

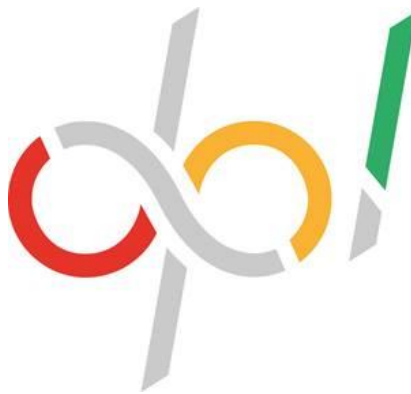


TRANSPORT ASSESSMENT

YSGOL YR HAFOD
WYNNE CONSTRUCTION

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1. EXECUTIVE SUMMARY

1.1 INTRODUCTION

- 1.1.1 Development Planning Limited have been commissioned by Wynne Construction to provide a Transport Assessment for the proposed redevelopment of the existing Ysgol Yr Hafod Primary School site on Bangor Road.
- 1.1.2 The existing Foundation Phase Site is located on Melyd Avenue and provides foundation-stage education for younger pupils. The existing main school site provides education for primary school pupils.
- 1.1.3 The development proposals are for the extension and refurbishment of the main school site to co-locate all of the Ysgol Yr Hafod educational facilities for all infant and primary school pupils on a single site.
- 1.1.4 The development proposals result in an increased capacity for wrap-around care.

1.2 ACCIDENT REVIEW

- 1.2.1 A detailed review of accident data across a 400m distance from the school has been undertaken. This being the core area where any changes to travel patterns are likely to occur from the co-location of the existing Foundation Phase facilities (270m to the northeast of the main school site).
- 1.2.2 The accident data review concludes that there are no existing highway safety issues on the local highway network.

1.3 SUSTAINABLE ACCESS

- 1.3.1 A survey of existing students shows that 41.5% currently travel by sustainable travel modes. Of those, 37.5% travel on foot, 0% by bus and 4% by cycle.
- 1.3.2 Of the 355 students across the two sites, around 16 utilise the wrap-around care provided by the council. The provision of the wrap-around care helps to reduce the parking demand on local streets at any one time and provide flexibility to parents to choose when they travel to drop off and pick up children.
- 1.3.3 There are existing pedestrian access points to the school on Bangor Road and via Hoel Offa. There are existing narrow footways/ footpaths to each of these entrance points. Due to the historic built form and land ownership constraints, there appears to be no viable way of improving these.
- 1.3.4 Whilst the existing access points operate sufficiently for the existing school, improvement is proposed via a new access to the school, via Ruabon Road. The provision of a new pedestrian access via Ruabon Road would provide the only pedestrian access point to the site which meets with modern design standards. The Ruabon Road pedestrian access point would be provided with a ramp access to allow access for all.
- 1.3.5 In addition, a new footway link is proposed across the highway verge on Ruabon Road (west of the site) alongside improvements to the existing pedestrian crossing point. The improvements include widening, tactile paving and carriageway highlighting of the crossing point.
- 1.3.6 Cycling/ scooting is not allowed within the school grounds. The proposed Ruabon Road access would provide increased opportunity to cycle to the site, reducing journey times, particularly from the west.

- 1.3.7 The nearest bus stops to the site are immediately adjacent to the proposed Ruabon Road access point. Whilst no children stated that they travel by bus, the proposed Ruabon Road access opens up this opportunities for those who may wish to travel by this mode.

1.4 TRAVEL PLAN

- 1.4.1 A Travel Plan would be adopted by the school and aims to encourage sustainable travel. The Travel Plan has been written to align with existing policies at the school, including the Eco School credentials.
- 1.4.2 The Travel Plan sets targets to increase the proportion of active and sustainable trips to the site by staff and pupils by 10% over the initial three-year implementation period.

1.5 VEHICULAR ACCESS AND PARKING

- 1.5.1 The existing vehicular access point is to be retained, alongside a 5.5m wide access road. A total of 39 parking spaces are proposed as part of the co-location. The 39 spaces include 36 standard spaces and 3 mobility standard spaces. All spaces would be for staff and visitors, only.
- 1.5.2 The development proposals would increase parking demand close to the main school site. A parking beat survey was undertaken to inform opportunities for increased parking close to the school and additional mitigation measures.
- 1.5.3 Several mitigations are proposed or considered to mitigate for the increased parking demand close to the school:
- Additional wrap-around care provision, which would reduce parking demand at peak drop-off and pick-up times;
 - New parking layby on Bangor Road;
 - New pedestrian access point from Ruabon Road, to encourage the use of Cwn Glas Park Street for parking;
 - Travel Plan to be implemented to reduce reliance on car travel to the site; and
 - Consideration to be given to the staggering of the start and/ or finish of the school day for some year groups to spread the parking demand out.
- 1.5.4 Parking on Cwn Glas Park Street would be encouraged for the school drop-off and pick-up due to the available parking capacity. The new pedestrian access proposals to the site would make the walk to the school from Cwn Glas Park Street short, attractive and to modern design standards.
- 1.5.5 Consequently, the development proposals prioritise sustainable travel options through the provision of a new pedestrian access point to the site. In addition, the measures include an overall mitigation package which is considered to result in the co-located parking requirements being met or exceeded, with no material residual demand.

2. INTRODUCTION

2.1 BACKGROUND

- 2.1.1 Development Planning Limited have been commissioned by Wynne Construction to provide a Transport assessment for the proposed redevelopment of the existing Ysgol Yr Hafod Primary School site to create a single-site school. The existing Foundation Phase Site facility at Melyd Avenue would be relocated to the new site.
- 2.1.2 This Transport assessment assesses 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 (December 2018).
- 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 CORONAVIRUS

- 2.2.1 At the time of writing this report the UK Government have released lockdowns due to decreasing risk to public health of transmission of the Covid-19 disease. Even so, travel patterns are unusual with traffic levels suppressed and some information on regular public transport routes not being available.
- 2.2.2 The 'new normal' may not be realised until sometime in the future. The 'new normal' cannot be quantified at the current time and could include significant changes in travel patterns, including increased use of more sustainable transport modes, increased flexibility in daily working patterns, including home working and travel time choices being made to reduce travel during peak times.
- 2.2.3 Best endeavours have been taken to provide accurate information within this report based upon historic and currently available information, where available. As the Government are taking all steps that they can to help to secure the economy, it is considered necessary that planning applications continue to be determined based upon the best information that is currently available to allow development and investment to continue.

2.3 SITE LOCATION

- 2.3.1 The existing school is located across two sites, with the main school site being located on Bangor Road, Wrexham and the Foundation Phase Site facility on Melyd Avenue. The site location is shown in Figure 2.1, Appendix A. The Foundation Phase Site's facilities would be relocated to the main school and, as such, the site location described below relates to the proposed co-located facility.
- 2.3.2 The site is bound to the north by Bangor Road and a number of residential properties fronting onto Bangor Road. To the west is Ruabon Road, to the east is Noddfa Court and to the south is Hoel Offa.

2.4 EXISTING LAND USE

- 2.4.1 The existing main school site provides education for primary school pupils.

- 2.4.2 The existing Foundation Phase Site provides foundation-stage education for younger pupils.
- 2.4.3 The main school site has one vehicular access point, which provides access to a rear parking court area for use by staff.

2.5 DEVELOPMENT PROPOSAL

- 2.5.1 The development proposals are for the extension and refurbishment of the main school site to co-locate all of the Ysgol Yr Hafod educational facilities for all infant and primary school pupils on a single site.
- 2.5.2 The development proposals result in an increased capacity for wrap-around care.

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 high on the political agenda.
- 3.1.2 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 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 UK cities such as London through their congestion charge from 2003 onwards.
- 3.2.2 Currently, Cardiff are considering a congestion charging scheme with wider consideration being given by the Welsh Government who have announced an independent review on whether road users across Wales should be charged.
- 3.2.3 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.
- 3.2.4 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.
- 3.2.5 On the 29th April 2019, the Welsh government declared a climate emergency and stated:

...The declaration sends a clear signal the Welsh Government will not allow the process of leaving the EU to distract us from the challenge of climate change, which threatens our health, economy, infrastructure and our natural environment.

The announcement draws attention to the magnitude and significance of the latest evidence from the Intergovernmental Panel on Climate Change and highlights the recent climate protests across the UK...
- 3.2.6 In response to evolving Governmental commitments, 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 CLIMATE CHANGE EMERGENCY

- 3.3.1 On the 1st 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 than its previous commitments to reduce greenhouse gas emissions by 80% (compared to 1990 levels).
- 3.3.4 The Climate Change Emergency was pre-ceded 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 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.
- 3.3.6 We are entering a new period of change in transport and should ensure that the policies which are applied are relevant and deliverable.

3.4 ACCESS BY ULTRA LOW AND ZERO EMISSION VEHICLE

- 3.4.1 Everyone who can drive a car can also drive an ultra-low or zero emission vehicle. Ultra-low and zero emission vehicles have all the benefits of personalised transportation, whilst significantly reducing the overall impact of travel.
- 3.4.2 HM Government have set out their emissions strategy in the July 2018 report 'The Road to Zero'. The policies set out the long-term ambitions of Government as:

Our mission is to put the UK at the forefront of the design and manufacturing of zero emission vehicles, and for all new cars and vans to be effectively zero emission by 2040. As set out in the NO2 plan, we will end the sale of new conventional petrol and diesel cars and vans by 2040. By then, we expect the majority of new cars and vans sold to be 100% zero emission and all new cars and vans to have significant zero emission capability. By 2050 we want almost every car and van to be zero emission.

We want to see at least 50%, and as many as 70%, of new car sales and up to 40% of new van sales being ultra low emission by 2030.

We expect this transition to be industry and consumer led, supported in the coming years by the measures set out in this strategy. We will review progress towards our ambitions by 2025. Against a rapidly evolving international context, we will seek to maintain the UK's leadership position and meet our ambitions, and will consider what interventions are required if not enough progress is being made.

- 3.4.3 Even more stringently, the Committee on Climate Change, who advise government and other bodies, sought only pure battery electric vehicles and long-range plug-in hybrids to be sold by 2035. The Government have revised their policy to ban the sale of all petrol, diesel and hybrid cars by 2035, or before.
- 3.4.4 In response to these policies and similar national policies around the world, all major vehicle manufacturers either already sell, or are developing, ultra-low emission vehicles. The most notable commitment at the time of writing is from Honda who have stated:

Honda is the world's largest engine manufacturer, and from what we have announced today we are committing to ending all mainstream non-electrified petrol and diesel production for Europe by the end of 2022.

- 3.4.5 With vehicle manufacturing being a highly competitive market, it is almost certain that all major vehicle manufacturers will be following suit over the coming years, with research and development budgets being focussed on these technologies.
- 3.4.6 As such, within the lifetime of this development, it is expected that all cars and vans will, ultimately, be zero emission.
- 3.4.7 The technologies to arrive at a 100% zero emission road network are not currently in place and are likely to alter over time and become standardised, as such it is unlikely that the same technologies which are available today will be the ones which achieve this significant shift in the type of vehicles we drive.
- 3.4.8 One example of the new technologies which are being tested and are becoming increasingly successful is Battery Swapping Stations. These act in a similar way to a petrol filling station, however swap used and part-used batteries for full ones.
- 3.4.9 The operational time for the current units is around three minutes, which is quicker than filling a fossil fuel vehicle. At the forefront of the technology is the G4 Expressway in China, which has 18 such stations promoted by the company NIO, founded in November 2014.
- 3.4.10 Also in China, company BJEV is working on the construction of 3,000 battery swapping stations and aims to supply half a million electric vehicles by 2022.
- 3.4.11 In Europe, the technology is being heavily invested in by Shell, Repsol and others through the company Ample, whose aim is for 'Electric Cars for Everyone'. Battery Swapping Stations is one of the technologies that is expected to result from their research.
- 3.4.12 In terms of purchasing a car, manufacturers are now bringing in options to rent the battery pack, as oppose to buy them. This can reduce purchase prices and a monthly payment is made for battery rental, depending upon the mileage driven. Some packages include free recharging within the rental price.
- 3.4.13 It is clear that these technologies will result in a major change to the way electric vehicles are seen and purchased by the public and that current research and development will significantly impact the way in which private vehicles are used in the future.

3.5 EMERGING IN-VEHICLE TECHNOLOGIES

- 3.5.1 All new cars sold in the UK and Europe from 2022 are to be fitted with devices to automatically stop drivers exceeding the speed limit under planned changes to vehicle safety rules that the EU has provisionally agreed.
- 3.5.2 Although Wales will no longer be part of the EU when the rules come into effect, the UK regulator, the Vehicle Certification Agency, has said it will mirror safety standards for vehicles in the UK.
- 3.5.3 The speed limiter is one of a range of safety features to be made mandatory from 2022, along with automated emergency braking, electronic data recorders and improved visibility built into lorries for drivers to see vulnerable cyclists and pedestrians around the vehicle.
- 3.5.4 The mandatory data recorders will help investigate vehicle crashes and assist research into increased safety. Another feature already standard in many new cars, a lane departure warning system, will become obligatory.

- 3.5.5 In 2015 UK government established the Centre for Connected and Autonomous Vehicles (C-CAV), a joint policy and strategy unit. C-CAV provides a single point of contact for industry and academia for CAV technologies and will coordinate and enhance government activity in the sector.
- 3.5.6 Testing of driverless cars is already taking place on British roads, with Bristol, Milton Keynes and South-East London selected as test cities. The Bristol Venturer consortium aims to investigate whether driverless cars can reduce congestion, while the GATEway scheme in Greenwich is testing automated passenger shuttles and valet parking and Milton Keynes tests its LUTZ Pathfinder Pods in pedestrianised areas.
- 3.5.7 In February 2016, £17 million of funding was awarded to eight collaborative research and development projects as well as additional funding for 14 feasibility studies. The projects will stimulate development in key areas of autonomous vehicles and connected transport systems including.
- 3.5.8 Beyond connected and autonomous vehicles, Intelligent Transport Systems is a wider cross sector area of development.
- 3.5.9 Intelligent Transport Systems allow communication not just between vehicles themselves, but also vehicles and infrastructure. Utilising these communication systems will help to reduce road accidents, relieve congestion and reduce emissions.
- 3.5.10 Intelligent Transport Systems are already in use on UK roads – for example urban and motorway traffic management and control systems, electronic toll collection and route navigation systems. Another safety technology in development is Intelligent Speed Adaptation. Intelligent Speed Adaptation systems inform the driver of the speed limit for the road they are travelling on, automatically reducing the speed of the vehicle if necessary.
- 3.5.11 Within the lifetime of the development, it is highly likely that Connected and Autonomous Vehicles, as well as Intelligent Transport Systems will be increasingly used on UK road networks and, as such, the way in which traffic interacts could be increasingly managed automatically. As a result, future traffic flow forecasts using traditional techniques could overstate the potential impacts of development.

3.6 SUMMARY

- 3.6.1 The way we travel and impact upon the world is now seen as high on the Government's priority 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 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.
- 3.6.4 These changes include investment in Battery Swapping Stations and electric vehicle battery rental, both of which help to overcome two of the current barriers to electric vehicle ownership of battery range and initial purchase cost.
- 3.6.5 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.
- 3.6.6 Current planning policy clearly supports sustainable development and the sustainable transport hierarchy and should be read and considered against the ever-changing political background surrounded the environment.

- 3.6.7 Within the lifetime of the development, it is highly likely that Connected and Autonomous Vehicles, as well as Intelligent Transport Systems will be increasingly be used on UK road networks and, as such, the way in which traffic interacts could be increasingly managed automatically. As a result, future traffic flow forecasts using traditional techniques could overstate the potential impacts of development.
- 3.6.8 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 Taking into account the information provided in Chapter 3, 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 (December 2018) states in the foreword that:

PPW will help to ensure that the planning decisions taken in Wales, no matter how big, or how small, are going to improve the lives of both our current and future generations. It will support changing the way we live and work, and the buildings and environment of Wales, today, building a better environment to accommodate current and future needs.

- 4.2.2 Within the Paragraph 3.6 of the Strategic and Spatial Choices chapter, Planning Policy Wales states:

...Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport.

- 4.2.3 Paragraph 3.12 goes on to state that:

Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys...

- 4.2.4 And in Paragraph 3.13 that

Existing infrastructure must be utilised and maximised, wherever possible. Where new infrastructure is necessary to mitigate transport impacts of a development and to maximise accessibility by sustainable non-car modes, it should be integrated within the development layout and beyond the boundary, as appropriate...

- 4.2.5 Section 4.1 specifically sets out the requirements for transport. Paragraph 4.1.6 provides guidance to planning authorities, stating that they must set out an integrated planning and transport strategy, which should:

- *integrate and co-ordinate sustainable transport and land use planning;*
- *facilitate and promote accessibility for all;*
- *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.*

- 4.2.6 Specifically regarding sustainable travel, Paragraph 4.18 states that :

The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering

this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act.

4.2.7 And goes on to state in Paragraph 4.1.10 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.

4.2.8 The sustainable transport hierarchy is set out in Figure 8, 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 4.1.39 states:

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.

Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have ULEV charging points...

4.2.11 The required provision is clarified in Paragraph 4.1.40 as:

It may be appropriate for some of the provision to be 'passive', with the necessary underlying infrastructure provided to enable installation and activation in the future.

4.2.12 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.

4.2.13 With Paragraph 4.1.51 stating:

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.

- 4.2.14 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 DEVELOPMENT PLAN

- 4.3.1 The Council Plan (2019 to 2022) was first approved in 2017 and sets out 14 objectives across the four themes of :

- Economy;
- People;
- Place; and
- Organisation.

- 4.3.2 Within Policy Pe1, the long-term vision is set out as:

for our children and young people to be able to access a quality learning experience locally, to achieve their potential and gain the qualifications which will enable a transition into further and higher education, employment or training.

- 4.3.3 Policy P12 sets out the policy for 'Pride In Our Environment', with a long-term vision to:

be recognised as a low carbon, low waste, environmentally responsible organisation that supports local people to play their part.

- 4.3.4 This high-level policy has clear implications on the carbon emissions relating to development, which includes the use of the fossil fuels which power many current motor vehicles.

- 4.3.5 Policy P14 sets out the strategy for 'Well-Connected and Sustainable Communities', with a long term vision to:

have an accessible, efficient transport network which allows people a choice between transport options which are convenient and sustainable.

- 4.3.6 At a more strategic level, the Wrexham Unitary Development Plan (1996 to 2011, adopted February 2005). The Plan comprises two parts:

Part 1 -The Strategy which outlines the Council's broad intention for development in the area and provides a framework for the more specific policies and proposals...

Part 2 - Specific Policies accompanied by reasoned justifications, which expand on the strategic vision for the County Borough and provide detailed guidance for the development and other use of land...

- 4.3.7 The council are in the process of preparing their Local Development Plan (LDP), which will replace the currently adopted Unitary Development Plan. The Deposit Plan (April 2019) is a working document, however sets out the vision and strategies which are supported by the council.

- 4.3.8 The vision for the Local Development Plan is that:

By 2028, Wrexham will be an attractive, distinctive and accessible place where people will want to live, 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.

- 4.3.9 Policy SP12 sets out the requirements for transport and accessibility as follows:

Wrexham's transport network will be developed in a safe, efficient and sustainable manner through the following measures:

- i. Restricting development that would have an unacceptable impact on the safe and efficient operation of the transport network,*
- ii. Implement key transport projects identified in the Joint North Wales Local Transport Plan and supporting the development and delivery of key strategic road and rail transport improvement projects promoted by the North Wales region and Welsh Government (policy T4 and T6),*
- iii. Enhance the overall reliance of the network and take steps to adapt the transport network to the effects of climate change,*
- iv. Improve the coverage, service frequency, integration and priority of public transport services to provide a sustainable and viable alternative travel choice to the private car,*
- v. Improved integration of modes through the development of existing and new transport interchanges ensuring infrastructure provisions is accessible to all,*
- vi. Ensure adequate levels of car parking taking into consideration the location and accessibility of new developments to existing public transport facilities and walking and cycling network,*
- vii. Develop the coverage of the Active Travel Network across Wrexham to promote increased use of walking and cycling as safe, viable and sustainable alternatives to the car,*
- viii. Deliver capacity and safety enhancements to the local highway network where considered*

- 4.3.10 For health and wellbeing, Policy SP14 states that:

All development should seek to reduce health inequalities and provide opportunities for healthy lifestyles and improving health and well-being...

