

WREXHAM UNIVERSITY CAR PARK MANAGEMENT PLAN

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Wrexham University to provide traffic and transport advice in relation to the ongoing development proposals at the Plas Coch Campus off Mold Road in Wrexham and the preparation of an updated Car Park Management Plan (CPMP) as part of the ongoing redevelopment proposals across the Wrexham University Campus, comprising the Plas Coch main academic campus and Regent Street School of Creative Arts for the purpose of this Plan.
- 1.1.2 As part of the wider Campus 2025 strategy, the Plas Coch Campus was subject to three planning applications in 2018 (Wrexham County Borough Council (WCBC) application references: P/2018/0666, P/2018/0671 and P/2018/0672). The masterplan included the demolition / redevelopment of various academic buildings, extension of student residential buildings and the construction of new Private Rental Sector (PRS) apartments.
- 1.1.3 The proposal details are in full as follows:
- **Application P/2018/0666 (Approved 31/07/2019)** – *“The demolition of student union, refectory and other redundant buildings, and redevelopment of academic campus to provide new learning gateway building, engineering building, new sports hall extension, redevelopment of multi-use games area, refurbishment of social learning and academic tuition space, together with new car parking, infrastructure, landscaping and public realm works.”*
 - **Application P/2018/0671 (Approved 07/05/2020)** – *“The demolition of redundant student halls and outline application for up to 410 residential units with access off B5101 together with car parking, landscaping and associated infrastructure on surplus land within the overall Plas Coch academic campus.”*
 - **Application P/2018/0672 (Approved 01/07/2019)** – *“Outline application for student accommodation facility of up to 197 bed spaces, parking and landscaping.”*
- 1.1.4 The applications were supported by a Transport Assessment, Framework Travel Plan, and a subsequent Transport Assessment Addendum prepared by Integrated Transport Planning Ltd.
- 1.1.5 Since the 2018 planning applications were submitted, a number of projects have been developed onsite. Notwithstanding, there have been multiple amendments to the development proposals, as certain consented schemes were revised prior to being delivered, and certain consented schemes have not been progressed.

- 1.1.6 The consented masterplan included the demolition of Techniquet 2, to be replaced with 12 no. car parking spaces and 48 cycle parking spaces. The consented masterplan also included the demolition of the Alive Hub, to be replaced with 21 no. car parking spaces. This is shown in **Figures 1.1** and **1.2** below:

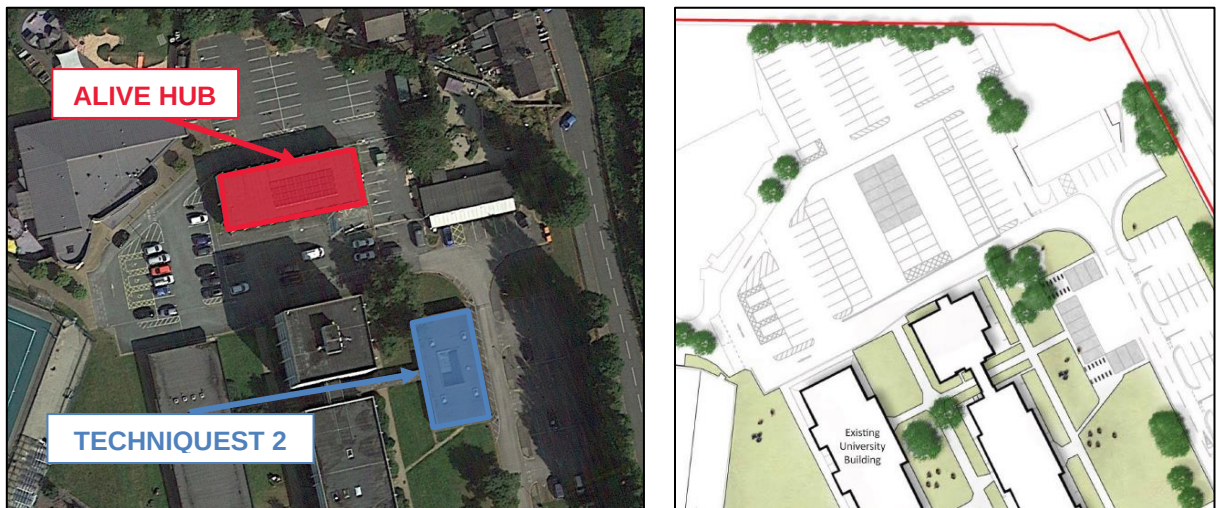


Figure 1.1 (left) – Existing Buildings On-Site (Source: Google Satellite, 2021)

Figure 1.2 (right) – 2018 Approved Masterplan (Source: TPM Landscape, 2019)

- 1.1.7 Application reference P/2023/0683 was submitted in September 2023 to outline the University's new intention for Techniquet 2 to still be demolished; however, this would be replaced with Health, Education and Innovation Quarter (HEIQ) Phase 2B, which would be an extension to the existing K Block to accommodate additional specialist facilities in line with the existing health education courses.
- 1.1.8 These proposals received planning approval in February 2024.
- 1.1.9 The University is now proceeding with a separate planning application for the retention of the Alive Hub, which will be submitted in due course. The proposal concerns thermal enveloping of the building, along with replacement glazing, in line with the wider campus 'decarbonisation agenda'.
- 1.1.10 The building is proposed for retention on the basis of a wider rationalisation and consolidation of facilities across the campus, which would see the Alive Hub re-utilised to accommodate more flexible working spaces.
- 1.1.11 The University have adopted a new Active Learning Framework (ALF). This combines making the best use of the on-campus learning spaces with student focused online learning content that can be accessed anytime, anywhere. The ALF provides a way of teaching which puts the student experience at its heart. The proposals will facilitate a decarbonisation project, to act as precedent for the remainder of the campus.

