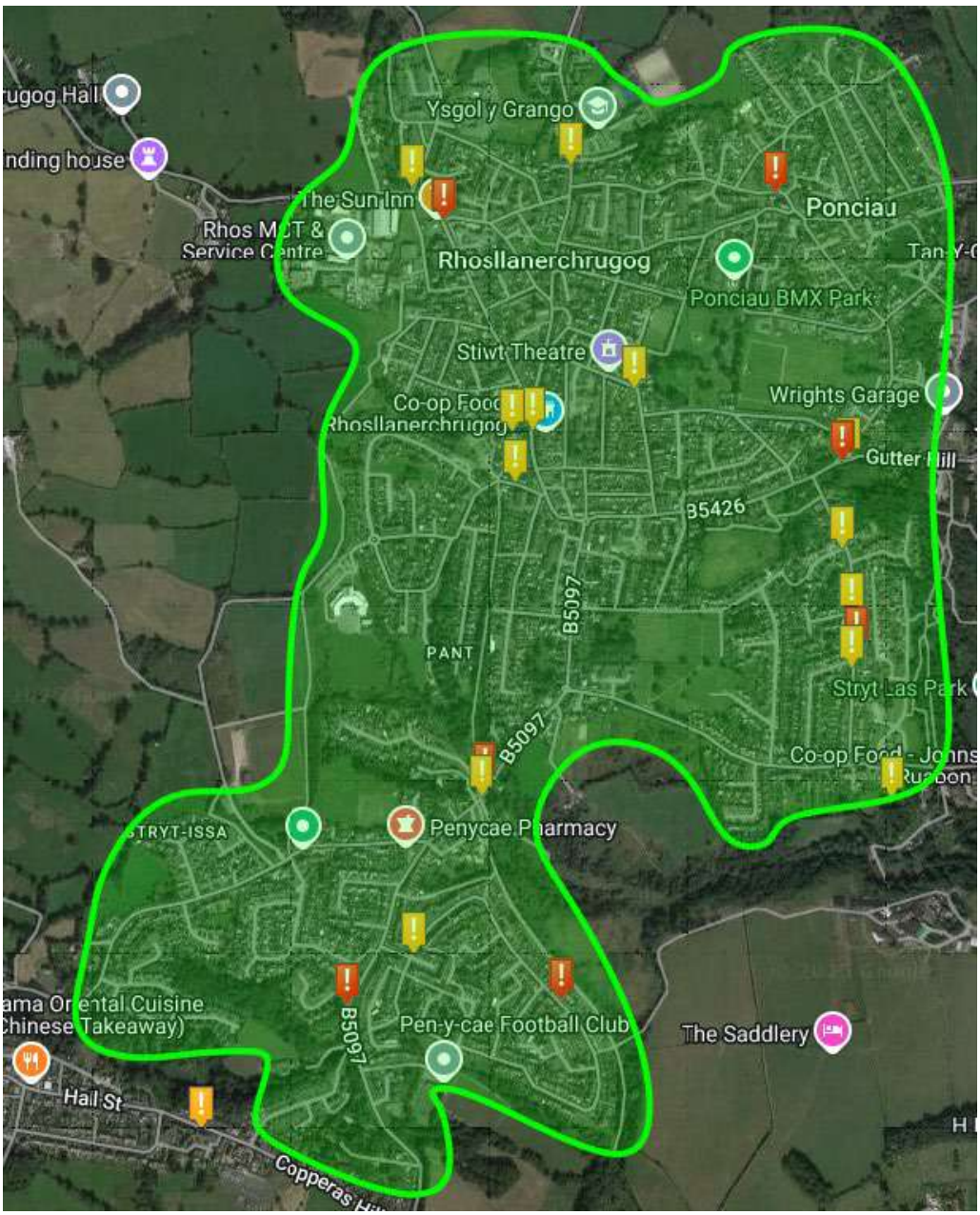
6.3.7 Towards the north of the study area a slight accident occurred on the B5097 to the south of Lower Mountain Road and a serious accident occurred at the junction of B5097 and Lower Mountain Road.

6.3.8 The slight accident occurred on the 9th July 2022 at 17:13 in fine, dry, daylit conditions. The accident occurred as a reversing car struck a small engine motorcycle.

6.3.9 The serious accident occurred on the 13th July 2021 at 16:10 in fine, dry, daylit conditions. The accident occurred as a car was waiting to turn left and struck a secondary school age child.

6.3.10 All of the accidents which occurred across the study area appear to be unrelated unfortunate occurrences. There appear to be no accidents involving primary school age pupils travelling to/ from school.

Figure 6.1 Accident Study Area



6.4 EAST OF CATCHMENT

6.4.1 Towards the east of the catchment area, seven accidents have occurred on Garrden Road, Gutter Hill and Stryt Las. There were a total of five slight and two serious accidents.

6.4.2 The slight accident on Stryt Las occurred on May 7th 2019 at 13:22 in fine, dry, daylit conditions. The accident occurred as two cars, both turning right, struck each other head on.

6.4.3 Three slight and one serious accidents occurred on Gardden Road. The southernmost accident was slight and occurred on August 18th 2019 at 18:38 in dry, daylit conditions. The road surface was noted as “other”. The accident occurred as a car struck a primary school age child who was crossing whilst masked by parked cars. The accident occurred on a Sunday and is not related to the journey to/ from school.

6.4.4 To the north of Fford Gwynnedd, on Gardden Road, was the serious accident. The serious accident occurred on August 2nd 2023 at 17:56 in fine, wet daylit conditions. The accident occurred as a car struck the rear of a primary school age child on a bicycle. Due to the time of the accident, it is not expected to be related to the journey to/ from school.

6.4.5 A slight accident occurred at the junction of Gardden Road/ Ffordd Powys. The accident occurred on August 7th 2022 at 8:55 in fine, dry, daylit conditions. The accident occurred as a car struck a secondary school age pedestrian who was crossing the road from a masked position. The accident occurred during summer and is not expected to be related to the journey to/ from school.

6.4.6 The northernmost slight accident on Gardden Road occurred at the junction with Ffordd Dyfed. The accident occurred on the 9th September 2023 at 18:30 in fine, dry, daylit conditions. The accident involved a car striking a secondary school age child on a bicycle who was turning right. The accident occurred on a Saturday and is not expected to be related to the journey to/ from school.

6.4.7 It is noted that a high proportion of the accidents on Gardden Road involved a child and appears to be a result of the straight alignment of the route, along with on-street parking which can mask pedestrians.

6.4.8 None of the accidents appear to relate to the journey to/ from school.

6.4.9 A slight and a serious accident both occurred at the junction of Gutter Hill/ Chapel Street. The slight accident occurred on August 16th 2022 at 18:19 in fine, dry, daylit conditions. The accident involved two cars, who struck each other whilst travelling in opposite directions around the bend.

6.4.10 The serious accident occurred on August 18th 2020 at 18:49 in fine, dry, daylit conditions. The accident involved a car striking a pensioner-age pedestrian as they were crossing the road.

6.4.11 All of the accidents which occurred across the study area appear to be unrelated unfortunate occurrences. There appear to be no accidents involving primary school age pupils travelling to/ from school.

6.5 NORTH OF CATCHMENT

6.5.1 There have been two serious and two slight accidents in the northern area of the study area.

6.5.2 The easternmost accident was serious and occurred at the junction of North Road/ Bank Street. The accident occurred on February 15th 2022 at 12:26 in fine, wet, daylit conditions.

6.5.3 The accident involved a car turning left into a secondary school age child on a bicycle.

6.5.4 To the west of this location, a slight accident occurred on the B5097 close to Ysgol y Grango. The accident occurred on January 6th 2021 at 14:10 in fine, dry, daylit conditions. The accident occurred as a car struck two parked cars.

6.5.5 A serious accident occurred at the junction of Hall Street/ Mountain Street. The accident occurred on May 6th 2022 at 15:20 in fine, dry, daylit conditions. The accident involved two cars, which hit head-on. One of the cars was taking pupils to school and serious injury occurred to a primary school age pupil.

6.5.6 The westernmost accident was slight and occurred at the junction of Hall Street/ Llwyn Einion Road. The accident occurred on April 20th 2019 at 17:00 in fine, dry, daylit conditions. The accident involved a small-engine motorcycle striking a goods vehicle.

6.5.7 All of the accidents which occurred across the study area appear to be unrelated unfortunate occurrences. There appear to be no accidents involving primary school age pupils travelling to/ from school by active travel modes.

6.6 WEST OF CATCHMENT

6.6.1 The west of catchment area is that closest to the school. There have been four slight accidents recorded in this part of the catchment.

6.6.2 The easternmost slight accident occurred at Broad Street/ Stryt Y Fenhines. The accident occurred on the 26th February 2022 at 00:27 in fine, dry, street lit conditions. The accident involved a motorcycle and a car colliding head-on.

6.6.3 A slight accident occurred on Market Steet, close to the Co-Op store. The accident occurred on March 4th 2019 at 12:51 in fine, dry, daylit conditions. The accident involved a car striking an adult pedestrian who was walking in the carriageway with their back to traffic.

6.6.4 A slight accident occurred on Bonc Wen, adjacent to the police station. The accident occurred on November 10th 2019 at 15:09 and involved a car striking a secondary school age pedestrian who was crossing the carriageway.

6.6.5 The westernmost slight accident occurred on November 3rd 2019 at 17:41 in fine, dry, daylit conditions. The accident involved a car striking an adult pedestrian who was walking in the carriageway with their back to traffic.

6.6.6 All of the accidents which occurred across the study area appear to be unrelated unfortunate occurrences. There appear to be no accidents involving primary school age pupils travelling to/ from school.

6.7 SUMMARY

6.7.1 Safety is of key consideration for all development. For a school there are a higher than average number of vulnerable road users and, as such, prior to considering other details relating to the site, highway safety has been considered first.

6.7.2 In order to consider whether there are any existing issues relating to road safety which are relevant to this site, a review of the five-year road traffic accident data on the local highway network has been undertaken for the key routes between the site, key local destinations and the wider transport networks.

6.7.3 The accident study area is the built-form of Rhosllanerchrugog, which forms the highway network where it is reasonable to assume that the majority of pupils travel to/ from by active travel modes.

6.7.4 All of the accidents which occurred across the study area appear to be unrelated unfortunate occurrences. There appear to be no accidents involving primary school age pupils travelling to/ from school.

7. PARKING BEAT SURVEY

7.1 INTRODUCTION

7.1.1 In order to assess the impact of school-related vehicles, a parking beat survey has been undertaken.

7.1.2 The parking beat survey is discussed within this chapter.

7.2 METHODOLOGY

7.2.1 The parking beat survey was undertaken across the local area, up to around 250m from the site. This is the likely maximum walking distance that could be likely to be used for school drop-off and pick up.

7.2.2 The parking beat survey included:

- Number of cars parked on street (including location); and
- Number of cars parked within the school car park.

7.2.3 The parking beat survey was undertaken from 07:30 to 09:10 for the school drop-off period and 14:30 to 16:10 for the school pick-up period.

7.2.4 The school car park includes 57 car parking spaces, incorporating a dedicated school drop-off/ pick-up area.

7.3 PARKING BEAT SUMMARY

7.3.1 The parking beat survey shows the following number of cars parked within the school car park during the school drop-off period:

- 07:30 – 4;
- 07:50 – 6;
- 08:10 – 17;
- 08:30 – 25;
- 08:50 – 55; and
- 09:10 – 24.

7.3.2 It can be seen that during the AM drop-off period, the peak car park occupancy was 55 vehicles, i.e. below the car park's capacity.

7.3.3 The car park occupancy at 09:10 (when the drop-off has completed) is 24 spaces. It is reasonable to assume that these are for staff and visitors to the school.

7.3.4 Consequently, whilst the car park capacity is 57 spaces, of these 33 and the drop-off/ pick-up area were available for pupil-related vehicles by school opening.

7.3.5 It should be noted that the school has capacity for 315 pupils, with around 259 pupils attending at September 2023. The school is currently operating at around 82% of the allowable capacity – noting that four classes are taught in temporary classrooms.

7.3.6 It is noted that no material on-street parking appears to occur as a result of the school drop-off.

7.3.7 The parking beat survey shows the following number of cars parked within the school car park during the school pick-up period:

- 14:30 – 42;

- 14:50 – 78;
- 15:10 – 46;
- 15:30 – 9;
- 15:50 – 10; and
- 16:10 – 9.

