



Proposed Redevelopment of Coleg Cambria Yale, Wrexham

Transport Statement
TACP Architects Ltd



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1. Introduction

1.1. Introduction

Opus International Consultants (UK) Ltd have been appointed by TACP Architects Ltd to prepare a Transport Statement for the proposed redevelopment of Coleg Cambria Yale, Wrexham.

Coleg Cambria Yale has aspirations to expand the existing college. It is proposed that a new building is constructed at the site, which will replace several other college buildings. No changes are proposed to the existing staff and student numbers at Coleg Cambria Yale. It is proposed that some of the newly constructed areas will also be available for external use, such as for conference events. The hall and two lecture rooms will be available for external use outside of normal college operating hours.

This Transport Statement has been prepared to take account of Planning Policy Wales (2016) as well as local policy, including the Wrexham Unitary Development Plan and the emerging Wrexham Local Development Plan.

In May 2018, Dave Sharp at Wrexham County Borough Council (WCBC) confirmed that a Transport Statement; rather than assessment, was appropriate for the development proposals. A proposal for the scope of the Transport Statement was later submitted to WCBC in May 2018. At the time of this report being prepared, a response to the scoping request has not been received.

This report has been prepared to evaluate the impacts of the development proposals on the surrounding highway network. This report has been based on Opus' understanding of Wrexham County Borough Council's requirements and our specialist experience of producing Transport Statements for similar developments.

1.2. Report Structure

This Transport Statement investigates the highway and transportation issues associated with the development proposals. The layout of this report is as follows:

- Section 2 provides a review of the policy context;
- Section 3 describes the existing site and highway conditions;
- Section 4 outlines the development proposals;
- Section 5 demonstrates the existing and proposed trip generation;
- Section 6 assesses the potential impacts of the development proposals;
- Section 7 discusses the Coleg Cambria Travel Plan; and,
- Section 8 concludes the Transport Statement.

2. Policy Context

2.1. Legislation

2.1.1. *Town and Country Planning Act, 1990*

The Town and Country Planning Act 1990 (TCPA 1990) and the Planning and Compulsory Purchase Act 2004 (PCPA 2004) establish the legislative basis for town planning in England and Wales. These Acts establish a plan-led system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

2.2. National Planning Policy

2.2.1. *Planning Policy Wales, Edition 9 (2016)*

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, which is supplemented by a series of Technical Advice Notes (TANs). PPW sets out Wales' commitment to sustainable development, ensuring it plays an appropriate role in the planning system.

The Welsh Government aims to extend transportation choices in a way that supports sustainable development and helps tackle the causes of climate change. The Government is committed to enabling more people to undertake and enjoy the benefits of active travel.

It is stated that the proposed access to a development is likely to reflect the travel patterns that are involved. People should be able to reach the development by walking, cycling and public transport as well as by car. Walking and cycling should be promoted for shorter trips and as a substitute for shorter car journeys.

2.2.2. *Planning Policy Wales Technical Advice Note 18: Transport (March 2007)*

Technical Advice Note 18 (TAN18) was published in March 2007 and is a supplement of Planning Policy Wales. TAN18 provides advice on transport related issues when planning for new development, such as the integration between land use planning and transport, parking and the design of the development.

The importance of new developments promoting walking is highlighted in TAN18. It is stated that new developments should be situated close to main footways, public transport stops and pedestrian desire lines. Cycling also has the potential to act as a substitute for shorter car journeys. Cycling can be encouraged through the provision of secure cycle parking that is easy to access for everyday use.

2.2.3. *Active Travel (Wales) Act, 2013*

The Active Travel Act was adopted in 2013 and makes provision for maps of existing active travel routes and related facilities in a local authority's area. The Act requires Welsh Ministers and local authorities to take reasonable steps to enhance the provisions made for walking and cycling.

2.2.4. *Wales National Transport Plan (March 2010)*

The Wales National Transport Plan was published in March 2010 and establishes a framework for the creation of an integrated transport system. By joining together proposals for road, rail and public transport, people will be able to move more efficiently and sustainably throughout the country.

2.3. Local Planning Policy

2.3.1. *Wrexham Unitary Development Plan (2005)*

The Unitary Development Plan (UDP) 1996 – 2011 was adopted by Wrexham County Borough Council on the 14th February 2005. The UDP covers the administrative area of the Wrexham County Borough Council. It supersedes previous adopted development plans, namely the Wrexham Maelor Local Plan: Forward to 2001, the Glyndwr District Local Plan,

and the Clwyd Structure Plan: First Alteration. The Plan states that proposals which seek to reduce reliance on travel by car will be favoured.

2.3.2. *Wrexham Local Development Plan*

Wrexham County Borough Council is preparing the Local Development Plan (LDP) 2013 – 2028 which will replace the currently adopted UDP. The LDP will be a long-term land use and development strategy focused on achieving sustainable development and will:

- Guide development for housing, employment, retail and other uses;
- Set out policies that will be used to decide planning applications; and
- Safeguard areas of land requiring protection or enhancement.