1.2 Purpose of This Report

- 1.2.1 This Car Park Management Plan (CPMP) has been prepared in order to consider the potential redevelopment proposals at both the Plas Coch and Regent Street Campus and their anticipated impact on the car parking provision which will be revised as part of the redevelopment proposals.
- 1.2.2 The CPMP is a continually evolving document that is regularly updated over time as redevelopment opportunities are delivered across the campus.

2.0 Planning History

2.1 'Campus 2025'

- 2.1.1 The aforementioned applications are part of Wrexham University's 'Campus 2025' strategy; this aims to enhance all of the campuses to ensure students have the best facilities and learning environment possible.
- 2.1.2 As the main site for academic delivery significant modernisation and refurbishment at Plas Coch Campus is required to bring up to standard the provision of teaching and learning, and the overall student experience. This includes a complete upgrade of infrastructure including the gateway building at the heart of the Campus which will become the main entrance to the university and also house the new student union.
- 2.1.3 As a core residential site, the new student accommodation and a private rental residential scheme (released through the disposal of a part of the current campus) will meet local housing needs, to include affordable key worker accommodation.
- 2.1.4 Improvements to movement within the site include better pedestrianisation, reconfiguration of car parking and a brand-new engineering block and further refurbishment of older buildings on the site.

2.2 Wrexham University Plas Coch Masterplan

- 2.2.1 As part of the wider Campus 2025 strategy, the Plas Coch Campus at Wrexham University was subject to three planning applications in 2018 (Application References: P/2018/0666, P/2018/0671 and P/2018/0672).
- 2.2.2 The masterplan included the demolition/redevelopment of various academic buildings, extension of student residential buildings and the construction of new Private Rental Sector (PRS) apartments.
- 2.2.3 The proposal details are in full as follows:
- **Application P/2018/0666 (Approved 31/07/2019)** – *“The demolition of student union, refectory and other redundant buildings, and redevelopment of academic campus to provide new learning gateway building, engineering building, new sports hall extension, redevelopment of multi-use games area, refurbishment of social learning and academic tuition space, together with new car parking, infrastructure, landscaping and public realm works.”*
 - **Application P/2018/0671 (Approved 07/05/2020)** – *“The demolition of redundant student halls and outline application for up to 410 residential units with access off B5101 together with car parking, landscaping and associated infrastructure on surplus land within the overall Plas Coch academic campus.”*

- **Application P/2018/0672 (Approved 01/07/2019)** – “Outline application for student accommodation facility of up to 197 bed spaces, parking and landscaping.”

- 2.2.4 The applications were supported by a Transport Assessment, Framework Travel Plan and subsequent Transport Assessment Addendum prepared by Integrated Transport Planning Ltd.
- 2.2.5 These documents recognised that the development would not have a severe impact on the highway network; however proposed mitigation including the accompanying Framework Travel Plan and junction improvements at Mold Road / Crispin Lane looked to reduce the impact of the proposed development.
- 2.2.6 The Transport Assessment also reviewed the existing car parking provision at Plas Coch Campus and the future level of parking provision proposed as part of the Masterplan. It was established that there is a sufficient level of parking for all proposed uses but noted that parking controls may be required for parking demand once all development is built out. This is discussed in detail in **Section 3**.

Changes to the Consented Masterplan

- 2.2.7 The proposals have evolved since the 2018 masterplan was consented. These include:
- The consented 410-unit PRS apartment scheme to the north-west of the site was revised, and constructed as 88 no. dwelling houses;
 - The 197-bed student accommodation block still has planning consent; however its proposed location is to be finalised due to the proposed Wrexham Football Club stadium expansion which would impact the student residential development; and
 - The consented car park has been constructed on the former Multi-Use Games Area (MUGA) pitch, comprising c. 300 spaces (including 7 accessible bays).
- 2.2.8 The 2018 consented masterplan also included the demolition of Techniquet 2, to be replaced with 12 no. car parking spaces and 48 cycle parking spaces.
- 2.2.9 The University’s intention is for Techniquet 2 to still be demolished; however, this would be replaced with Health, Education and Innovation Quarter (HEIQ) Phase 2B, which would be an extension to the existing K Block to accommodate additional specialist facilities in line with the existing health education courses.
- 2.2.10 The HEIQ Phase 2B development would comprise a two-storey (ground plus one upper floor) extension to the existing K Block (rather than a standalone structure as per the existing Techniquet 2 building). The extension would comprise external seating and soft landscaping, social space, an Extended Reality Lab (XR Lab), and miscellaneous teaching and learning space. There would also be solar photovoltaic (PV) panels on the top floor of the building.
- 2.2.11 There would be no material changes to the existing K Block, however some of the internal stairways would be demolished to accommodate the link between the extension and the existing building.

2.2.12 This was submitted as part of application reference P/2023/0683 in September 2023, and the proposals received planning approval in February 2024.

2.3 Wrexham University Regent Street Campus

2.3.1 **Application P/2018/0668 (Approved 01/07/2019)** – *“Refurbishment and improvement of arts college, demolition of ancillary buildings and construction of new 107 bed student accommodation facility.”*

2.3.2 The application was supported by a Transport Statement prepared by Integrated Transport Planning Ltd.

2.3.3 The proposals would result in a net reduction in on-site car parking provision and would embrace the measures and initiatives promoted within the university wide Framework Travel Plan.

2.3.4 The Transport Statement concluded that the application would not have an adverse traffic impact on the surrounding highway network.

2.3.5 At the time of writing, the consented proposals at the Regent Street Campus have not been progressed, as the University is in the process of discharging the remaining pre-commencement conditions. Notwithstanding, the aim is to implement the Regent Street permissions before July 2024, in line with the time constraint conditioned on the planning approval.

2.4 Current Application Proposals – Alive Hub

2.4.1 The University is now proceeding with a separate planning application for the retention of the Alive Hub, which will be submitted in due course. The proposal concerns thermal enveloping of the building, along with replacement glazing, in line with the wider campus ‘decarbonisation agenda’.