7.3.8 The car park occupancy at 14:30 was 42, which suggests that some pupil-related cars may arrive early for the pick up – based upon the 24 spaces which appear to be used for staff and visitors.

7.3.9 The peak occupancy within the car park was 78, at 14:50, which appears to relate to the 3pm pick-up for years R,1 and 2. By 15:10. At the peak occupancy for the pick-up period for years 3,4,5 and 6 the car park had 46 spaces occupied (which will include the majority of staff).

7.3.10 The peak car park occupancy exceeds capacity, however the vehicles are within the school grounds and quickly dissipate. It is noted from the car park observations that non-marked spaces are utilised by some vehicles, however these do not appear to impact on the operation of the school car park.

7.3.11 It is reasonable to assert that the peak car park use occurs over a short period of time from just before 14:50 to just around 15:00 – i.e. around 15 minutes.

7.3.12 At the peak car park occupancy, around 3 to 5 cars are observed to be parked on-street outside of the site. As with the peak occupancy of the car park, these vehicles quickly dissipate.

7.3.13 The full car parking beat survey is attached at Appendix A.

7.3.14 It is reasonable to conclude that the existing parking arrangements are suitable for the school as it currently operates.

7.3.15 The peak capacity of the school is around 315 pupils. Consideration of this is provided below.

7.4 PEAK OCCUPANCY FORECAST – 315 PUPILS (PHASE 1)

7.4.1 The school can currently accommodate 315 pupils. The Phase 1 proposals are also for the same school capacity of 315 pupils – with pupils who are located in temporary classrooms accommodated within the extended school building and benefitting from a purpose-built modern teaching environment.

7.4.2 With the school currently operating at around 82% of capacity, the forecast operation of the parking is based upon the additional 18% of pupils.

7.4.3 For the morning drop-off period, it can be seen from the parking beat survey that the peak operation of the car park results in around 31 pupil-related cars within the car park at peak drop-off.

7.4.4 If this is increased pro-rata with the increase in pupils (from 259 to 315), then this could equate to 37 pupil-related cars at the peak drop-off.

7.4.5 The afternoon pick-up has shown that the car park can currently accommodate at least 78 vehicles at the peak pick-up time. The forecast car park operation could be 61 cars (including 24 staff cars) at school drop-off with the school operating at its current (and Phase 1) capacity.

7.4.6 The car park is considered to be suitable for the morning drop-off in its current form for the existing 315 pupil capacity and for Phase 1.

7.4.7 During the afternoon pick-up, the peak car park capacity was 78, of which 54 are assumed to be pupil-related (based upon 24 staff and visitor spaces being utilised throughout the day).

7.4.8 If this is increased pro-rata with the increase in pupils (from the existing 259 to the full capacity of 315) then this could equate to 66 pupil-related vehicles at this time. This is an increase of 12 over that currently observed.

7.4.9 The peak car park demand could be 90 spaces, with a peak of 78 spaces already observed to occur.

7.4.10 It is likely that implementation of a Travel Plan at the school, to encourage active travel and, in particular, car sharing, could reduce the impact of car-borne trips to the school.

7.4.11 This quantum of vehicles could be achieved with the school operating at its current capacity, operating in the same manner with the Phase 1 proposals operational.

7.4.12 Importantly, the school benefits from approval for its current capacity (315 pupils).

7.4.13 The Phase 1 proposals are those which would be implemented first and would include a commitment to a Travel Plan.

7.4.14 The Travel Plan would seek to increase the active travel mode share and, also, encourage car sharing to reduce the traffic impacts of pupil-related and staff vehicles on the local highway network. The implementation of the Travel Plan should result in a reduction in the number of pupil-related and staff vehicles associated with the school and aid with the delivery of Phase 2.

7.5 PHASE 2 PROPOSALS – 420 PUPILS

7.5.1 Phase 2 would result in an increase in pupils over the currently approved baseline of 315.

7.5.2 It is important to note that Phase 2 has been allowed for within the current submission, however this would be subject to the necessary needs assessment and consultation and is included as a futureproofing exercise.

7.5.3 Applying a pro-rata forecast to the morning drop-off, the following car park occupancy is forecast.

- Staff – 32 spaces (420/315 x 24 staff and visitor); and
- Pupils – 49 spaces (420/315 x 37 pupil-related vehicles from baseline).

7.5.4 The total peak AM parking demand is forecast to be 81 spaces. This is materially similar to the peak pick-up demand from the baseline which currently occurs for 78 spaces.

7.5.5 It is reasonable to assert that the morning drop-off period (due to the high proportion of pupils who attend breakfast club, thereby spreading the traffic impact over a longer period) could be accommodated within the existing car park.

7.5.6 Measures to reduce the impacts of the PM pick-up could also be beneficial to reducing the impact of the AM drop-off and are discussed below.

7.5.7 If a pro-rata forecast is utilised then the following forecasts for peak afternoon car park occupancy could be made:

- Staff – 32 spaces (420/315 x 24 staff and visitor);
- Pupils - 72 spaces (420/315 x 54 pupil-related vehicles from the baseline).

7.5.8 The total peak car parking occupancy could be 104 spaces, versus the 90 which are already consented (for 315 pupils).

7.5.9 For the Phase 2 proposals, there are a number of measures which could help to mitigate for the additional demand:

- Additional car parking within the site – 5 spaces;
- Revised internal parking arrangements to improve circulation and reduce turning movements; (Discussed further in Chapter 8)
- Implementation of an effective Travel Plan – mode share change of 10% - equivalent to around 9 spaces; and
- Reviewing options for increased staggering of age groups to reduce overlap between years R,1 and 2 with years 3,4,5 and 6. This could provide a further reduction.

7.5.10 As the Phase 2 proposals would occur after the Phase 1 proposals, there would be a period of time for the delivery and development of the Travel Plan to seek to attain the 10% mode share shift.

7.5.11 In addition, the Phase 1 and Phase 2 proposals would be filled over a number of years, therefore the gradual increase in pupil numbers can be monitored and observed, with additional measures to reduce parking demand implemented over time.

7.5.12 It is reasonable to conclude that the Phase 2 proposals could require the above mitigation to accommodate the parking demand on-site without additional parking pressure on the local streets.

7.5.13 Importantly, as shown by the parking beat survey, any residual parking demand in excess of the car park capacity would occur over a short period of around 15 minutes, at a time when the local highway network is not at its peak and, also, at a time when the majority of those who work have not returned home to park their car on-street.

7.5.14 The residual impact is considered to be short-lived and benefit from mitigation measures, including a Travel Plan and additional car parking spaces.

7.6 SUMMARY

7.6.1 In order to assess the impact of school-related vehicles, a parking beat survey has been undertaken.

7.6.2 The parking beat survey was undertaken across the local area, up to around 250m from the site. This is the likely maximum walking distance that could be likely to be used for school drop-off and pick up.

7.6.3 The parking beat survey shows the following number of cars parked within the school car park during the school drop-off period.

7.6.4 The school already has the capacity for 315 pupils and, as such, the Phase 1 proposals are already allowed for within the school's design and approval. No changes to the car parking are proposed for Phase 1.

7.6.5 For Phase 2, 420 pupils, the car parking demand is forecast to increase.

7.6.6 For the Phase 2 proposals, there are a number of measures which could help to mitigate for the additional demand:

- Additional car parking within the site – 5 spaces;
- Revised internal parking arrangements to improve circulation and reduce turning movements;
- Implementation of an effective Travel Plan – mode share change of 10% - equivalent to around 9 spaces; and
- Reviewing options for increased staggering of age groups to reduce overlap between years R,1 and 2 with years 3,4,5 and 6. This could provide a further reduction.

7.6.7 The Travel Plan would be implemented during Phase 1, which will allow time for the benefits to be monitored, reviewed and updated to seek to achieve the 10% mode share change (away from single occupancy car use).

7.6.8 The additional car parking spaces would be delivered for Phase 2, which would operate alongside the Travel Plan and review of the start and finish time staggering.

7.6.9 In addition, the Phase 1 and Phase 2 proposals would be filled over a number of years, therefore the gradual increase in pupil numbers can be monitored and observed, with additional measures to reduce parking demand implemented over time.

7.6.10 The residual impact is considered to be short-lived and benefit from mitigation measures, including a Travel Plan and additional car parking spaces.

8. DEVELOPMENT PROPOSAL

8.1 INTRODUCTION

8.1.1 This chapter discusses the development proposals in relation to transport.

8.2 VEHICLE ACCESS

8.2.1 The vehicle access proposals for the school remain as per the existing arrangements for both the Phase 1 and Phase 2 works.

8.2.2 There are no proposed changes to vehicle access.

8.3 PEDESTRIAN ACCESS

8.3.1 The pedestrian access proposals for the school remain as per the existing arrangements for both the Phase 1 and Phase 2 works.

8.3.2 There are no proposed changes to pedestrian access.

8.3.3 The use of this mode will be encouraged through the Travel Plan.

8.4 CYCLE ACCESS

8.4.1 The cycle access proposals for the school remain as per the existing arrangements for both the Phase 1 and Phase 2 works.

8.4.2 The proposals would include improved cycle storage provision, with covered/ secure cycle and scooter storage located within the secure line of the school grounds.

8.4.3 The proposals for cyclists provide an improvement over the existing provision and could help to encourage additional travel to school for pupils and staff by cycle (or scooter). The use of this mode will be encouraged through the Travel Plan.

8.5 PUBLIC TRANSPORT ACCESS

8.5.1 The public transport access proposals for the school remain as per the existing arrangements for both the Phase 1 and Phase 2 works.

8.5.2 There are no proposed changes to public transport access.

8.5.3 The use of this mode will be encouraged through the Travel Plan.

8.6 SERVICE ACCESS

8.6.1 The vehicle access proposals for the school remain as per the existing arrangements for both the Phase 1 and Phase 2 works.

8.6.2 The proposals should not affect servicing to the school, as refuse and deliveries will already occur. The school will be operating within its current pupil allocation of 315 pupils during Phase 1 and there is expected to be no change to the number or type of service vehicles.

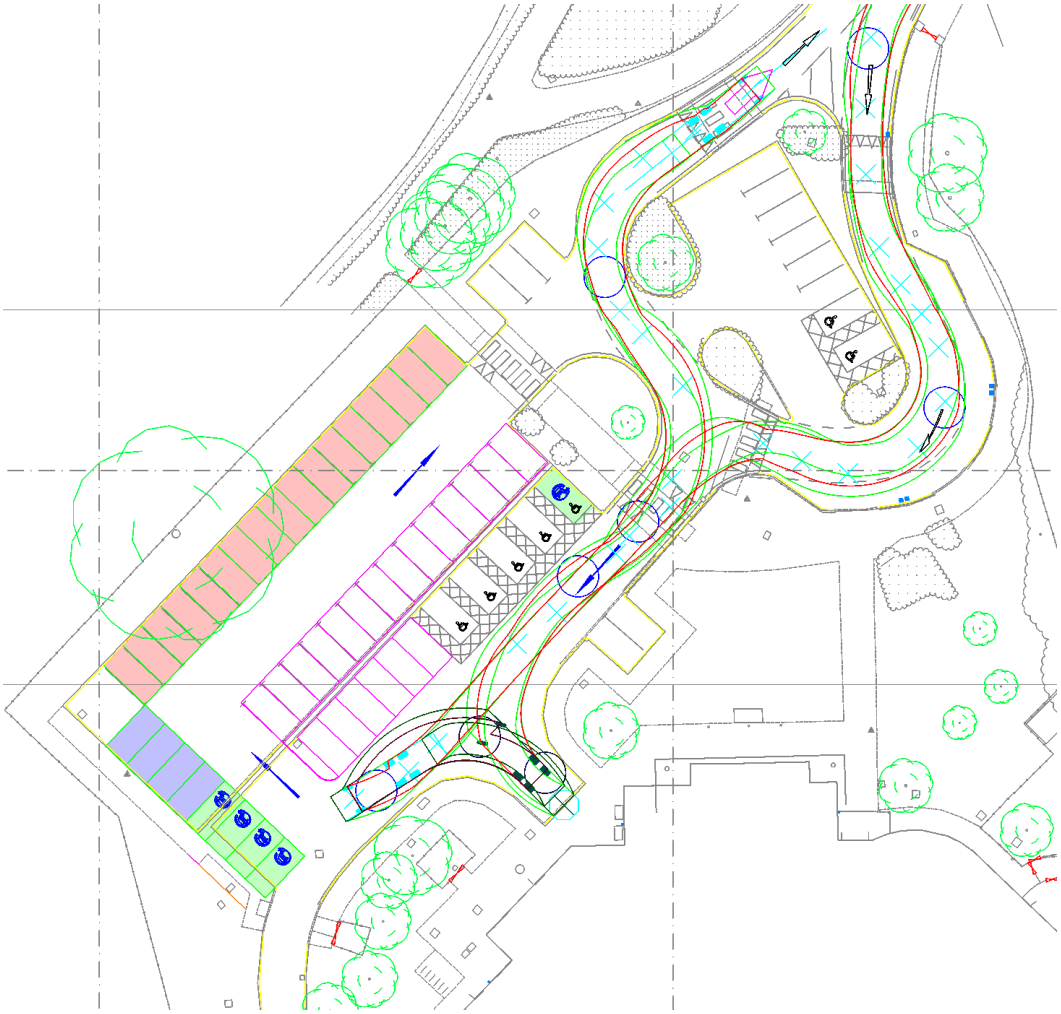
8.6.3 For Phase 2, whilst the proposals would be larger, it is expected that the number and type of service vehicles will remain as existing (and as per Phase 1) as the existing vehicles are unlikely to be operating at capacity, with the school only accounting for partial loads of existing vehicles.

