

Wrexham Glyndŵr University
Regent Street Campus

Transport Statement

July 2018

Wrexham Glyndŵr University

Regent Street Campus

Transport Statement

Version 3-0

July 2018

Produced by:



For:



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1. Introduction

- 1.1 Integrated Transport Planning Ltd has been commissioned by Wrexham Glyndŵr University to provide transport planning consultancy services to support a redevelopment of the Regent Street Campus. This includes the redevelopment of the existing academic and workshop buildings, fronting Regent Street, and the construction of a new 107-bed student accommodation block, off Central Road.
- 1.2 This Transport Statement has been produced to present the transport and highways impact of the proposed development. This approach has been discussed and agreed with Wrexham County Borough Council (Wrexham CBC) highways officers during pre-application discussions.
- 1.3 The remainder of the report is set out in the following structure:
- Section 2 provides a brief summary of key national and location transport planning policy.
 - Section 3 introduces the existing situation, including multi-modal accessibility, the local highway network and parking at the campus.
 - Section 4 details the proposed development, including arrangements for access, parking and servicing.
 - Section 5 considers the traffic impact of the component elements of the proposed development.
 - Section 6 proposes steps that will be taken to mitigate for any potential increase in traffic associated with the proposed development.
 - Section 7 provides a summary and conclusion of the main findings of the report.

Pre-Application Consultation

- 1.4 A pre-application consultation highlighted a number of issues relating to transport and highways. These have been addressed when preparing the revised Transport Assessment.
- 1.5 Additional information or clarifications based on pre-application comments have been highlighted throughout the report, as shown here.

2. Policy

People, Places, Futures – The Wales Spatial Plan

2.1 The Wales Spatial Plan is a high-level document that's purpose is:

- *Making sure decisions are taken with regard to their impact beyond sectoral or administrative boundaries and that the core values of sustainable development govern everything we do*
- *Setting the context for local and community planning*
- *influencing where we spend money through understanding the roles of and interactions between places*
- *providing a clear evidence base for the public, private and third (voluntary) sectors to develop policy and action.*

2.2 The Wales Spatial Plan defines sustainable development as:

...improving wellbeing and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources.

2.3 In regard to travel and climate change, The Wales Spatial Plan supports the development of spatially targeted responses. This includes:

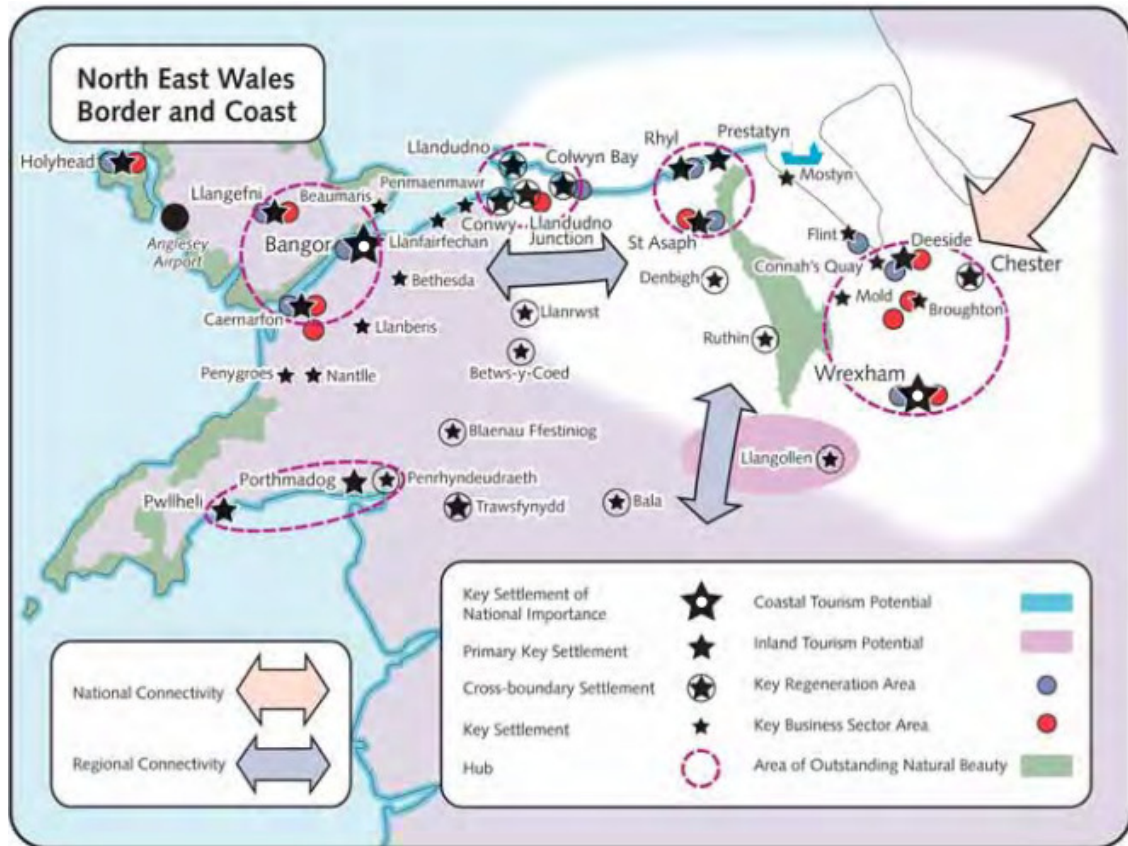
...reducing the need to travel by co-locating jobs, housing and services, for instance, and changing behaviour in favour of 'greener' modes of travel, such as car sharing, public transport, walking and cycling.

2.4 The Wales Spatial Plan also has a role in informing the development of Local Transport Plans. It does this by defining high-level growth and development areas and key movement corridors, such as that shown in Figure 2-1 below.

2.5 It can be seen that The Wales Spatial Plan defines Wrexham as a Key Settlement of National Importance, with emphasis later placed on:

Strengthening key hubs as a focus for investment in future employment, housing, retail, leisure and services.