2.3.3. *Wrexham Local Development Plan Preferred Strategy (2016)*

The Preferred Strategy document linked to Wrexham's LDP sets the transport priorities that all new developments should aim to meet, including:

- Enhance transport network resilience and take steps to adapt our transport networks to the effects of climate change;
- Deliver capacity and safety enhancements/pinch point improvements;
- Integrate with strategic public transport services;
- Improve access to jobs and employment, homes, services, healthcare and facilities by locating new development in close proximity to existing infrastructure by walking, cycling and public transport;
- Encourage sustainable, active travel across the County Borough and incorporate measures to improve the safety, physical accessibility and remove barriers to mobility particularly within Wrexham Town Centre;
- Provide adequate levels of car and cycle parking where required taking into consideration the location and accessibility of the site to existing public transport facilities and the type, mix and use of development proposed.

2.3.4. *Wrexham Town Centre Masterplan (2016)*

This masterplan was prepared by Wrexham County Borough Council (WCBC) to provide an evidence base for the emerging LDP and a framework with which to market the town and encourage investment.

One of the main aims of the document is 'to ensure high quality access to and within the town centre by a range of modes, prioritising walking, cycling and public transport'. This aim is represented in the Grove Road Campus redevelopment, as ensuring that there is sufficient walking and cycling infrastructure, as well as a regular and reliable public transport offer is taking clear precedence over aiming to accommodate the car as a priority.

The masterplan identifies a number of key sites for development within the town centre, 'Key Site 3 – Bodhyfryd' is located adjacent to the Grove Road Campus site, to the east of Chester Road. The site is currently occupied by Wrexham Police Station, the Magistrates Court, the council offices at the Crown Buildings and Waterworld Leisure Centre. Proposed future uses for the site include residential (260-290 units), a hotel, a multi-storey car park, hot food, offices and retail.

3. Existing Site and Highway Conditions

3.1. Site Location

The Coleg Cambria Yale campus is located on Grove Road, to the north of Wrexham Town Centre. The site is approximately 200m north-east of Wrexham Bus Station and approximately 500m east of Wrexham General Railway Station. Wrexham Central Railway Station is located 533m south-west of the site. The location of the Coleg Cambria Yale campus is shown in Figure 1, which is also contained in **Appendix A**.

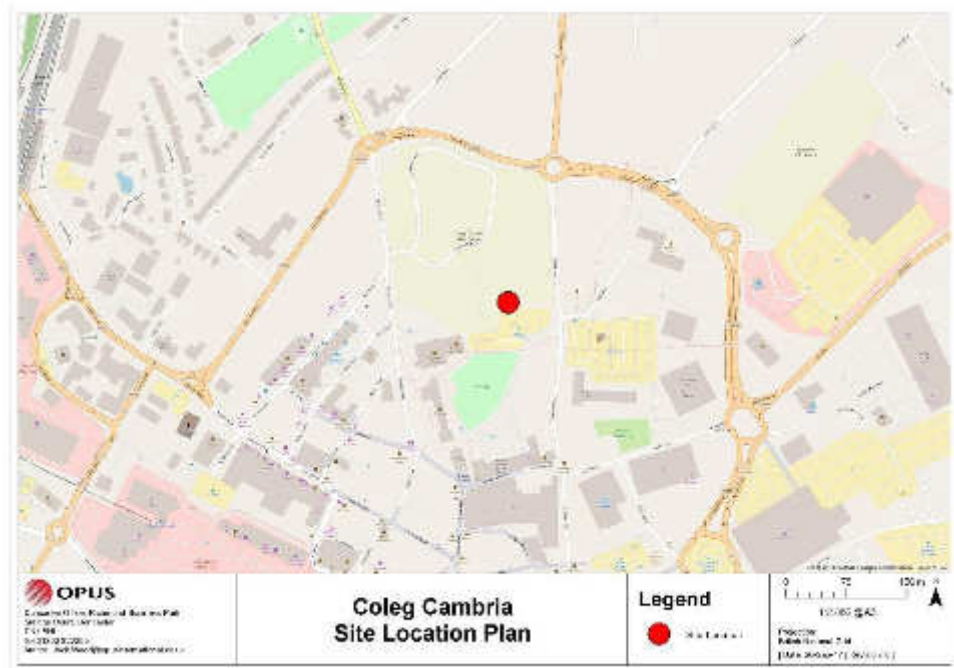


Figure 1 - Site Location Plan

The campus is served by one formal vehicular access point in the form of a single priority junction on Rhosddu Road on the western boundary of the site. The junction provides access in and out of the campus and access is regulated by a manually operated barrier. A car park is provided at the school which has 230 car parking spaces for staff alone. Three preferential parking spaces are provided on site, with a further one available for when this preferential parking scheme which is run by the school grows.

There are a number of pedestrian access points to the campus; there are two on the northern boundary of the site off the A5152, there is another on the eastern boundary of the site off Chester Road, see Figure 2, and lastly on the southern boundary of the site between the Wrexham Library and the library car park.



Figure 2 - Pedestrian Access to Coleg Cambria Yale from Chester Road

3.2. Existing Coleg Cambria Yale Campus

The Grove Road Campus forms part of Coleg Cambria, and is one of five campus locations spread across North East Wales.

The Coleg Cambria Yale features specialist teaching facilities including science laboratories, computer suites and art studios. There is also a variety of commercial facilities including a salon, a professional training restaurant and a nursery available to support students with childcare.