- 4.3.11 It is clear from the Local Development Plan that issues including respecting the transport hierarchies, encouraging active and low carbon travel and reducing inequalities are key issues, which all align with Planning Policy Wales.

4.4 LOCAL GUIDANCE NOTES

- 4.4.1 Wrexham County Borough Council set out their guidance on planning through the Development Plan policy and a suite of Local Planning Guidance Notes.
- 4.4.2 The Local Planning Guidance Notes which are most pertinent to transport are Note 15 : Cycling and Note 16 : Parking Standards.
- 4.4.3 The cycle parking standards are for four cycle parking spaces per classroom for a primary school. For stays of less than eight hours, the requirement is for cycle parking to be provided in the form of Sheffield-style stands.
- 4.4.4 For cycle parking in excess of eight hours the requirement is for cycle parking to be provided within a more secure parking facility in the form of cycle cages or lockable cycle shelters.
- 4.4.5 The car parking standards are for two car parking spaces plus one space per 25sqm of floor area. The cycle parking is stated in Note 16 as being one space per 250sqm of floor space.

4.5 SUMMARY

- 4.5.1 The Council Plan (2019 to 2022) was first approved in 2017. Within Policy Pe1, the long-term vision is set out as:

for our children and young people to be able to access a quality learning experience locally, to achieve their potential and gain the qualifications which will enable a transition into further and higher education, employment or training.

- 4.5.2 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.

- 4.5.3 Policy P14 sets out the strategy for 'Well-Connected and Sustainable Communities', with a long term vision to:

have an accessible, efficient transport network which allows people a choice between transport options which are convenient and sustainable.

- 4.5.4 For health and wellbeing, Policy SP14 states that:

All development should seek to reduce health inequalities and provide opportunities for healthy lifestyles and improving health and well-being...

- 4.5.5 This Transport assessment sets out the proposed access by active modes of travel, which will be encouraged through the delivery of a Travel Plan, in conjunction with the school's Eco Council.

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 BANGOR ROAD

5.2.1 Bangor Road is subject to a 20mph speed limit across the frontage of the site and to the east of the site.

5.2.2 At the pedestrian entrance to the school a zebra-crossing is located to aid with the crossing of the road. Pedestrian guard rail is present adjacent to the crossing point.

5.2.3 There are two pedestrian entrance points to the school on Bangor Road, with pedestrian guard rail provided immediately at the entrance points.

5.2.4 Immediately to the west of the school is the Bangor Road/ Ruabon Road traffic signal junction which provides signalised pedestrian facilities across the southern, northern and eastern arms.

5.2.5 Footways along the northern side of Bangor Road are generally to modern design standards, with parking lay-bys provided along the Bangor Road service Road.

5.2.6 Footways along the southern boundary of Bangor Road are below modern design standards and are a result of the historic built-form in the local area.

5.2.7 The existing Bangor Road access presents some barriers to those with reduced mobility and/ or a disability. The existing footways are narrow, which could make manoeuvring mobility aids difficult for some.

5.2.8 The Bangor Road access could present a barrier to some users who have impaired vision due to the restricted footways and pedestrian barriers creating a tortuous route.

5.3 RUABON ROAD

5.3.1 The western boundary of the site is formed by Ruabon Road, which generally benefits from footways to modern design standards on both sides of the carriageway.

5.3.2 Currently there is no direct access from Ruabon Road in to the school site.

5.4 HOEL OFFA

5.4.1 A southern pedestrian entrance to the school is also provided from Hoel Offa. Hoel Offa has two footways present to the east of the entrance and a footway along the southern side of the road present to the west of the pedestrian entrance.

5.4.2 The pedestrian entrance is formed by a path between an existing residential property fronting onto Hoel Offa and a proposed residential development fronting onto Ruabon Road. Guard rail is present immediately at the entry to the pedestrian entrance.

- 5.4.3 The existing pedestrian entrance is narrow and there is no opportunity to improve the width due to land constraints on both sides. The existing Hoel Offa access presents some barriers to those with reduced mobility and/ or a disability. The existing narrow footpath could make manoeuvring with mobility aids difficult for some.
- 5.4.4 The Hoel Offa access could present a barrier to some users who have impaired vision due to the restricted footways and pedestrian barriers creating a tortuous route.

5.5 CYCLING/ SCOOTING

- 5.5.1 Children are encouraged to cycle/ scooter to the school. For health and safety purposes, cycling/ scooting is not permitted within the school grounds.
- 5.5.2 There are existing cycle stores provided at both existing school sites.

5.6 BUS

- 5.6.1 Immediately to the west of the school on Ruabon Road are bus stops for both northbound and southbound services. The bus stops are served by routes 2, 2A, 2B, 2C,5 and T3. The bus timetable information is attached at Appendix B.
- 5.6.2 The public transport accessibility criteria, based upon BREEAM scoring for TRA01/02 accessibility is 3.77.
- 5.6.3 Bus timetable information can be accessed on line by all, via home computer or internet enabled phone. The Wrexham council website provides links for these at https://old.wrexham.gov.uk/english/links/links_transport.htm#bus. A publicly available bus timetable facility is not available at the school, however parents and guardians have the opportunity to access bus timetables whilst mobile. Given the very minimal use of the bus from to/ from the school, this is considered to be an appropriate level of access to this information, especially given that the same trip would be made very regularly (during term time).

5.7 NEARBY FACILITIES

- 5.7.1 In considering the accessibility of a site in terms of BREEAM scoring, accessibility of nearby facilities is a key consideration. Of the requirements, at least 3 of the BREEAM compliant amenities would be required within 500m of the site. The assessments show that the following are available:
- Food outlet: Premier Store (Johnstown Village Convenience Store);
 - Access to cash: ATM at the Post Office (18 Merlin Street, Johnstown, LL14 1NL);
 - Access to an outdoor open space: Stryt Las Park;
 - Public available postal facility: Post Box opposite the school; and
 - Pharmacy: Johnstown Pharmacy – Alphega Pharmacy.
- 5.7.2 In BREEAM terms, the site exceeds the minimum accessibility criteria.

5.8 STUDENT TRAVEL PATTERNS

- 5.8.1 Across the existing two sites, each child was asked how they travelled to school. The results by year group are shown in Table 5.1, below:

Table 5.1 Travel Mode to School by Year Group

Class	No. of children travelling by CAR	No. of children WALKING to school	No. of children travelling by BUS	No. of children travelling by BIKE
NURSERY	23	13	0	0
RECEPTION	29	12	0	0

YEAR 1	14	15	0	0
YEAR 2	24	11	0	0
YEAR 3	23	12	0	5
YEAR 4	17	26	0	4
YEAR 5	30	13	0	2
YEAR 6	26	17	0	1
<u>TOTALS</u>	186	119	0	12

5.8.2 Out of a total of 317 pupils who responded:

- 186 stated they travelled by car, which was 58.5% of the total
- 119 stated they walked to school every day, equating to 37.5%
- 0 stated they travel to school by bus, equating to 0%,
- The remaining 12 stated they cycled to school, equating to 4%

5.8.3 It can be seen that active and low carbon travel equates to 41.5% of travel to the existing school.

5.8.4 There were no pupils who travelled by bus to the site, presumably given its local catchment area. The proportion of pupils walking and cycling to the school is high when compared than other schools within Wrexham, which demonstrates the accessible location of the school site.

5.8.5 The residual 58.5% of pupils who travel by car were asked how many people are in your car on your journey to school. The results by year group are shown in Table 5.2.

Table 5.2 Car Occupancy information

Class	No. of children questioned	No. in car including driver 2	No. in car including driver 3	No. in car including driver 4 or more
YEAR 1	14	5	7	2
YEAR 2	24	7	15	2
YEAR 3	22	7	14	1
YEAR 4	14	7	7	0
YEAR 5	28	5	13	10
YEAR 6	24	9	15	0
<u>Totals</u>	126	40	71	15

5.8.6 Due to potential replication of answers by children from the same family unit responding to the questions within different year groups, a calculation of the average occupation has been produced utilising the responses given. These results are summarised below:

- 50% single child occupancy;
- 44% two child occupancy; and
- 6% three or more child occupancy (based upon three children for robustness).

- 5.8.7 The results show that the average occupation of children per car is 1.56.
- 5.8.8 Of the children travelling by car, it is understood that 10 pupils travel by funded taxis. It is assumed that the occupancy of these taxis is 3 to 4 children, i.e. around 3 to 4 taxis.
- 5.8.9 It is understood that there are currently around 355 pupils attending the school across both sites. Of these, 70 are part-time, therefore the typical number of children on site at any one time is around 320.
- 5.8.10 Of the 320, 16 attend wrap-around care, with the residual 294 attending during the typical school day.
- 5.8.11 Based upon the travel survey it is estimated that around 110 pupil-related cars access the two sites currently.

5.9 PARKING BEAT SURVEY

- 5.9.1 A parking beat survey was undertaken on the 29th June 2021. At that time, it is noted that some children were not attending the school due to a Covid 'bubble' bursting.
- 5.9.2 The summary results of the parking beat survey are attached at Appendix C and show that:
- Parking generally occurs along the Bangor Road site frontage; and
 - Additional parking is shown on Hoel Offa.
- 5.9.3 Notably, only minimal amounts of parking were observed within the residential streets to the north of Bangor Road, suggesting that existing parking is focussed close to the main school site with minimal impact seen further away from the school. The existing parking relating to the main school site is relatively tightly defined around the school itself.
- 5.9.4 Only minimal parking was currently noted on Cwn Glas Park Street, to the west of the site (adjacent to Stryt Las Park).

5.10 STAFF TRAVEL PATTERNS

- 5.10.1 Staff travel by car is accommodated within the existing on-site car park. The existing on-site car park for the main school is understood to meet with the existing parking demand of teachers at that site.
- 5.10.2 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.
- 5.10.3 Similarly, in the evening, teachers leave after the majority of students and the impact of the staff-generated vehicles would be following school pick up.

5.11 ACTIVE TRAVEL CATCHMENT AREA

- 5.11.1 Walking 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.
- 5.11.2 It can be seen from the travel survey that 41.5% of students responded that they travelled to the school on foot or by cycle.
- 5.11.3 In June 2014 the Welsh Government issued statutory guidance entitled 'Learner Travel Statutory Provision and Operational Guidance'.
- 5.11.4 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.

- 5.11.5 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
- 5.11.6 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.
- 5.11.7 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.*
- 5.11.8 The active travel catchments are shown in Figure 5.1, which includes the 400m (5-minute), 800m (10-minute) and 1,200m (15-minute) walking isochrones. These distances are considerably below the 2-mile distance which policy considers to be walkable. The proposals for access by active travel modes is provided in Chapter 6.
- 5.11.9 Figure 5.2 shows the dropped kerb facility locations around the immediate vicinity of the site. Outside of this immediate area, pedestrian flows from the new facility would be diluted across several routes and have minimal impact. Figure 5.2 shows that there are sufficient dropped kerbs locally to aid those with reduced mobility.
- 5.11.10 Of the dropped kerbs, those located at the school crossing on Bangor Road, the crossings at the junction of Ruabon Road/ Bangor Road/ Park Street and the pedestrian crossing on Ruabon Road, to the south of the bus stops, are provided with tactile paving to aid those with reduced mobility and/ or impaired vision.

5.12 SUMMARY

- 5.12.1 A survey of existing students shows that 41.5% currently travel by sustainable travel modes. Of those, 37.5% travel on foot, 0% by bus and 4% by cycle.
- 5.12.2 Of the 355 students, around 16 utilise the wrap-around care provided by the council at the site. The provision of the wrap-around care helps to reduce the parking demand on local streets at any one time and provide flexibility to parents to choose when they travel to drop off and pick up children.

6. ACCESS PROPOSALS

6.1 INTRODUCTION

6.1.1 This chapter discusses the site layout of the development proposals in terms of access for all appropriate modes of transport.

6.1.2 The site layout masterplan forms part of the planning application package.

6.2 PEDESTRIAN ACCESS

6.2.1 It is highlighted in Sections 5.2 and 5.4 that there are existing access points to the school on Bangor Road and via Hoel Offa. There are existing narrow footways/ footpaths to each of these entrance points. Due to the historic built form and land ownership constraints, there appears to be no viable way of improving these.

6.2.2 Whilst the existing access points operate sufficiently for the existing school, improvement is proposed via a new pedestrian access to the school, which is discussed in detail below.

6.2.3 The development proposals incorporate a new pedestrian access route to the school via Ruabon Road. As discussed in Chapter 5, Ruabon Road generally benefits from footway widths to modern design standards.

6.2.4 The provision of a new lit pedestrian access via Ruabon Road would provide the only pedestrian access point to the site which meets with modern design standards.

6.2.5 The Ruabon Road pedestrian access point would be provided with a ramp access to allow access for all.

6.2.6 In addition, a new footway link is proposed across the highway verge on Ruabon Road (west of the site) alongside improvements to the existing pedestrian crossing point. The improvements include widening, tactile paving and carriageway highlighting of the crossing point.

6.2.7 Options for signalised or formal pedestrian crossing of Ruabon Road were considered when arriving at the proposed informal crossing improvements to Ruabon Road. The proximity of the bus stops, Ruabon Road traffic signals and the proposed access for the adjacent residential development proposals (by others to the southwest of the school) would not allow such a facility to be implemented.

6.2.8 The Ruabon Road pedestrian access point could encourage the use of walking to the site, through the provision of a modern design standard access, which could be seen as attractive for pedestrians, predominantly from the southwest, south and west of the site.

6.2.9 Full details of the proposed pedestrian access point form part of the planning application package.

6.2.10 Notably, the existing Foundation Stage Site facility is located around 270m northeast of the main school site, therefore those who access the existing Foundation Stage Site are likely to be walking similar routes to the proposed co-located main school site.

6.2.11 For pedestrian access to the proposed foundation stage facilities at the main school site, those arriving from the west and south of the would benefit from shorter walk distances than they do currently and an increased proportion of pedestrian access from these locations could occur.

6.2.12 Existing pupils could also benefit from the new pedestrian access point, being a new access designed to modern standards located to the west of the site (in addition to the

existing northern and southern access points via Bangor Road and Hoel Offa, respectively).

- 6.2.13 The proposed new pedestrian access point, associated footway crossing and footpath link, (across the Ruabon Road highway verge) provides improved accessibility by sustainable modes to the site and provides an additional access route choice for both existing and new pupils to the school.

6.3 CYCLE ACCESS

- 6.3.1 Access by cycle from the west and south will benefit from the proposed new access point on to Ruabon Road. The cycling distance from the west and south could be reduced for those pupils.
- 6.3.2 The development proposals include the retention and extension to the existing cycle store located on the main school site (the co-located site proposal).
- 6.3.3 The provision of the new access onto Ruabon Road provides an improved opportunity for cycling/ scooting to the site along footways to modern design standards.
- 6.3.4 Cycling and scooting within the school site would continue to be not permitted within the school grounds.

6.4 BUS ACCESS

- 6.4.1 There are currently no pupils who travel by bus to the site. For any pupils who may travel by bus to the site in the future, the new pedestrian access point is located immediately adjacent to the bus stops and provides the opportunity for improved bus access.

6.5 VEHICULAR ACCESS

- 6.5.1 The existing vehicular access point is to be retained, alongside a 5.5m wide access road. A total of 39 parking spaces are proposed as part of the co-location. The 39 spaces include 36 standard spaces and 3 mobility standard spaces. All spaces would be for staff and visitors, only.
- 6.5.2 Of the total number of parking spaces 7.5% are to a mobility standard. The provision meets with the forecast requirements of the development and exceeds the 6% provision set out within Local Planning Guidance Note 16 (Parking standards)
- 6.5.3 Planning Policy Wales requires 10% of spaces in new non-residential development to be provided with either active or passive electric vehicle charging spaces. For 39 spaces, the provision would equate to 4 spaces, or 2 charging pillars (assuming 2 charging point per pillar). Allowance for the future provision of 4 electric vehicle charging spaces would be made within the proposed car park.
- 6.5.4 Car sharing to the school could present one opportunity for decreasing the impact of the use of the private car. The school will consider providing car share priority spaces in a preferential location within the car park. This measure could help to reduce the number of cars used by staff.

6.6 SERVICING AND DELIVERIES

- 6.6.1 During the design development of the car parking proposals, allowance has been made for a refuse vehicle to enter and exit the car parking area (where the bin stores are to be located) in a forward gear.
- 6.6.2 To allow these larger vehicles to serve the site, a turning head is to be provided at the eastern end of the car park. This can be seen in the masterplan, forming part of the planning application package.

6.7 OFFSITE HIGHWAY PROPOSALS

6.7.1 A site meeting and subsequent meetings were held with highway officers to confirm opportunities for off-site highway proposals close to the school to accommodate additional parking demand for the main school site, associated with the co-location.

6.7.2 The locations which have been considered are as follows:

- Bangor Road – Additional parking bays;
- Hoel Offa – Additional parking bays; and
- Cwn Glas Park Street – Utilise underused parking to accommodate additional parking.

6.7.3 Each of these locations is considered below.

BANGOR ROAD

6.7.4 The highway authority have previously undertaken a scheme of additional parking bays within the service road which runs parallel with Bangor Road. It is understood that these bays were constructed to benefit local residents through reduced school-related parking on nearby residential streets.

6.7.5 The parking beat survey suggests that parking on streets to the north of the site away from Bangor Road are not intensely used during school drop-off and pick-up. It is reasonable to assert that the scheme of parking bays has been successful.

6.7.6 As part of the development proposals, additional parking bays are proposed along the Bangor Road service road, which includes the closing off of an existing egress point between the service Road and Bangor Road with a new egress point relocated around 40m to the east of the existing location.

6.7.7 The proposed relocation of the egress point retains the operation of the service road, whilst also providing a circa 58m of new lay-by, equivalent to around 10 cars. Some of the parking spaces could realistically be utilised more than once during drop-off and pick-up, therefore the net benefit of the 10 spaces could be in excess of the capacity.

HOEL OFFA

6.7.8 Additional parking on Hoel Offa has previously been considered by the authority. The location of the additional parking bays could be on the embankment to the west of Hoel Offa (north of Stryt Las and south of the proposed residential scheme (by others, to the southwest of the school).

6.7.9 Consideration of this location has previously been given by the authority and a combination of factors including the loss of existing street trees, the significant costs required to overcome the gradients, the minimal additional length of parking which could be achievable and the likelihood that spaces could be used by local residents (as oppose to providing additional capacity for the school) result in a scheme in this location not being progressed.

CWN GLAS PARK STREET

6.7.10 As shown in the parking beat survey, (Discussed in Chapter 5) Cwn Glas Park Street currently has minimal parking during school drop-off and pick-up. Cwn Glas Park Street provides the opportunity to accommodate additional cars relating to school drop-off and pick up, with the Stryt Las Park parking area underutilised, along with existing parking bays along the street (which measures around 180m from the Stryt Las Park parking area to the southern turning head).

6.7.11 The parking beat survey shows that there are around 71 total parking spaces available on Cwn Glas Park Street, of which the maximum noted occupation was 27 cars. As such, up

to 44 parking spaces could be available on Cwn Glas Park Street. The parking beat survey is attached at Appendix C.