Figure 2-1: North East Wales Border and Coast area strategy



Planning Policy Wales (Edition 9, November 2016)

- 2.6 Planning Policy Wales sets out the land use planning policies applicable to Wales, as devolved to the Welsh Government. Its overriding aim is to translate the Welsh Government's commitment to sustainable development into the planning system.
- 2.7 In regard to transport, planning policy intends to help to achieve the Welsh Government's objectives through:
- *reducing the need to travel, especially by private car, by locating development where there is good access by walking, cycling and public transport;*
 - *locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;*
 - *improving accessibility by walking, cycling and public transport;*
 - *ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;*

- *promoting walking and cycling;*
- *supporting the provision of high quality public transport;*
- *supporting traffic management measures;*
- *promoting sustainable transport options for freight and commerce;*
- *supporting sustainable travel options in rural areas;*
- *supporting necessary infrastructure improvements; and*
- *ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.*

2.8 Section 8.7 discusses development management and transport, setting out the following policy position for the determination of planning applications in regard to transport:

When determining a planning application for development that has transport implications, local planning authorities should take into account:

- *the impacts of the proposed development on travel demand;*
- *the level and nature of public transport provision;*
- *accessibility by a range of different transport modes;*
- *the opportunities to promote active travel journeys, and secure new and improved active travel routes and related facilities, in accordance with the provisions of the Active Travel (Wales) Act 2013; 124 Planning Policy Wales Edition 9 – November 2016 – Chapter 8 Transport*
- *the willingness of a developer to promote travel by walking, cycling or public transport, or to provide infrastructure or measures to manage traffic, to overcome transport objections to the proposed development (payment for such measures will not, however, justify granting planning permission to a development for which it would not otherwise be granted);*
- *the environmental impact of both transport infrastructure and the traffic generated¹² (with a particular emphasis on minimising the causes of climate change associated with transport); and*
- *the effects on the safety and convenience of other users of the transport network.*

Wrexham's Unitary Development Plan

2.9 Wrexham's Unitary Development Plan was adopted in February 2005. It was originally intended to expire in 2011, however consultation is ongoing for its replacement, therefore it continues to form the current statutory planning document for Wrexham County Borough Council.

2.10 The plan contains four key themes, which sit above the strategic policies:

- Sustainable development
- Countryside, Landscape and Biodiversity
- Settlement Growth
- Housing

2.11 Policy PS8 covers transport and states:

The transport network will be developed by providing an integrated range of travel options to and from principal residential, commercial, employment and education centres by making the best use of the existing road and rail network, including, where necessary, the provision of facilities for both passenger and freight interchange and by the encouragement of public transport, cycling and walking.

2.12 Policy T8 covers parking delivered as part of a development and states:

Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate: -

- a) the availability of public transport nearby,*
- b) proximity to public car parking,*
- c) proximity to local services and facilities,*
- d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.*

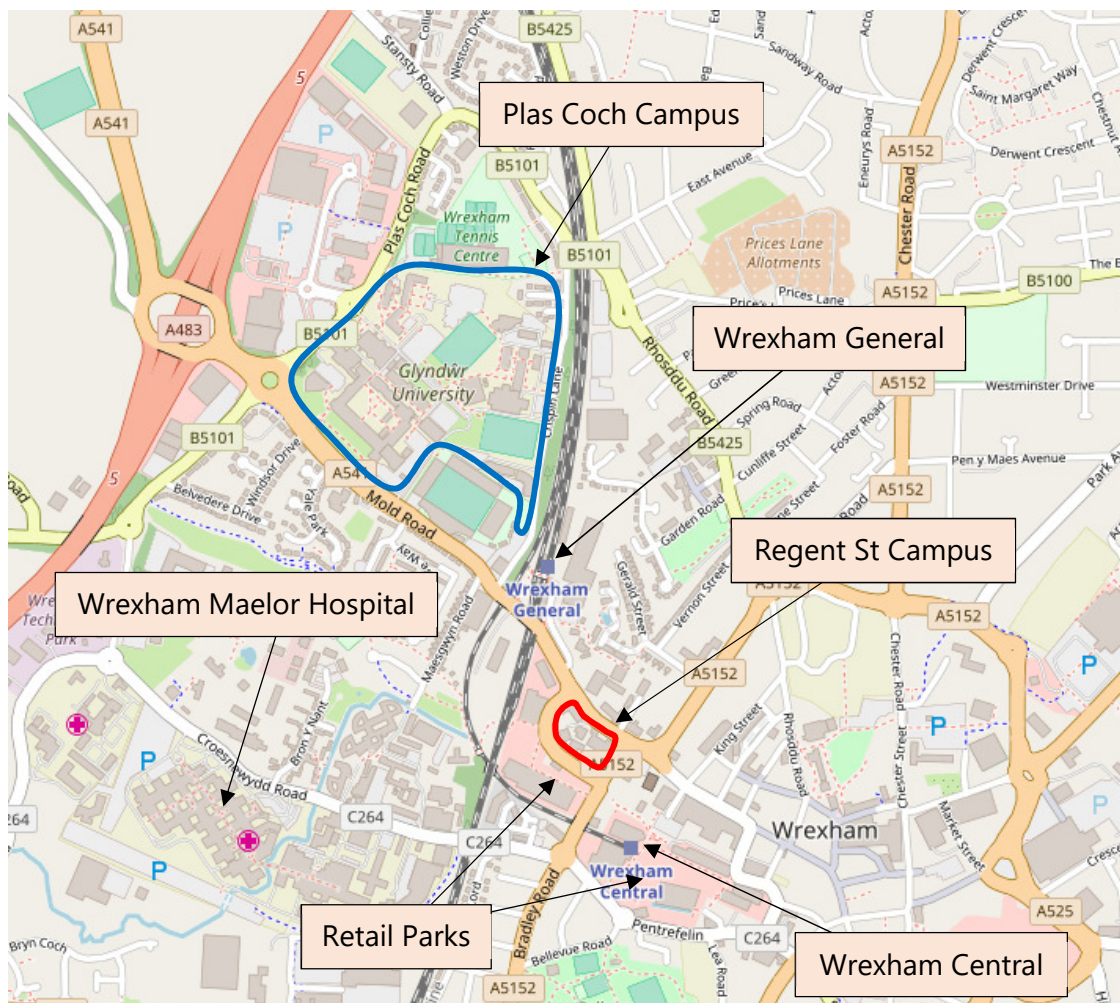
Where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport, or walking and cycling as appropriate.

3. Existing Situation

Site Location

- 3.1 Wrexham Glyndŵr University's campus at Regent Street is located close to the centre of Wrexham and is highly accessible by multiple modes of transport.
- 3.2 Figure 3-1 demonstrates the campus's proximity to Wrexham Town Centre, Wrexham General and Wrexham Central railway stations, Central Retail Park, Island Green Shopping Park and Wrexham Maelor Hospital. The main Plas Coch campus is also approximately 600m from the Regent Street campus.