There are 2700 students enrolled at Coleg Cambria, with 300 members of staff.

3.3. Local Highway Network

3.3.1. Rhosddu Road

Rhosddu Road runs along the western boundary of the site and is connected to the A5152 to the north via a non-signalised roundabout junction. It is a single carriageway road with an approximate width of 7 metres and street lighting is provided. It is predominantly a single yellow line carriageway, however there are parking restrictions in the form of double yellow lines in places, such as at the approach to the junction to the north. The primary vehicular access to the campus is off Rhosddu Road and a speed limit of 30 mph is in place.

There is a pedestrian crossing facility on Rhosddu Road which consists of dropped kerbs, tactile paving and a refuse island, however the tactile paving is in need of upgrading.

3.3.2. Chester Road / Chester Street

Chester Street becomes Chester Road at the vehicular entrance to the library car park, it is a single carriageway road with an approximate width of 7 metres which runs along the eastern boundary of the campus. It is subject to a 30mph speed limit and includes parking restrictions in the form of double yellow lines in most places with the exception of some areas of on-street parking, as shown in Figure 3. Street lighting is also provided.



Figure 3 - On-street parking on Chester Street / Chester Road

The on-street parking on Chester Road allows for stays of up to 30 minutes with no return within one hour. These restrictions are in place between 8am – 6pm Monday to Saturday, there are no restriction in place on Sundays. The on-street parking on Chester Street is observed as being very well used, Figure 3 shows that it was near full capacity at the time of the site visit.

Chester Road is connected to the A5152 to the north east of the site via a four-arm roundabout junction. On the approach to the junction on Chester Road, the highway splits into two lanes including a designated left turn lane. Road markings and signage at the junction are in good condition. In terms of pedestrian crossing facilities, there are dropped kerbs and tactile paving but they are in poor condition and in need of upgrading. This junction has been identified in the Wrexham Town Centre Masterplan for junction/crossing improvements (to improve pedestrian access).

3.3.3. A5152

The A5152 runs along the northern boundary of the campus and is a dual carriageway road with an approximate width of 12 metres. It connects to Chester Street / Chester Road to the east via a non-signalled roundabout junction. It is subject to a 30 mph speed limit and includes parking restrictions in the form of double yellow lines. Street lighting is also provided.

The A5152 is connected to Rhosddu Road to the north west of the site via a four-arm roundabout junction. Road marking and signage at the junction are in reasonable condition and dropped kerbs and tactile paving are present for pedestrian crossing, however is in need of upgrading. This junction has also been identified in the Wrexham Town Centre Masterplan for improvement.

There is a short section of designated cycle path between the pedestrian access to Coleg Cambria Yale on the A5152 and south of the roundabout junction on Rhosddu Road. This section avoids the busy roundabout and provides safe connectivity for cyclists travelling between the A5152 and Rhosddu Road to the south.

3.4. Sustainability Data

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

3.4.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing for Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been superseded and was not applicable in Wales, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 4 shows a 2km walking area from Coleg Cambria Yale, and is also contained in **Appendix B**.