- 6.7.12 The parking beat survey also separately noted the number of parked cars on Park Street. Of the 40 available spaces, a maximum of 7 vehicles were parked during the survey. As such, a further 33 spaces could be available on Park Street.
- 6.7.13 The proposals for the new pedestrian access result in appropriate width footways connecting to the school via the upgraded pedestrian crossing point and new Ruabon Road pedestrian access.
- 6.7.14 The walk route from Cwn Glas Park Street is relatively short, from 150m to 230m (1.5 to 2.5 minute's walk).
- 6.7.15 Parking on Cwn Glas Park Street would be encouraged for the school drop-off and pick-up due to the available parking capacity and the new pedestrian access proposals to the site making the walk to the school short, attractive and to modern design standards.

6.8 SUMMARY

- 6.8.1 There are existing pedestrian access points to the school on Bangor Road and via Hoel Offa. There are existing narrow footways/ footpaths to each of these entrance points. Due to the historic built form and land ownership constraints, there appears to be no viable way of improving these.
- 6.8.2 Whilst the existing access points operate sufficiently for the existing school, improvement is proposed via a new access to the school, which is discussed in detail below.
- 6.8.3 The development proposals incorporate a new pedestrian access route to the school via Ruabon Road.
- 6.8.4 The provision of a new pedestrian access via Ruabon Road would provide the only pedestrian access point to the site which meets with modern design standards.
- 6.8.5 The Ruabon Road pedestrian access point would be provided with a ramp access to allow access for all.
- 6.8.6 In addition, a new footway link is proposed across the highway verge on Ruabon Road (west of the site) alongside improvements to the existing pedestrian crossing point. The improvements include widening, tactile paving and carriageway highlighting of the crossing point.
- 6.8.7 The existing vehicular access point is to be retained, alongside a 5.5m wide access road. A total of 39 parking spaces are proposed as part of the co-location. The 39 spaces include 36 standard spaces and 3 mobility standard spaces. All spaces would be for staff and visitors, only.
- 6.8.8 As part of the development proposals, additional parking bays are proposed along the Bangor Road service road, which includes the closing off of an existing egress point between the service Road and Bangor Road with a new egress point relocated around 40m to the east of the existing location.
- 6.8.9 The proposals for the new pedestrian access result in appropriate width footways connecting to the school via the upgraded pedestrian crossing point and new Ruabon Road pedestrian access.
- 6.8.10 Parking on Cwn Glas Park Street would be encouraged for the school drop-off and pick-up due to the available parking capacity and the new pedestrian access proposals to the site making the walk to the school short, attractive and to modern design standards.

7. TRAVEL PLAN

7.1 INTRODUCTION

- 7.1.1 A Travel Plan would be adopted by the school and would aim to encourage sustainable travel. This Travel Plan has been written to align with existing policies at the school, which include school security and safeguarding. With regard to safety, the school state:

In order to safeguard our children, we need to maintain a safe environment. All external doors have locks, electrical equipment is inspected periodically. We carry out all the statutory checks with our Site Manager and Governors.

We would appreciate your cooperation as parents in taking into account the safety of our children through:

- *Not driving vehicles into school grounds at any time of the day.*
- *Not parking on the zig-zag lines outside school gates, as these are for the safety of our children arriving in school.*
- *Not parking in front of driveways, as it is inconvenient for residents and strains relationships between school and the local community.*
- *Enter via the main entrance after 8.55am, such as when dropping off a child late or if you need to collect your child early. Gates will be locked after 8.55am to secure our perimeter.*

- 7.1.2 In addition to considering safety, the school is currently an Eco School, which is discussed below.

7.2 ECO SCHOOL

- 7.2.1 The school Eco Code was written by Amaris in Key Stage 2. The Eco Code is sung to the tune of 'He's got the whole world in his hands':

We need to save our planet, be a team

We need to save our planet, be a team

We need to save our planet, be a team

We're making an Eco school

We're going to keep our playground neat and trim

We're going to put our litter in the bin

Re-cycle our rubbish, that's what we do

We're making an Eco school

Chorus

We're going to find out more about our world

Are people really like us? That's what we've heard

Planting flowers and trees and veggies too

We're making an Eco school

Chorus

We're going to save our water by turning off taps

We're going to try and eat healthy snacks

We're going to exercise and walk to school

We're making an Eco school

Chorus

7.3 TRAVEL PLAN CO-ORDINATOR

- 7.3.1 Building on their Eco-School credentials, the role of Travel Plan Co-ordinator for the school will be undertaken by the Eco Council for the school.

7.4 HEAD TEACHER

- 7.4.1 The head teacher should actively engage with the Eco Council and provide the support and empowerment required to help increase active travel and reduce any residual parking issues.
- 7.4.2 The head teacher for the school will be responsible for ensuring that the Travel Plan is delivered and for undertaking or delegating tasks which require external input or assistance alongside the Eco Councils.

7.5 TRANSPARENCY

- 7.5.1 The school Travel Plan accompanies the planning application are based upon Travel Plans being adopted at other schools within the Wrexham area.
- 7.5.2 The updated Travel Plan has been redrafted to provide a brief summary of issues and a greater focus on transparency to the pupils, who are likely to be those who can have the greatest influence on their travel preferences through discussions with their parents or guardians.

7.6 PUPIL TARGET

- 7.6.1 The Travel Survey (discussed in Chapter 5) estimates that 41.5% of pupils currently travel to school by sustainable travel modes, consisting of:
- 37.5% by walking;
 - 0% by bus; and
 - 4% by cycle.
- 7.6.2 A reasonable short-term target for increasing travel by sustainable travel modes is 5%, with a 10% target or more in the longer term.
- 7.6.3 The following targets for sustainable access are being set to assess the success of the Travel Plan:
- On opening – 41.5% of pupils by sustainable travel modes;
 - Within 1 year of opening – 43.5% of pupils by sustainable travel modes; and
 - Within 3 years of opening – 45.5% of pupils by sustainable travel modes.
- 7.6.4 The progress towards the targets is to be monitored with an annual hands-up survey of pupils.

7.7 STAFF TARGET

- 7.7.1 There is no base data available for staff. A staff travel survey will be undertaken prior to the opening of the new facility with staff being asked how they intend to travel.
- 7.7.2 The targets will be set as follows:
- On opening – Achieve the sustainable travel proportions obtained from the surveys;
 - Within 1 year of opening – increase sustainable travel by 5% from the baseline; and
 - Within 3 years of opening – increase sustainable travel by 10% from the baseline.
- 7.7.3 The progress towards the targets is to be monitored with annual staff surveys.

7.8 MEASURES

- 7.8.1 The following measures are to be assessed by the head teacher and Travel Plan Co-ordinator, for consideration at the site:
- Cycle parking – additional covered and secure cycle parking to be provided on-site as part of the school extension;
 - Car sharing (Staff) –car sharing spaces within the site to be considered, giving priority to car sharers;
 - Electric vehicle charging – review the requirement for electric vehicle charging at the site and provide charging spaces, where required;
 - Cycle proficiency – discuss options for this with the Healthy Schools Advisor;
 - Road Safety Training – engage with council Road Safety Officers to undertake annual Kerb Craft Campaign training at both schools;
 - Active Travel – engage with Health Promotion Service and Sports Officers to provide information and training on health issues and physical exercise;
 - Active Travel – Promote the Wrexham active travel map <https://www.sustrans.org.uk/media/3004/wrexham-web-2014.pdf>;
 - Walking bus – engage with parents on the potential uptake of a walking bus. Plan a walking bus route based upon pupil's home addresses within 800m of the site and undertake trials as part of the national Walk to School Weeks in October and May. Consider how to implement this in the longer term; and
 - Promote the use of the Green Cross Code, which can be accessed online at <https://www.roadwise.co.uk/schools/using-the-road/green-cross-code/>.

7.9 SUMMARY

- 7.9.1 A Travel Plan would be adopted by the school and aims to encourage sustainable travel. The Travel Plan has been written to align with existing policies at the school, including the Eco School credentials.
- 7.9.2 The Travel Plan sets targets to increase the proportion of active and sustainable trips to the site by staff and pupils by 10% over the initial three-year implementation period.

8. SAFE ROUTES TO SCHOOLS REVIEW

8.1 INTRODUCTION

- 8.1.1 As discussed in Chapter 5, in June 2014 the Welsh Government issued statutory guidance entitled 'Learner Travel Statutory Provision and Operational Guidance'.
- 8.1.2 This chapter considers highway safety and available routes for active travel to the school.

8.2 STUDY AREA

- 8.2.1 As the proposals form a co-location of the existing school facilities, the area of influence of the proposals is that which sits between Melyd Avenue and Bangor Road, that being the potential additional area with increased intensity of pupil travel.
- 8.2.2 Even so, the accident data within 400m of the site has been considered in detail, as shown in Figure 8.1, Appendix A. A 400m walk is around 5-minutes and covers the streets around the main school site and, also, the foundation phase site, as well as Bangor Road, Ruabon Road and High Street.

8.3 STUDY PERIOD

- 8.3.1 Accident data can be reviewed over a three or five-year study period. The study period has been taken to be 2016 to 2020, inclusive, which is the more robust five-year assessment. Due to the pandemic, accident data for 2020 may not be fully representative of the typical operation of the highway, however reviewing a five-year, as oppose to the shorter three-year, study period is considered to account for this.
- 8.3.2 The accident data has been obtained from Crashmap.co.uk.

8.4 SOUTH OF THE SITE

- 8.4.1 There has been one slight accident within the study area and one serious accident just outside the study area within the study period. No accidents at all have occurred on Hoel Offa of the adjacent streets close to the site (including close to the southern school entrance point).
- 8.4.2 The slight accident occurred in 2016 at the junction of Ruabon Road/ Hoel Hafod. The accident involved a cyclist proceeding normally along the carriageway with a car turning right into them. There were no school age people involved in the accident.
- 8.4.3 The accident is isolated and no other accidents occurred in this location within the five year study period.
- 8.4.4 The serious accident, whilst just outside the study area, is included for completeness. The serious accident occurred in 2019 on Heol Kenyon. The accident occurred as a car which was starting off struck a pedestrian. There were no school age people involved in the accident.
- 8.4.5 The accident is isolated and no other accidents occurred in this location within the five year study period.
- 8.4.6 There are considered to be no highway safety issues within the study area to the south of the site.

8.5 NORTH OF THE SITE

- 8.5.1 There were no recorded accidents at all within the residential areas to the north of Bangor Road, as can be seen from Figure 8.1.

- 8.5.2 There were two slight accidents recorded at the junction of Ruabon Road/ Bangor Road. Both occurred in 2017. There were no other accidents at all recorded at the junction within the study period.
- 8.5.3 The earliest accident in 2017 occurred in March. The accident involved three cars at 19:34pm. The accident occurred as a car turning right struck a car proceeding normally along the carriageway. The third vehicle struck one of the other cars. There were no school age people involved in the accident.
- 8.5.4 The later accident in 2017 occurred in August. The accident occurred on a Sunday at 13:42pm. The accident occurred similarly as a vehicle turning right struck a vehicle proceeding in the opposite direction and a third car struck one of the other cars. There were no school age people involved in the accident.
- 8.5.5 Whilst both accidents are similar in nature, there were no accidents at all recorded in 2016, 2018, 2019 or 2020. There were 14 consecutive months at the start of the study period and 40 consecutive months at the end of the study period where no accidents at all were recorded.
- 8.5.6 There is considered to be no highway safety issue highlighted at the junction of Ruabon Road/ Bangor Road.
- 8.5.7 A serious accident occurred on High Street just to the south of Merlin Street. The accident occurred in 2018 as a car was held up and was struck by two small motorcycles. There were no school age people involved in the accident.
- 8.5.8 The accident is isolated and no other accidents occurred in this location within the five year study period. No accidents at all occurred in this location in 2016, 2017, 2019 or 2020.
- 8.5.9 Two slight accidents occurred in the residential streets to the west of High Street, which lead off Merlin Street. The first slight accident occurred in 2016 on Offa Street. The accident occurred as a vehicle struck a parked car and a third vehicle struck one of the others. There were no school age people involved in the accident.
- 8.5.10 The second slight accident occurred in 2017 on Bromfield Street. The accident involved a car striking the rear of a pedal cyclist. The pedal cyclist was in the age bracket 6 to 10. The accident occurred at 13:25pm on a Sunday and can reasonably be discounted as being related to a journey to school.
- 8.5.11 The accidents were both isolated and no other accidents occurred within the other 4 years of the study period in each location, or the other 11 months within the same year.
- 8.5.12 There are considered to be no highway safety issues highlighted in the residential area to the west of High Street within the study area.
- 8.5.13 A slight and a serious accident occurred at the junction of High Street/ Maelor Road within the five-year study period.
- 8.5.14 The serious accident occurred in 2017 as a car pulled right across a motorcycle at the junction. There were no school age people involved in the accident.
- 8.5.15 The slight accident occurred in 2018 as an overtaking vehicle was struck by a vehicle turning right. There were no school age people involved in the accident.
- 8.5.16 No other accidents at all were recorded at the junction in 2016, 2019 or 2020. There were 21 consecutive months at the start of the study period and 33 consecutive months at the end of the five-year study period where no accidents at all were recorded at the junction. There is considered to be no highway safety issues highlighted at the junction.

- 8.5.17 Just outside the study area boundary is a slight accident recorded at the junction of Maelor Road/ Merlin Street. The accident is included for completeness. The slight accident occurred in 2016 and involved a car striking a pedestrian. The pedestrian was in the age bracket 6 to 10. The accident occurred on a Friday in January at 16:16pm.
- 8.5.18 It cannot be known if the accident occurred as part of a journey home from school on that day. There were no other accidents at all recorded at this location in 2017, 2018, 2019 or 2020. There were 59 consecutive months at the end of the study period where no other accidents at all were recorded at or close to this location.
- 8.5.19 Whilst the accident involved a child of school age, due to the isolated nature of the accident and the significant period of time where no other similar accidents were recorded in this location, there is considered to be no highway safety issues highlighted at the junction.

8.6 SAFE ROUTES TO SCHOOL RECOMMENDATION

- 8.6.1 In assessing the highway safety records of roads on potential walk routes to the site, the key areas are recommended:
- Promote the use of the Green Cross Code, which can be accessed online at <https://www.roadwise.co.uk/schools/using-the-road/green-cross-code/>;
 - Promote the Wrexham active travel map <https://www.sustrans.org.uk/media/3004/wrexham-web-2014.pdf>;
 - Advise parents and students to use crossing points across major roads;
 - Where feasible, recommend that parents find a route which involves the minimum walking length along the busy streets, aim to cross them at a suitable crossing point on as direct a route as possible;
 - Advise parents and students to cross away from parked vehicles, where feasible and use pedestrian crossing points where provided;
 - Advise parents to consider the cycle route from their house to the school and assess the competence of their child to assess dangers along the route;
 - All cyclists to the school should wear a helmet, have lights and a well maintained cycle; and
 - Incorporate road safety into the curriculum and via assemblies regarding safety.

8.7 HIGHWAY SAFETY MITIGATION

- 8.7.1 Importantly, the school co-location results in the younger age bracket children to the wider school complex relocating around 270m to the southwest of their current location. As such, any changes in travel patterns will be predominantly within the vicinity of the school itself, with minimal changes outside of this area- i.e. only a small variation from the existing pupils' journey to school is likely to occur. As such, highway safety mitigation has been focussed on the issues of access and parking local to the site.
- 8.7.2 As discussed in Section 6.2, a new pedestrian access point to the school is proposed via Ruabon Road. The Ruabon Road access provides the only access which meets modern design standards to the school, including full width and suitable footways on the approaches.
- 8.7.3 The proposed mitigation discussed in Section 6.2 could reduce the use of existing narrow footways and footpaths within the vicinity of the site, increasing the safety of using these routes as the intensity of use could decrease.
- 8.7.4 In addition, the access proposals provide a new and shorter access option for pupils from, particularly, the west and southwest of the site, who would otherwise need to use the existing access points.

- 8.7.5 The access proposals for the scheme are considered to provide a new, safe access, which combined with the existing highway safety records for primary school-age children are considered to provide safe access to the school.
- 8.7.6 In addition to the improved access to the school for sustainable travel modes, Section 6.7 discusses the proposals for improved parking around the school. This is further assessed in Chapter 79.

8.8 SUMMARY

- 8.8.1 A detailed review of accident data across a 400m distance from the school has been undertaken. This being the core area where any changes to travel patterns are likely to occur from the co-location of the existing Foundation Phase facilities (270m to the northeast of the main school site).
- 8.8.2 The accident data review concludes that there are no existing highway safety issues on the local highway network.

9. HIGHWAY ASSESSMENT

9.1 INTRODUCTION

9.1.1 This chapter considers the highway impacts of the development proposals, when compared to the baseline scenario of the existing main school site.

9.1.2 The detailed calculations relating to this chapter are attached at Appendix D.

9.2 SCHOOL TIMES

9.2.1 There is the opportunity to consider minor staggering of start and/ or finish times of the school groups once the site is co-located. This staggering of the groups could result in less impact at any one time during school drop-off and pick-up.

9.2.2 This staggering has not been considered within the calculations within this chapter to ensure a robust analysis has been undertaken.

9.3 EXISTING DEVELOPMENT

9.3.1 The forecast number of vehicles associated with the peak drop-off and pick-up times associated with the school are set out in Chapter 5 and result in a forecast of 110 cars associated with both sites.

9.3.2 The forecast number of cars associated with the existing site is 64, with 46 associated with the Melyd Avenue site. This is the forecast number of vehicles at the peak times of school drop-off and pick-up at the standard school opening and closing times.

9.3.3 With both sites co-locating to the main site, there will be an increase in cars around the school. As such, a number of mitigations are proposed, with the physical works described in Chapter 6.

9.4 ADDITIONAL WRAP-AROUND CARE

9.4.1 The development proposals for the scheme result in an increase in wrap-around care capacity from 16 pupils to 35. This additional provision should result in less pupils overall accessing the site at the standard school opening and closing times.

9.4.2 The additional wraparound care is forecast to reduce the number of cars associated with the school at peak drop-off and pick up times by around 7, taking the total number of cars associated with these times to 103.

9.4.3 Whilst the wrap-around care would be utilised by children across the school age-range, for ease of reference, this reduces the forecast impact of 46 relocated cars associated with Melyd Avenue by 7, to 39 at peak times.

9.5 BANGOR ROAD ADDITIONAL PARKING

9.5.1 The proposals for additional parking on Bangor Road result in around 10 additional on-street parking spaces being created. These additional 10 spaces reduce the forecast impacts relating to the co-location from Melyd Avenue from 39 to less than 29. The forecast of 29 (or less) vehicles is considered to be robust as some of the 10 spaces could be used more than once, particularly at school pick-up times.

9.6 CWN GLAS PARK STREET

- 9.6.1 The proposals for Cwn Glas Park Street result in additional parking within the existing laybys and on-street parking on Cwn Glas Park Street, including the layby for Stryt Las Park. The additional parking opportunities on Cwn Glas Park Street are discussed in Chapter 6 and could be up to 44 spaces (excluding Park Street).
- 9.6.2 As with the additional spaces on Bangor Road, the available number of parking spaces on Cwn Glas Park Street could be used more than once during drop-off and pick up, therefore assuming that there are used just once is considered to be robust.
- 9.6.3 The available number of parking spaces on Cwn Glas Park Street exceed the forecast residual increase in parking demand (of up to 29 cars) with up to 44 spaces potentially being available.
- 9.6.4 Notably, the parking spaces on Cwn Glas Park Street are closer to the school than other options on residential streets which could be available to the north of Bangor Road or south of Hoel Offa. As such, parking in this location (taking into account the proposed new access onto Ruabon Road) is considered to be more attractive than other locations north and south of the site.