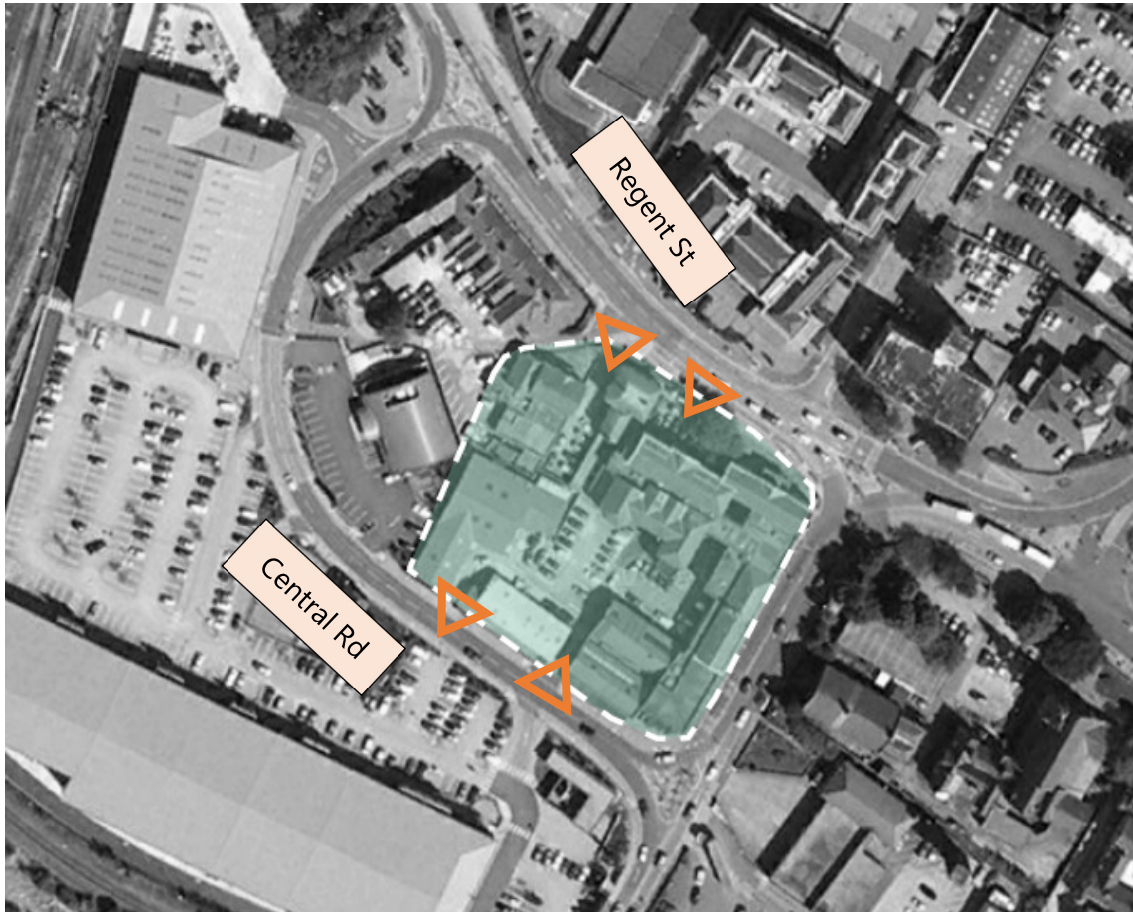
Figure 3-1: Site location



Source: Open Street Map Contributors

- 3.3 Figure 3-2 shows the existing site location. The compact nature of the campus itself, constrained by the surrounding highway gyratory, should be noted. Arrows showing the vehicular access points have been added to the map below.

Figure 3-2: Existing site



Source: Day Architectural Ltd

- 3.4 Vehicular access to the campus is currently gained at three locations:
- Regent Street (west) – footway crossing and gateway leading to small car park
 - Regent Street (east) – footway crossing and gateway leading to small car park
 - Central Road – separate 'in' and 'out' footway crossings
- 3.5 Pedestrian access is currently gained predominantly from Regent Street, which also forms a key pedestrian route between the Plas Coch Campus, Wrexham General railway station and the town centre.

Accessibility

Walking

- 3.6 The Regent Street campus is compact and therefore easily walkable. Pedestrian access is currently primarily taken off of Regent Street, which benefits from wide, lit footways and signalised pedestrian crossings.
- 3.7 Footways are provided along all of the roads surrounding the campus and provide direct connections to nearby destinations, a number of which are summarised in Table 3-1 below.

Table 3-1: Local destinations on foot

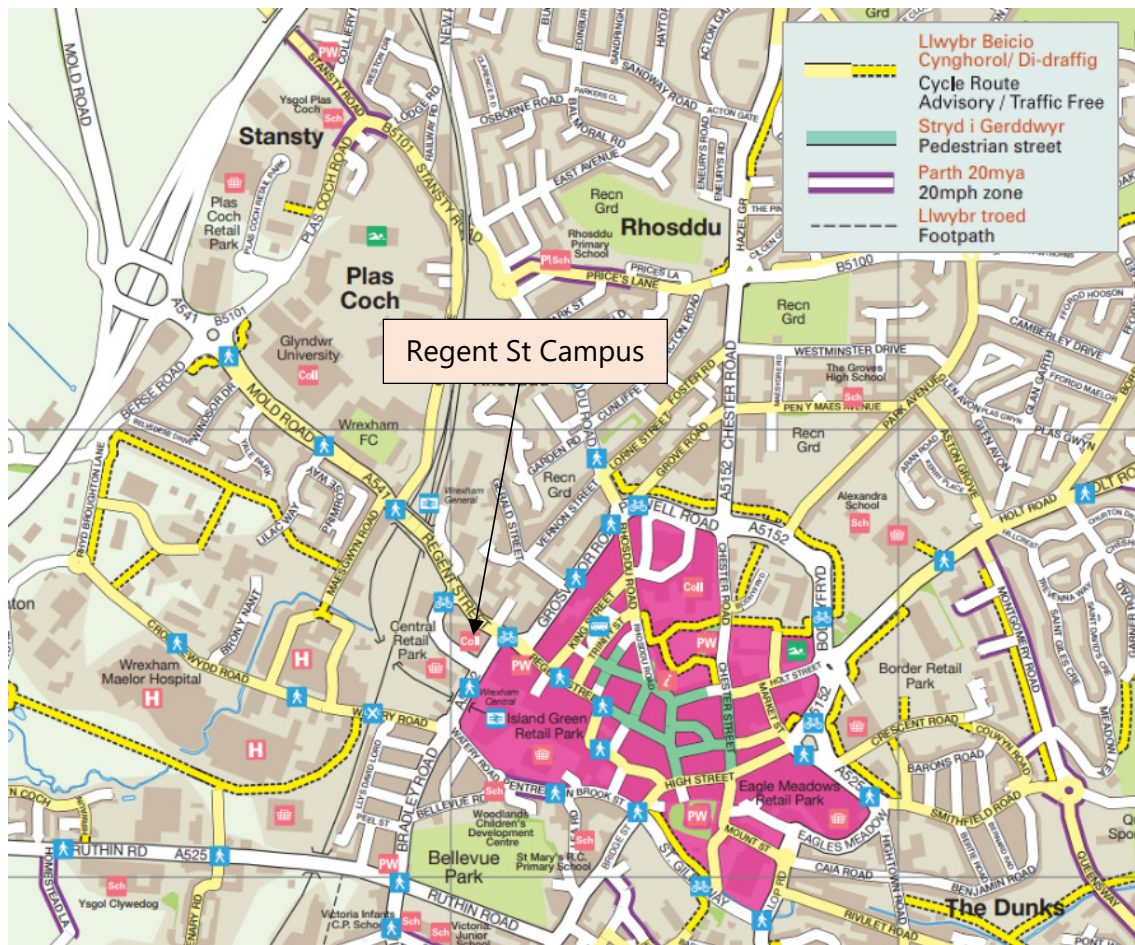
Destination	Distance from the centre of the campus	Walking time
Central Retail Park (incl. PureGym, Pizza Hut, etc.)	100 m	2 minutes
Wrexham Bus Station	300 m	4 minutes
Wrexham General Station	350 m	5 minutes
Wrexham Maelor Hospital	800 m	10 minutes
Plas Coch Campus	1.0 km	12 minutes