2.4.2 The building is proposed for retention on the basis of a wider rationalisation and consolidation of facilities across the campus, which would see the Alive Hub re-utilised to accommodate more flexible working spaces.

2.4.3 The University have adopted a new Active Learning Framework (ALF). This combines making the best use of the on-campus learning spaces with student focused online learning content that can be accessed anytime, anywhere. The ALF provides a way of teaching which puts the student experience at its heart. The proposals will facilitate a decarbonisation project, to act as precedent for the remainder of the campus.

3.0 Access and Parking

3.1 Existing Vehicular Access

3.1.1 Access to the Plas Coch Campus is currently undertaken via three locations; these are as follows:

- Entrance A – Mold Road – two separated ingress and egress priority junctions;
- Entrance B – Plas Coch Road – access via the retail park roundabout; and
- Entrance C – Crispin Lane – two-way priority junction.

3.1.2 This is demonstrated in **Figure 3.1**.

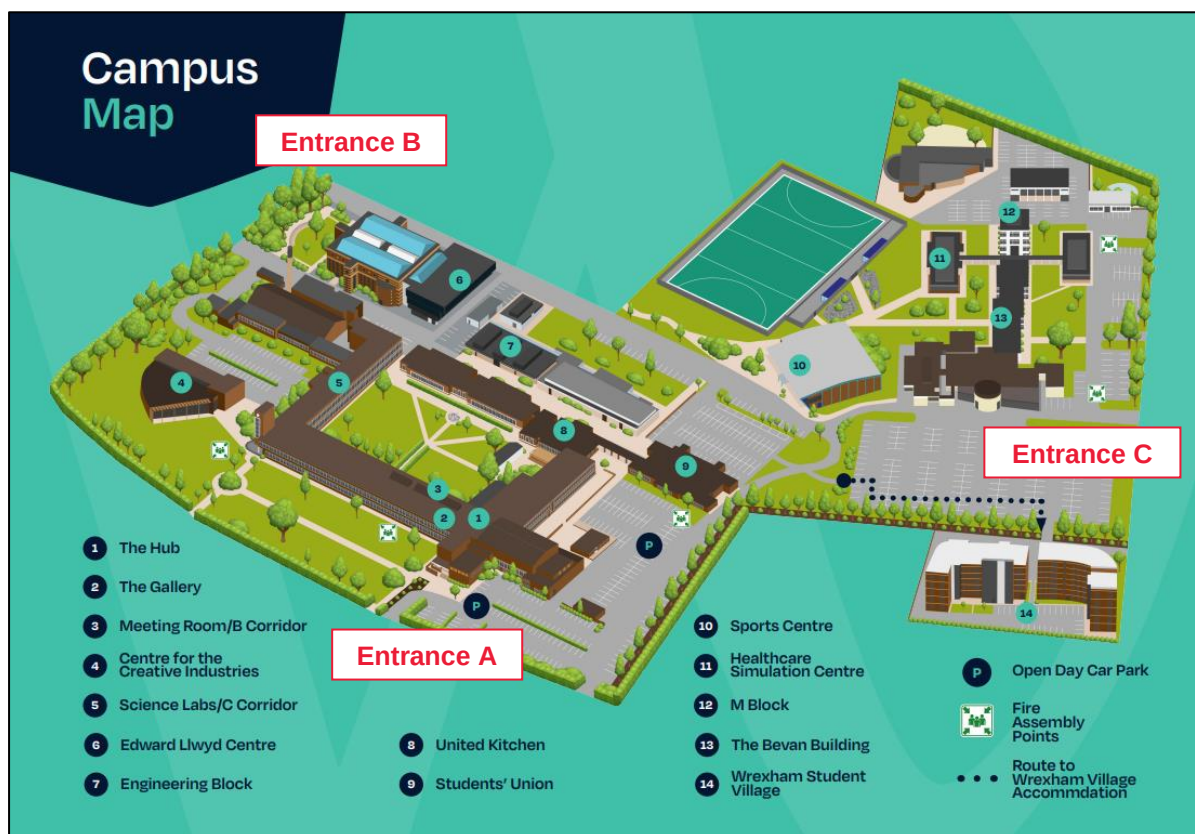


Figure 3.1 – Existing Plas Coch Campus Map and Access Locations
(Source: Wrexham University, Undated)

3.1.3 Vehicular access to the Regent Street School of Creative Arts campus is currently gained at three locations:

- Regent Street (west) – footway crossing and gateway leading to small car park;
- Regent Street (east) – footway crossing and gateway leading to small car park; and
- Central Road – separate ‘in’ and ‘out’ footway crossings.

3.2 Consented Vehicular Access

- 3.2.1 The ongoing redevelopment proposals across the Campus have given consideration to the existing vehicular access strategy and how staff, students, visitors and future residents will approach the Campus by car.
- 3.2.2 A key element of the vehicular access strategy is to ensure that the vehicular conflicts between future uses and users are minimised as practical as possible.
- 3.2.3 Primary access to the redeveloped Plas Coch Campus will ultimately be the Mold Road access (Entrance A) via an upgraded single priority junction at the location of the existing vehicular exit. The proposals include the closure of the existing entrance, and the prohibition of right turns into the campus from Mold Road (to avoid significant changes to the central reservation and westbound carriageway). As such, the small number of vehicles approaching from the east would be expected to turn into Crispin Lane or make a U-turn at the subsequent Plas Coch Roundabout.
- 3.2.4 At the time of writing, the consented layout has not been fully built out.
- 3.2.5 Entrance B, off Plas Coch Road, would be restricted to use by the PRS development only. Emergency and servicing access to the university campus will be retained for infrequent and off-peak use; however, staff and student vehicles will be required to make use of the two remaining alternative entrances to access the campus.
- 3.2.6 At the time of writing, the PRS development has been built out, and the barrier location has been agreed for installation to control entrance / exit to the university campus as per the discharge of Condition 21 (relating to controlling entry and exit into and out of the campus) of the 2018 consent (application reference: P/2023/0026).
- 3.2.7 Entrance C, off Crispin Lane, will be unaltered; this will continue to be utilised by staff and students accessing the Campus from the north and east. Reasonable additional measures to control access to / from Crispin Lane' will also be considered and form part of the wider Campus infrastructure improvement works.
- 3.2.8 The traffic impact associated with the above access strategy has been assessed as part of the respective planning applications and considered acceptable to the Local Highway Authority.