9.7 PARK STREET

- 9.7.1 Initial discussions and a site meeting has taken place with the highway authority. It is noted that Park Street is the access to Cwn Glas Park Street and is also the access point to a number of residential properties. As such, a traffic count was undertaken on Park Street to consider the existing vehicular demand.
- 9.7.2 The traffic count shows that the existing number of vehicles exiting Park Street in the period 08:00am to 09:00am was 14, with the number of vehicles accessing being 5. This equates to one vehicle every 4 minutes exiting and one vehicle every 12 minutes accessing.
- 9.7.3 For the period 15:00 to 16:00, the existing number of vehicle exiting Park Street was 20 and the number entering Park Street was 17. This equates to one vehicle every three minutes in either direction.
- 9.7.4 The existing usage of Park Street is low and considered to be appropriate for accommodating additional traffic demand.
- 9.7.5 It is acknowledged that some on-street parking occurs on Park Street, as discussed in Chapter 6. Up to 7 cars were noted to park at the peak time, however this reduced to 4 by 08:45, which is the start of the school day when most parents are likely to require parking.
- 9.7.6 At 15:00pm, there were 7 cars parked on Park Street, reducing the 6 by 15:15pm. The parking demand at school closing time is similarly low.

9.8 RESIDUAL DEMAND

- 9.8.1 Based upon the parking beat survey and analysis of the parking demand from the travel surveys, the parking demand is considered to be met by the proposals.
- 9.8.2 That is not to say that some parents may choose to park in other locations, however given the improvements which are proposed, any parking on other residential streets to the north and south of the site could be minimal and is not expected to result in a significant impact away from the locations discussed above. Any residual impact is likely to be spread across several locations.
- 9.8.3 In further mitigation of any residual demand, the school are to adopt a Travel Plan. The Travel Plan forms part of the planning application package and aims to increase sustainable travel to and from the school. Sustainable travel should be aided by the co-

location, with parents only being required to drop-off or pick-up their children at a single site.

- 9.8.4 For every additional pupil that travels sustainably, there would be a reduction in car usage. The Travel Plan targets are for 5% to 10% modal shift. Whilst this modal shift is not relied upon in mitigation, the benefits of additional encouragement of sustainable travel modes could reasonably outweigh any residual parking demand which is not already mitigated by the proposals.
- 9.8.5 Consequently, the development proposals are forecast to result in an increase in school-related traffic close to the site and a number of measures are proposed to mitigate for this. The overall mitigation is considered to result in the co-located parking requirements being met or exceeded, with no material residual demand.

9.9 SUMMARY

- 9.9.1 The development proposals would increase parking demand close to the main school site. Several mitigations are proposed or considered:
- Additional wrap-around care provision, which would reduce parking demand at peak drop-off and pick-up times;
 - New parking layby on Bangor Road;
 - New pedestrian access point from Ruabon Road, to encourage the use of Cwn Glas Park Street for parking;
 - Travel Plan to be implemented to reduce reliance on car travel to the site; and
 - Consideration to be given to the staggering of the start and/ or finish of the school day for some year groups to spread the parking demand out.
- 9.9.2 Consequently, the development proposals are forecast to result in an increase in school-related traffic close to the site and a number of measures are proposed to mitigate for this. The overall mitigation is considered to result in the co-located parking requirements being met or exceeded, with no material residual demand.

10. CONSTRUCTION

10.1 INTRODUCTION

10.1.1 This chapter considers the implications of the development proposals during construction.

10.2 TIMESCALE

10.2.1 The construction period for the proposed development is 12 months, which equates to one school year. During this period there will be some disruption to the existing services, however this disruption would be temporary, with the forecasts during the operational phase, discussed in Chapter 9, being the typical operation of the school.

10.2.2 The short-term impact of the construction period is such that any impacts are temporary and it is not appropriate to implement longer term measures of mitigation that would be redundant within that 12 month period.

10.3 RELOCATED STAFF AND PUPILS

10.3.1 The school have confirmed that the following numbers of staff and pupils would be relocated from the main school site to the foundation phase site during the construction period.

- Caerdydd (Y5 and 6) - 30 pupils
- Powis (Year 5 and 6) - 28 pupils
- Deganwy (Year 5 and 6) - 29 pupils
- Dinas Bran (year 3 and 4) - 24 pupils
- Penfro (year 3 and 4) - 25 pupils
- Ruthin (Year 3 and 4) - 23 pupils
- Dinefwr (Resourced Provision) - 11 pupils
- 16 staff members travel to school by car

10.3.2 A total of 170 pupils and 16 members of staff are forecast to temporarily relocate as part of the construction requirements for the site.

10.3.3 The Foundation Phase car parking could accommodate more cars than the demarked parking spaces, subject to communication and co-ordination between staff. This communication and co-ordination would occur to ensure that the construction phase impacts of staff parking could be minimised during this period.

10.3.4 Staff cars would be accommodated within the existing Foundation Phase car park and car parking associated with the main school site, with the exception of the period where construction is required within the existing car parking area.

10.3.5 The impact of cars relating to relocated staff during construction is considered to be minimal, with car parking provision being able to accommodate demand for the majority of the construction programme.

10.3.6 There would inevitably be some disruption to local car parking as a result of the construction phase, which includes works to Bangor Road to increase the number of car parking spaces locally.

10.3.7 Whilst there would be some impact, the overall number of parking spaces available locally would remain materially unchanged. The parking beat survey, discussed in Chapter 5, shows that there is parking available on nearby streets which could be utilised during this period.

10.3.8 The school will communicate changes to parents, including advice on parking around the school. The advice will include the benefits that the proposals will bring and, in addition,

set out that a new school entrance is being formed as part of the proposals to aid access to the school following construction.

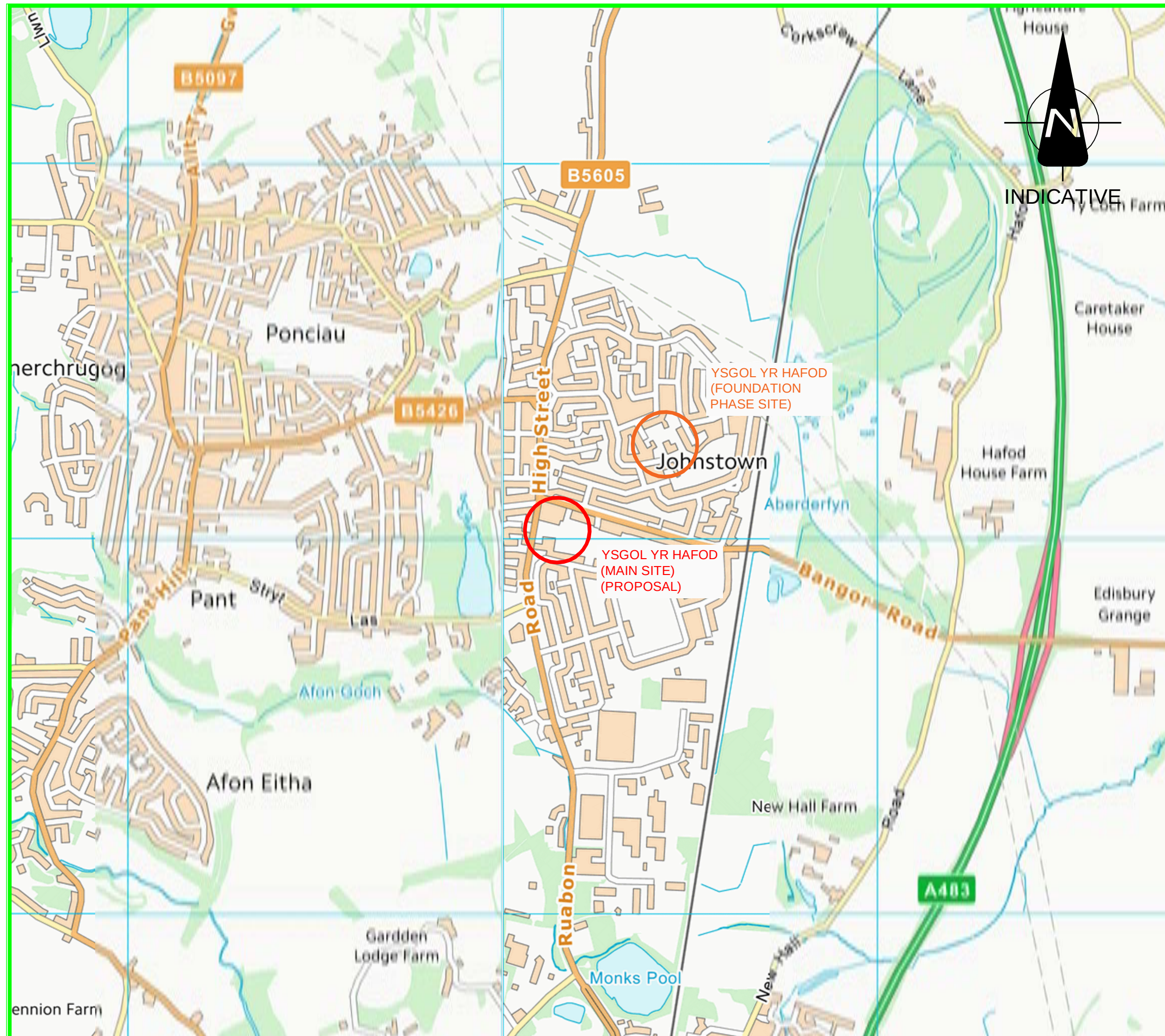
10.4 SUMMARY

- 10.4.1 During the construction phase around 170 pupils and 16 staff would be relocated to the Foundation Phase site. There would be some disruption to parking locally during construction as part of the temporary relocation of pupils and staff, however clear communication from the school would provide advice on parking during this period.
- 10.4.2 The parking beat survey shows that there is sufficient parking available on local streets to accommodate the changing demand during construction.
- 10.4.3 Following construction, the new school access would be in place, alongside increased parking provision on Bangor Road to mitigate for development impacts following completion.



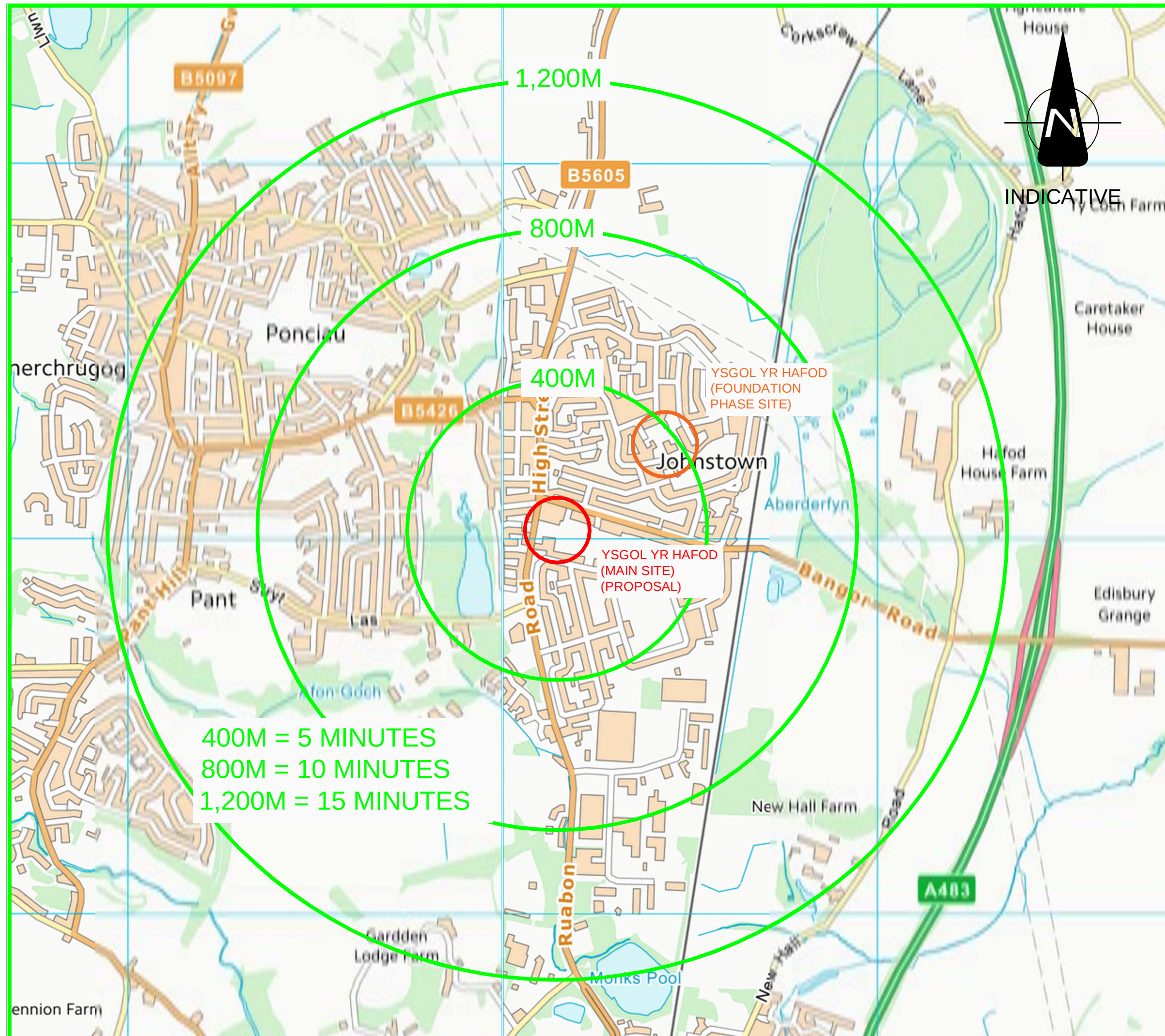
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APPENDIX A



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<http://www.devplanning.co.uk>

CLIENT:		WYNNE CONSTRUCTION	
PROJECT:		YSGOL YR HAFOD	
TITLE:		SITE LOCATION PLAN	
SCALE @ A3:	NTS	APPROVED:	DRS
		DATE:	25/08/2021
PROJECT No:	2021232	DRAWING No:	FIGURE 2.1
		REV:	-
© Development Planning Limited			

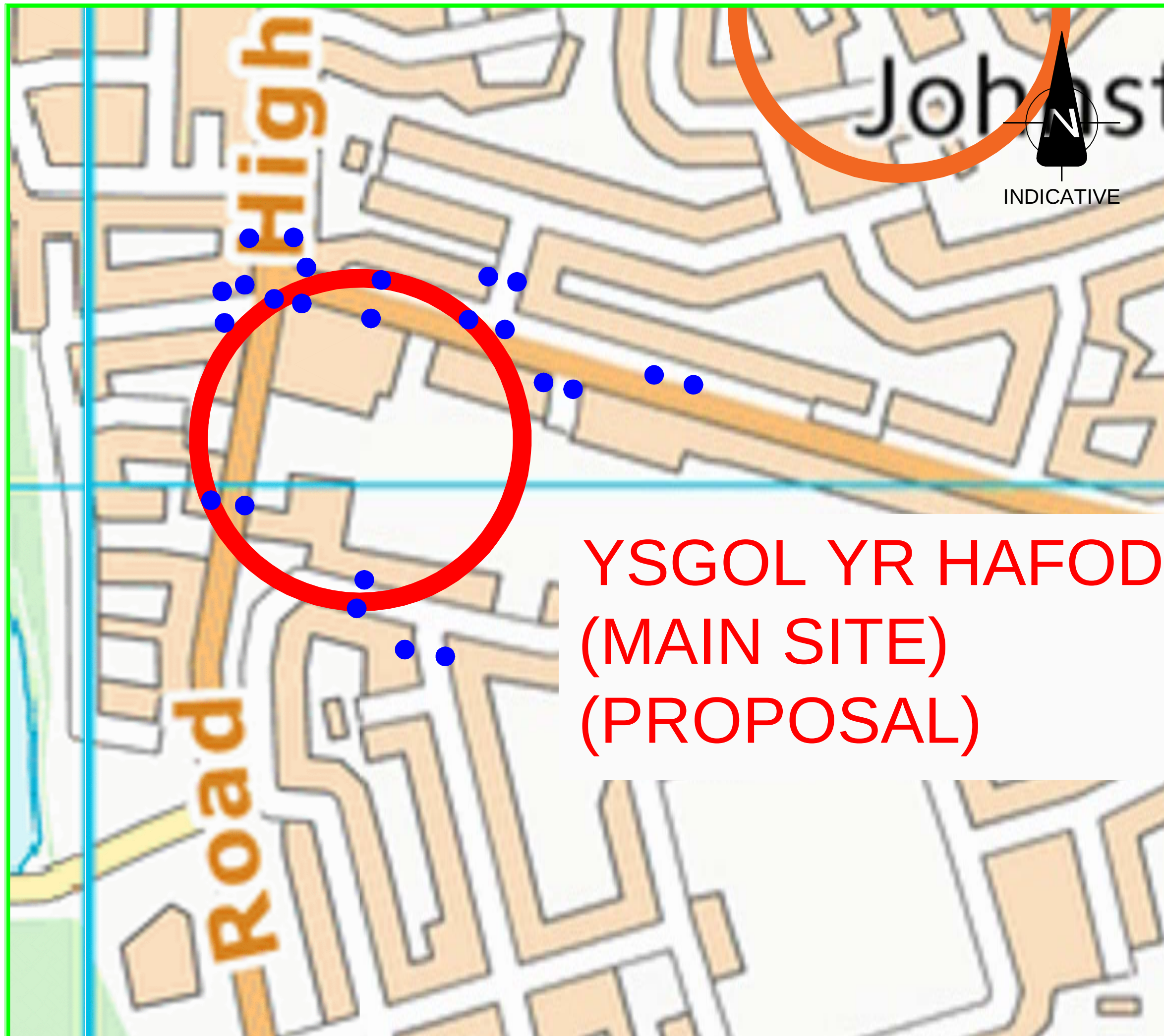


400M = 5 MINUTES
 800M = 10 MINUTES
 1,200M = 15 MINUTES



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CLIENT:	WYNNE CONSTRUCTION		
PROJECT:	YSGOL YR HAFOD		
TITLE:	WALKING ISOCHRONES 400M, 800M and 1,200M		
SCALE @ A3:	NTS	APPROVED: DRS	DATE: 25/08/2021
PROJECT No:	2021232	DRAWING No:	FIGURE 5.1
		REV:	-