- 3.8 The campus is also located on the edge of Wrexham town centre, which offers a full range of shops and amenities. The direct walking route along Regent Street means that all of the town centre is within 1km of the campus on foot, which is considered to be an acceptable walking distance based on CIHT's *Providing for Journeys on Foot* guidance. Existing pedestrian signage is located along the route for those unfamiliar with the area.

Cycling

- 3.9 Wrexham has a good network of cycle routes across the town, which comprise traffic-free paths, low-traffic streets and cycle lanes. Figure 3-3 shows an extract of the Wrexham cycle map, on which Regent Street is highlighted as an advisory route for cyclists.

Figure 3-3: Wrexham cycle map



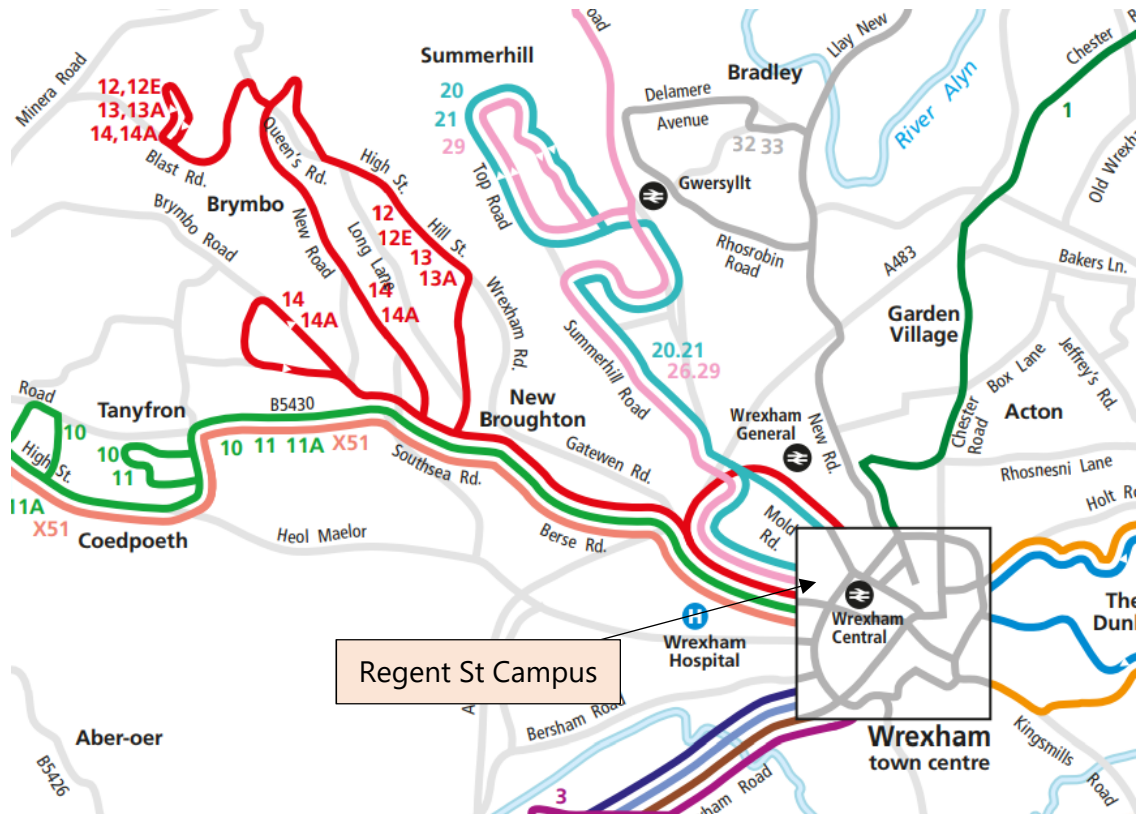
Source: Sustrans Cymru

- 3.10 Segregated cycle facilities are provided along the campus frontage on Regent Street which allow cyclists to take a shorter route around the gyratory.
- 3.11 Within the campus, staff and student already benefit from access to secure cycle parking facilities, as well as access to lockers, showers and changing rooms.
- 3.12 The university's sports centre also offers a free cycle hire scheme, with students and staff able to borrow a bike, lock and safety equipment for up to 7 days at a time. This is particularly useful for those who want to try cycling to work before committing to buying a bicycle.

Bus

- 3.13 Figure 3-4 shows an extract of Arriva bus's network map for Wrexham. The Regent Street campus is located within the town centre area and therefore has access to the full range of bus services, including frequent services which pass the main Plas Coch campus.