8.6.4 The existing turning head within the site has been retained for both Phase 1 and Phase 2.

8.6.5 During Phase 2, the largest delivery vehicles may be required to operate contraflow to the one-way system during egress from the site. As deliveries will be timed at quiet operational times of day for the school (outside of drop-off and pick-up), this short length of contraflow movement is considered to be suitable.

8.6.6 The swept path analysis of a refuse vehicle has been undertaken for the Phase 2 car parking proposals. The swept path is shown below/ overleaf.

Figure 8.1 Swept Path Analysis – Refuse Vehicle



8.6.7 The proposals are considered to remain suitable for service access.

8.7 CAR PARKING

8.7.1 The proposals to the physical car parking arrangements for Phase 1 remain unchanged from the existing school layout.

8.7.2 In order to encourage a reduction in the number of pupil and staff-related vehicles associated with the site a Travel Plan will be implemented during Phase 1. The Travel Plan will seek to deliver a 10% reduction in single-occupancy (or single-pupil) vehicles accessing the school.

8.7.3 In addition, during Phase 1 the staggered start/ finish times for the year groups will be reviewed to consider whether altering these could reduce the parking load on the car park at the peak pick-up time.

8.7.4 The proposals for car parking during Phase 1 can be summarised as:

- Implementation of an effective Travel Plan – mode share change of 10% - equivalent to around 9 spaces; and
- Reviewing options for increased staggering of age groups to reduce overlap between years R,1 and 2 with years 3,4,5 and 6. This could provide a further reduction.

8.7.5 During Phase 2, the number of pupils who could attend the school could increase from 315 to 420. The Phase 2 proposals, include an increase to the car parking capacity of the site by five spaces.

8.7.6 In addition, alterations to the car park for Phase 2 include the implementation of a one-way circulatory system for the main car parking area – as opposed to the two current dead-end aisles.

8.7.7 Dead-end aisles can lead to additional turning manoeuvres, longer reversing lengths (especially if the aisle is blocked and/ or full) and requires two-way traffic flows. Two-way traffic flows require vehicles to take up almost the full aisle width, whilst one-way traffic flows can provide additional space for active travellers and simpler turning in and out of spaces.

8.7.8 The one-way circulation within the main car park could improve the flow of vehicles within the site, which in turn could increase the turnover of car parking spaces, reduce car park dwell times and, also, result in a safer environment for all users.

8.7.9 Combined with the Phase 1 proposals (Travel Plan and management) the additional car parking and improved car park layout could help to mitigate for the additional parking demand.

8.7.10 As set out within Chapter 7, it is reasonable to conclude that the Phase 2 proposals could require the above mitigation to accommodate the parking demand on-site, without additional parking pressure on the local streets.

8.7.11 Importantly, as shown by the parking beat survey, any residual parking demand in excess of the car park capacity would occur over a short period of around 15 minutes, at a time when the local highway network is not at its peak and, also, at a time when the majority of those who work have not returned home to park their car on-street.

8.7.12 In addition, the Phase 1 and Phase 2 proposals would be filled over a number of years, therefore the gradual increase in pupil numbers can be monitored and observed, with additional measures to reduce parking demand implemented over time.

8.8 EV CHARGING

8.8.1 For the Phase 1 works, it is proposed that 10% of parking spaces would be provided with electric vehicle charging apparatus. The EV charging spaces will be prioritised for those who car share to provide further encouragement for (particularly) staff to car share and reduce vehicle trips associated with the site.

8.9 CAR PARK MANAGEMENT

8.9.1 For the Phase 2 works it is proposed to implement a Car Park Management Strategy. The Car Park Management Strategy is outlined in Chapter 9.

8.10 SUMMARY

8.10.1 The development proposals includes a number of measures for Phase 1, which include:

- New secure and covered cycle/ scooter store within the school grounds to encourage active travellers;
- EV chargers to 10% of parking spaces (prioritised for car sharers); and

- Implementation of a Travel Plan, targeting a 10% reduction in car use to/ from the site.

8.10.2 The Phase 2 proposals build upon the measures for Phase 1 and also include:

- Revised car parking layout to create a one-way circulatory car park, reducing the instances of two vehicles meeting in a parking aisle, reducing the number of reversing and turning manoeuvres and resulting in additional space for those on foot;
- Five additional car parking spaces; and
- Implementation of the Car Park Management Strategy to prioritise car sharing and consolidating the areas for staff and visitor parking for consistent use of the car park on a day-to-day basis.

8.10.3 The one-way circulation within the main car park could improve the flow of vehicles within the site, which in turn could increase the turnover of car parking spaces, reduce car park dwell times and, also, result in a safer environment for all users.

8.10.4 Combined with the Phase 1 proposals (Travel Plan and management) the additional car parking and improved car park layout could help to mitigate for the additional parking demand.

8.10.5 Importantly, as shown by the parking beat survey, any residual parking demand in excess of the car park capacity would occur over a short period of around 15 minutes, at a time when the local highway network is not at its peak and, also, at a time when the majority of those who work have not returned home to park their car on-street.

8.10.6 In addition, the Phase 1 and Phase 2 proposals would be filled over a number of years, therefore the gradual increase in pupil numbers can be monitored and observed, with additional measures to reduce parking demand implemented over time.

9. CAR PARK MANAGEMENT STRATEGY (PHASE 2)

9.1 INTRODUCTION

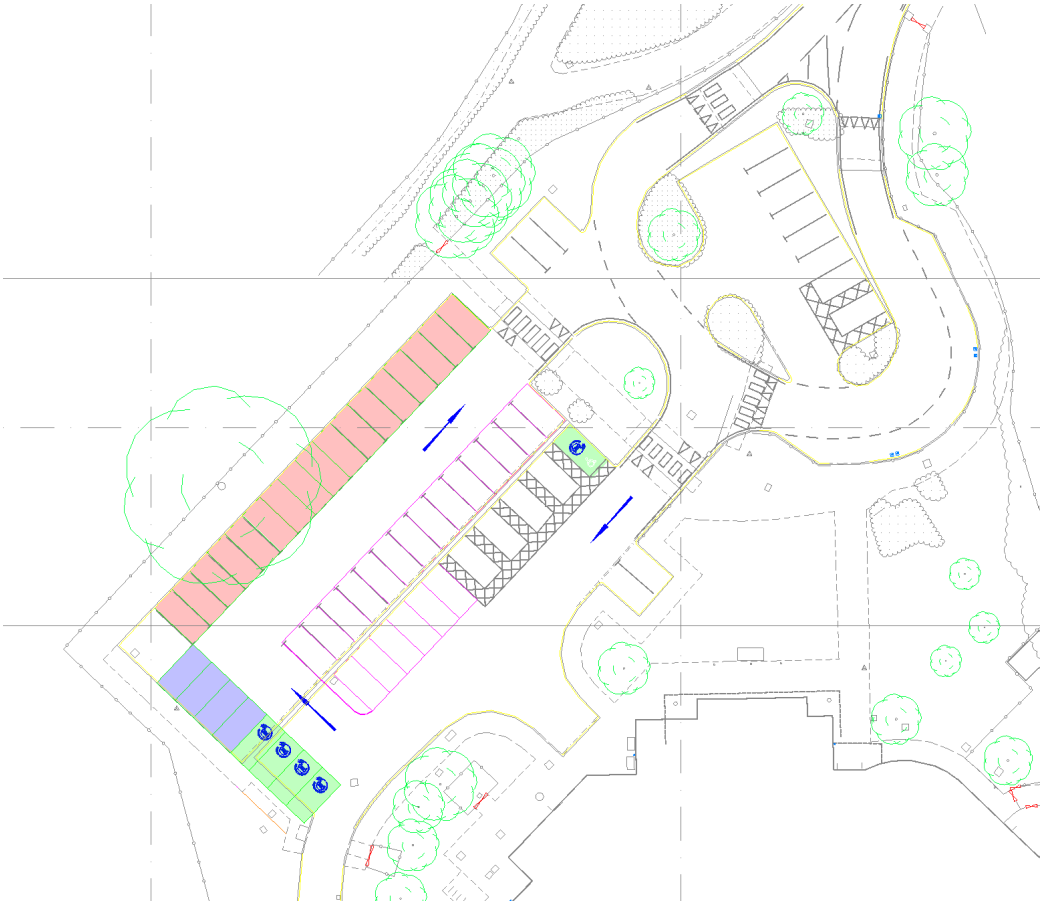
9.1.1 It is proposed to implement a Car Park Management Strategy prior to the occupation of Phase 2.

9.1.2 This chapter sets out the proposed Car Park Management Strategy.

9.2 CAR PARKING LAYOUT

9.2.1 The proposed changes to the car park for Phase 2 are discussed in Chapter 9. The proposed car parking layout is shown below/ overleaf.

Figure 9.1 Phase 2 Car Park Layout



9.3 CAR PARK MANAGEMENT

9.3.1 For Phase 2, the car parking spaces are proposed to be managed as follows:

- Green (Staff) – EV charging spaces (5 in total, including 1 disabled). These spaces would be prioritised for car sharing;
- Blue (Staff) – Car sharing priority spaces without EV charging (4 in total). These spaces result in 10 total car parking spaces being prioritised for car sharing;
- Red (Staff) – Staff car parking which is not car share priority (17 in total).

9.3.2 The total number of car parking spaces which are shaded equate to 26 spaces which would predominantly be utilised for staff and visitors.

9.3.3 The residual spaces within the car park would be available for general use, including the drop-off and pick-up of pupils from the school.

9.3.4 By allocating the staff spaces around the outer edge of the car park means that pick-up and drop-off is most likely to occur within one side of the car parking aisle. By allocating the spaces in this way, the pick-up and drop-off movements should all be turning in and out of spaces from the same side of the aisle – with reduced opportunity for cars to be reversing back towards each other from opposite sides of the aisle.

9.3.5 The one-way aisle means that pupil-related vehicles which require a parking space are able to circulate the car park without needing to undertake a 3-point turn at the end of an aisle and can access all spaces without entering a second parking aisle.

9.4 TIMING

9.4.1 The Car Park Management Strategy would be implemented for Phase 2. It should be noted that Phase 2 is unlikely to result in the school operating at its full (increased capacity) within the initial years and, consequently, the Car Park Management Strategy can be reviewed and updated as the school fills up.

9.5 SUMMARY

9.5.1 It is proposed to implement a Car Park Management Strategy prior to the occupation of Phase 2.

9.5.2 The proposed strategy prioritises 26 spaces for staff, including one disabled (including EV charging), four EV charging (prioritised for car sharers), 4 car sharing priority spaces (no EV charging) and a further 17 spaces.

9.5.3 The residual spaces within the car park would be available for general use, including the drop-off and pick-up of pupils from the school.