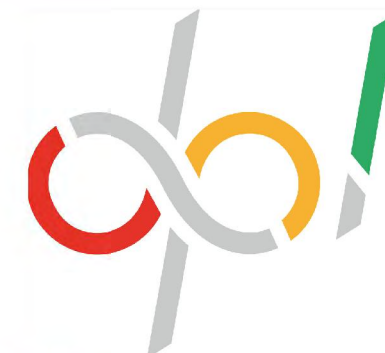
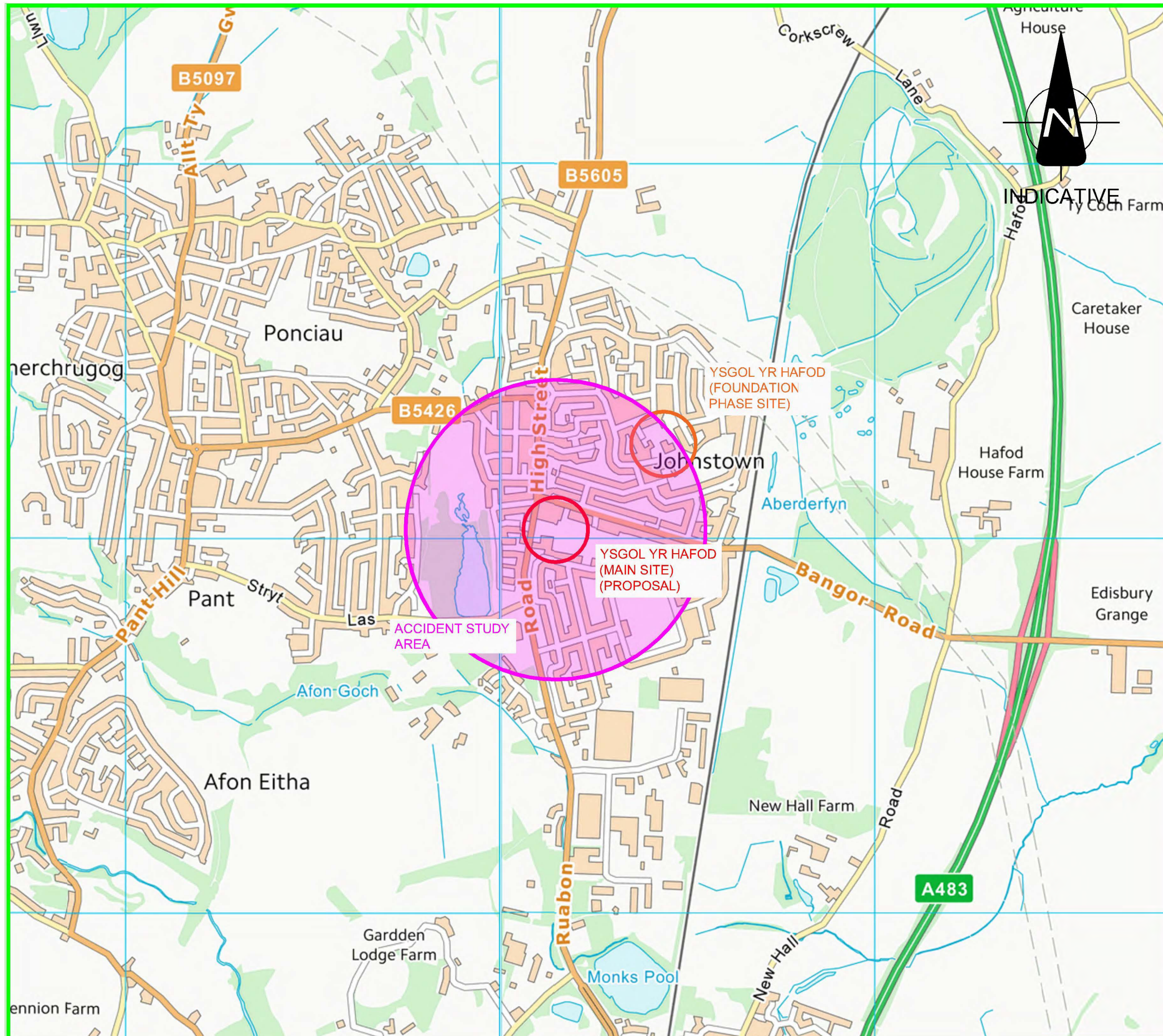


YSGOL YR HAFOD (MAIN SITE) (PROPOSAL)



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CLIENT:	WYNNE CONSTRUCTION		
PROJECT:	YSGOL YR HAFOD		
TITLE:	DROPPED KERBS IMMEDIATELY AROUND SITE		
SCALE @ A3:	NTS	APPROVED:	DATE:
		DRS	25/08/2021
PROJECT No:	2021232	DRAWING No:	REV:
		FIGURE 5.2	-



Tel : 01924 684 000 Email : info@devplanning.co.uk
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CLIENT:	WYNNE CONSTRUCTION		
PROJECT:	YSGOL YR HAFOD		
TITLE:	ACCIDENT STUDY AREA		
SCALE @ A3:	NTS	APPROVED: DRS	DATE: 25/08/2021
PROJECT No:	2021232	DRAWING No:	FIGURE 8.1
		REV:	-

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APPENDIX B

2/2A/2C Oswestry to Wrexham

via Bryn Offa, Rhostyllen, Pentre Bychan, Rhosllanerchrugog, Johnstown, Ruabon, Plas Madoc, Acrefair, Cefn-mawr, Rhosymedre, Newbridge, Chirk, St Martin's, Gobowen and Park Hall - Valid from Tuesday, June 1, 2021 to Thursday, October 14, 2021

Monday to Friday - Wrexham Bus Station

	2A	2	2C	2A	2C	2	2C	2A	2C	2	2C	2A	2C	2	2C	2A	2C	2	2C	2A	2C	2	2C	2A	2C					
Oswestry Bus Station	0608	0628	0648	0658	0718	0728	--	0808	--	0838	--	0908	--	0938	--	1008	--	1038	--	1108	--	1138	--	1208	--	1238	--	1308	--	
Gobowen Rowan Close	--	0636	--	--	--	0736	--	--	--	0846	--	--	--	0946	--	--	--	1046	--	--	--	1146	--	--	--	1246	--	--	--	
Weston Rhyn The Lodge	0622	--	--	0712	--	--	--	0822	--	--	--	0922	--	--	--	1022	--	--	--	1122	--	--	--	1222	--	--	--	1322	--	
Chirk Hand Hotel	0629	0649	0702	0719	0732	0749	--	0829	--	0859	--	0929	--	0959	--	1029	--	1059	--	1129	--	1159	--	1229	--	1259	--	1329	--	
Chirk Princess Avenue	0633	--	--	0723	--	--	--	0833	--	--	--	0933	--	--	--	1033	--	--	--	1133	--	--	--	1233	--	--	--	1333	--	
Chirk Wern	0634	0654	0703	0724	0733	0754	--	0834	--	0904	--	0934	--	1004	--	1034	--	1104	--	1134	--	1204	--	1234	--	1304	--	1334	--	
Cefn-Mawr Tesco	0644	0704	0715	0734	0745	0804	--	0844	--	0914	--	0944	--	1014	--	1044	--	1114	--	1144	--	1214	--	1244	--	1314	--	1344	--	
Cefn-Bychan Heol Craigfab	--	--	0717	--	0747	--	0817	--	0857	--	0927	--	0957	--	1027	--	1057	--	1127	--	1157	--	1227	--	1257	--	1327	--	1357	--
Cefn-Mawr Tesco	--	--	0722	--	0752	--	0822	--	0902	--	0932	--	1002	--	1032	--	1102	--	1132	--	1202	--	1232	--	1302	--	1332	--	1402	--
Plas Madoc Clinic	0654	0714	0729	0744	0759	0814	0829	0854	0909	0924	0939	0954	1009	1024	1039	1054	1109	1124	1139	1154	1209	1224	1239	1254	1309	1324	1339	1354	1409	
Ruabon Kandy Lodge	0659	0719	0734	0749	0804	0819	0834	0859	0914	0929	0944	0959	1014	1029	1044	1059	1114	1129	1144	1159	1214	1229	1244	1259	1314	1329	1344	1359	1414	
Rhostyllen Black Lion Inn	0709	0729	0744	0759	0814	0829	0844	0909	0924	0939	0954	1009	1024	1039	1054	1109	1124	1139	1154	1209	1224	1239	1254	1309	1324	1339	1354	1409	1424	
Wrexham Bus Station	0717	0737	0752	0812	0827	0842	0857	0917	0932	0947	1002	1017	1032	1047	1102	1117	1132	1147	1202	1217	1232	1247	1302	1317	1332	1347	1402	1417	1432	

	2	2C	2A	2C	2	2C	2A	2C	2	2C	2A	2C	2	2A	2A	2	2	2
Oswestry Bus Station	1338	--	1408	--	1438	--	1508	--	1538	--	1608	--	1638	1708	1738	1852	1952	2052
Gobowen Rowan Close	1346	--	--	--	1446	--	--	--	1546	--	--	--	1646	--	--	1900	2000	2100
Weston Rhyn The Lodge	--	--	1422	--	--	--	1522	--	--	--	1622	--	--	1722	1752	--	--	--
Chirk Hand Hotel	1359	--	1429	--	1459	--	1529	--	1559	--	1629	--	1659	1729	1759	1910	2010	2110
Chirk Princess Avenue	--	--	1433	--	--	--	1533	--	--	--	1633	--	--	1733	1803	--	--	--
Chirk Wern	1404	--	1434	--	1504	--	1534	--	1604	--	1634	--	1704	1734	1804	1911	2011	2111
Cefn-Mawr Tesco	1414	--	1444	--	1514	--	1544	--	1614	--	1644	--	1714	1744	1814	1922	2022	2122
Cefn-Bychan Heol Craigfab	--	1427	--	1457	--	1527	--	1557	--	1627	--	1657	--	--	--	--	--	--
Cefn-Mawr Tesco	--	1432	--	1502	--	1532	--	1602	--	1632	--	1702	--	--	--	--	--	--
Plas Madoc Clinic	1424	1439	1454	1509	1524	1539	1554	1609	1624	1639	1654	1709	1724	1754	1824	1927	2027	2127
Ruabon Kandy Lodge	1429	1444	1459	1514	1529	1544	1559	1614	1629	1644	1659	1714	1729	1759	1829	1932	2032	2132
Rhostyllen Black Lion Inn	1439	1454	1509	1524	1539	1554	1609	1624	1639	1654	1709	1724	1739	1809	1839	1940	2040	2140
Wrexham Bus Station	1447	1502	1517	1532	1547	1602	1617	1632	1647	1702	1717	1732	1747	1817	1847	1947	2047	2147

Monday to Friday - Oswestry Bus Station

	2A	2A	2C	2	2C	2A	2C	2	2C	2C	2C	2A	2C	2	2C	2A	2C	2	2	2	2	2	2
Wrexham Bus Station	0637	0722	0742	0802	0822	37	52	07	22	1607	1622	1637	1652	1707	1722	1737	1752	1822	1852	1952	2052	2152	
Rhostyllen Black Lion Inn	0644	0730	0750	0810	0830	45	00	15	30	1615	1630	1645	1700	1715	1730	1745	1800	1830	1900	1959	2059	2159	
Ruabon Wynnstay Arms Hotel	0653	0740	0800	0820	0840	55	10	25	40	1625	1640	1655	1710	1725	1740	1755	1810	1840	1910	2007	2107	2207	
Plas Madoc Clinic	--	--	0807	--	0847	--	17	--	47	--	1647	--	1717	--	1747	--	1817	--	--	--	--	--	
Cefn-Mawr Tesco	--	--	0812	--	0852	--	22	--	52	--	1652	--	1722	--	1752	--	1822	--	--	--	--	--	
Cefn-Bychan Heol Craigfab	--	--	0817	--	0857	--	27	--	57	--	1657	--	1727	--	1757	--	1827	--	--	--	--	--	
Plas Madoc Clinic	0658	0748	--	0828	--	03	--	33	--	1633	--	1703	--	1733	--	1803	--	1848	1918	2012	2112	2212	
Cefn-Mawr Tesco	0702	0753	--	0833	--	08	--	38	--	1638	--	1708	1728	1738	1758	1808	1828	1853	1923	2017	2117	2217	
Chirk Wern	0710	0803	--	0845	--	18	--	50	--	1650	--	1718	1740	1750	1810	1818	1840	1905	1935	2027	2127	2227	
Chirk Princess Avenue	0711	0804	--	--	--	19	--	--	--	--	--	1719	--	--	--	1819	--	--	--	--	--	--	
Chirk St Mary's Church	0715	0810	--	0850	--	25	--	55	--	1655	--	1725	1742	1755	1812	1825	1842	1910	1940	2029	2129	2229	
Gobowen Rowan Close	--	--	--	0902	--	--	--	07	--	1707	--	--	--	1807	--	--	--	--	1922	1952	2039	2139	2239
Weston Rhyn The Lodge	0722	0817	--	--	--	32	--	--	--	--	--	1732	--	--	--	1832	--	--	--	--	--	--	
Oswestry Bus Station	0737	0832	--	0912	--	47	--	17	--	1717	--	1747	1757	1817	1827	1847	1857	1932	2002	2047	2147	2247	

Then
at
these
mins

past
each
hour
until

Saturday - Wrexham Bus Station

	2	2A	2C	2	2C	2A	2C	2	2C	2A	2C	2	2C	2A	2C	2	2C	2A	2C	2	2C	2A	2C	2	2C	2A	2C	2	2C
Oswestry Bus Station	0638	0708	0728	0738	0758	0808	--	0838	--	0908	--	0938	--	1008	--	1038	--	1108	--	1138	--	1208	--	1238	--	1308	--	1338	--
Weston Rhyn The Lodge	--	0722	--	--	--	0822	--	--	--	0922	--	--	--	1022	--	--	--	1122	--	--	--	1222	--	--	--	1322	--	--	--
Gobowen Rowan Close	0646	--	--	0746	--	--	--	0846	--	--	--	0946	--	--	--	1046	--	--	--	1146	--	--	--	1246	--	--	--	1346	--
Chirk Hand Hotel	0659	0729	0742	0759	0812	0829	--	0859	--	0929	--	0959	--	1029	--	1059	--	1129	--	1159	--	1229	--	1259	--	1329	--	1359	--
Chirk Princess Avenue	--	0733	--	--	--	0833	--	--	--	0933	--	--	--	1033	--	--	--	1133	--	--	--	1233	--	--	--	1333	--	--	--
Chirk Wern	0704	0734	0743	0804	0813	0834	--	0904	--	0934	--	1004	--	1034	--	1104	--	1134	--	1204	--	1234	--	1304	--	1334	--	1404	--
Cefn-Mawr Tesco	0714	0744	0755	0814	0825	0844	--	0914	--	0944	--	1014	--	1044	--	1114	--	1144	--	1214	--	1244	--	1314	--	1344	--	1414	--
Cefn-Bychan Heol Craigfab	--	--	0757	--	0827	--	0857	--	0927	--	0957	--	1027	--	1057	--	1127	--	1157	--	1227	--	1257	--	1327	--	1357	--	1427
Cefn-Mawr Tesco	--	--	0802	--	0832	--	0902	--	0932	--	1002	--	1032	--	1102	--	1132	--	1202	--	1232	--	1302	--	1332	--	1402	--	1432
Plas Madoc Clinic	0724	0754	0809	0824	0839	0854	0909	0924	0939	0954	1009	1024	1039	1054	1109	1124	1139	1154	1209	1224	1239	1254	1309	1324	1339	1354	1409	1424	1439
Ruabon Kandy Lodge	0729	0759	0814	0829	0844	0859	0914	0929	0944	0959	1014	1029	1044	1059	1114	1129	1144	1159	1214	1229	1244	1259	1314	1329	1344	1359	1414	1429	1444
Rhostyllen Black Lion Inn	0739	0809	0824	0839	0854	0909	0924	0939	0954	1009	1024	1039	1054	1109	1124	1139	1154	1209	1224	1239	1254	1309	1324	1339	1354	1409	1424	1439	1454
Wrexham Bus Station	0747	0817	0832	0847	0902	0917	0932	0947	1002	1017	1032	1047	1102	1117	1132	1147	1202	1217	1232	1247	1302	1317	1332	1347	1402	1417	1432	1447	1502

	2A	2C	2	2C	2A	2C	2	2C	2A	2C	2	2A	2A	2	2	2
Oswestry Bus Station	1408	--	1438	--	1508	--	1538	--	1608	--	1638	1708	1738	1852	1952	2052
Weston Rhyn The Lodge	1422	--	--	--	1522	--	--	--	1622	--	--	1722	1752	--	--	--
Gobowen Rowan Close	--	--	1446	--	--	--	1546	--	--	--	1646	--	--	1900	2000	2100
Chirk Hand Hotel	1429	--	1459	--	1529	--	1559	--	1629	--	1659	1729	1759	1910	2010	2110
Chirk Princess Avenue	1433	--	--	--	1533	--	--	--	1633	--	--	1733	1803	--	--	--
Chirk Wern	1434	--	1504	--	1534	--	1604	--	1634	--	1704	1734	1804	1911	2011	2111
Cefn-Mawr Tesco	1444	--	1514	--	1544	--	1614	--	1644	--	1714	1744	1814	1922	2022	2122
Cefn-Bychan Heol Craigfab	--	1457	--	1527	--	1557	--	1627	--	1657	--	--	--	--	--	--
Cefn-Mawr Tesco	--	1502	--	1532	--	1602	--	1632	--	1702	--	--	--	--	--	--
Plas Madoc Clinic	1454	1509	1524	1539	1554	1609	1624	1639	1654	1709	1724	1754	1824	1927	2027	2127
Ruabon Kandy Lodge	1459	1514	1529	1544	1559	1614	1629	1644	1659	1714	1729	1759	1829	1932	2032	2132
Rhostyllen Black Lion Inn	1509	1524	1539	1554	1609	1624	1639	1654	1709	1724	1739	1809	1839	1940	2040	2140
Wrexham Bus Station	1517	1532	1547	1602	1617	1632	1647	1702	1717	1732	1747	1817	1847	1947	2047	2147

Saturday - Cefn-Mawr Tesco

	2C	2A	2C	2	2A	2C	2	2C	2A	2C	2	2C	2C	2C	2C	2A	2C	2	2	2	2	2	2			
Wrexham Bus Station	0752	--	0822	--	0837	0852	0907	0922	37	52	07	22	1607	1622	1637	1652	1707	1722	1737	1752	1822	1852	1952	2052	2152	
Rhostyllen Black Lion Inn	0800	--	0830	--	0845	0900	0915	0930	45	00	15	30	1615	1630	1645	1700	1715	1730	1745	1800	1830	1900	1959	2059	2159	
Ruabon Wynnstay Arms Hotel	0810	--	0840	--	0855	0910	0925	0940	55	10	25	40	1625	1640	1655	1710	1725	1740	1755	1810	1840	1910	2007	2107	2207	
Plas Madoc Clinic	--	--	--	--	0900	--	0930	--	00	--	30	--	1630	--	1700	--	1730	--	1800	--	1845	1915	2012	2112	2212	
Cefn-Bychan Heol Craigfab	0827	--	0857	--	--	0927	--	0957	--	27	--	57	--	1657	--	1727	--	1757	--	1827	--	--	--	--	--	
Cefn-Mawr Tesco	--	--	--	--	0908	--	0938	--	08	--	38	--	past each hour until	1638	--	1708	1728	1738	1758	1808	1828	1853	1923	2017	2117	2217
Chirk Wern	--	0800	--	0835	0918	--	0950	--	18	--	50	--		1650	--	1718	1740	1750	1810	1818	1840	1905	1935	2027	2127	2227
Chirk Princess Avenue	--	0804	--	--	0919	--	--	--	19	--	--	--		--	--	1719	--	--	--	1819	--	--	--	--	--	--
Chirk St Mary's Church	--	0810	--	0840	0925	--	0955	--	25	--	55	--		1655	--	1725	1742	1755	1812	1825	1842	1910	1940	2029	2129	2229
Gobowen Rowan Close	--	--	--	0852	--	--	1007	--	--	--	07	--		1707	--	--	--	1807	--	--	--	1922	1952	2039	2139	2239
Weston Rhyn The Lodge	--	0817	--	--	0932	--	--	--	32	--	--	--	--	--	1732	--	--	--	1832	--	--	--	--	--	--	
Oswestry Bus Station	--	0832	--	0902	0947	--	1017	--	47	--	17	--	1717	--	1747	1757	1817	1827	1847	1857	1932	2002	2047	2147	2247	
Plas Madoc Clinic	0815	--	0845	--	--	0915	--	0945	--	15	--	45	--	1645	--	1715	--	1745	--	1815	--	--	--	--	--	
Cefn-Mawr Tesco	0822	--	0852	--	--	0922	--	0952	--	22	--	52	--	1652	--	1722	--	1752	--	1822	--	--	--	--	--	

Sunday - Wrexham Bus Station

	2	2	2	2	2
Oswestry Bus Station	0830	0930	30	1430	1530
Gobowen Rowan Close	0838	0938	38	1438	1538
Chirk Hand Hotel	0848	0948	48	1448	1548
Cefn-Mawr Tesco	0900	1000	00	1500	1600
Plas Madoc Clinic	0905	1005	05	1505	1605
Ruabon Kandy Lodge	0910	1010	10	1510	1610
Rhostyllen Black Lion Inn	0918	1018	18	1518	1618
Wrexham Bus Station	0925	1025	25	1525	1625