Figure 3-4: Wrexham bus service map

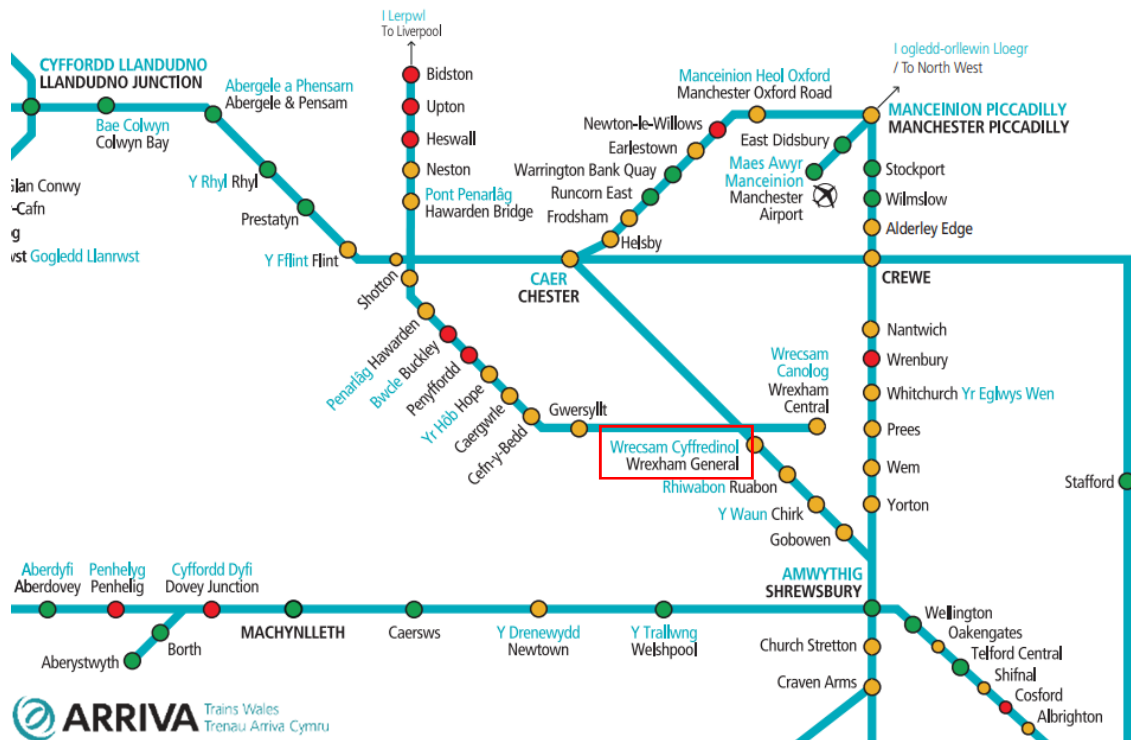


Source: Arriva

Rail

- 3.14 Wrexham General Station is located between 350m from the Regent Street Campus, equivalent to a walking duration of just 5 minutes. The campus is therefore highly accessible by rail and presents an attractive alternative for those who would otherwise travel to the site by car.
- 3.15 Wrexham General is currently operated by Arriva Trains Wales but is also served by long-distance services operated by Virgin Trains West Coast on a limited basis. The network maps of both operators are shown below as Figure 3-5 and Figure 3-6 respectively.

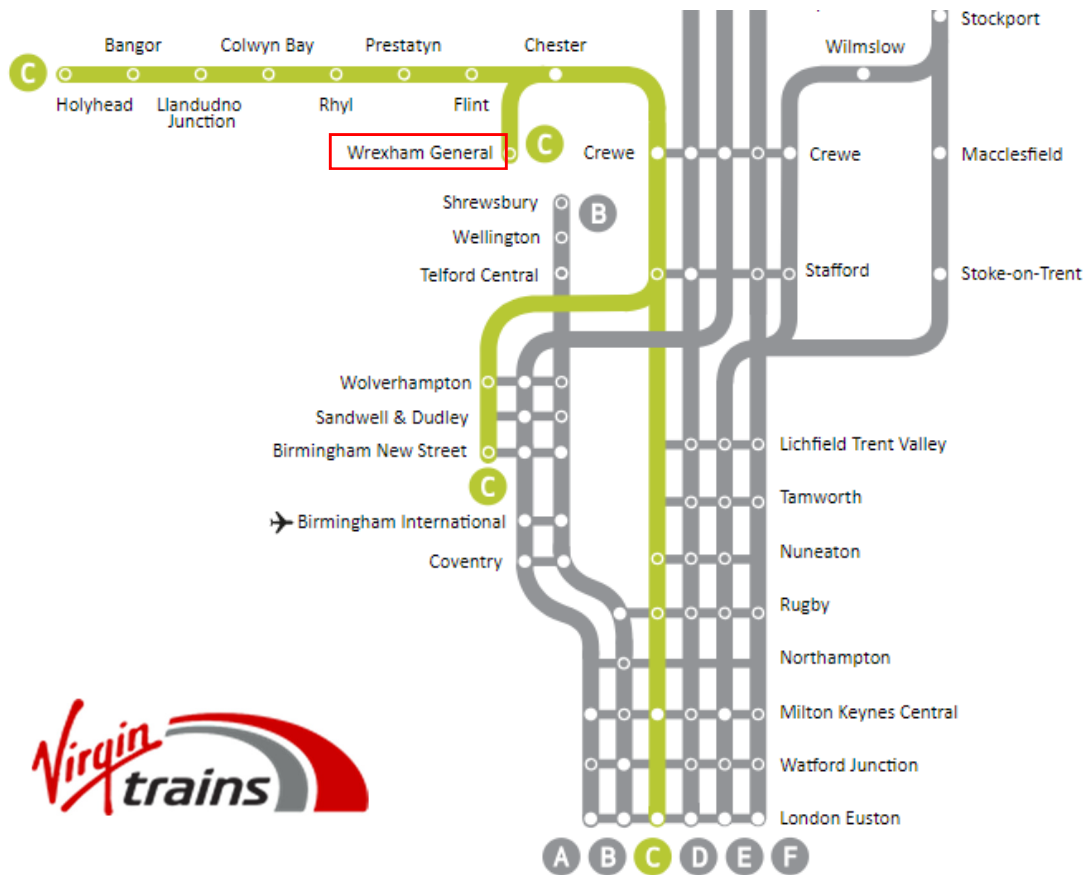
Figure 3-5: Arriva Trains Wales network map extract



Source: Arriva Trains Wales

- 3.16 Arriva Trains Wales operates two routes through Wrexham: Shrewsbury–Chester and Wrexham–Bidston (for connections to Liverpool). Direct services are also available to Holyhead, Birmingham International and Cardiff. Services run at hourly intervals during weekdays, with an enhanced service at peak hours.
- 3.17 Virgin Trains currently operate one direct service between Wrexham and London Euston every weekday morning with a return service in the evening.

Figure 3-6: Virgin Trains West Coast network map extract



Source: Virgin Trains

- 3.18 Wrexham is also set to benefit significantly from the recently-announced Wales and Borders franchise, which will commence in October 2018. This will include investment in new services, trains and stations, including the acceleration of a North Wales Metro, which will see improved connectivity between Wrexham, Chester and Liverpool – a key growth corridor.