3.3 Existing Parking Provision

Car Parking

- 3.3.1 The existing Plas Coch Campus has c. 943 free to use parking spaces, open to all staff, students and the general public; it is noted that due to the proximity to the city centre and rail station, the car park is noted to be regularly utilised by commuters.

3.3.2 Of the total parking provision, there are currently 56 accessible parking spaces located at strategic points across the campus close to main building entrance points.

3.3.3 As stated in the 2018 Transport Assessment (TA) which accompanied the planning application, many of the staff and students who attend the University live in rural areas without reliable transport alternatives. An appropriate level of on-site parking must therefore be retained to prevent overspill onto the local highway network.

2018 Data

3.3.4 The 2018 TA and 2022 CPMP noted that, based on an Automatic Number Plate Registration (ANPR) car park survey on a term-time weekday on 26th April 2018, it was noted that peak demand for parking was recorded as approximately 620 cars, falling to 590 cars after midday. This was significantly lower than the available supply of 947 spaces at the time of the survey.

3.3.5 It was noted that whilst the main car parks to the south and west of the campus were well utilised, there is the perception that the car parking is at capacity, however due to the layout of the campus, other car parks are not as well utilised.

3.3.6 It is also noted that during the evening of 26th April 2018, a performance took place at the University Theatre, which reportedly attracted in the region of 450 guests. This is reflected in a demand of between 200 and 300 cars being maintained through the evening.

3.3.7 It was concluded that there is an existing surplus of car parking at the campus for the current demand, which would be increased as the result of implementation of a car park control scheme and campus-wide travel plan.

2023 Data

3.3.8 A 7-day automatic traffic count (ATC) was conducted along all four arms of the university campus access points (off Mold Road (both entry and exit), Plas Coch, and Crispin Lane) between Tuesday 28th February 2023 and Monday 6th March 2023 to understand current traffic generation and flows associated with the university campus.

3.3.9 The data obtained was analysed to identify the parking demand as follows:

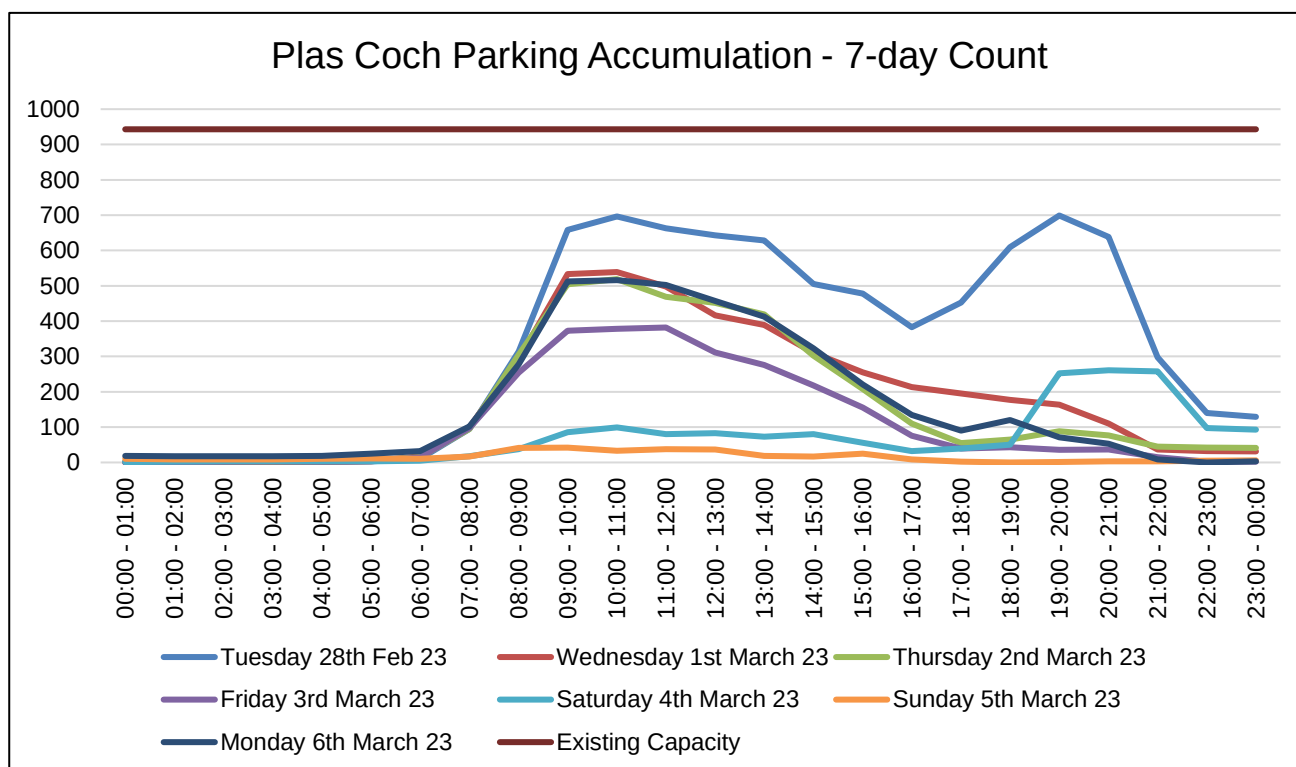


Figure 3.1 – Plas Coch Parking Accumulation

3.3.10 The 2023 surveys demonstrate that the maximum parking accumulation occurred on Tuesday 28th February 2023 between 19:00 – 20:00 at 699 out of 943 spaces occupied (74% occupied). It is noted however that Wrexham Football Club hosted Chesterfield Football Club at the Racecourse Ground on that day, with kick off at 19:45, and a reported attendance of 9,854 at the match. This would have affected the parking accumulation.