Sunday - Oswestry Bus Station

	2	2	2	2	2
Wrexham Bus Station	0930	1030	30	1530	1630
Rhostyllen Black Lion Inn	0937	1037	37	1537	1637
Ruabon Wynnstay Arms Hotel	0945	1045	45	1545	1645
Plas Madoc Clinic	0950	1050	50	1550	1650
Cefn-Mawr Tesco	0955	1055	55	1555	1655
Chirk St Mary's Church	1007	1107	07	1607	1707
Gobowen Rowan Close	1017	1117	17	1617	1717
Oswestry Bus Station	1025	1125	25	1625	1725

5/5E Wrexham to Llangollen

via Johnstown, Ruabon and Trevor - Valid from Sunday, March 14, 2021 to Thursday, October 14, 2021

Monday to Friday - Llangollen Parade Street

	5	5	5 ¹	5		5	5		5	5	5 ²	5	5	5	5	5	5	5
Wrexham Bus Station	0620	0640	0720	0750	Then at these mins	20	50	past each hour until	1420	1450	--	1545	1640	1710	1740	1810	1840	1900
Johnstown Kwiksaver	0636	0656	0736	0806		36	06		1436	1506	--	1601	1656	1726	1756	1826	1856	1916
Plas Madoc Estate	0646	0706	0746	0816		46	16		1446	1516	1556	1611	1706	1736	1806	1836	1906	1926
Llangollen Parade Street	0659	0719	0759	0829		59	29		1459	1529	1607	1624	1719	1749	1819	1849	1919	1939

¹ Only During School Holidays ² Term Time Only

Monday to Friday - Wrexham Bus Station

	5	5	5	5 ¹	5		5	5		5 ²	5 ²	5 ¹	5	5	5	5	5	5	5
Llangollen Parade Street	0705	0735	0805	0810	0835	Then at these mins	05	35	past each hour until	1505	1535	1610	1630	1725	1755	1825	1855	1925	1940
Plas Madoc Estate	0720	0750	0820	0825	0850		20	50		1520	1550	1625	1645	1740	1810	1840	1910	1940	1955
Johnstown Kwiksaver	0729	0759	0829	0834	0859		29	59		1529	1559	1634	1654	1749	1819	1849	1919	1949	2004
Wrexham Bus Station	0744	0814	0844	0849	0914		44	14		1544	1614	1649	1709	1804	1834	1904	1934	2004	2019

¹ Term Time Only ² Only During School Holidays

Saturday - Llangollen Parade Street

	5	5		5	5		5	5
Wrexham Bus Station	0620	0650	Then at these mins	20	50	past each hour until	1820	1850
Johnstown Kwiksaver	0636	0706		36	06		1836	1906
Plas Madoc Estate	0646	0716		46	16		1846	1916
Llangollen Parade Street	0659	0729		59	29		1859	1929

Saturday - Wrexham Bus Station

	5	5		5	5		5	5
Llangollen Parade Street	0705	0735	Then at these mins	05	35	past each hour until	1905	1935
Plas Madoc Estate	0720	0750		20	50		1920	1950
Johnstown Kwiksaver	0729	0759		29	59		1929	1959
Wrexham Bus Station	0744	0814		44	14		1944	2014

Monday - Saturday							12/04/2021										Sundays and Public Holidays								
Codes				YB SDO																					
Service Number				T3	T3	T3	T3	T3	T3	39	T3	T3	T3	T3	T3	T3	T3	T3	T3	T3	T3				
ABERMAW/BARMOUTH				0605			0825	0950	1050	1150	1250	1430	1542	1550	...	1700	1800	1900	2000	0950	1230	1630	1920	2205	
Bontddu				0615			0837	1002	1102	1202	1302	1442	1552	1600	...	1712	1812	1912	2010	1002	1242	1642	1930	2215	
Llanelltyd				0620			0843	1008	1108	1208	1308	1448	1558	1606	...	1718	1818	1918	2015	1008	1248	1648	1935	2221	
Ysgol Bro Idris															...										
Dolgellau, Coleg Meirion Dwyfor				0623			0846	1011	1111	1211	1311	1451	1601	1609	...	1721	1821	1921	2019	1011	1251	1651	1938	2223	
DOLGELLAU, Sgwâr Eldon Square cyrr/arr				0625			0852	1013	1113	1213	1313	1453	1602	1611	...	1723	1823	1923c	2020	1013	1253	1653	1940	2225	
DOLGELLAU, Sgwâr Eldon Square gad/dep				0625	...	...	0900	1020	1120	...	1320	1500				1620	1735	...	1935	...	1015	1255	1655	1940	2225
Dolgellau, Coleg Meirion Dwyfor																									
Rhydymain				0637	...	...	0912	1032	1132	...	1332	1512				1632	1747	...	1947	...	1027	1307	1707	1952	2237
Llanuwchllyn				0650	...	...	0925	1045	1145	...	1345	1525				1645	1800	...	2000	...	1040	1320	1720	2005	...
Y Bala, Badell Aur				0700	...	...	0935	1055	1155	...	1355	1535				1655	1810	...	2010	...	1050	1330	1730	2015	2255
Llandderfel, Pentref/Village				0710	...	...	0945	1105	1205	...	1405	1545				1705	1820	...	2020	...	1100	1340	1740	2025	...
Llandrillo				0720	...	...	0955	1115	1215	...	1415	1555				1715	1830	...	2030	...	1110	1350	1750	2035	...
Cynwyd				0730	...	...	1005	1125	1225	...	1425	1605				1725	1840	...	2040	...	1119	1400	1800	2045	...
Corwen, Bus Stn				0735	...	...	1010	1130	1230	...	1430	1610				1730	1845	...	2045	...	1125	1405	1805	2050	2313
Corwen, Bus Stn				0735	...	...	1015	1135	1235	...	1430	1615				1730	1845	...	2045	...	1125	1405	1805	2050	2313
Glyndyfrdwy				0745	...	...	1025	1145	1245	...	1440	1625				1740	1855	...	2055	...	1135	1414	1815	2100	2323
Llangollen, Parade Street				0755	...	...	1035	1155	1255	...	1450	1635				1750	1905	...	2105	...	1145	1425	1825	2110	2330
Acrefair				0807	...	...	1047	1207	1307	...	1502	1647				1802	1915	...	2115	...	1155	1435	1835	2120	R
Ruabon Rail Stn (Main Rd)				0809	...	...	1051	1209	1309	...	1504	1649				1805	1918	...	2118	...	1159	1439	1839	2124	R
Ruabon Rail Stn Forecourt				0810	...	...	1052	1210	1310	...	1505	1650				...	...	...	...	...					
Ysbyty Maelor Hospital				0824	...	...	1103	1221	1321	...	1519	MR				R	R	...	R	...	1212	1453	1853	R	R
WRECSAM, Gorsaf Bws/Bus Station				0828	...	...	1107	1225	1325	...	1523	1705				1823	1935	...	2135	...	1215	1456	1856	R	R

Code

C
R
SDOPassengers may be required to change vehicle
Operates on request to drop off
Operates on School Days onlyMR Operates via Mold Rd not Maelor Hospital
SSH Operates on Saturdays & School Holidays only

Service to wait up to 5 mins after departure time at Dolgellau for connections with T2

TrawsCymru - Wrexham - Corwen - Dolgellau - Barmouth

Monday - Saturday						12/04/2021												Sundays and Public Holidays				
Codes		YB SDO																				
Service Number		T3	T3	T3	T3	39	T3	T3	T3	T3	T3	T3	T3	T3	T3	T3	T3	T3	T3	T3	T3	T3
WRECSAM, Gorsaf Bws/Bus Station		...	...	0630	...		0900	...	1100	1215	1315	1515	1615	1715	2030				0905	1300	1600	1945
Ysbyty Maelor Hospital		...	...	0633	...		0903	...	1103	1218	1318	1518	1618	1718	2033			V	0908	1303	1603	1948
Ruabon, Rail Stn Forecourt		...	...	0648	...		0918	...	1118	1233	1333	1533	1633	1733								
Ruabon, Rail Stn (Main Rd)		...	...	0649	...		0919	...	1119	1234	1334	1534	1634	1734	2048			0750	0921	1316	1616	2001
Acrefair		...	...	0651	...		0921	...	1121	1236	1336	1536	1636	1736	2050			0752	0923	1318	1618	2003
Llangollen, Parade Street		...	...	0705	...		0935	...	1135	1250	1350	1550	1650	1750	2105			0805	0935	1335	1630	2015
Glyndyfrdwy		...	...	0715	...		0945	...	1145	1300	1400	1600	1700	1800	2115			0815	0945	1345	1640	2025
Corwen, Bus Stn		...	...	0725	...		0955	...	1155	1310	1410	1610	1710	1810	2125			0825	0955	1355	1650	2035
Corwen, Bus Stn		...	...	0730	...		1000	...	1200	1315	1415	1615	1715	1815	2125			0825	0955	1355	1650	2035
Cynwyd		...	...	0735	...		1005	...	1205	1320	1420	1620	1720	1820	2130			...	1000	1400	1655	2040
Llandrillo		...	...	0745	...		1015	...	1215	1330	1430	1630	1730	1830	2140			...	1010	1410	1705	2048
Llandderfel, Pentref/Village		...	...	0755	...		1025	...	1225	1340	1440	1640	1740	1840	2150			...	1020	1420	1715	2100
Y BALA, Y/The Bull		...	...	0805	...		1035	...	1235	1350	1450	1650	1750	1850	2200			0845	1030	1430	1725	2110
Llanuwchllyn		...	...	0815	...		1043	...	1245	1400	1500	1700	1800	1900	2210			...	1040	1440	1735	2120
Rhydymain		...	...	0826	...		1054	...	1254	1409	1509	1709	1808	1909	2219			...	1049	1449	1744	2129
Dolgellau, Ffordd Arran Road		...	...	0839	...		1109	...	1309	1424	1524	1724	1824	1924	2234			0914	1104	1504	1759	2144
DOLGELLAU, Sgwâr Eldon Square		...	...	0840	...		1110	...	1310	1425	1525	1725	1825c	1925c	2235			0915	1105	1505	1800	2145
DOLGELLAU, Sgwâr Eldon Square		0525	0745	0845	0920	1020	1120	1220	1320	...	1535	1735	1835	1935	...			0915	1120	1520	1805	2145
Dolgellau, Coleg Meirion Dwyfor		0527	0747	0847	0922	1022	1122	1222	1322	...	1537	1737	1837	1937	...			0917	1122	1522	1807	2147
Llanelltyd		0530	0750	0850	0925	1025	1125	1225	1325	...	1540	1740	1840	1940	...			0918	1125	1525	1810	2148
Bontddu		0536	0756	0856	0931	1031	1131	1231	1331	...	1546	1746	1846	1946	...			0925	1130	1530	1815	2155
ABERMAW/BARMOUTH		0548	0808	0908	0943	1043	1143	1243	1342	...	1557	1757	1857	1957	...			0935	1140	1540	1825	2205

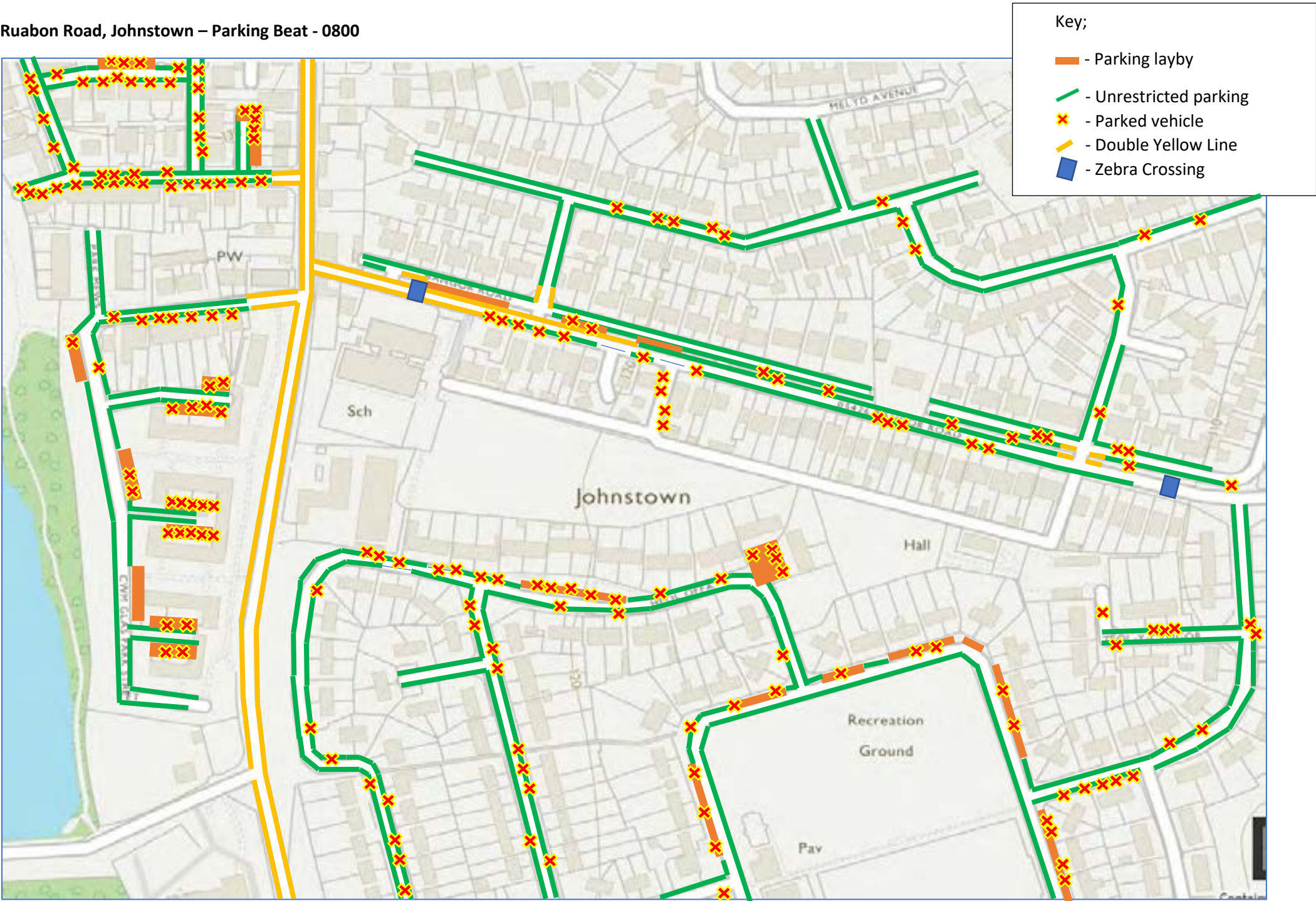
Code

C
R
SDOPassengers may be required to change vehicle
Operates on request to drop off
Operates on School Days onlyMR Operates via Mold Rd not Maelor Hospital
SSH Operates on Saturdays & School Holidays only

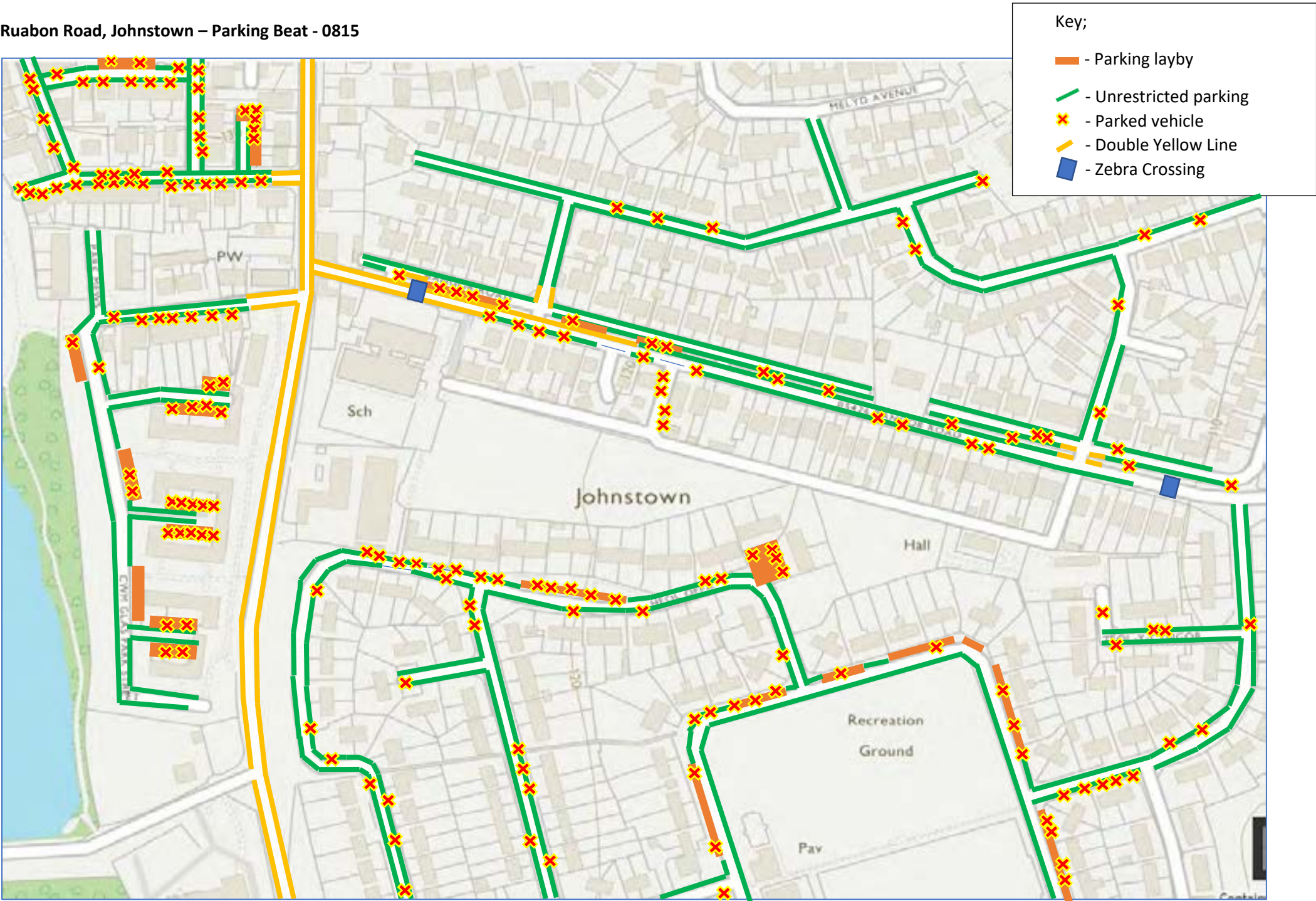
Service to wait up to 5 mins after departure time at Dolgellau for connections with T2