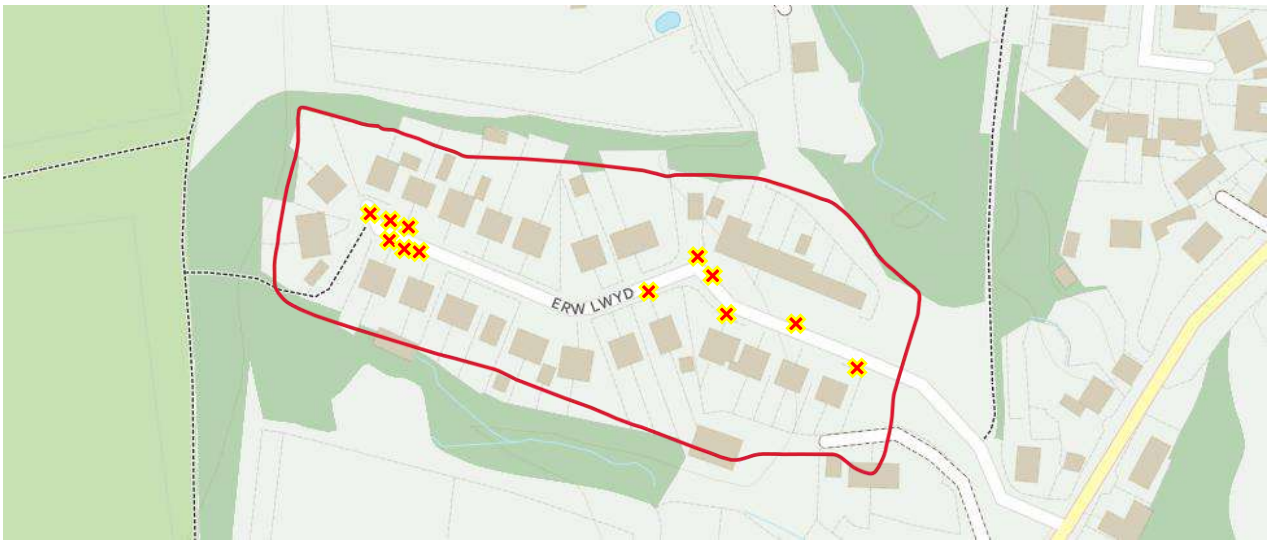
9.5.4 The Car Park Management Strategy would be implemented for Phase 2. It should be noted that Phase 2 is unlikely to result in the school operating at its full (increased capacity) within the initial years and, consequently, the Car Park Management Strategy can be reviewed and updated as the school fills up.

APPENDIX A

Ysgol ID Hooson, Wrexham – Parking Beats – Jan'25 **Beat 1 - 0730**



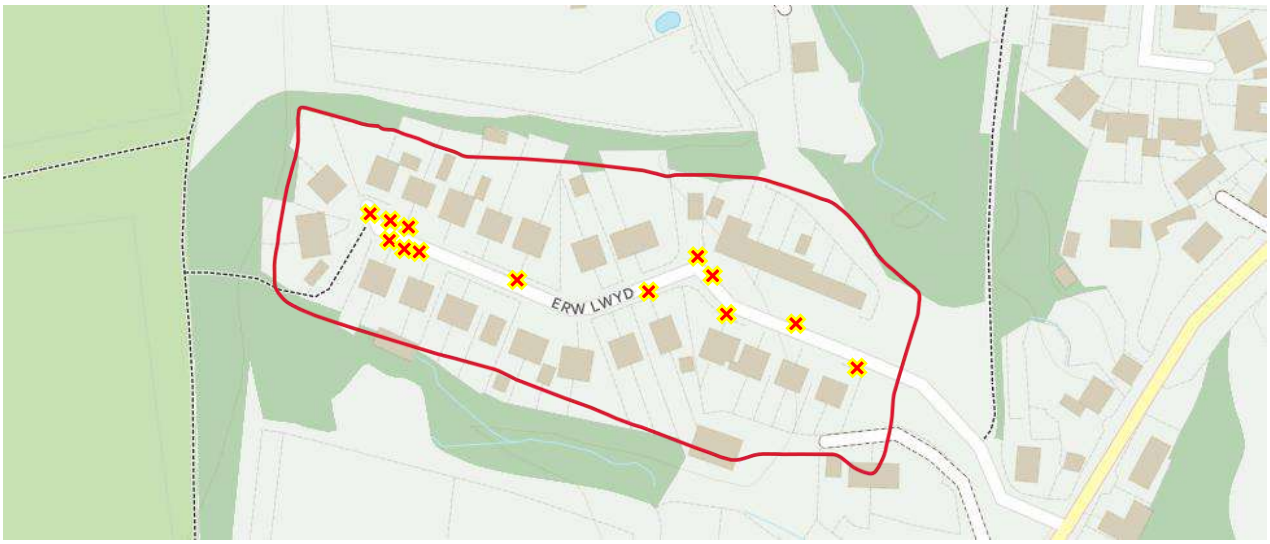
Area 2



Ysgol ID Hooson, Wrexham – Parking Beats – Jan'25 **Beat 2 - 0750**



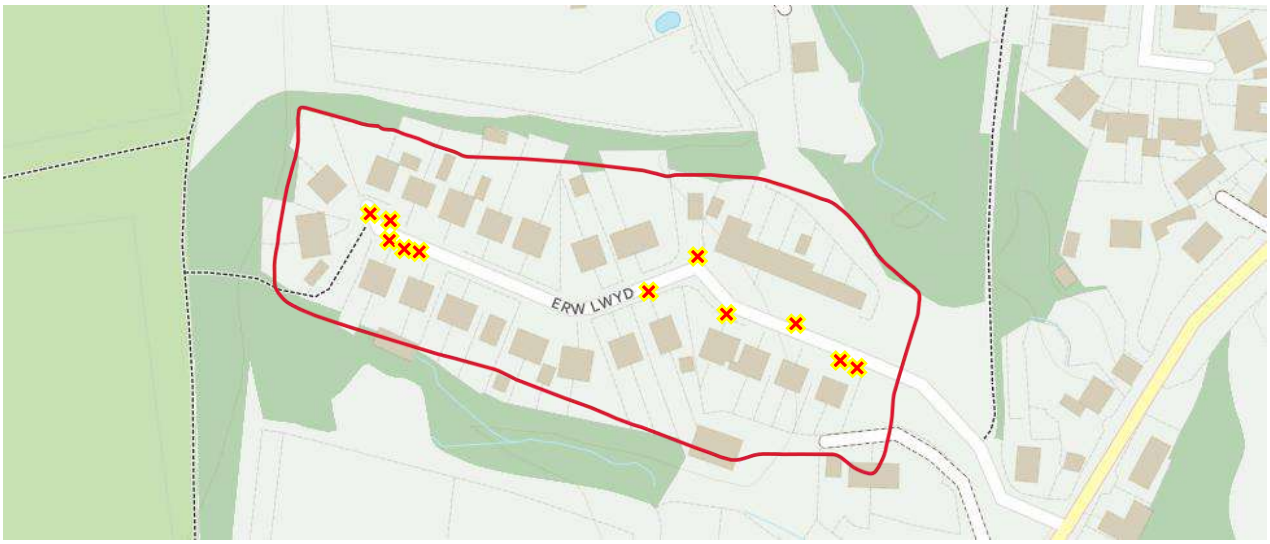
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Ysgol ID Hooson, Wrexham – Parking Beats – Jan'25 **Beat 3 - 0810**



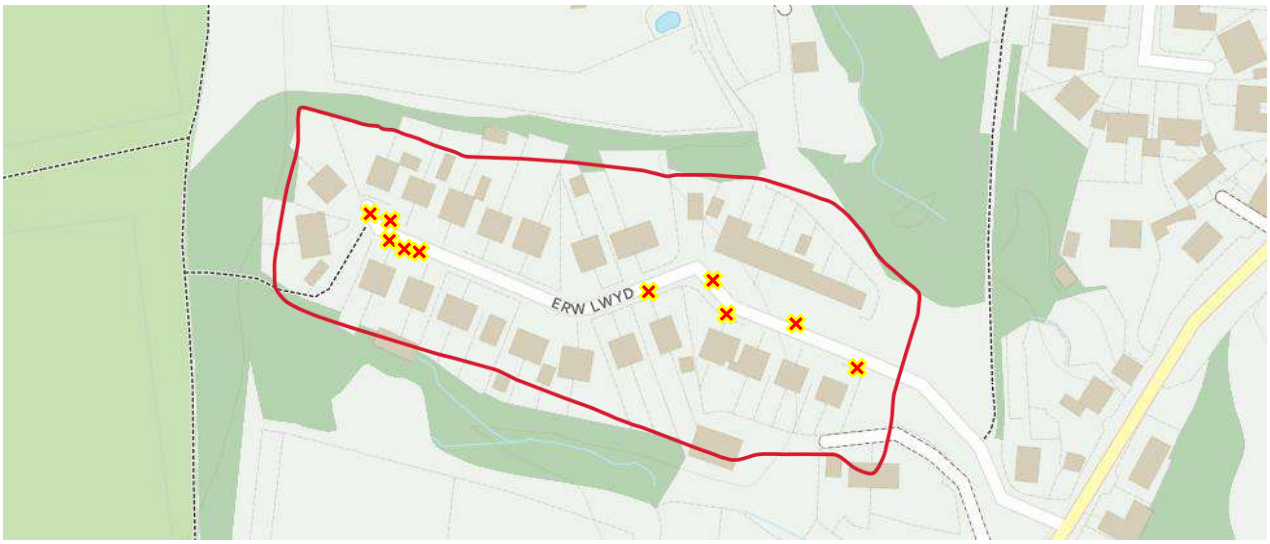
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Ysgol ID Hooson, Wrexham – Parking Beats – Jan'25 **Beat 4 - 0830**



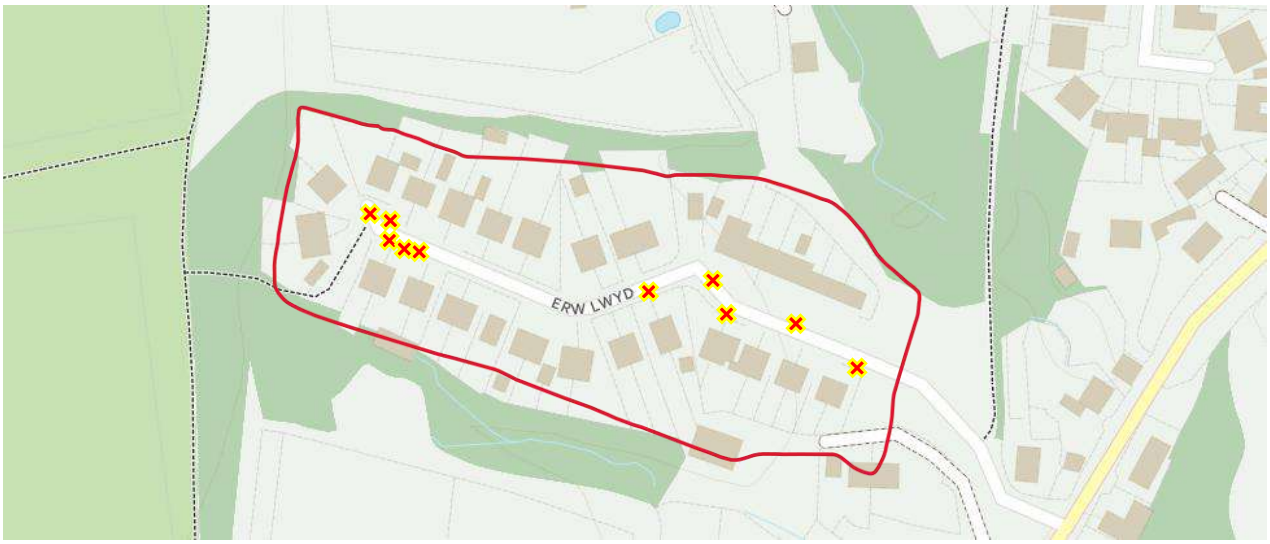
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Ysgol ID Hooson, Wrexham – Parking Beats – Jan'25 **Beat 5 - 0850**