Local Highway Network

Regent Street

- 3.19 Regent Street in the vicinity of the campus makes up the northern section of a gyratory that surrounds the campus. It is a two-lane road with cycle lanes and wide footways on either side of the carriageway. It is subject to a 30mph speed limit.
- 3.20 As a key pedestrian and cycle route into Wrexham town centre, the street sees higher levels of footfall than surrounding roads.

Figure 3-7: Regent Street (junction with Central Road)



Central Road

- 3.21 Central Road is similar to Regent Street in that it forms the southern section of the gyratory that surrounds the campus. It is, however, currently less pedestrian focused with few frontages onto the highway. It's main role, other than carrying through trips, is to provide vehicular access to the campus and adjacent retail park.
- 3.22 Footways are in place on both sides of the carriageway and crossing facilities are available at key junctions. The road is fully lit and subject to a 30mph speed limit.

Figure 3-8: Central Road



Bradley Road

- 3.23 Bradley Road forms the eastern section of the gyratory, however also provides a contraflow bus lane along the eastern boundary of the campus, separated only by a footway. This limits the potential for vehicular access of set-down along this edge, however provides a useful facility for bus users and cyclists to take a short cut around the gyratory towards the town centre.
- 3.24 The road is fully lit and subject to a 30mph speed limit. Signalised pedestrian crossings are provided at the junction with Regent Street to enable easier journeys on foot towards the town centre and bus station.

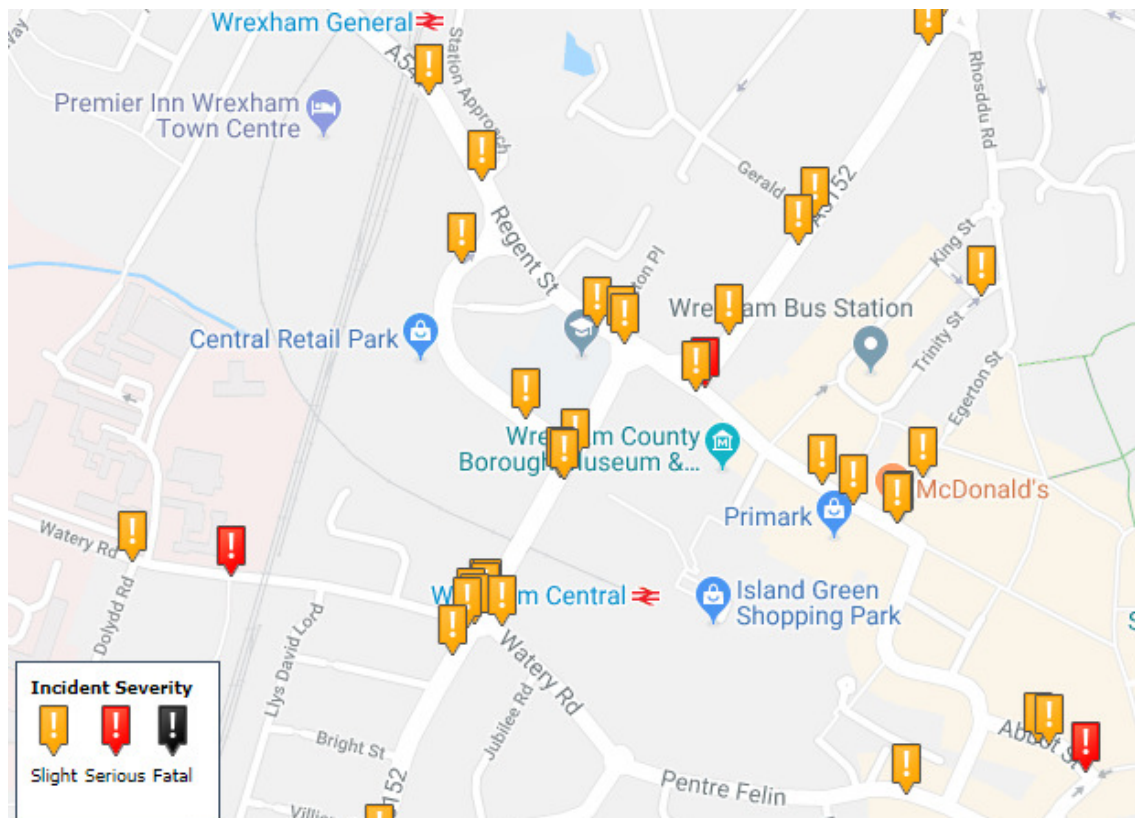
Figure 3-9: Bradley Road



Highway safety

- 3.25 Figure 3-10 shows the location and severity of collisions recorded between 2015 and 2017, inclusive. It can be seen that the locations are generally spread across the network, however a higher concentration is observed at key junctions. This is to be expected at areas of conflict where shunting incidents are more common.
- 3.26 All recorded collisions within the study area shown below are classed as 'slight' or 'severe' in nature. Of the severe collisions, the two furthest from the campus involved pedestrians. The severe collision closest to the campus did not involve any vulnerable road users.

Figure 3-10: Collision locations (2015-2017)