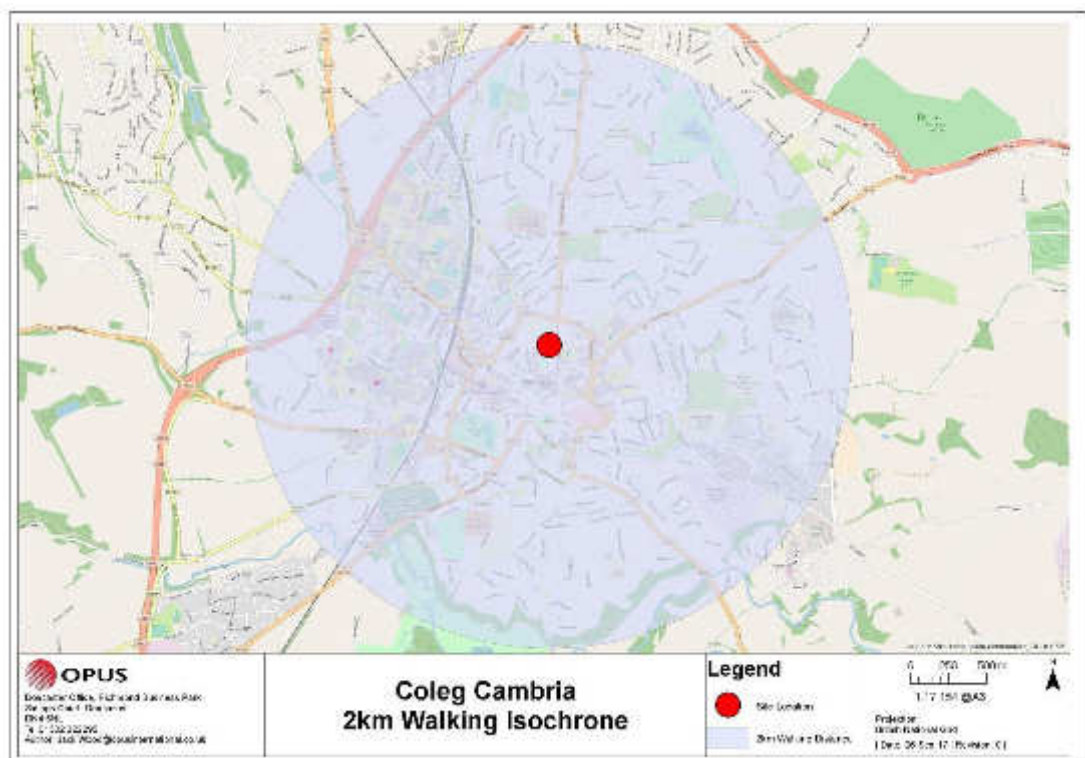


Figure 4 - Two Kilometre Walking Isochrone

The isochrone shows that the campus is within walking distance of all of Wrexham town centre, as well as residential areas such as Acton, Rhosnesni and Caia Park. Many services and amenities are also within walking distance, such as Wrexham’s bus and railway stations, the town centre shopping district as well as large supermarkets.

Footways are provided on both sides of the carriageway in the vicinity of the site, with an approximate width of 1.7m. There are four pedestrian access points into the campus, as well as several pedestrian crossing facilities accompanied by tactile paving and dropped kerbs. The topography of the land surrounding the site is relatively flat and the footways are considered of sufficient width for use by wheelchair users, in accordance with the Department for Transport’s ‘Inclusive Mobility’ (2005) guidance.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site, this revealed that there are no PROWs in the immediate vicinity.

3.4.2. Cycling

The DfT in their “Transport Statistics on Cycling in Great Britain” state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 “A Guide to Better Practice” (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 “Cycle Infrastructure Design” (October 2008) states that ‘in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon’.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. A cycling isochrone plan is shown in Figure 5.

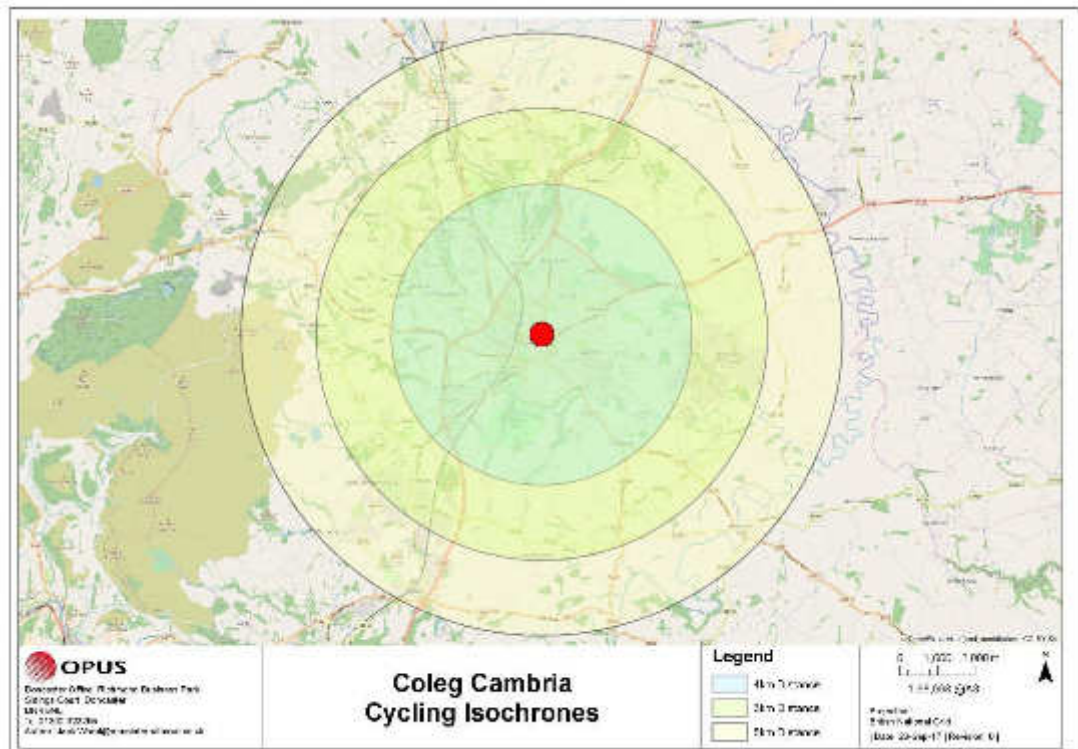


Figure 5 - Cycling Isochrones

The isochrones show that the site is within cycling distance of almost all residential areas in Wrexham. The roads surrounding the site are of good quality surfacing and are of a sufficient width which is considered suitable for cycling. Some minor defects were noted in places, Figure 6 shows some highway defects on Chester Street.



Figure 6 - Highway Defect on Chester Street

There is a short section of designated cycle path at the roundabout junction between the A5152 and Rhosddu Road, allowing cyclists travelling from the A5152 southbound along Rhosddu Road to be segregated from vehicle traffic. There is another short section of cycle path south west of the site on Rhosddu Road, outside Wrexham Library. There are no National Cycle Network Routes within 8km of the site, however considering factors such as the road widths, the highway surface quality and the minimal gradient, on road cycling is considered a feasible sustainable transport option.