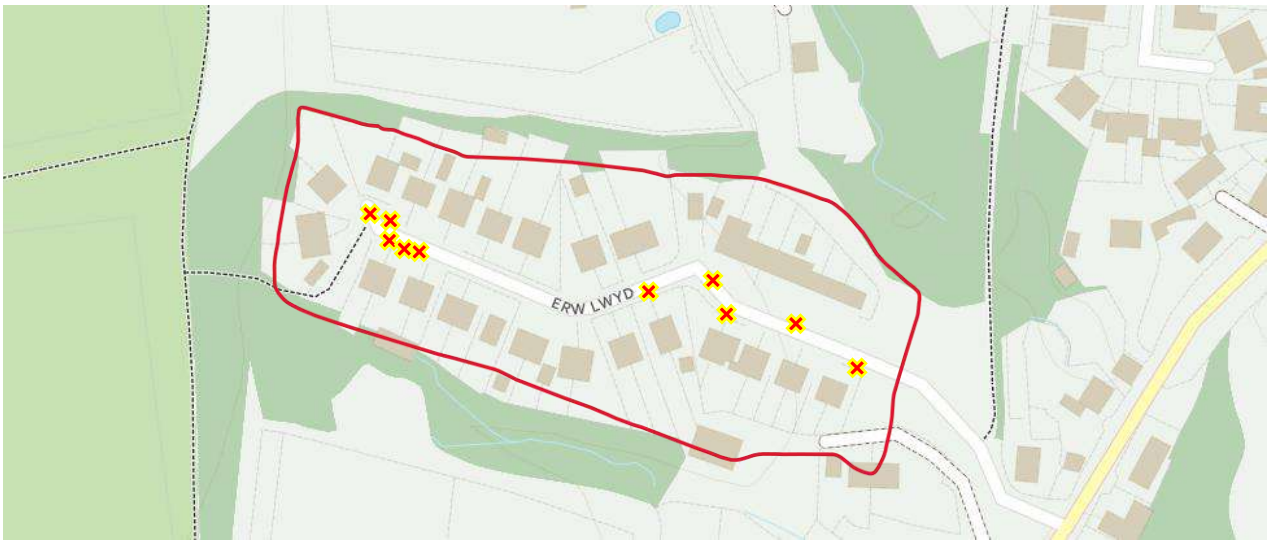
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Ysgol ID Hooson, Wrexham – Parking Beats – Jan'25 **Beat 6 - 0910**



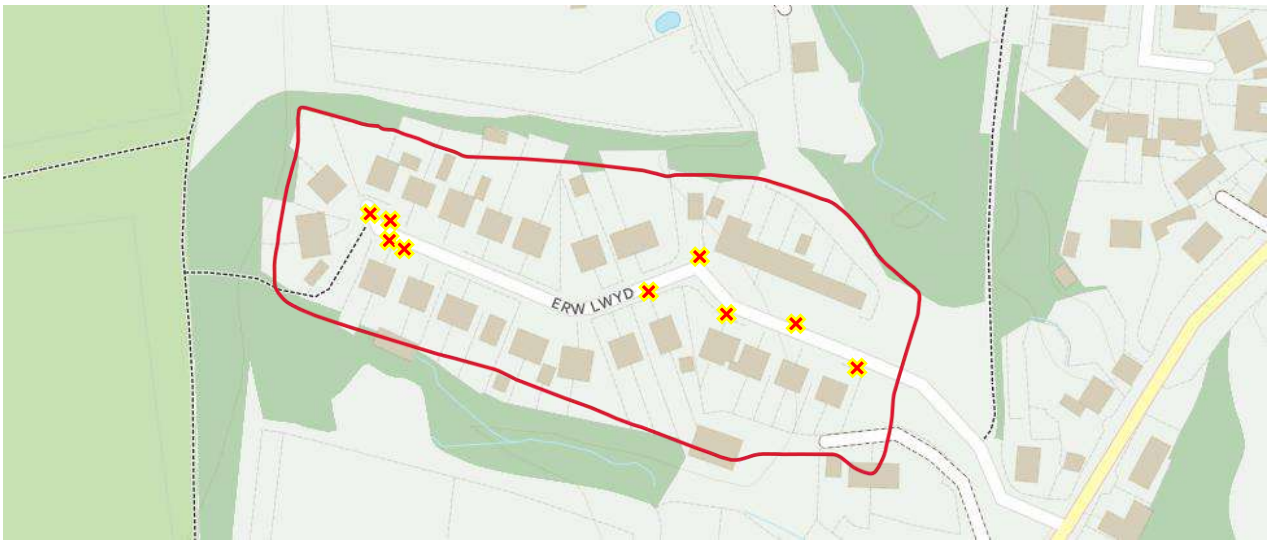
Area 2



Ysgol ID Hooson, Wrexham – Parking Beats – Jan'25 **Beat 7 - 1430**



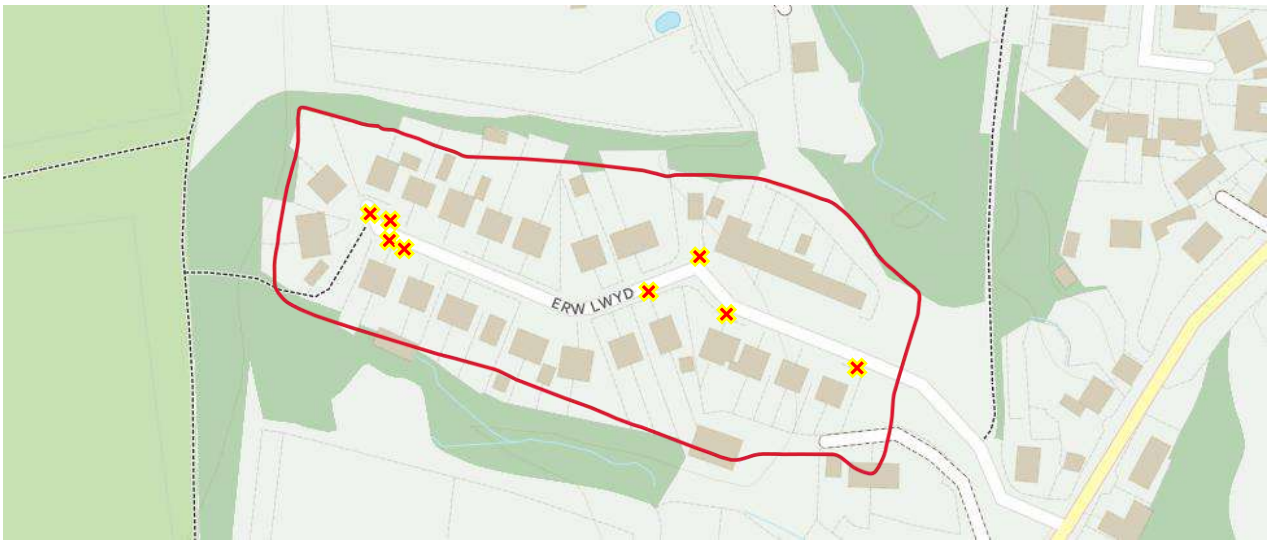
Area 2



Ysgol ID Hooson, Wrexham – Parking Beats – Jan'25 **Beat 8 - 1450**

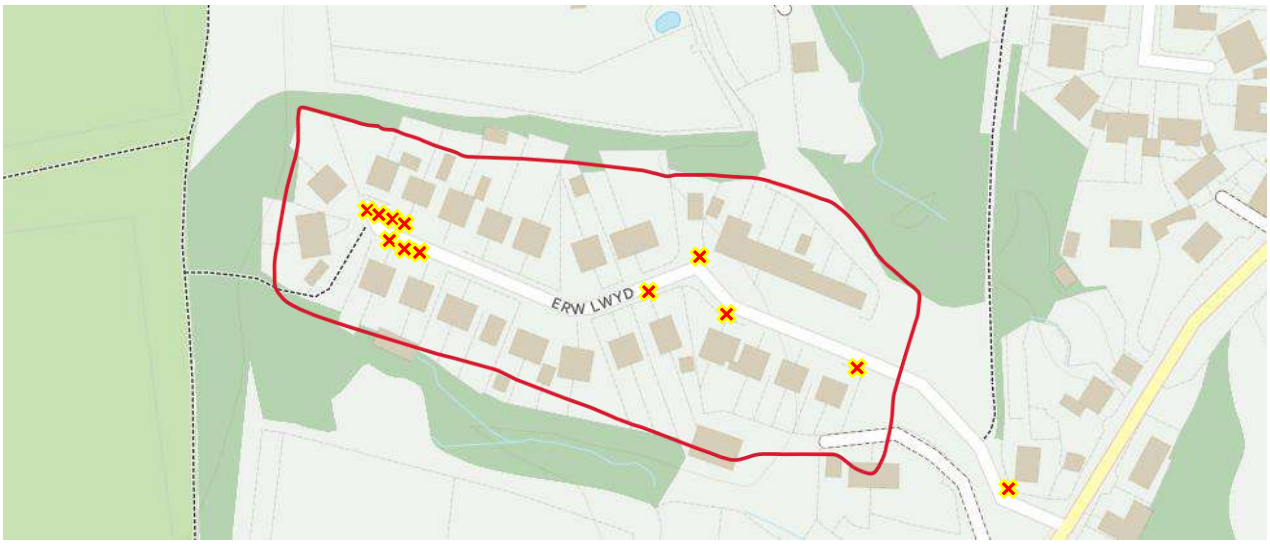


Area 2



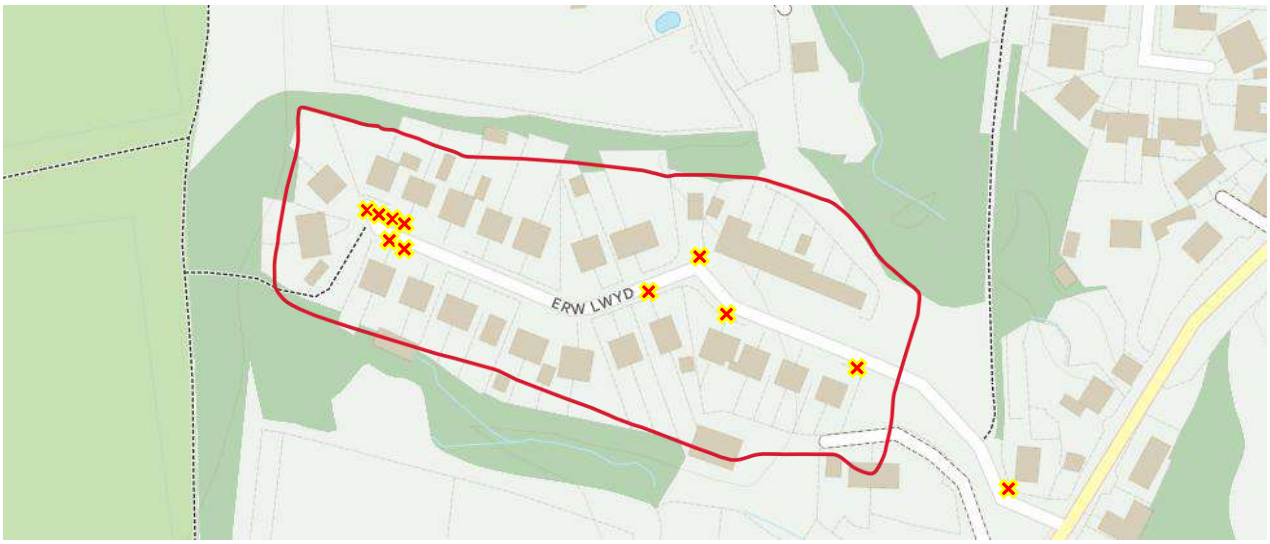

School Car parking = 57 x spaces, inc. Disabled
46
HEOL CARADOC
GLANRAFON
MAES GLAN
Place of Worship
ERWGERRIG
Ysgol I D
Hooson
Ordnance Survey