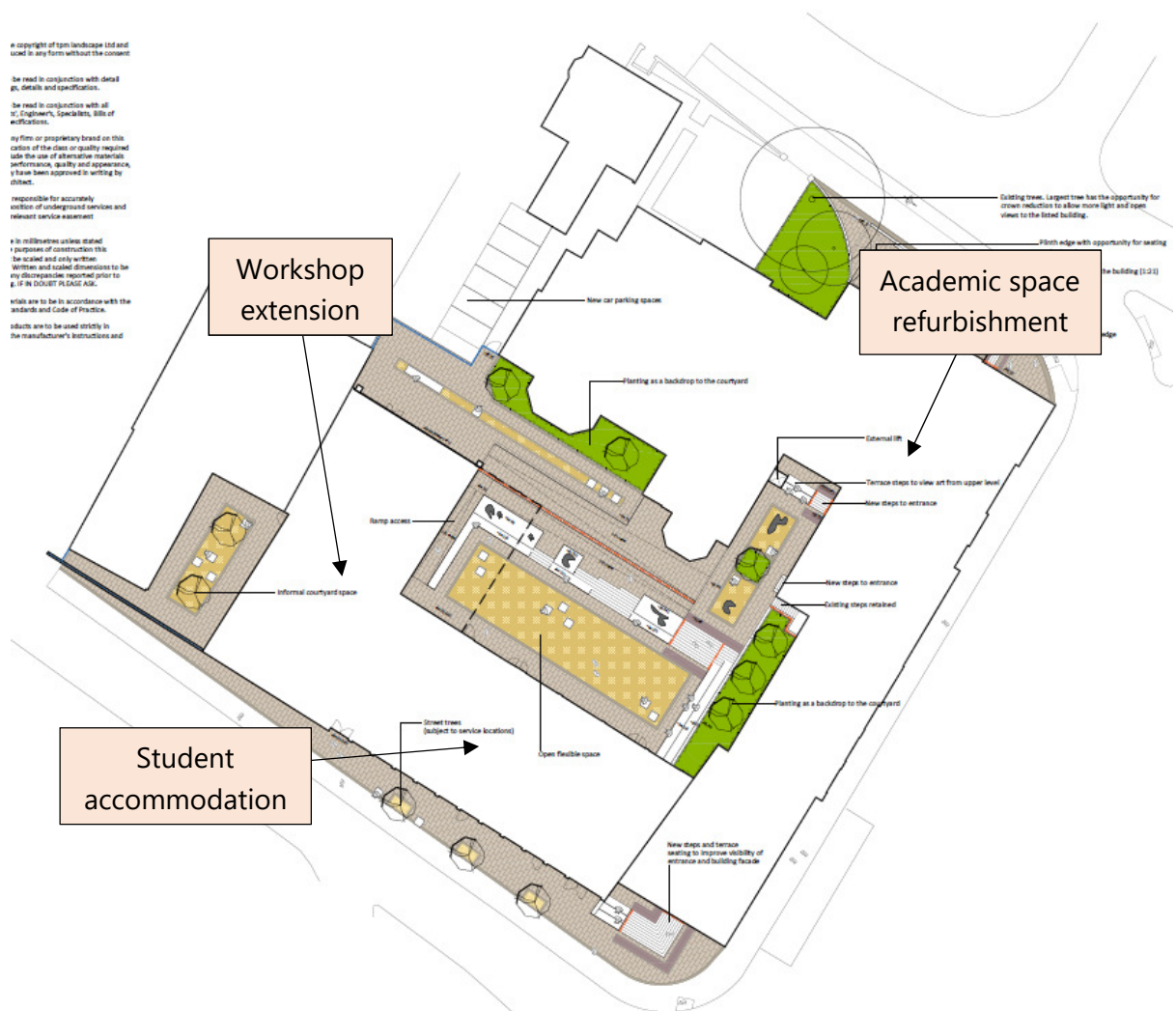
4. Proposed Development

4.1 The proposed development consists of:

- Extensive refurbishment of existing academic space
- Construction of 107-bed student accommodation block
- Construction of new workshops at lower ground floor level

4.2 Figure 4-1 shows the proposed landscape plan for the Regent St campus. Annotated are the key developments which have been considered within the following sections.

Figure 4-1: Proposed Regent Street Campus layout



Source: tpm landscape (drawing 101A 04/06/18)

Access

- 4.3 It is proposed to limit vehicular access into the site, with access only possible to the two existing car parks off Regent Street by staff and students with disabilities. The existing accesses off Central Road will be removed with the construction of the proposed student accommodation and workshops.
- 4.4 Pedestrian access to the academic space will continue to be taken from Regent Street, with an improved public realm and ramps to allow inclusive access via the existing portico.
- 4.5 Pedestrian access to the proposed student accommodation block will be taken externally from Central Road, via a dedicated entrance, with reception desk and communal areas. An internal connection will also be provided between the academic and accommodation spaces.

Car Parking

- 4.6 Approximately 25 car parking spaces will be removed from the existing central courtyard accessed off Central Road. As well as reducing the potential vehicle trip generation of the development, the stopping up of these access points to vehicles will help to reduce conflict with vehicles travelling along Central Road and improve pedestrian safety.
- 4.7 The vast majority of students moving into the proposed accommodation will not rely on cars to travel the relatively short distance between campuses and the town centre, for example. Students will be strongly discouraged from bringing cars with them to university, with appropriate clauses inserted into their tenancy agreements. For those with a need to car access as part of their studies, for example those who need to regularly travel off-site, parking will be made available at the main Plas Coch campus.
- 4.8 The remainder of the existing car parking spaces off Regent Street (6 spaces) will be retained for use by staff and students with disabilities. Additional parking for staff and students will be available at the Plas Coch Campus, which is a short walk from the Regent Street campus. The accompanying Framework Travel Plan discusses in further detail, the proposed steps that could be taken to prioritise those with a true need above those that could otherwise travel by sustainable modes.
- 4.9 With extensive parking controls already in place on all streets immediately surrounding the site, and strict enforcement of nearby private car parks, there is little scope for students to increase the levels of on-street parking.

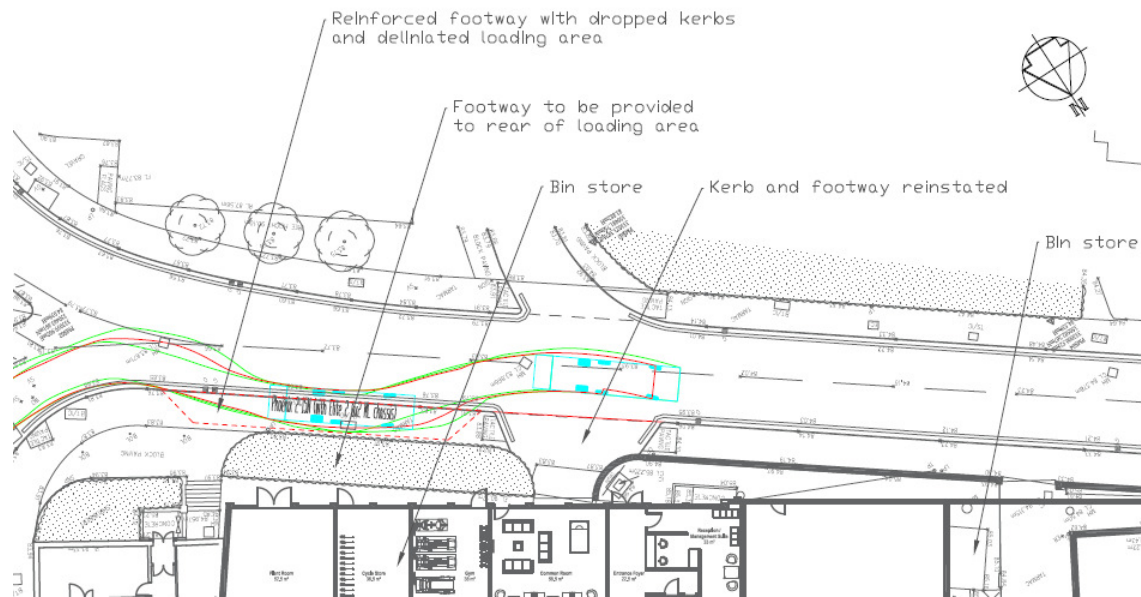
Cycle Parking

- 4.10 Cycle parking for the proposed student accommodation will be provided in line with Wrexham CBC's adopted standards, which require one cycle parking space per five bed spaces.
- 4.11 The student accommodation will therefore be provided with 21 cycle parking spaces within a secure internal bicycle store, accessed directly from Central Road, with internal connections to communal areas of the development.