3.3.11 Notwithstanding, earlier in the day at 10:00 – 11:00, the parking accumulation was 696 out of 943 spaces (74% occupied), and it can be observed that the 10:00 – 11:00 hour regularly contains the highest parking accumulation throughout the weekdays (averaging 529 out of 943 spaces, 56% occupancy). This is still significantly lower than the 943 spaces that are currently available for use at the campus.

3.3.12 The peak period for arrivals is between 09:00 – 10:00, whereas the peak period for departures is between 16:00 – 17:00, although arrivals do build up gradually from 08:00 – 09:00 whereas departures decrease gradually from 17:00 – 18:00 too.

3.3.13 Similar to the findings of the 2018 TA, there is still an existing surplus of car parking at the campus for the current demand.

Cycle Parking

- 3.3.14 Within the campus, staff and students benefit from access to secure cycle parking facilities in a number of locations, as well as access to lockers, showers, and changing rooms provided in the sports centre. The majority of cycle parking is available in the form of Sheffield stands and is located close to the entrances to respective campus buildings.
- 3.3.15 Wrexham University Sport also offers a cycle hire service for use by staff and students to travel between campuses and around Wrexham. The cost of hire is £10.00 for up to 7 days, and includes the bike, bike lock / keys, and safety equipment. There are currently 12 cycles available for hire onsite.

3.4 Consented Parking Provision – Plas Coch Campus

- 3.4.1 As part of the redeveloped Campus proposals, a total of 568 spaces will be retained for University parking; this will be achieved by the redesign of identified car parks and the creation of new areas of parking where buildings are demolished.
- 3.4.2 This proposed Masterplan for the redevelopment which was included in the Transport Assessment is shown in **Figure 3.2**.

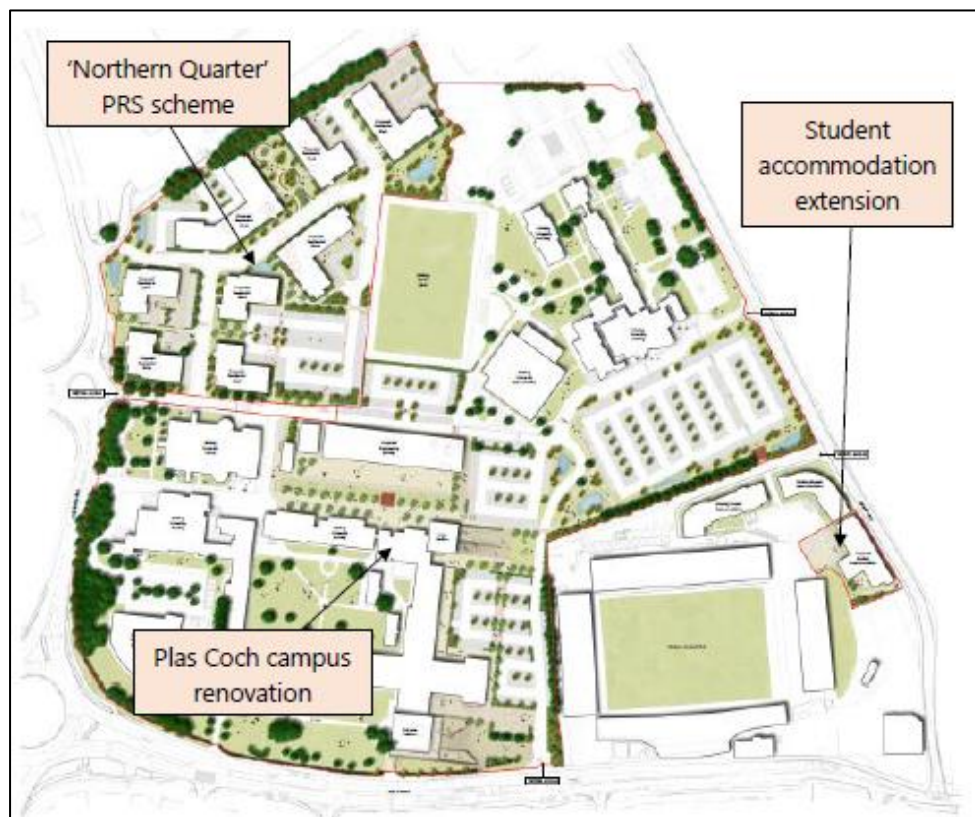


Figure 3.2 – Plas Coch Campus Redevelopment (2018 Consented Transport Assessment)
(Source: TPM Landscape, 2018)

- 3.4.3 It is noted that the maximum peak demand of the existing Plas Coch Campus at the time of the 2018 application was 620 cars, meaning a shortfall in parking of 52 spaces based on daily requirements. This was proposed to be managed through the measures and parking controls discussed within **Section 4** and the introduction of the University Travel Plan which will promote and encourage sustainable modes of travel.
- 3.4.4 12 additional spaces are also consented to be provided as part of the student accommodation facility – these parking spaces will be operated via a permit system; this will reduce the quantum of students residing on site bringing their own personal vehicle to Campus.