Area 2


ERW LWYD

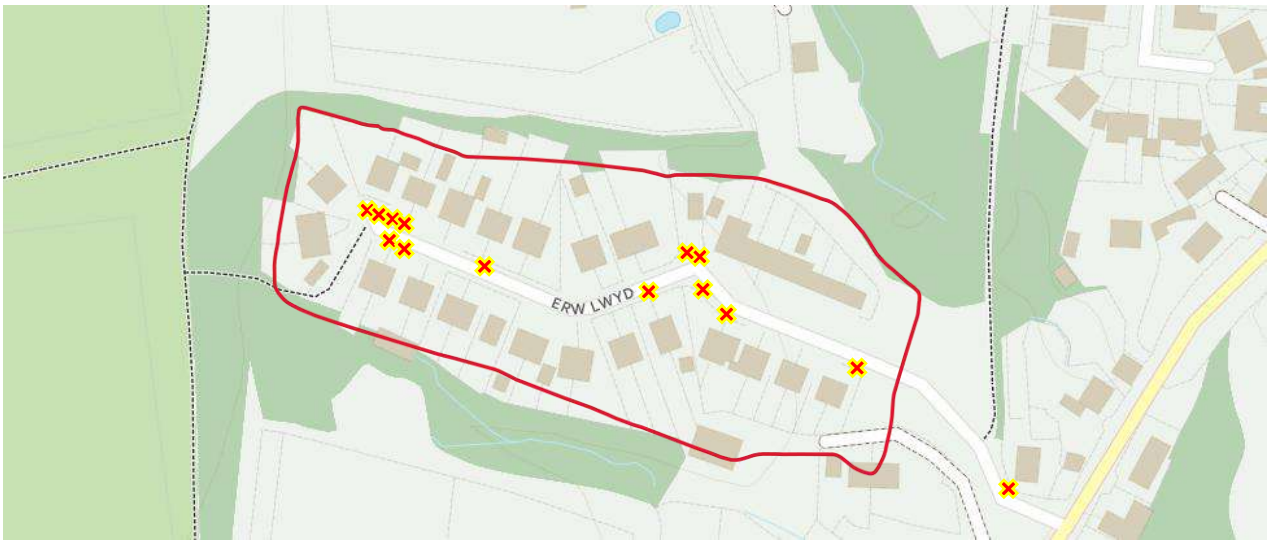

School Car parking = 57 x spaces, inc. Disabled
9
HEOL CARADOC
MAES GLAN
GLANRAFON
CULFAN
ERWGERRIG
Place of Worship
Ysgol I D
Hooson

Area 2


ERW LWYD

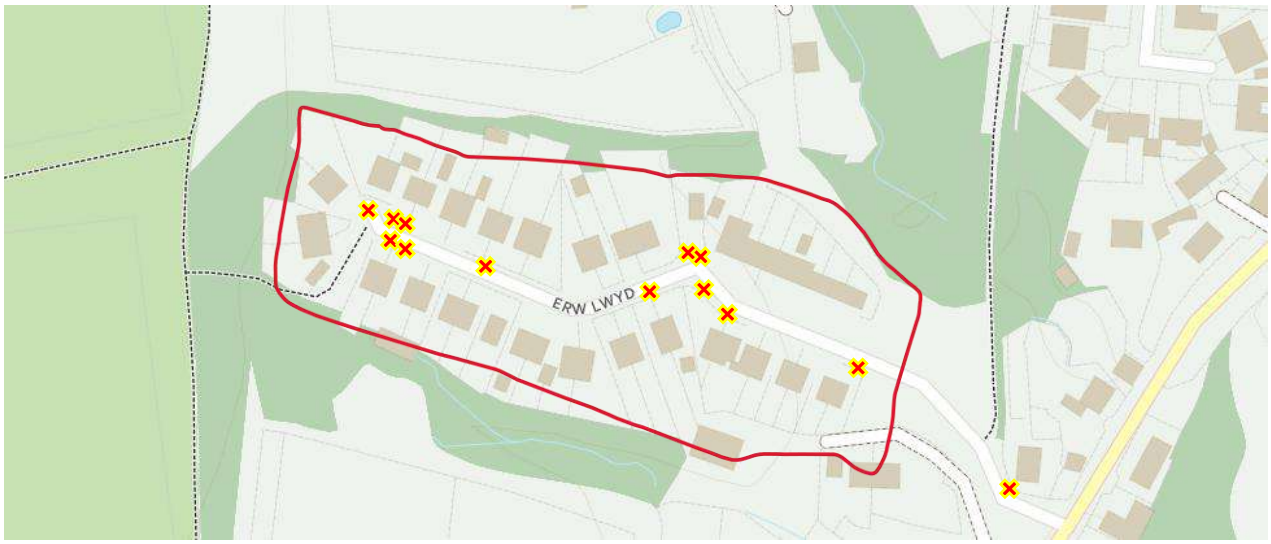

School Car parking = 57 x spaces, inc. Disabled
10
HEOL CARADOC
GLANRAFON
MAES GLAN
CULFAN
ERWGERRIG
Place of Worship
Ysgol I D
Hooson

Area 2


ERW LWYD


School Car parking = 57 x spaces, inc. Disabled
9
HEOL CARADOC
GLANRAFON
MAES GLAN
CULFAN
ERWGERRIG
Place of Worship
Ysgol I D
Hooson
Ordnance Survey

Area 2

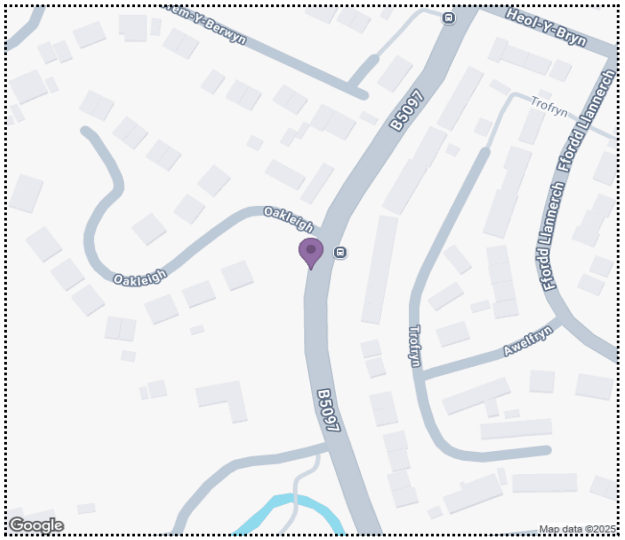

ERW LWYD

APPENDIX B

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Validated Data

Crash Date:	Thursday, June 25, 2020	**Time of Crash:**	21:25:00	**Crash Reference:**	202060Y091072
Highest Injury Severity:	Serious	**Road Number:**	B5097	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	328745 345358
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uchcontrolled				



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Crash Date: Thursday, June 25, 2020 **Time of Crash:** 21:25:00 **Crash Reference:** 202060Y091072

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle Â over 50cc and up to 125cc (1999 onwards)	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

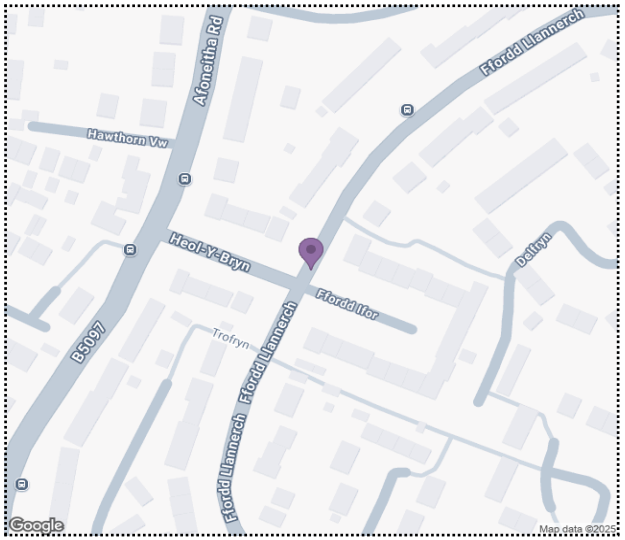
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Validated Data

Crash Date:	Monday, May 29, 2023	**Time of Crash:**	15:45:00	**Crash Reference:**	202360A081432
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	328866 345452
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Monday, May 29, 2023 **Time of Crash:** 15:45:00 **Crash Reference:** 202360A081432

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	6 - 10	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	9	Female	26 - 35	Vehicle is passing another vehicle (moving or stationary) on its nearside	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	6 - 10	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

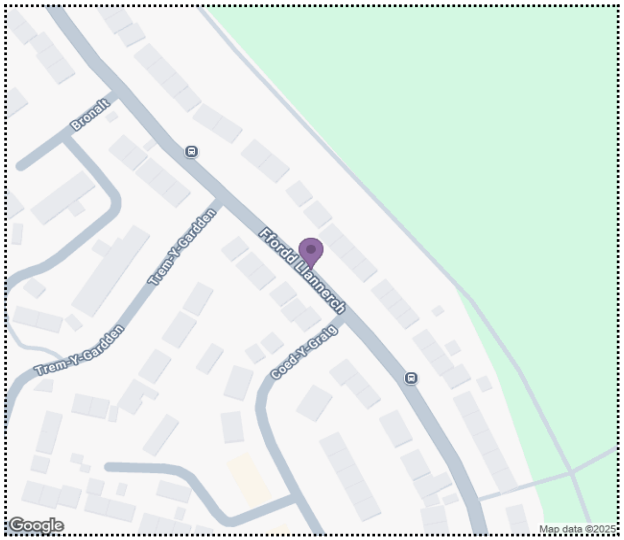
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Validated Data

Crash Date:	Friday, October 8, 2021	**Time of Crash:**	15:32:00	**Crash Reference:**	202160Z148033
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	329136 345360
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Friday, October 8, 2021 **Time of Crash:** 15:32:00 **Crash Reference:** 202160Z148033

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	0 - 5	In carriageway, crossing elsewhere	Crossing from driver's offside - masked by parked or stationary vehicle

For more information about the data please visit: www.crashmap.co.uk/home/faq

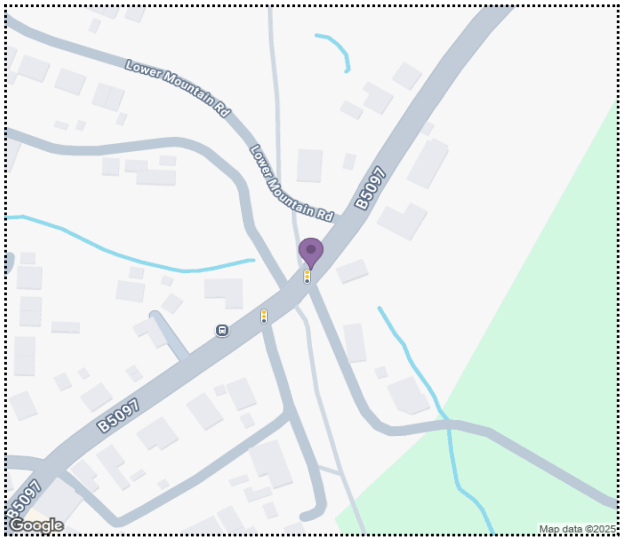
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Validated Data

Crash Date:	Saturday, July 9, 2022	**Time of Crash:**	17:13:00	**Crash Reference:**	202260B100155
Highest Injury Severity:	Slight	**Road Number:**	B5097	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	328994 345736
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Saturday, July 9, 2022 **Time of Crash:** 17:13:00 **Crash Reference:** 202260B100155

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Male	56 - 65	Vehicle is reversing	Nearside	Unknown	None	None
2	Motorcycle Â over 50cc and up to 125cc (1999 onwards)	3	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

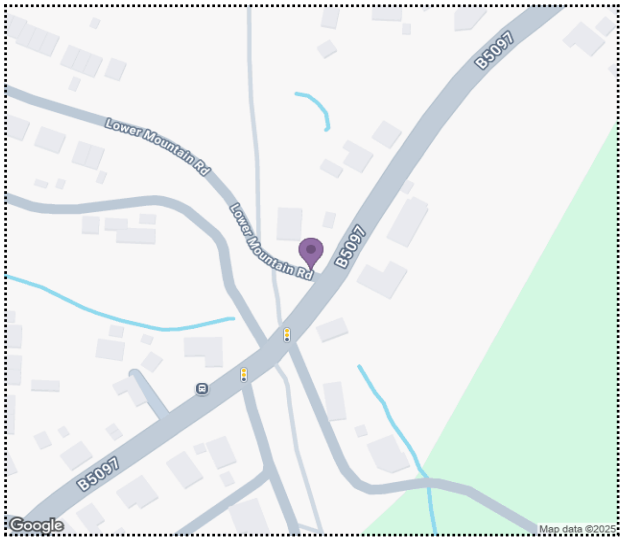
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Validated Data