Servicing

- 4.12 It is proposed that a servicing layby will be provided on Central Road that will allow short-term use by refuse vehicles and deliveries serving the accommodation and academic space. A layout shown with the swept-path of a refuse vehicle is included in Figure 4-2 below.
- 4.13 The proposed layby is immediately adjacent to the proposed bin stores, which will be located on the lower ground floor of the student accommodation and be accessed via a single set of doors onto the footway.
- 4.14 In order to discourage use for parking, it is suggested that this is provided via a reinforced footway with dropped kerb. Appropriate delineation can then be put in place to discourage vehicles from blocking the full width of the footway. This approach also provides additional footway width for pedestrians when it is not in use.
- 4.15 Any detailed design is subject to further discussion with the Local Highway Authority and will require a Traffic Regulation Order and Section 38/278 Agreement in due course. It is considered that the position of the loading bay allows the greatest width of footway to be retained, whilst allowing full access by a refuse vehicle and appropriate visibility for approaching vehicles, however will also need to be subjected to a Road Safety Audit. It is considered that a detailed scheme can be conditioned against any planning permission.
- 4.16 In order to maintain an acceptable footway when the layby is in use, it will be necessary for additional footway to be provided from outside the existing highway boundary. This is shown in the proposed site layout and landscaping plans and can be adopted if required.
- 4.17 Given the tight dimensions of the existing access, it is considered unlikely that HGVs including refuse vehicles currently enter the site. The proposed loading bay is therefore presenting a significantly improved situation in regard to ongoing highway impact.

Figure 4-2: Proposed refuse and servicing layout



Source: ITP DWG-2627-201

5. Traffic Impact

Academic Space

- 5.1 It is not expected that the proposed renovation of the existing academic buildings and additional workshops will significantly affect the number of vehicular trips made to and from the campus. Overall the number of car parking spaces is decreasing, which whilst alternative parking will be available at the main Plas Coch Campus, is likely to encourage a proportion of existing users to consider alternative modes of transport.
- 5.2 It is therefore concluded that further assessment of the traffic impact associated with the academic space is not necessary.

Student Accommodation

- 5.3 Using data obtained from the TRICS database, the following person trip rates, shown in Table 5-1, are presented to represent the proposed student accommodation. These figures are equivalent to those used to assess proposals at the Plas Coch campus.

Table 5-1: Student accommodation person trip rates

Factor	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Per student bedroom	0.015	0.204	0.219	0.184	0.100	0.284

Source: TRICS v7.5.1

- 5.4 It can be seen in Table 5-2 that the proposed development will result in a modest increase in person trip generation.

Table 5-2: Student accommodation person trip generation

Factor	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
107 student bedrooms	2	21	23	19	11	30

- 5.5 Using mode share data also obtained from the TRICS database, shown in Table 5-3, it can be seen that the proposed vehicle trip generation, shown in Table 5-4, is negligible. This makes sense when considering that the students living at the proposed

accommodation will be a short walking distance from the main university campuses, as well as close to the town centre, railway station and retail parks.

Table 5-3: Student accommodation mode split

Mode	Percentage
Walking	80%
Cycling	1%
Public Transport	8%
Car	6%
Car Share	5%

Source: TRICS v7.5.1

Table 5-4: Student accommodation vehicle trip generation

Factor	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
107 student bedrooms	0	1	1	1	1	2

- 5.6 When considering that no on-site parking will be made available to students, with the exception of those with disabilities, it is clear that the proposed development will have a negligible impact on the local highway network on a day-to-day basis. Consideration has previously been given to servicing arrangements, which will limit the short-term impact at the start and end of term periods.
- 5.7 On the basis that the peak hour vehicle trip generation will be negligible, any further assessment of the potential traffic impact of the student accommodation is not warranted.

Construction Traffic Management Plan

- 5.8 It is considered that the provision of a Construction Traffic Management Plan would be advantageous in limiting the impact of the development on the local highway network during construction phases. It is considered that this could be conditioned against any planning permission to ensure that it is in place prior to the commencement of any works.

6. Mitigation

Framework Travel Plan

- 6.1 A Framework Travel Plan has been produced to support the redevelopment of the Plas Coch campus, to act as an umbrella document that encourages joined up thinking when seeking to reduce the transport impact of the proposed development. It also includes action that affect the Regent Street campus and therefore will have a positive impact across the wider university.
- 6.2 This contains an action plan with roles and responsibilities, setting out steps that will be taken to reduce private car use and encourage the take-up of active and public transport modes. It is considered most efficient and effective to have a single document that summarises this for all elements of the proposed developments at this stage.
- 6.3 If the Framework Travel Plan is successful, it will achieve a significant reduction in the number of car-based trips to what has been robustly assessed in the sections above. This will allow space that would otherwise have been used as car parking to be made available for alternative uses and retain additional capacity on the local highway network for others.

7. Conclusion

- 7.1 Integrated Transport Planning Ltd has been commissioned by Wrexham Glyndŵr University to provide transport planning consultancy services to support a redevelopment of the Regent Street Campus. This includes the redevelopment of the existing academic and workshop buildings, fronting Regent Street, and the construction of a new 107-bed student accommodation block, off Central Road.
- 7.2 This Transport Statement has been produced to present the transport and highways impact of the proposed development.
- 7.3 The existing campus benefits from its highly accessible location, close to a wide range and number of amenities and transport options. This includes extensive shopping provision at the adjacent retail parks and frequent public transport via bus or rail from the nearby Wrexham General and Wrexham Central stations.
- 7.4 Based on the proposed uses, net reduction in onsite parking and inclusion in a university-wide Framework Travel Plan, it is concluded that the traffic impact of the proposed development will be negligible. This has been confirmed by TRICS data which suggests a potential increase of just 2 car trips per peak period as a result of the student accommodation. No further assessment or mitigation is therefore warranted or proposed.
- 7.5 Overall it is concluded that the proposed development represents an excellent opportunity to deliver sustainable development within Wrexham, providing a renewed mixed-use site and reducing the need to travel by incorporating student accommodation on-site, therefore is in line with planning policy for Wales and Wrexham.



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