3.5 Adjusted Parking Provision

Car Parking

- 3.5.1 As there would be changes to the consented masterplan as part of the consented HEIQ Phase 2B scheme, the number of available car parking spaces at the site would decrease by 12 spaces when compared against the consented figures.
- 3.5.2 Furthermore, with the retention of the Alive Hub, the number of available car parking spaces at the site would decrease by a further 21 spaces when compared against the consented figures.
- 3.5.3 It has demonstrated that there is an existing surplus of car parking at the campus for the current demand (with a maximum observed capacity of 699 out of 943 spaces occupied (74% occupied) – although it is noted that this data was obtained on Tuesday 28th February 2023 when Wrexham Football Club hosted a football match, which is not considered representative of a typical day).
- 3.5.4 For robustness, Curtins has assumed the second highest occupancy throughout the surveyed week on a different day to Tuesday 28th February 2023, which amounted to 539 out of 943 spaces occupied (57% occupied). When considering an applied growth factor on university traffic of 10% and 50% as a sensitivity test (as per the methodology utilised in the 2018 campus-wide proposals and the 2023 HEIQ Phase 2B proposals), the maximum occupancy throughout the week would be 63% and 86% respectively (593 spaces and 809 spaces occupied respectively).
- 3.5.5 The above demonstrates that with the removal of 33 consented spaces, the site can accommodate demand with an element of growth included. This ensures flexibility in the emerging masterplan.

Cycle Parking

- 3.5.6 As part of the HEIQ Phase 2B proposals, 48 cycle parking spaces will be provided in close proximity to the HEIQ site so that there is no change to the consented provision in the 2018 masterplan.

- 3.5.7 The retention of the Alive Hub does not prejudice any consented cycle parking, as the 2018 masterplan did not propose any cycle parking spaces to be located in the event that the Alive Hub was to be demolished.

Construction Parking

- 3.5.8 It is noted that, during construction, the existing surface car park (delivered on the former multi-use games area (MUGA) as part of the 2018 consented proposals)) located to the north of Wrexham Football Club is utilised as a parking facility for contractors.
- 3.5.9 It is considered that this site is of sufficient size to cater for the requirements of all construction parking and no parking / stacking of vehicles will occur on the public highway during completion of works.
- 3.5.10 Notwithstanding this, additional information will be provided in the Construction Management Plan that accompanies any forthcoming planning application, which will provide details on the following:
- Anticipated duration of construction;
 - Anticipated number of daily construction vehicles (cars and HGVs);
 - Detailed layout plan of the temporary construction car park with swept path analysis of large vehicles safely accessing and egressing in forward gear; and
 - Details of appropriate signage.

3.6 Consented Parking Provision – Regent Street Campus

- 3.6.1 Approximately 25 car parking spaces will be removed from the existing central courtyard accessed off Central Road. As well as reducing the potential vehicle trip generation of the development, the stopping up of these access points to vehicles will help to reduce conflict with vehicles travelling along Central Road and improve pedestrian safety.
- 3.6.2 The remainder of the existing car parking spaces off Regent Street (6 spaces) will be retained for use by staff and students with disabilities. Additional parking for staff and students will be available at the Plas Coch Campus, which is a short walk from the Regent Street Campus.
- 3.6.3 At the time of writing, the consented proposals at the Regent Street Campus have not been progressed, as the University is in the process of discharging the remaining pre-commencement conditions. Notwithstanding, the aim is to implement the Regent Street permissions before July 2024, in line with the time constraint conditioned on the planning approval.

4.0 Car Park Management Measures

4.1 Introduction

4.1.1 Curtins has identified a number of measures for the consented parking provision at the Plas Coch Campus which will ensure that the provision will accommodate the existing demand and prevent congestion during peak periods with drivers searching for available spaces. This comprises the following:

- Replacement car parking provision;
- Redesign of existing provision into core parking zones;
- Improved signage and maps;
- Sustainable travel infrastructure and promotion; and
- Reinforcement of the University Travel Plan.

4.2 Replacement Car Parking Provision

4.2.1 The residential development has resulted in the loss of 344 campus car parking spaces. However, it is understood that 44 of those spaces were allocated to the accommodation buildings that will be redeveloped and are therefore not attributed to the common daily use by staff, students and visitors.

4.2.2 As noted previously, the existing surface car park (delivered on the former multi-use games area (MUGA) as part of the 2018 consented proposals) located to the north of Wrexham Football Club will be utilised in part to support construction related parking during wider redevelopment works which are to be phased across the Campus. Should parking pressures become apparent during the development phases, a system of Zonal permits will be introduced for staff & students.

4.2.3 In committing to enhance the accessible parking provision, during the development phases and in particular the Learning Gateway at the centre of the Campus, increased number of accessible parking will be provided in areas to meet the increased flow of visitor into the centre of the Campus.

4.2.4 The total provision of c. 300 relocated car parking bays on the surface car park has offset the loss of parking resulting from the residential development, and ensured there was no net loss in car parking provision across the campus.

4.2.5 It is therefore anticipated that the car park will continue to operate in the same manner with more than adequate spare capacity to accommodate demand as determined through on-site demand analysis.

4.2.6 Notwithstanding the above, there are further measure identified below that will be explored to ensure demand for private car travel is minimised and the operation of the car parks are optimised.