3.4.3. *Public Transport – Bus Services*

The nearest bus stop to Coleg Cambria Yale is located on Chester Road, approximately 100m north of the site. The bus stop comprises of a flag pole and is located on the western side of Chester Road. There are a number of services available from this stop, Table 1 provides a summary of the services that can be accessed from this bus stop.

Table 1 - Chester Road Bus Services

Service Number	Operator	Starts	Destination	Areas Served	Frequency Mon - Sat
7	Arriva	Wrexham Bus Station	Wrexham Bus Station	Caia Park, Hightown	Every 30 minutes
8	Arriva	Wrexham Bus Station	Wrexham Bus Station	Hightown, Caia Park	Every 30 minutes
41	D Jones & Son	Wrexham Bus Station	Wrexham Industrial Estate	Wrexham, Queensway	Every 60 minutes (higher frequency during AM peak)
41A	Arriva	Wrexham Bus Station	Redwither Tower	Pentre Maelor, The Dunks	Two services daily, mon-fri
42	D Jones & Son	Wrexham Bus Station	Wrexham Industrial Estate	Wrexham, Stockwell Grove	Every 60 minutes

C56	D Jones & Son	Wrexham Bus Station	Chester	Eagles Meadow, Holt, Farndon, Aldford and Saughton	Approximately every 2 hours
146	D Jones & Son	Wrexham Bus Station	Whitchurch	Marchwiell, Bangor-on-Dee and Overton	4 services per day
X46	Pat's Coaches	Wrexham Bus Station	Whitchurch	Hightown, Marchwiell	One service daily Mon-Fri

There is also a bus stop on the A5152, approximately 200m north-west of the site. The bus stop is located on the southern side of the A5152 and comprises of a flag pole. All of the services included in Table 1 are accessible from this bus stop, Table 2 provides a summary of the additional services that are available from this stop.

Table 2 - A5152 Bus Services

Service Number	Operator	Starts	Destination	Areas Served	Frequency Mon - Sat
1 Sapphire	Arriva	Wrexham	Chester	Gresford, Pulford and Chester Business Park	Every 12 minutes
1E	Price Coaches	Brynteg	Wrexham Industrial Estate	Wrexham, Wrexham Industrial Estate	One service daily Mon-Fri
34	Wrexham Taxis	Wrexham Bus Station	Trevalyn	Wrexham, Llay, Rossett	3 services per day (Wed, Fri and Sat)
35	D Jones & Son	Wrexham Bus Station	Plas Goulbourne Estate	Sunningdale Estate	Every 30 minutes
PC2	Pat's Coaches	Gatewen	Llay Industrial Estate	Wrexham, Llay	1 service per day (Mon – Fri)

As mentioned in Section 3.1, the development site is also located in close proximity to Wrexham Bus Station which includes services to all areas within the county and beyond. Based on this, and the summary of bus services available from Chester Road and the A5152, it can be seen that a frequent service is offered on weekdays which provides connectivity throughout Wrexham. It should be noted that the above information was correct at the time of this report being prepared.

3.4.4. Public Transport - School Bus Services

As well as the public services summarised above, Coleg Cambria Yale offers free transport to full time students aged 16-18 who live over three miles away. The provision offered is substantial and includes over 20 designated services to and from Coleg Cambria Yale alone which cover all major residential areas in the county. This additional provision is a viable and cost effective sustainable transport method for many students and will significantly reduce the need for car trips, subsequently alleviating pressure on the surrounding highway network.

3.4.5. Public Transport – Rail Services

As mentioned in Section 3.1, both Wrexham General and Wrexham Central Railway Stations are located approximately 500m west and south west of the site respectively. The stations are managed by Arriva Trains Wales and provide services to popular destinations such as Chester, Cardiff and Birmingham. Wrexham General is the larger station which offers the most services.

Table 3 provides a summary of popular services from Wrexham General Railway Station and the areas served.

Table 3 - Popular Rail Services from Wrexham General Station

Operator	Route	Other Stations Served	Frequency of Services Monday - Saturday
Arriva Trains Wales	Wrexham General to Chester	N/A	Approximately 1 service per hour
Arriva Trains Wales	Wrexham General to Cardiff Central	Gobowen, Shrewsbury, Hereford, Abergavenny, Newport	Approximately 1 service per hour
Arriva Trains Wales / Virgin Trains	Wrexham General to Birmingham new Street	Crewe, Wolverhampton	Approximately 2 services per hour

It is apparent from the rail services summary that a regular service is provided to local areas and cities during between Monday and Saturday. It is noted that the above summary table shows the approximate frequency of trains due to variations in the arrival and departure times, as well as popular destinations called at on each service.

It is also worth noting that Coleg Cambria promotes sustainable travel among young people by offering free transport to full time students aged 16-18 which suggests that many of the bus and rail services highlighted will be well used by pupils.

3.4.6. Conclusion

Coleg Cambria Yale is considered to be in a sustainable location given its proximity to the existing sustainable transport provision in the area and the frequency of bus/rail services to a range of areas within the county and beyond. The site is within close proximity of existing PROW routes and existing routes for cyclists in Wrexham.

3.5. Collision Data

Data for collisions which have resulted in personal injury on the highway network surrounding Coleg Cambria Yale has been obtained from the Welsh Government. The data was obtained for the latest five year period between 2012 and 2017.