APPENDIX C

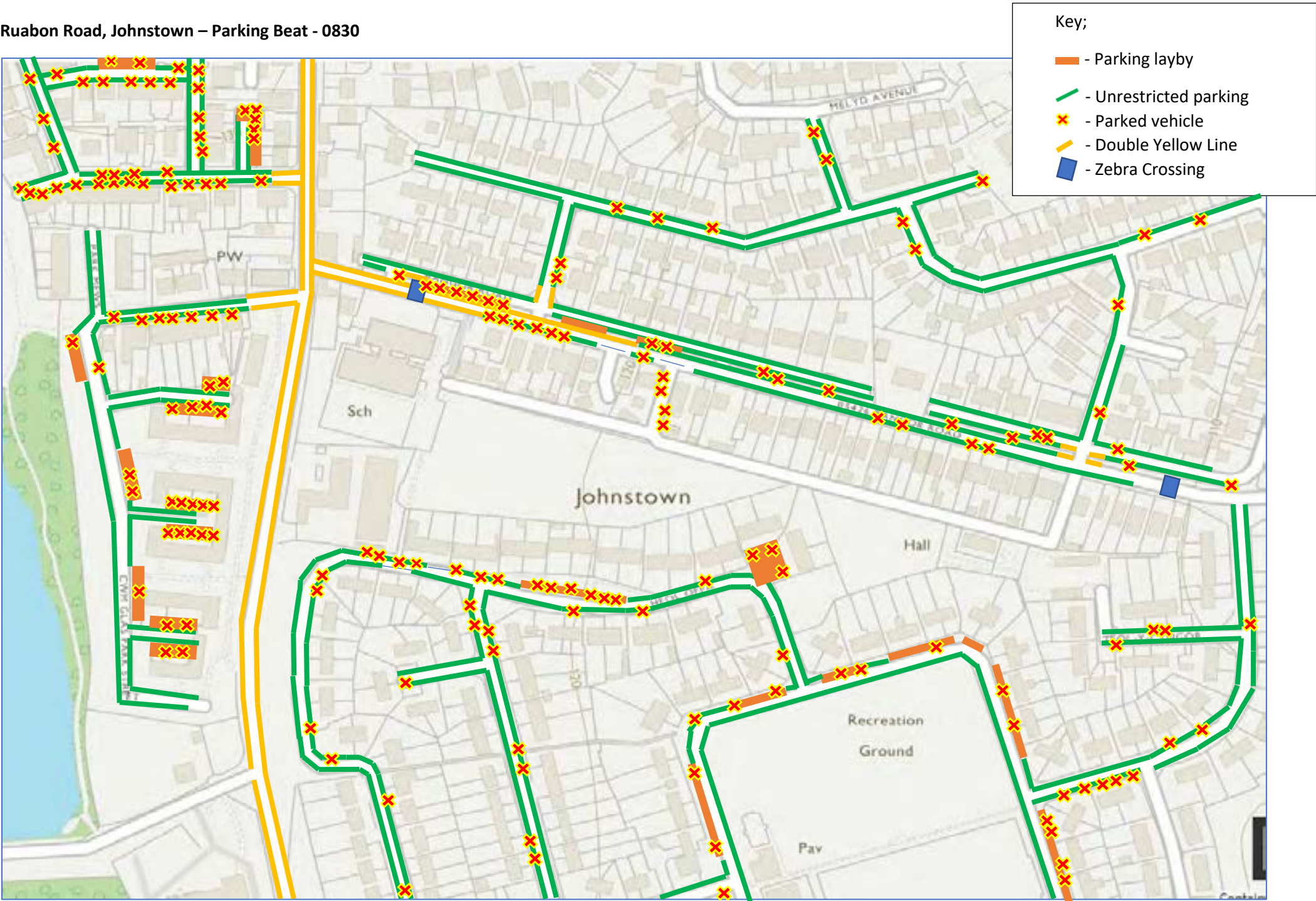
Ruabon Road, Johnstown – Parking Beat - 0800



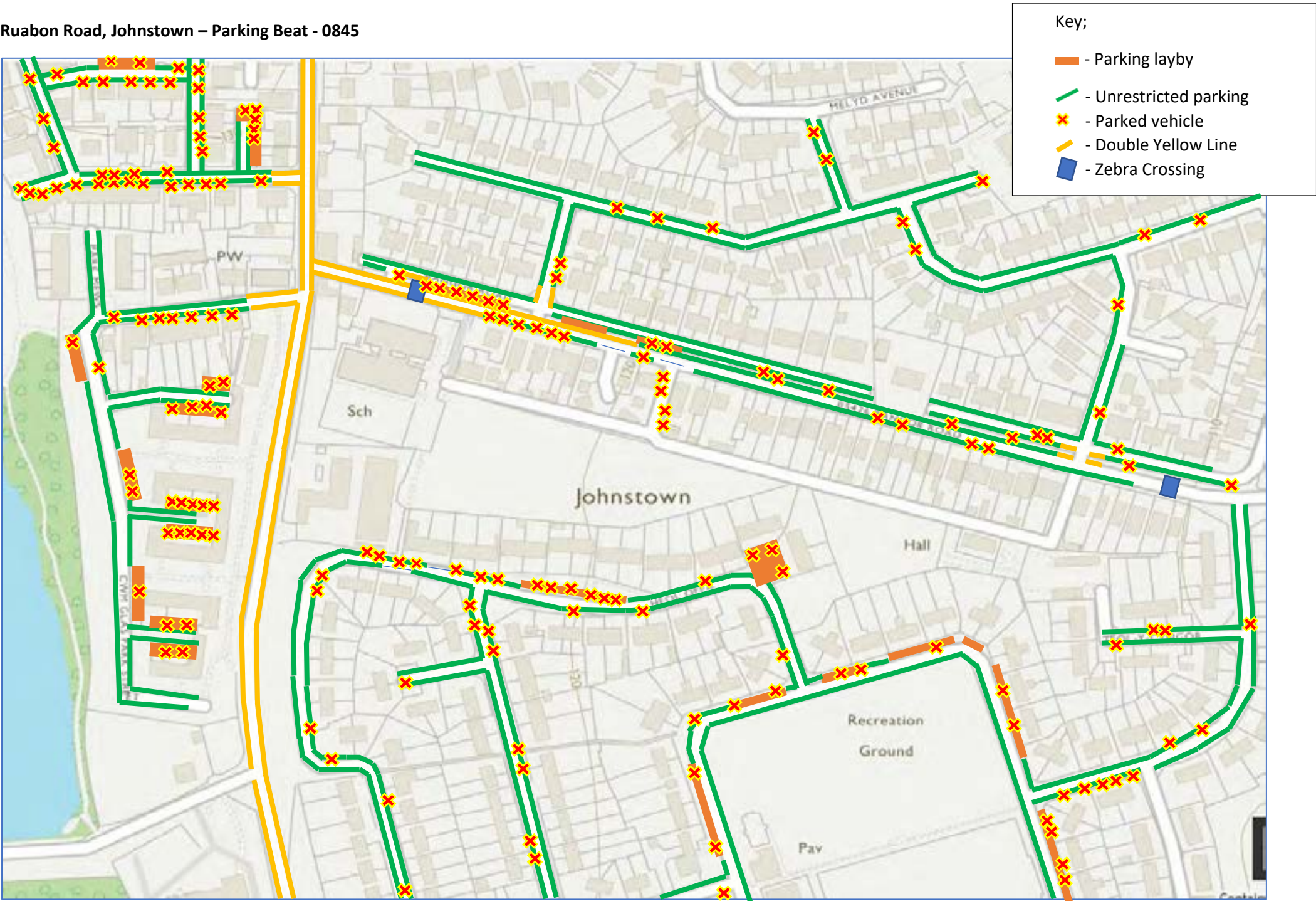
Ruabon Road, Johnstown – Parking Beat - 0815



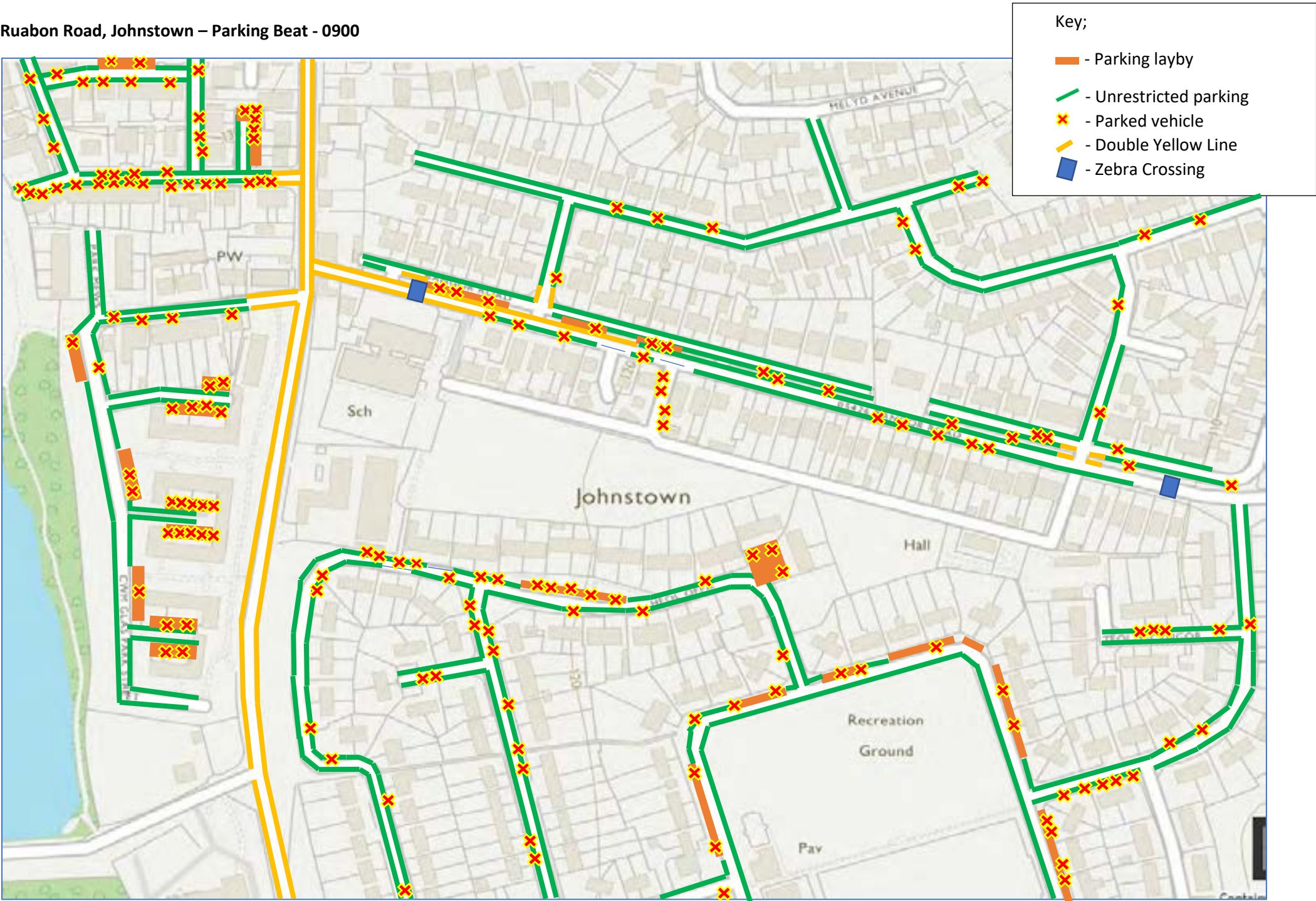
Ruabon Road, Johnstown – Parking Beat - 0830



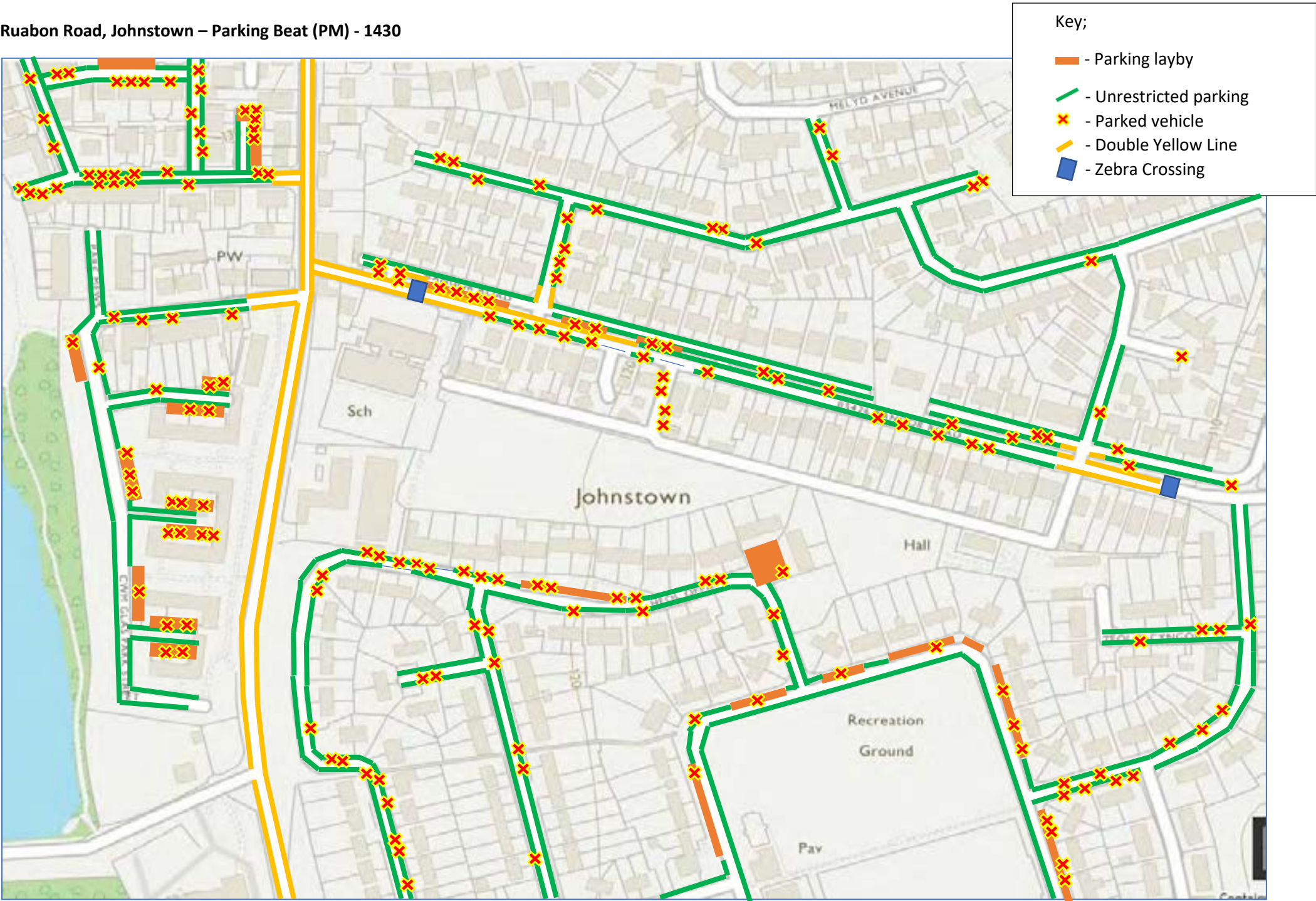
Ruabon Road, Johnstown – Parking Beat - 0845



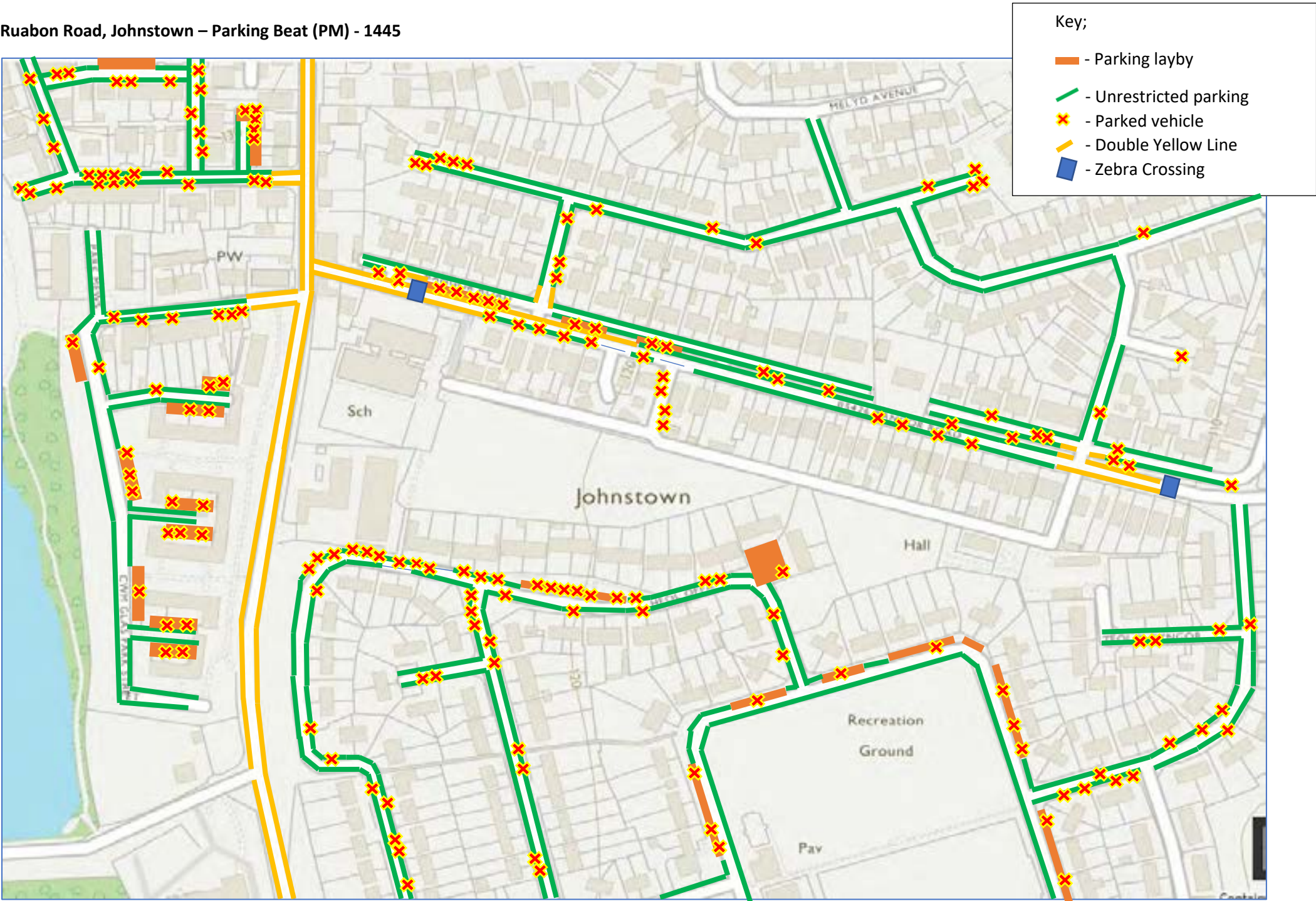
Ruabon Road, Johnstown – Parking Beat - 0900