4.3 Redesign of Car Parks

4.3.1 The historical Plas Coch Campus layout is demonstrated in **Figure 4.1** below.

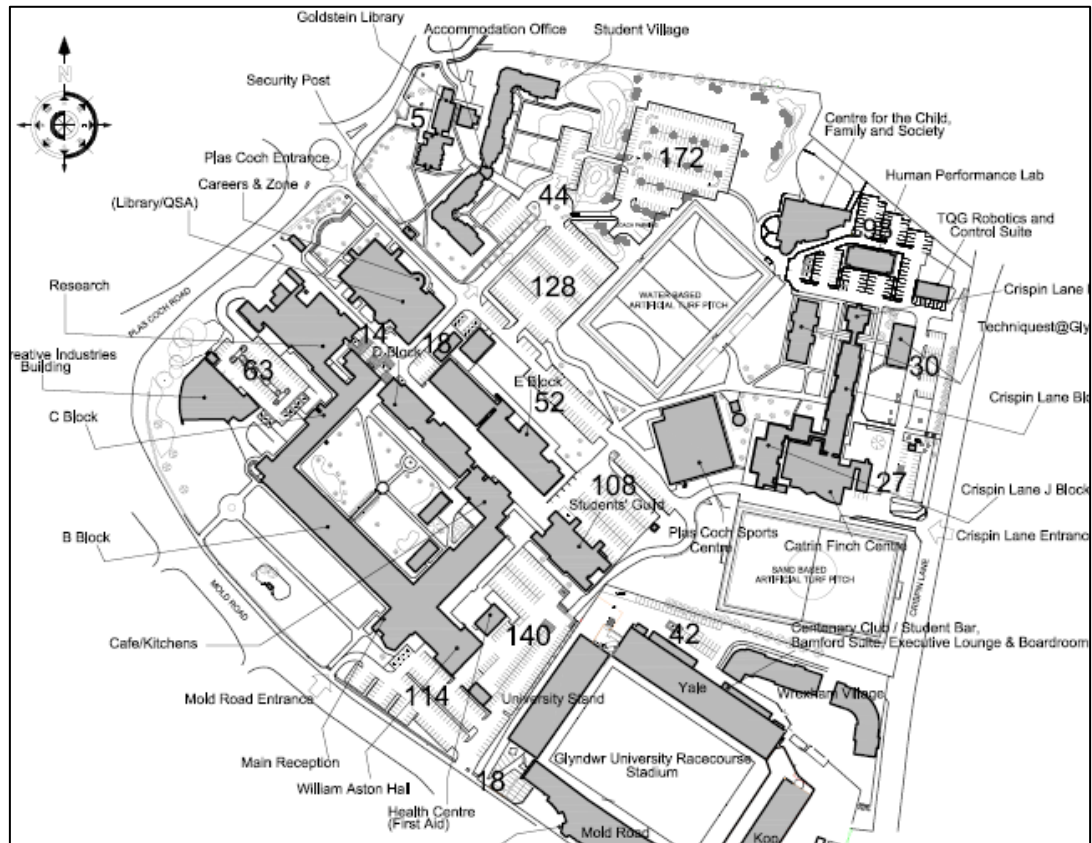


Figure 4.1 – Historical Plas Coch Campus Parking Locations

4.3.2 It is evident that various smaller parking areas were spread throughout the Campus. It was regularly observed that users primarily utilised the larger, more familiar parking areas and were known to circulate until a space becomes available; these included the core areas to the south and west of campus which gave the perception that the Campus car parks are full.

4.3.3 The demolition and reconfiguration of Campus buildings have facilitated in the redesign of car parking on site to keep parking grouped into central areas; the Masterplan and associated parking with the consented proposals are shown in **Figure 4.2**.

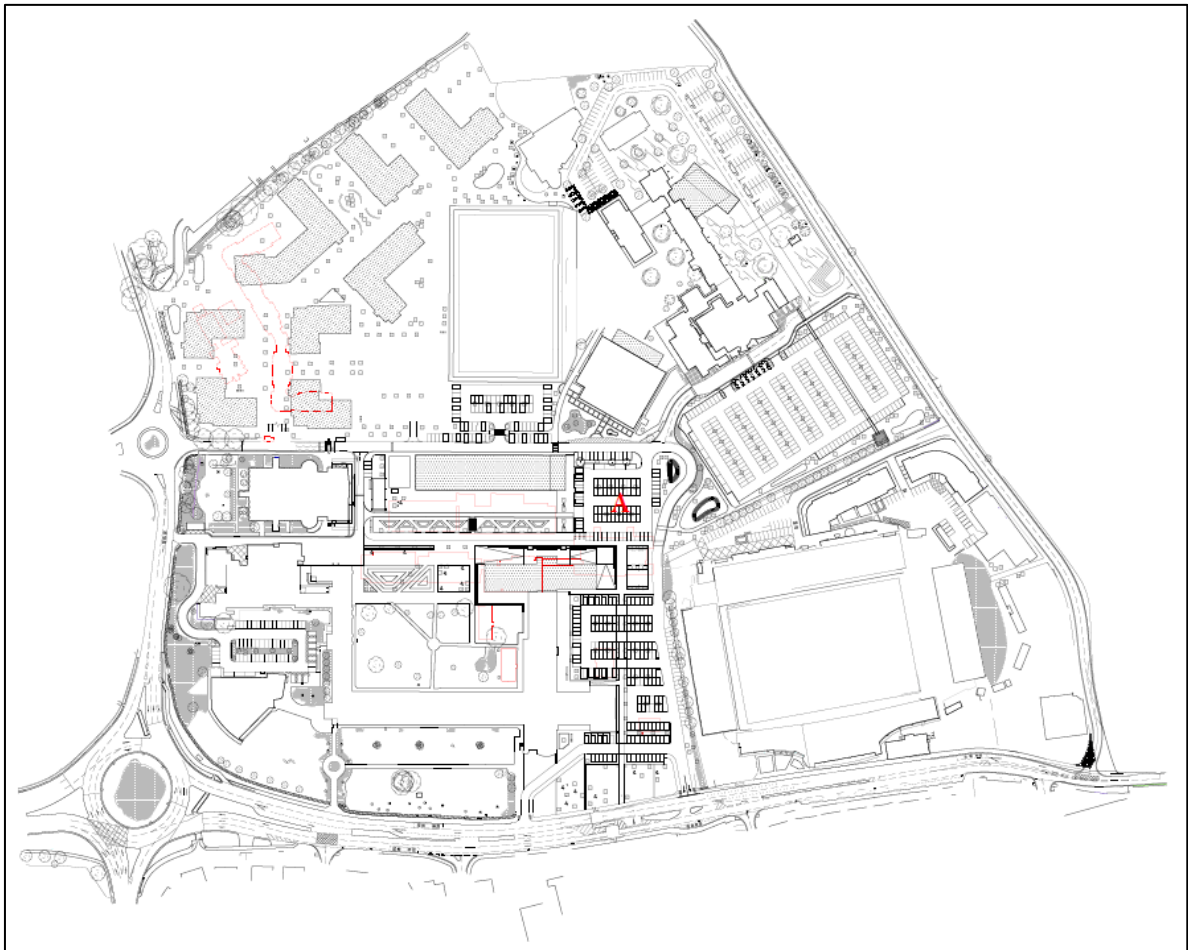


Figure 4.2 – Proposed Plas Coch Campus Masterplan and Parking Zones

- 4.3.4 This redesign will ensure that motorists are not driving around the Campus looking to find available parking provision, which could lead to the potential for queuing back onto the adopted highway.
- 4.3.5 If this was to occur, this could lead to increased queuing on local roads and junctions, and have a detrimental impact on delays, performance of junctions, and highway safety.