The data was obtained for the extent of Grove Park Road and Chester Road, while data was also requested for sections of Rhosddu Road and the A5152. The data for Rhosddu Road was requested for the section between the A5152 / Rhosddu Road junction and the Rhosddu Road / Regent Street junction. The A5152 was assessed between the A5152 / Regent Street junction and the A5152 / St George's Crescent junction.

A total of 50 collisions occurred within this study area during the latest five year period, which resulted in 52 casualties. A summary of the severity of the casualties and the mode of transport is shown in Table 4.

Table 4 - Vehicle Type and Severity of Casualty

Mode of Travel	Casualty Severity			Total
	Slight	Serious	Fatal	
Car Driver	20	2	0	22
Motorcycle Driver	1	0	0	1
Passenger	14	1	0	15
Pedestrian	9	1	0	10
Cyclist	3	1	0	4
Total	47	5	0	52

Five people sustained serious injuries, while there were 47 casualties who sustained slight injuries as a result of the collisions. There were no fatal accidents in the vicinity of Coleg Cambria Yale during the latest five year period.

The majority of casualties were car drivers, two of which sustained serious injuries. There were ten pedestrian casualties, nine of which were slight in severity and one of which was serious. No collisions occurred on Grove Park Road and five collisions occurred on Chester Road.

While there have been a high number of collisions and casualties in the latest five year period, the majority of the collisions did not occur in the vicinity of the entrances to Coleg Cambria Yale. Furthermore, a review of the age of each casualty has confirmed that the majority of those who sustained injuries were not of school age. The proposed redevelopment of Coleg Cambria Yale is not expected to exacerbate the number of collisions on the surrounding highway network.

4. Development Proposals

This section describes the development proposals for Coleg Cambria Yale, including the access arrangements, servicing arrangements and parking provision.

4.1. Development Proposals

Coleg Cambria Yale has aspirations to redevelop sections of the existing college. It is proposed that a new building is constructed at the site, which will replace several other college buildings. The new building will provide specialist teaching spaces, ranging from standard classrooms to catering training kitchens, a sports hall and drama facilities. The new building will have a GFA of 8720sqm. The existing staff and student numbers will remain the same under the development proposals.

It is proposed that some of the newly constructed areas will be made available for external events and conferences. This includes the hall and two lecture rooms, which have a total GFA of 445sqm. The rooms will be available for use outside of normal college operating hours and outside of term time.

The proposed development layout is contained in **Appendix D**.

4.1.1. Vehicular Access

The existing vehicular access point on Grove Park Road will remain the sole vehicular access to Coleg Cambria Yale. The access point will serve the existing and redeveloped school buildings. The retention of the existing access point is considered appropriate given the scale of the proposals and there being no changes to the number of staff and students who are using the site.

4.1.2. Pedestrian and Cycle Access

As well as the existing four access points to Coleg Cambria Yale, it is proposed that a new pedestrian access point is provided from Chester Road. The new pedestrian access will be provided to the south of the existing pedestrian access on Chester Road and will be in the form of steps and a ramp from street level. The new pedestrian access will provide a more direct route to the main entrance of Coleg Cambria Yale.

4.2. Parking Provision

The Wrexham County Borough Council parking standards are set out in 'Local Planning Guidance Note No. 16', which was adopted in 2011. The standards set out the maximum amount of car parking that should be provided at developments in the area. For extensions to existing buildings, the Guidance Note states that additional car parking spaces should be provided where there is likely to be an increased demand for parking.

For schools and conference centres in the D2 land use category, two parking spaces plus one space per 25m² gross floor space should be provided at a maximum.

There is no additional parking proposed as part of the redevelopment. This is deemed appropriate given that there are no proposals to change the student or staff numbers at the site. While some facilities in the school will be available for external use, this is likely to be outside of school hours. As a result, the existing car park will have capacity for visitors who may require car parking.

4.2.1. Disabled Parking Provision

The Guidance Note states that a minimum of 10% of all car parking spaces must be provided to mobility standard, with a minimum width of 3.6m. No less than 60% of these spaces shall be signed as being for the exclusive use of disabled persons. There are no proposals to change the existing parking provision at Coleg Cambria Yale, including the disabled provision. This is considered appropriate given that the existing staff and student numbers will remain the same.

4.2.2. Cycle Parking Provision

Wrexham County Borough Council's 'Local Planning Guidance Note No. 16' also sets out the cycle parking standard for developments in the area. For schools and conference centres

in the D2 land use category, one cycle space per 250m² gross floor space should be provided.

Cycle parking storage for 40 bicycles is provided at Coleg Cambria Yale, of which 90% is covered. Secure storage with CCTV coverage is provided for 20 bicycles. The School Travel Plan for Coleg Cambria proposes to relocate the secure cycle storage to improve its usage levels.

4.3. Servicing and Refuse Arrangements

The school is currently served via the existing vehicular access on Grove Park Road. Following the proposed development, this access will serve both the existing and redeveloped school buildings.

5. Traffic Generation and Distribution

5.1. Methodology

In order to predict the existing number of trips that are generated by the students and staff at Coleg Cambria Yale, Opus has utilised existing data and a first principles approach.