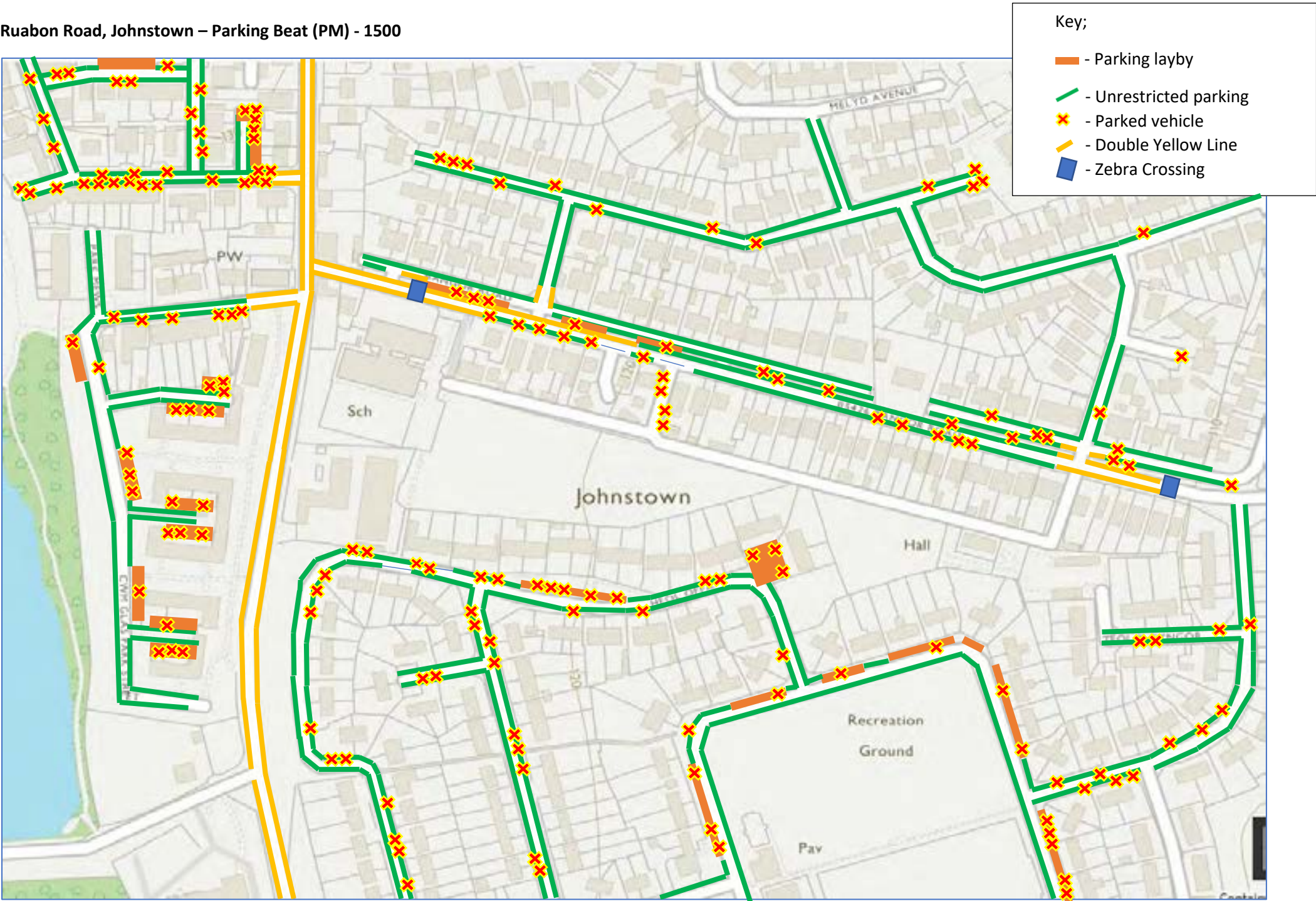
Ruabon Road, Johnstown – Parking Beat (PM) - 1430



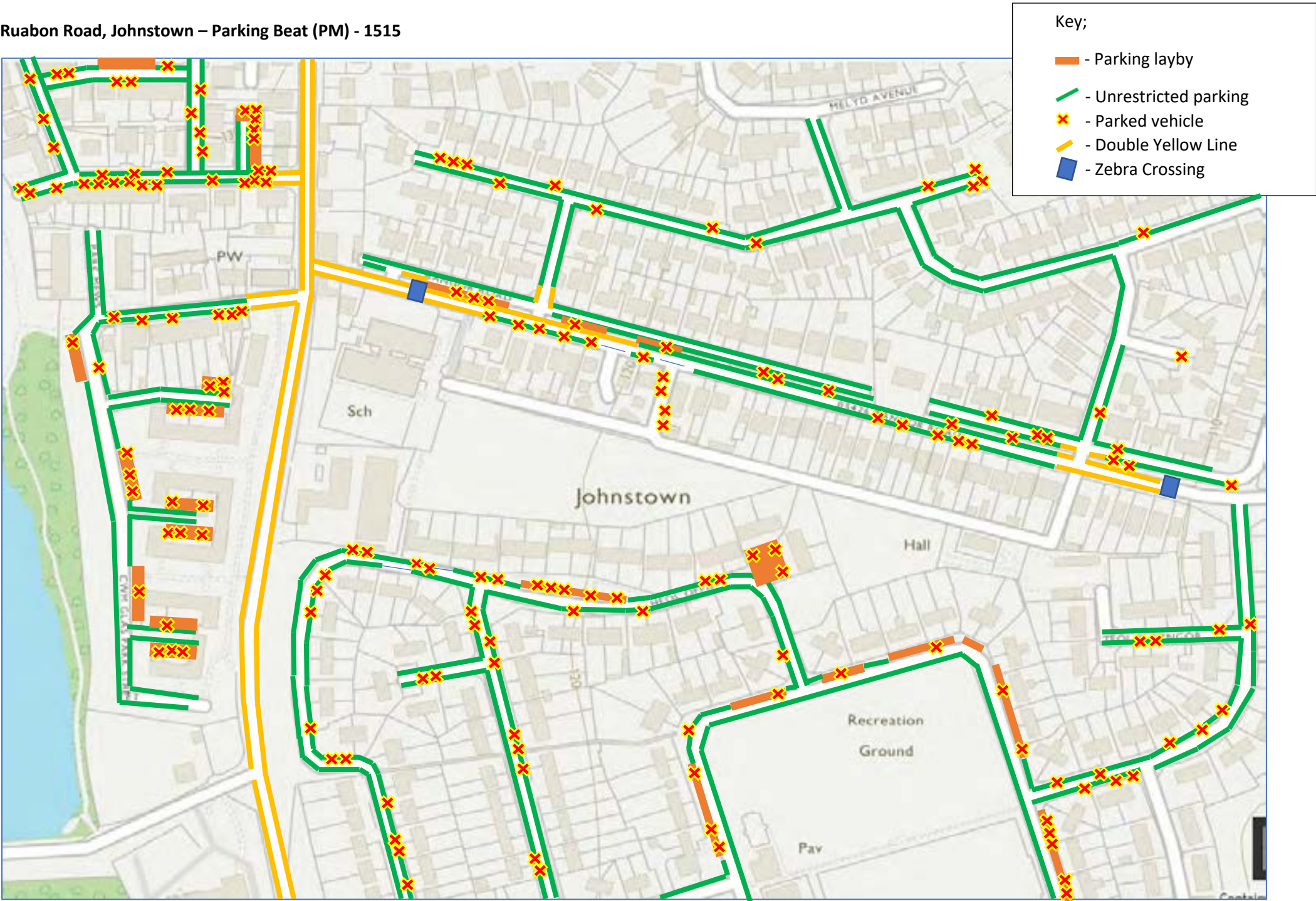
Ruabon Road, Johnstown – Parking Beat (PM) - 1445



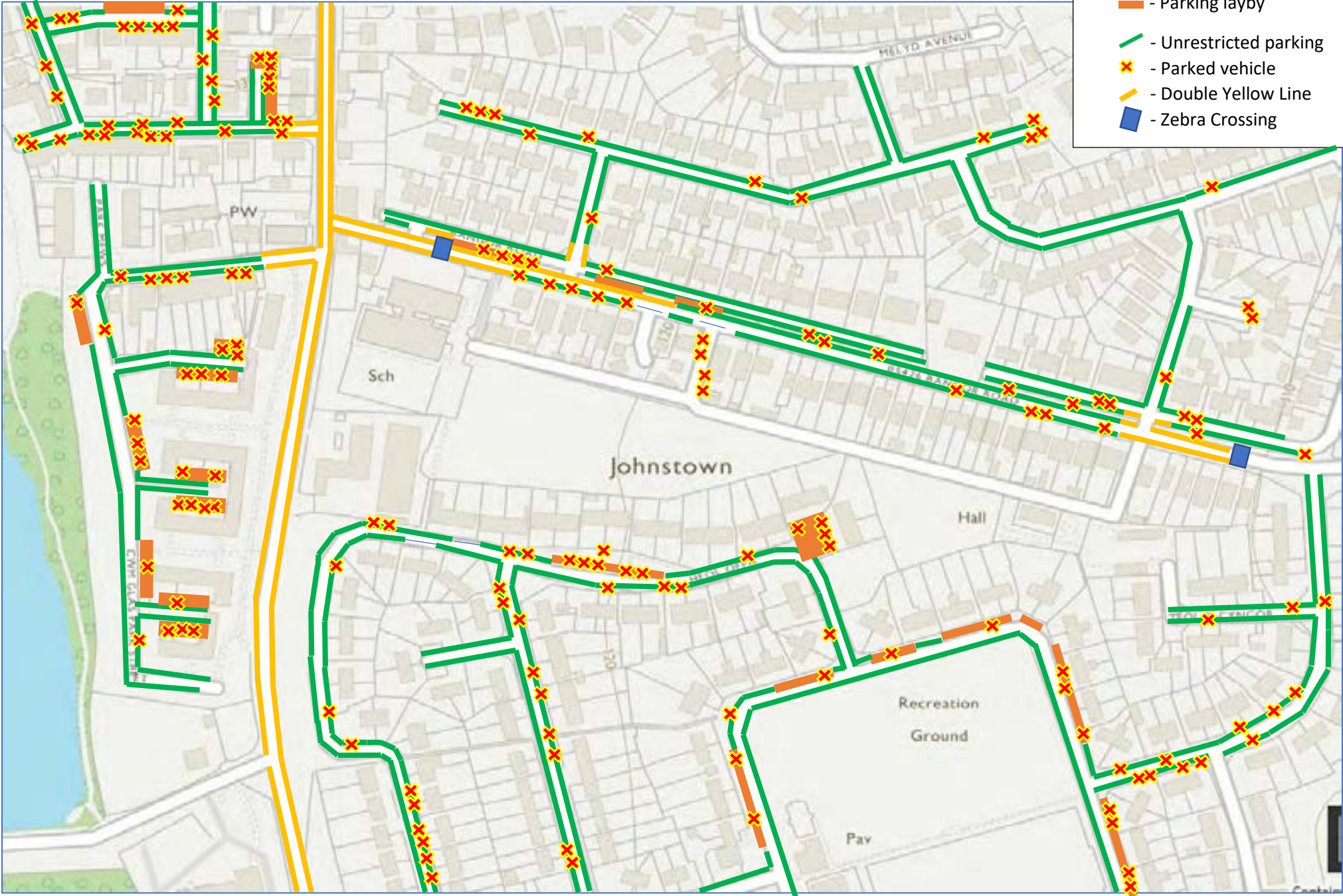
Ruabon Road, Johnstown – Parking Beat (PM) - 1500



Ruabon Road, Johnstown – Parking Beat (PM) - 1515



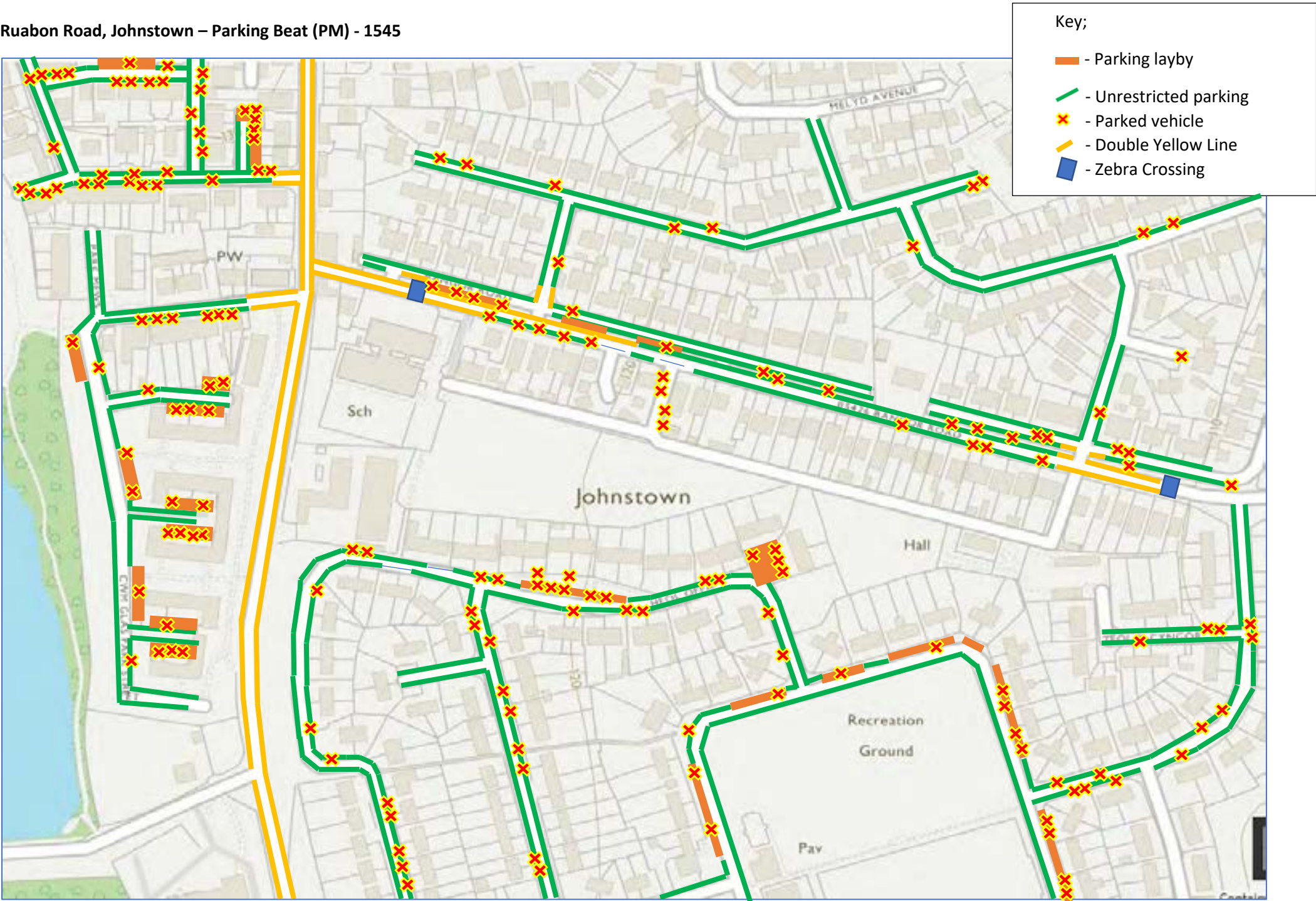
Ruabon Road, Johnstown – Parking Beat (PM) - 1530



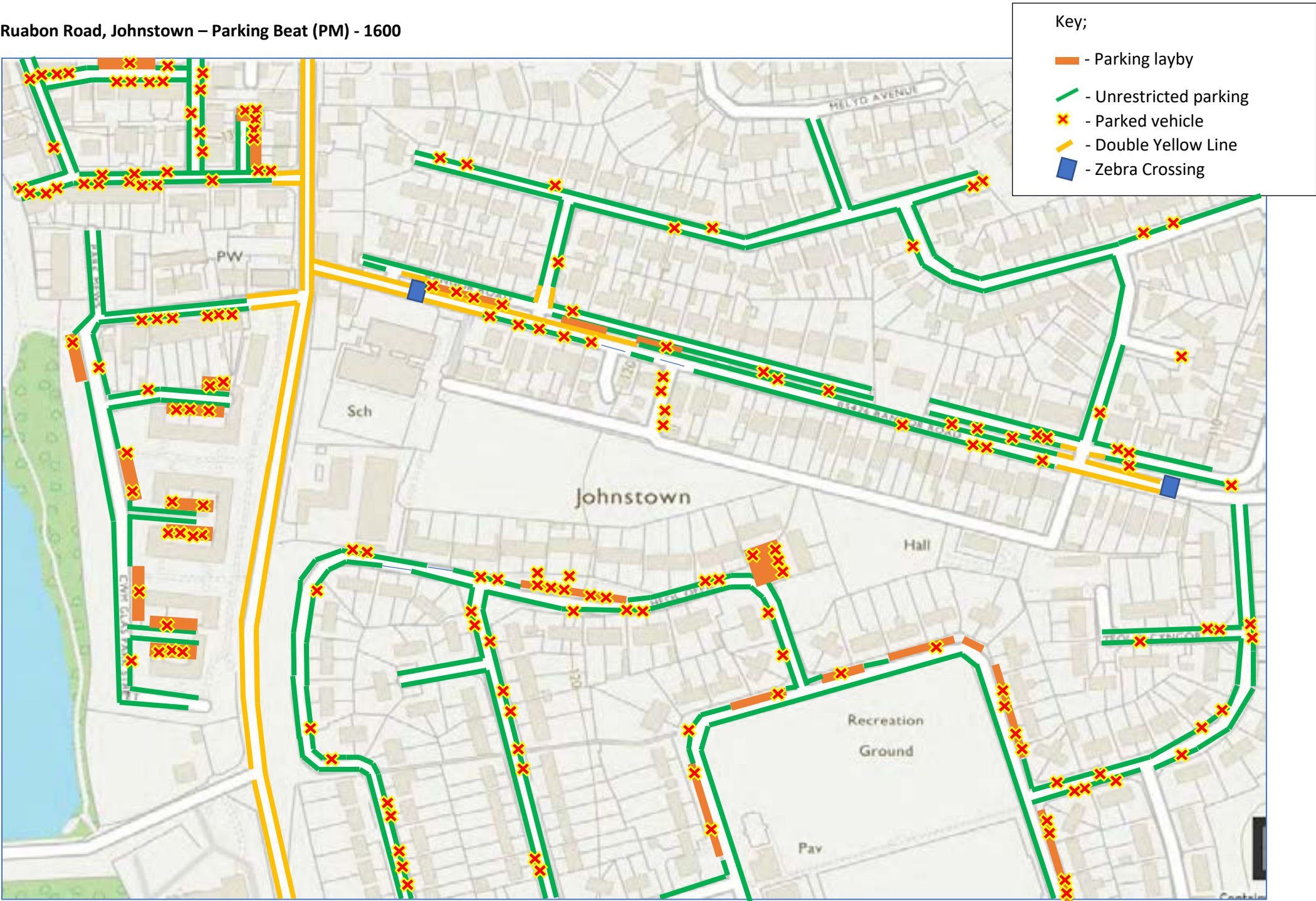
Key;

- Parking layby
- Unrestricted parking
- Parked vehicle
- Double Yellow Line
- Zebra Crossing

Ruabon Road, Johnstown – Parking Beat (PM) - 1545



Ruabon Road, Johnstown – Parking Beat (PM) - 1600



APPENDIX D

Number of Children					Number of Children				
	Car	Walk	Bus	Cycle		Car	Walk	Bus	Cycle
Nursery	23	13	0	0	36	Nursery	64%	36%	0%
Reception	29	12	0	0	41	Reception	71%	29%	0%
Year 1	14	15	0	0	29	Year 1	48%	52%	0%
Year 2	24	11	0	0	35	Year 2	69%	31%	0%
Year 3	23	12	0	5	40	Year 3	58%	30%	13%
Year 4	17	26	0	4	47	Year 4	36%	55%	9%
Year 5	30	13	0	2	45	Year 5	67%	29%	4%
Year 6	26	17	0	1	44	Year 6	59%	39%	2%
	186	119	0	12	317 Total				
	59%	38%	0%	4%					

	Responses	1 Child	2 Children	3+ Children
Year 1	14	5	7	2
Year 2	24	7	15	2
Year 3	22	7	14	1
Year 4	14	7	7	0
Year 5	28	5	13	10
Year 6	24	9	15	0
	126	40	71	15
Proportion		32%	56%	12%

		Before	After
1 Child	32%	0.32	50% With 1 Child
2 Children	56%	0.28	44% With 2 Children
3 Children	12%	0.04	6% With 3+ Children
		0.64 Of Cars	
		1.5625 Pupils per car	
Total Children		355	355
Part time		70	70
Max on site		320	320
By Taxi		10 (3 to 4 taxi)	10
Wraparound		16	35
Residual		294	275
Walk		110	103
Cycle		11	10
By Car		173	161
Cars		110	103
BEFORE			
Melyd Ave		90 Later phase	
		45 Part-time early years	
		60 Part time early years entitlement	
Total		195	
Max On Site		143	
Cars		46	
Bangor Road		64	

Forecast Increase in Cars 39 (At peak times)