Crash Date:	Tuesday, July 13, 2021	**Time of Crash:**	16:10:00	**Crash Reference:**	202160Z100682
Highest Injury Severity:	Serious	**Road Number:**	B5097	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	329002 345758
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Tuesday, July 13, 2021 **Time of Crash:** 16:10:00 **Crash Reference:** 202160Z100682

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	26 - 35	Vehicle is waiting to turn left	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	11 - 15	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

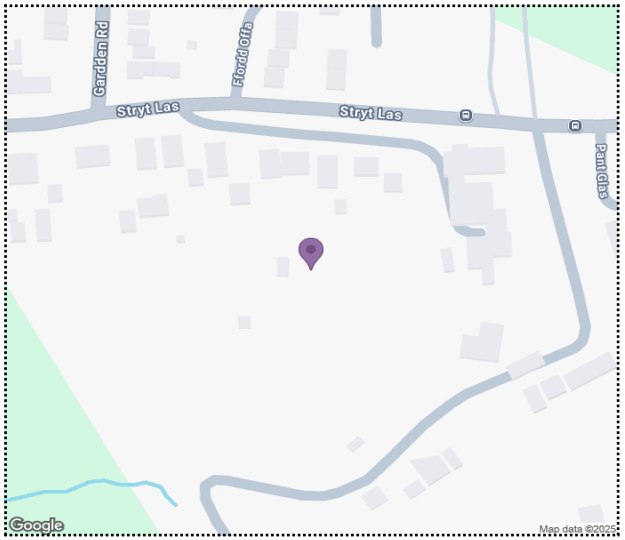
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Validated Data

Crash Date:	Tuesday, May 7, 2019	**Time of Crash:**	13:22:00	**Crash Reference:**	201960X062446
Highest Injury Severity:	Slight	**Road Number:**	B5605	**Casualties:**	2
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	329747 345722
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Multiple junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Crash Date: Tuesday, May 7, 2019 **Time of Crash:** 13:22:00 **Crash Reference:** 201960X062446

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Female	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

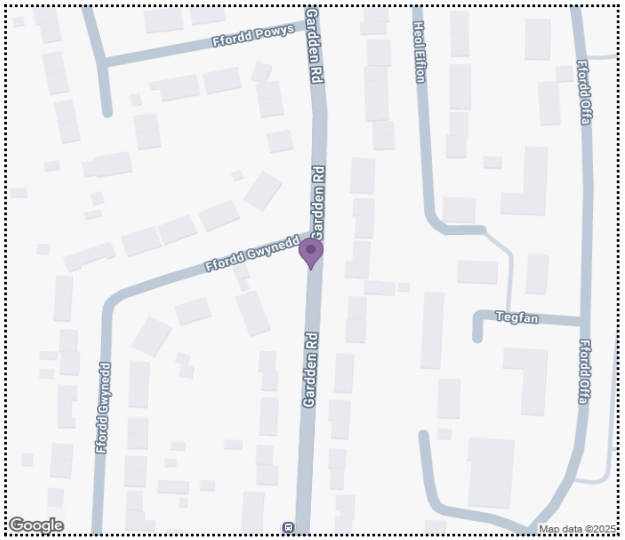
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Validated Data

Crash Date:	Sunday, August 18, 2019	**Time of Crash:**	18:38:00	**Crash Reference:**	201960X119705
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	329677 345962
Weather Description:	Other				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Sunday, August 18, 2019 **Time of Crash:** 18:38:00 **Crash Reference:** 201960X119705

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	6 - 10	In carriageway, crossing elsewhere	Crossing from driver's nearside - masked by parked or stationary vehicle

For more information about the data please visit: www.crashmap.co.uk/home/faq

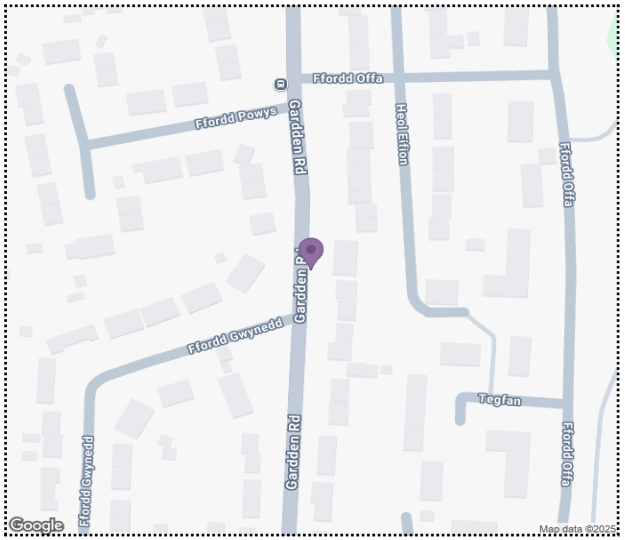
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Validated Data

Crash Date:	Wednesday, August 2, 2023	**Time of Crash:**	17:56:00	**Crash Reference:**	202360A122272
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	329684 345997
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Crash Date: Wednesday, August 2, 2023 **Time of Crash:** 17:56:00 **Crash Reference:** 202360A122272

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	6 - 10	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	16	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	6 - 10	Unknown or other	Unknown or other

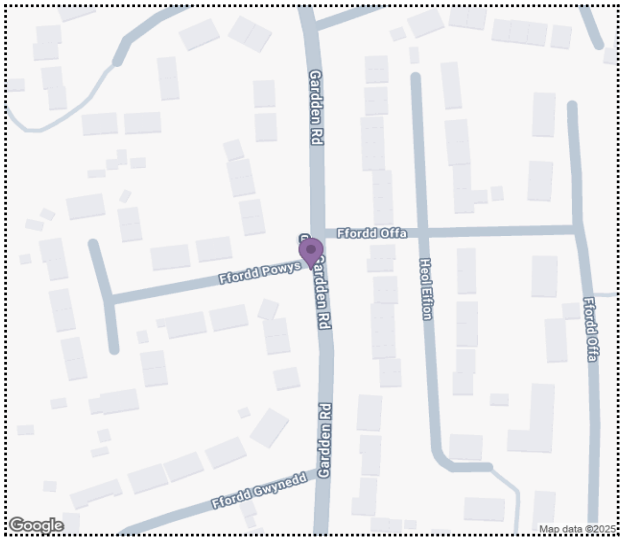
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Validated Data

Crash Date:	Sunday, August 7, 2022	**Time of Crash:**	08:55:00	**Crash Reference:**	202260B117545
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	329676 346060
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Sunday, August 7, 2022 **Time of Crash:** 08:55:00 **Crash Reference:** 202260B117545

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	5	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's nearside - masked by parked or stationary vehicle

For more information about the data please visit: www.crashmap.co.uk/home/faq

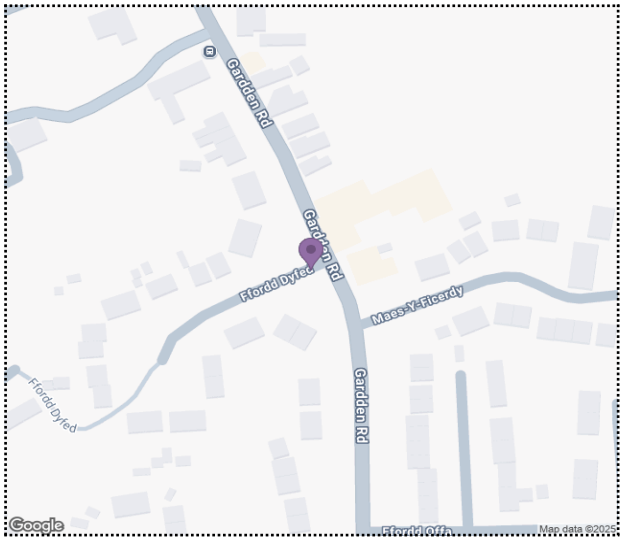
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Validated Data

Crash Date:	Saturday, September 9, 2023	**Time of Crash:**	18:30:00	**Crash Reference:**	202360A146383
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	329661 346181
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Saturday, September 9, 2023 **Time of Crash:** 18:30:00 **Crash Reference:** 202360A146383

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Male	11 - 15	Vehicle is in the act of turning right	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

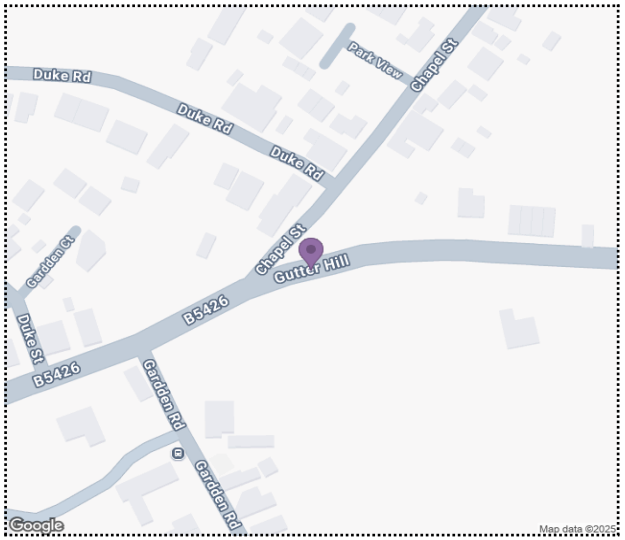
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Validated Data

Crash Date:	Tuesday, August 16, 2022	**Time of Crash:**	18:19:00	**Crash Reference:**	202260B123951
Highest Injury Severity:	Slight	**Road Number:**	B5426	**Casualties:**	2
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	329675 346344
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Tuesday, August 16, 2022 **Time of Crash:** 18:19:00 **Crash Reference:** 202260B123951

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	6	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	15	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

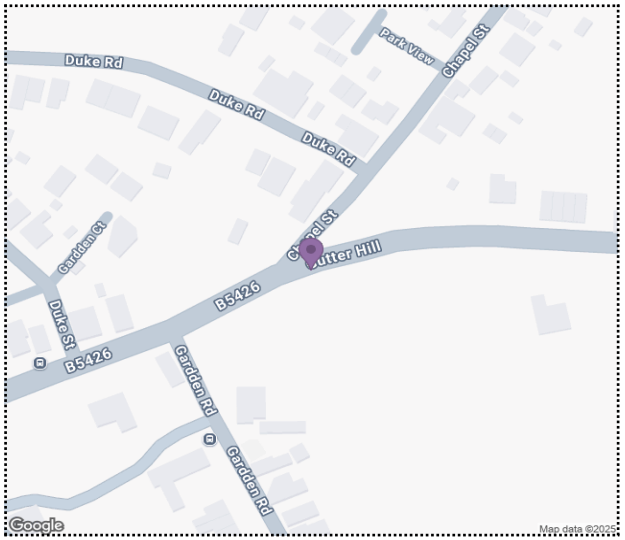
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Validated Data

Crash Date:	Tuesday, August 18, 2020	**Time of Crash:**	18:49:00	**Crash Reference:**	202060Y121287
Highest Injury Severity:	Serious	**Road Number:**	B5426	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	329663 346337
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Tuesday, August 18, 2020 **Time of Crash:** 18:49:00 **Crash Reference:** 202060Y121287

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	66 - 75	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Unknown or other

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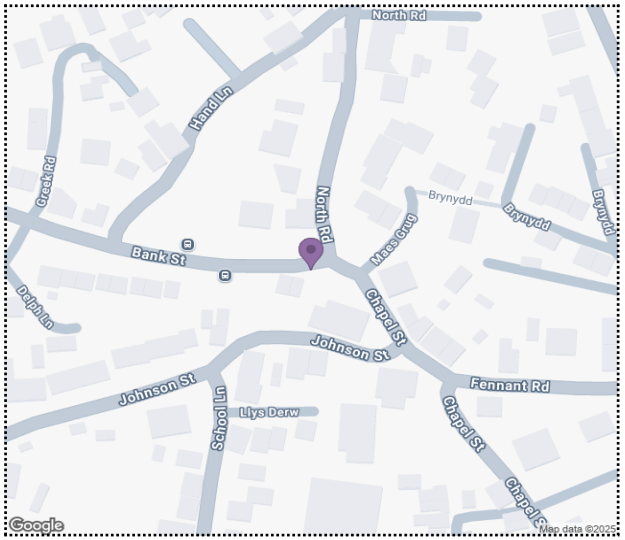
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Validated Data