As stated in Section 4.1, some rooms within the redeveloped school buildings will be available for external events such as conferences. The TRICS database (version 7.5.1) has been used to establish a trip generation profile for the external use of these facilities. TRICS is industry standard software which provides trip rates for a range of development sites.

5.2. Existing Trip Generation

In September 2017 a Travel Plan was produced for all Coleg Cambria sites in North East Wales. The Travel Plan provides information on how some of the students and staff at Coleg Cambria Yale travel to school. The modal split percentages for how the students and staff usually travel are shown in Table 5.

Table 5 - Existing Modal Splits for Students at Coleg Cambria Yale

Mode of Travel	Percentage
School bus / mini bus	19%
Student Drop Offs and Pick Ups	12%
Sustainable Modes	69%
Total	100%

As shown in Table 5, the majority of trips to and from Coleg Cambria Yale are made using sustainable modes of transport. A total of 19% of students travel via school bus, while the second most popular mode is walking.

There are 2700 students enrolled at Coleg Cambria Yale, with 300 members of staff. The above modal share percentages have been applied to the total number of students at Coleg Cambria Yale to determine the trip generation in each peak period. The Travel Plan states that the majority of students and staff arrive at the school between 08:40 and 08:55. On this basis, an AM peak hour of 08:00 – 09:00 has been chosen. The majority of students depart the school between 15:45 and 16:15, however staff typically depart between 16:30 and 17:00. A PM peak period of 15:30 – 17:00 has been used. For the purpose of this assessment, it has been assumed that all staff arrive and depart separately by car. The trip generation profile for students and staff is shown in Table 6.

Table 6 - Existing Trip Generation Profile for Coleg Cambria Yale Students and Staff

	AM Peak (08:00 – 09:00)			PM Peak (15:30 – 17:00)			Total Daily Trip Generation
	Arrivals	Departures	Total	Arrivals	Departures	Total	
School Bus Passengers	500	0	500	0	500	500	1000
Private Car (staff only)	0	300	300	0	300	300	600
Private car (drop off and pick up)	327	327	654	327	327	654	1308
Sustainable Modes	1873	0	1873	0	1873	1873	3746
Total	2700	627	3327	327	3000	3327	6654

As shown in Table 4, the existing Coleg Cambria site generates 3327 two-way people trips in the AM Peak and PM Peak respectively. The majority travel by sustainable modes, which includes walking, cycling and public buses. The School Travel Plan notes that very few students arrive at the school via train and as a result this is not included in the sustainable modes. A considerable number of students arrive via the 19 school buses and three mini-buses which serve Coleg Cambria Yale.

Under the development proposals the existing staff and student numbers will remain the same/ As a result there will be no additional trips across any mode of transport which result from the redevelopment of Coleg Cambria Yale.

5.3. Facilities for External Use Trip Generation

It is proposed that several of the facilities within the Coleg Cambria Yale campus will be offered for external use, such as for conference events outside of school hours and term time. This includes the hall and two lecture rooms, which have a total GFA of 445sqm. The TRICS database has been used to determine the trips that could be generated by the external use of these facilities. The search criteria which was chosen is as follows. There were no multi-modal surveys within this category which were suitable for comparison to the proposed development.

The following search criteria was used to ascertain the vehicular trip rates:

- Weekday surveys were selected;
- Category '07 – Leisure – S – Exhibition Centre' was chosen;
- Sites in Greater London, Scotland, Northern Ireland and Republic of Ireland were excluded; and,
- Edge of Town Centre and Edge of Town sites were considered.

Based on the criteria listed above, two sites were deemed suitable for comparison to the proposed conference facility at Coleg Cambria Yale. The trip rates and proposed trip generation for the network AM and PM Peak periods are shown in Table 7. A network peak hour assessment was undertaken as the facility may be used on weekdays outside of term time. The TRICS output report is contained in **Appendix D**.

Table 7 - Trip Generation Profile for Proposed Conference Facility

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate per 100sqm	0.989	0.099	1.088	0.033	0.198	0.231
Trip Generation (800sqm conference facility)	4	0	5	0	1	1

As shown in Table 7, the external use of the facilities is expected to generate five two-way trips in the AM Peak and one two-way trip in the PM Peak. This is not expected to have a detrimental impact on the safety and operation of the surrounding highway network.

5.4. Conclusion

As stated in Section 5.1, the proposed redevelopment of Coleg Cambria Yale is not expected to generate any more trips than the existing situation. The trip generation assessment for the facilities which can be used externally has demonstrated that it will generate a small number of trips in each network peak period, which will not have a detrimental impact on the safety and operation of the surrounding highway network.

6. Impacts of the Development

The following section provides an assessment of the potential impact of the proposed redevelopment of Coleg Cambria Yale.

6.1. Road Network

As outlined in Section 5 of the Transport Statement, the staff and student numbers at Coleg Cambria Yale will not change as part of the development proposals. As a result, the school will not generate any additional trips across all modes of transport. An assessment has been made of the trips that could be generated by the external use of the hall and lecture rooms, for events such as conferences. Based on the GFA of the facilities, this is expected to generate five two-way trips in the AM peak period and one two-way trip in the PM peak period. This will not have a detrimental impact on the safety and operation of the surrounding highway network.