4.4 Improved Signage and Maps

- 4.4.1 It was noted during a recent site visit that signage and map provision could be improved, with inefficient direction and designation resulting in overcrowding of certain parking zones and underutilisation of others.
- 4.4.2 **Figure 4.3** below is an example of the current signage present across the site. Whilst the current signage is adequate and directs drivers to where all parking provision is located; however, the signage could be improved, with additional clarity on where various car parks could be found.



Figure 4.3 – Existing Example of Wayfinding Signage at Plas Coch Campus

- 4.4.3 As part of the redeveloped site, a wider car park plan will be prepared, which will direct motorists to the various car parking on Campus. In addition, car parking may be allocated for staff use, student and / or visitor use and be directed accordingly to specific, individually signed parking zones.
- 4.4.4 In addition, variable message signage will be explored by the University and could be provided to indicate to drivers if certain car parks are full and where there is capacity to alleviate any queuing within car parks and ensure all spaces are widely used.
- 4.4.5 The parking information would be included on the Wrexham University website, and weatherproof boards with the plan could also be provided at strategic locations across the site for users to refer to. The parking plan would also be included within the active University Travel Plan.

4.5 Sustainable Travel Infrastructure & Promotion

- 4.5.1 It has been demonstrated in the consented Transport Assessment that the Campus is located in a central, strategic location within Wrexham, and a short distance from Wrexham town centre, which offers a full range of shops and amenities, and various residential areas such as New Broughton, Stansty, Garden Village, and Rhosddu.
- 4.5.2 Within the campus, staff and students currently benefit from secure cycle parking facilities in a number of locations, as well as access to lockers, showers and changing rooms provided in the sports centre.

- 4.5.3 The University sports centre also offers a free cycle hire scheme, with students and staff able to borrow a bike, lock and safety equipment for up to 7 days at a time. This is particularly useful for those who want to try cycling to work before committing to buying a bicycle.
- 4.5.4 As part of the consented redevelopment, informal cycle parking across the Plas Coch Campus will be increased to 160 cycle parking spaces, largely taking the form of sheltered Sheffield stands. The PRS development and the new student residential accommodation will benefit from secure cycle parking spaces.
- 4.5.5 It is considered as part of the Wrexham University Travel Plan that these facilities are promoted for use by staff and students and encourage a higher uptake in public transport, cycling and walking as a form of commuting to Campus.
- 4.5.6 It is also understood that staff & students may travel between the Wrexham University campuses at Plas Coch and Northop and may choose to travel by their own private car for this reason; in response to this, the University operate an Electric Vehicle shuttle bus service between the two campuses to meet demand that will run during term time to dissuade staff from commuting by car. The University also has two electric vehicles that staff can access to travel between Campuses.
- 4.5.7 Students & staff wishing to use the Shuttle bus service are encouraged to travel to the main Campus by bicycle or to use public transport.
- 4.5.8 There is limited academic provision for undergraduate students at the Optic Centre, St Asaph. The majority of students attend on part time basis. Therefore, students make alternative transport arrangements due to its geographical location. There is adequate parking provision provided at the Optic Centre.

4.6 Reinforcement of University Travel Plan

- 4.6.1 The existing Wrexham University Travel Plan and the Framework Travel Plan which accompanied the recent aforementioned planning applications provides a significant level of information relating to car parking operation and capacity as well as the measures which have been explored to reduce parking requirements.
- 4.6.2 Some of the measures identified in the Framework Travel Plan (July 2018) include;
- *Introduce a car parking management strategy and permit scheme;*
 - *Limit access to car parks to staff and students that live near to the campus or have alternative options for travelling by public transport;*
 - *Promote the use of public transport in the lead up to student open days, for example by welcoming students at the railway station;*
 - *Provide a free shuttle bus between Wrexham and Northop campuses during term time;*

- *Expand the campus bike loan scheme, providing more bikes for longer periods to staff and students;*
- *Offer salary sacrifice bike purchase schemes to eligible staff;*
- *Offer salary sacrifice season ticket loan to eligible staff;*
- *Install live information public transport screens in appropriate locations across the campus, student accommodation, and residential areas;*
- *Provide sufficient space for the secure storage of bicycles and review annually;*
- *Provide changing facilities, including lockers, showers and drying rooms; and*
- *Run free cycle maintenance courses for staff, students and the local community.”*

4.6.3 The measure set out within the Travel Plan will be a key component of the Car Park Management Plan by reducing the number of staff, students and visitors who choose to travel to the Plas Coch Campus by private vehicle.

4.6.4 As the Campus does not currently benefit from any form of parking controls, it is considered the implementation of the Car Park Management Plan, in combination with the various Travel Plan initiatives, will result in a shift in travel behaviour for both staff and students.

4.6.5 The introduction of long-term permit & parking controls will be considered following the completion of the Campus redevelopments works. The University is confident that the recent introduction of the Agile Learning Framework (ALF), a blended learning model for students, which in addition to equipping a more agile workforce, will result in an effective reduction in commuting and daily parking requirements on Campus.

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