Crash Date:	Tuesday, February 15, 2022	**Time of Crash:**	12:26:00	**Crash Reference:**	202260B021741
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	329550 346833
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Tuesday, February 15, 2022 **Time of Crash:** 12:26:00 **Crash Reference:** 202260B021741

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	11	Female	26 - 35	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

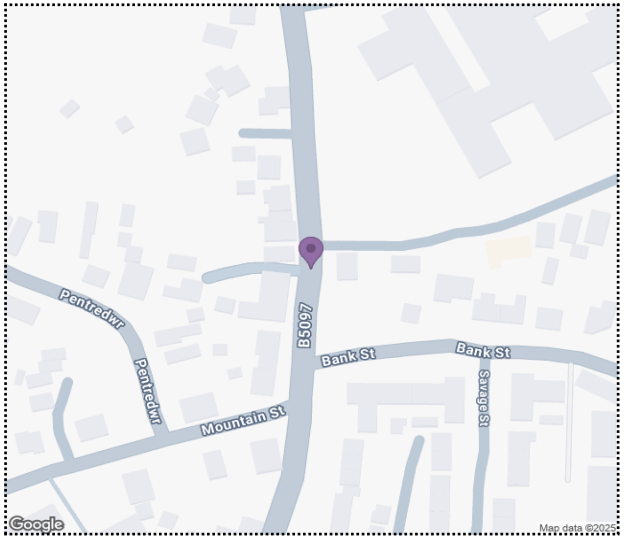
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Validated Data

Crash Date:	Wednesday, January 6, 2021	**Time of Crash:**	14:10:00	**Crash Reference:**	202160Z002561
Highest Injury Severity:	Slight	**Road Number:**	B5097	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	3
Local Authority:	Wrexham			**OS Grid Reference:**	329178 346888
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Crash Date: Wednesday, January 6, 2021 **Time of Crash:** 14:10:00 **Crash Reference:** 202160Z002561

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Parked vehicle	None
2	Car (excluding private hire cars 2005 onwards)	-1	Male	21 - 25	Vehicle is parked in the carriageway	Front	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	-1	Male	66 - 75	Vehicle is parked in the carriageway	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	Over 75	Unknown or other	Unknown or other

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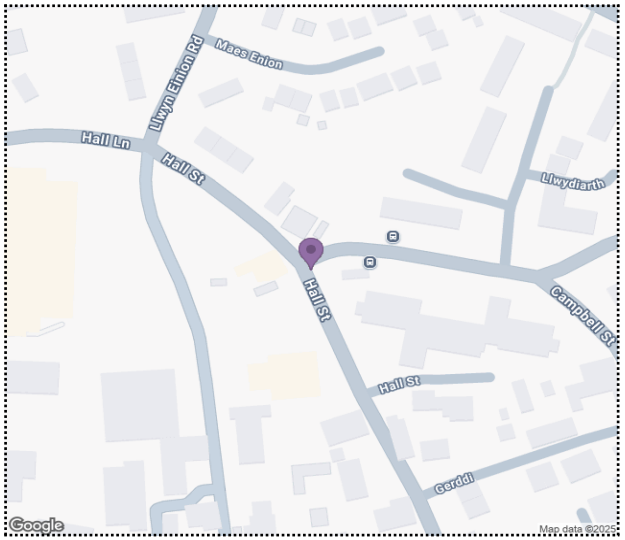
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Validated Data

Crash Date:	Friday, May 6, 2022	**Time of Crash:**	15:20:00	**Crash Reference:**	202260B064343
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	5
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	328943 346791
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Friday, May 6, 2022 **Time of Crash:** 15:20:00 **Crash Reference:** 202260B064343

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	8	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	14	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Taking pupil to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	3	Serious	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other
2	5	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

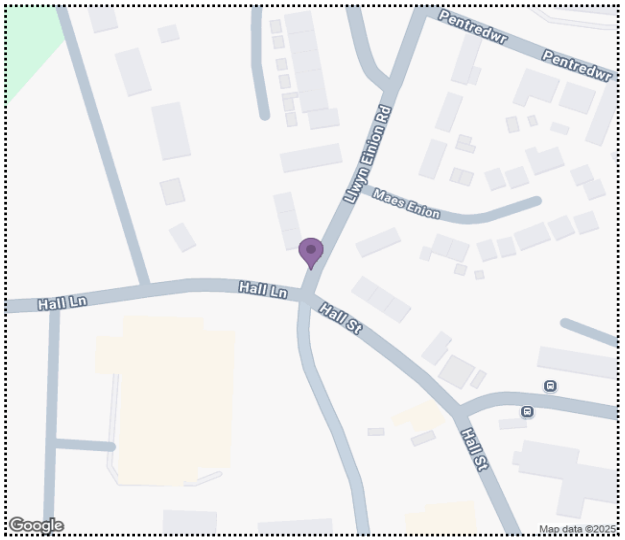
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Validated Data

Crash Date:	Tuesday, April 30, 2019	**Time of Crash:**	17:00:00	**Crash Reference:**	201960X059004
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	328885 346851
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Crash Date: Tuesday, April 30, 2019 **Time of Crash:** 17:00:00 **Crash Reference:** 201960X059004

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle Â over 50cc and up to 125cc (1999 onwards)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Good vehicles of unknown weight	-1	Male	56 - 65	Vehicle is waiting to proceed normally but is held up	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

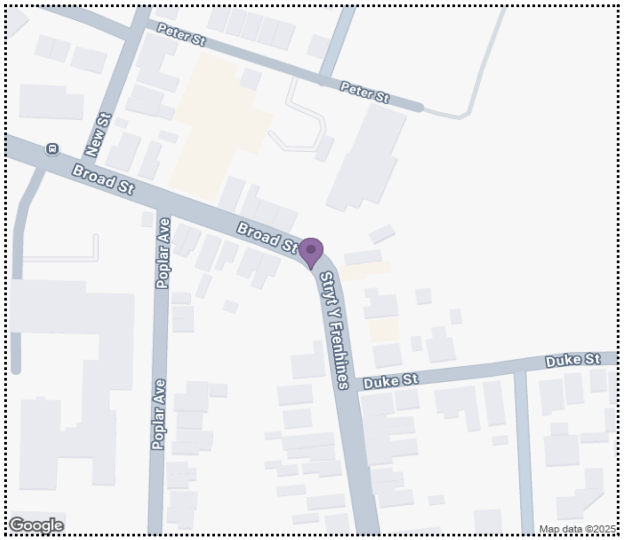
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Validated Data

Crash Date:	Saturday, February 26, 2022	**Time of Crash:**	00:27:00	**Crash Reference:**	202260B027242
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	329286 346479
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Crash Date: Saturday, February 26, 2022 **Time of Crash:** 00:27:00 **Crash Reference:** 202260B027242

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	8	Female	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	None
2	Motorcycle over 125cc and up to 500cc (2005 onwards)	2	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

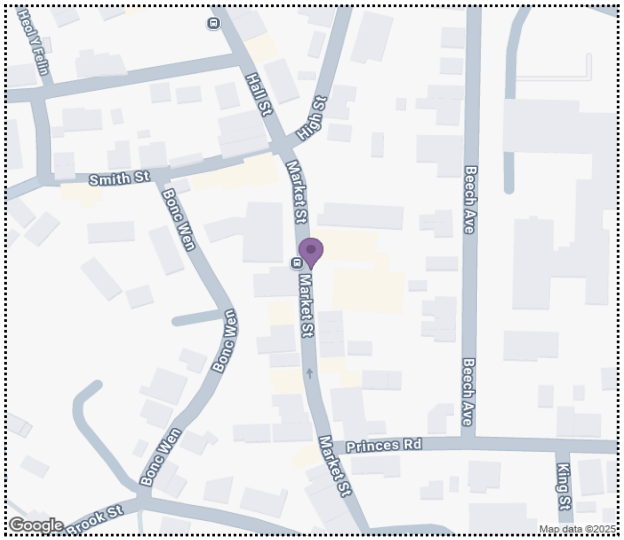
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Validated Data

Crash Date:	Monday, March 4, 2019	**Time of Crash:**	12:51:00	**Crash Reference:**	201960X073374
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	329100 346407
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Crash Date: Monday, March 4, 2019 **Time of Crash:** 12:51:00 **Crash Reference:** 201960X073374

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	26 - 35	Vehicle is reversing	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	46 - 55	In carriageway, not crossing	Walking along in carriageway - back to traffic

For more information about the data please visit: www.crashmap.co.uk/home/faq

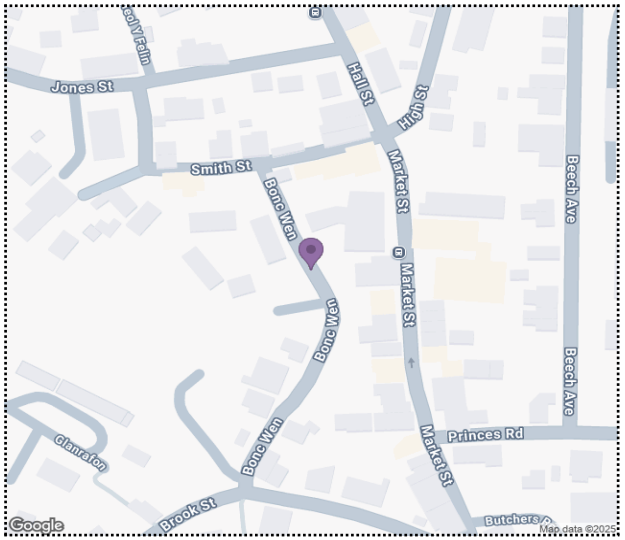
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Validated Data

Crash Date:	Sunday, November 10, 2019	**Time of Crash:**	15:09:00	**Crash Reference:**	201960X163574
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	329062 346403

Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	30
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	Other junction
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres
Road Type:	Single carriageway
Junction Control:	Give way or uncontrolled



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Validated Data

Crash Date: Sunday, November 10, 2019 **Time of Crash:** 15:09:00 **Crash Reference:** 201960X163574

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	66 - 75	Vehicle proceeding normally along the carriageway, on a left hand bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's nearside

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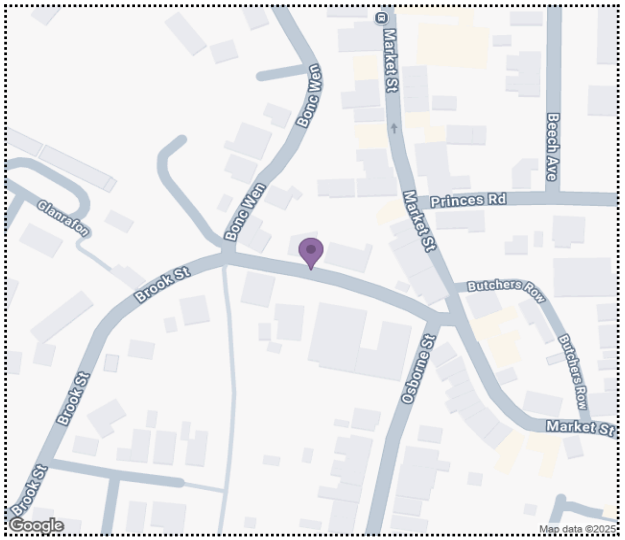
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Validated Data

Crash Date:	Sunday, November 3, 2019	**Time of Crash:**	17:41:00	**Crash Reference:**	201960X162062
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	329067 346308

Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	30
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	Other junction
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres
Road Type:	Single carriageway
Junction Control:	Give way or uncontrolled



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Crash Date: Sunday, November 3, 2019 **Time of Crash:** 17:41:00 **Crash Reference:** 201960X162062

Vehicles Involved

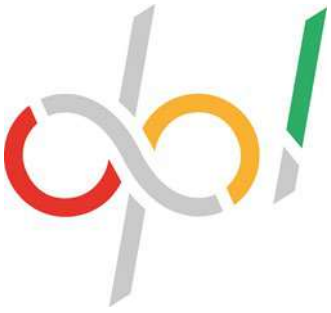
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	36 - 45	On footway or verge	Walking along in carriageway - back to traffic

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