A review has been undertaken of the collisions which have occurred on the surrounding highway network, within the latest five year period. A total of 50 collisions occurred within the chosen study area during the latest five year period, which resulted in 52 casualties. The majority of the collisions did not occur in the immediate vicinity of the school accesses. The school is not expected to exacerbate the amount of collisions on the highway network.

6.1.1. Parking

There are currently 230 parking spaces for staff use at Coleg Cambria Yale, which will remain the same under the development proposals. This is considered appropriate given that the staff numbers will not increase. The parking spaces will be available for use by external visitors who are attending events held in the lecture rooms or hall.

6.1.2. Pedestrian and Cycle Access

Coleg Cambria Yale is within walking and cycling distance of many local areas, including Wrexham Town Centre. Residential areas such as Acton, Rhosnesni and Caia Park are also within walking and cycling distance. Continuous footways are provided in the vicinity of Coleg Cambria Yale.

Pedestrian and cycle access to the site is not expected to change as part of the development proposals. The provision of new steps and a ramp to the west of the existing pedestrian access on Chester Road will be of further benefit to pedestrians.

6.1.3. Public Transport

The school is served by 20 dedicated school bus services, which cover all residential areas in the county where students reside. There are also a number of public bus services and two train stations within walking distance of Coleg Cambria Yale. The majority of students are known to travel by school bus. This level of provision may encourage more students to travel by bus, while the public transport provision will be beneficial for staff.

7. School Travel Plan

Coleg Cambria have produced a School Travel Plan which covers all of their sites in North East Wales. The Travel Plan was produced in October 2017 and a copy is provided in **Appendix E**. The Travel Plan aims to encourage sustainable travel to and from all Coleg Cambria sites, including an action plan of how this can be achieved.

The Travel Plan includes details of the three Travel Plan Co-Ordinators (TPC) who have been appointed to oversee the implementation of the Travel Plan. The TPC's will be supported by the Health and Wellbeing Group at Coleg Cambria and the nominated Wellbeing Champions at the college.

The School Travel Plan encourages staff and students to ask themselves 'The Travel Question', which follows a hierarchy of whether journeys are essential and if they can be made more sustainable. 'The Travel Question' is as follows:

- Do I need to travel?
- Can I walk?
- Can I cycle?
- Can I use a bus or train?
- Do I need to use the car?

The Travel Plan also includes a list of actions which should be implemented by the Coleg Cambria sites. Some actions are specific to each college, while other goals are to be achieved by of the sites which are operated by Coleg Cambria. The actions for Coleg Cambria Yale within the School Travel Plan are as follows:

- Advertise 'The Travel Question';
- Promote walking for those living within a one mile radius;
- Create lunch time walking and cycling routes;
- Relocate secure cycle storage and promote cycling;
- Promote the use of college transport;
- Promote the use of public transport for private use;
- Develop partnerships relating to car sharing and sustainable travel; and
- Implement a car share scheme and evaluate its viability.

8. Conclusions

Opus International Consultants (UK) Ltd have been appointed to prepare a Transport Statement for the proposed redevelopment works at Coleg Cambria, Yale. It is proposed that a new 8720sqm building is constructed at the site, which will replace several other college buildings. No changes are proposed to the existing staff and student numbers at Coleg Cambria Yale. It is proposed that some of the newly constructed areas will also be available for external use, such as for conference events. The hall and two lecture rooms will be available for external use outside of normal college operating hours and term time, with a total GFA of 445sqm.

This Transport Statement has been prepared to take account of Planning Policy Wales (2016) as well as local policy, including the Wrexham Unitary Development Plan and the emerging Wrexham Local Development Plan.

An assessment has been made of the site in relation to access to sustainable modes of transport, including walking, cycling and public transport. The assessment has shown that there are several bus stops in the vicinity of the site and the school is within walking distance of many local areas. The school is served by 19 dedicated school buses which further encourages travel by sustainable modes.

The existing staff and student numbers will remain the same under the development proposals, therefore there will be no additional trips generated by Coleg Cambria Yale. Given that the lecture rooms and hall will be available for external use, a trip generation assessment has been undertaken using the TRICS database. This demonstrates that the facilities would generate five two-way trips in the AM peak and one two-way trip in the PM peak. This is not expected to have an impact on the safety and operation of the highway network.

The site will continue to be accessed by the existing vehicle and pedestrian access points on Grove Park Road and Chester Road. A new pedestrian access point will be provided on Chester

It is the view of this Transport Statement that, in highway and transportation terms, the proposed development will not have a severe impact on the surrounding highway network. As outlined above, the school will not generate any additional trips and the trips generated by external users of the facilities are minimal. Furthermore, Coleg Cambria Yale provides suitable linkages to the surrounding area, which promotes sustainable accessibility.



Appendix A

Site Location Plan



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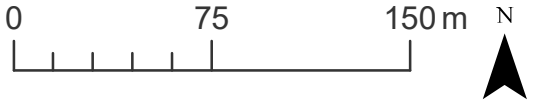
OPUS

Doncaster Office, Richmond Business Park
Sidings Court, Doncaster
DN4 5NL
Tel 01302 322295
Author: Jack.Wood@opusinternational.co.uk

Coleg Cambria Site Location Plan

Legend

 Site Location



1:2,862 @A3

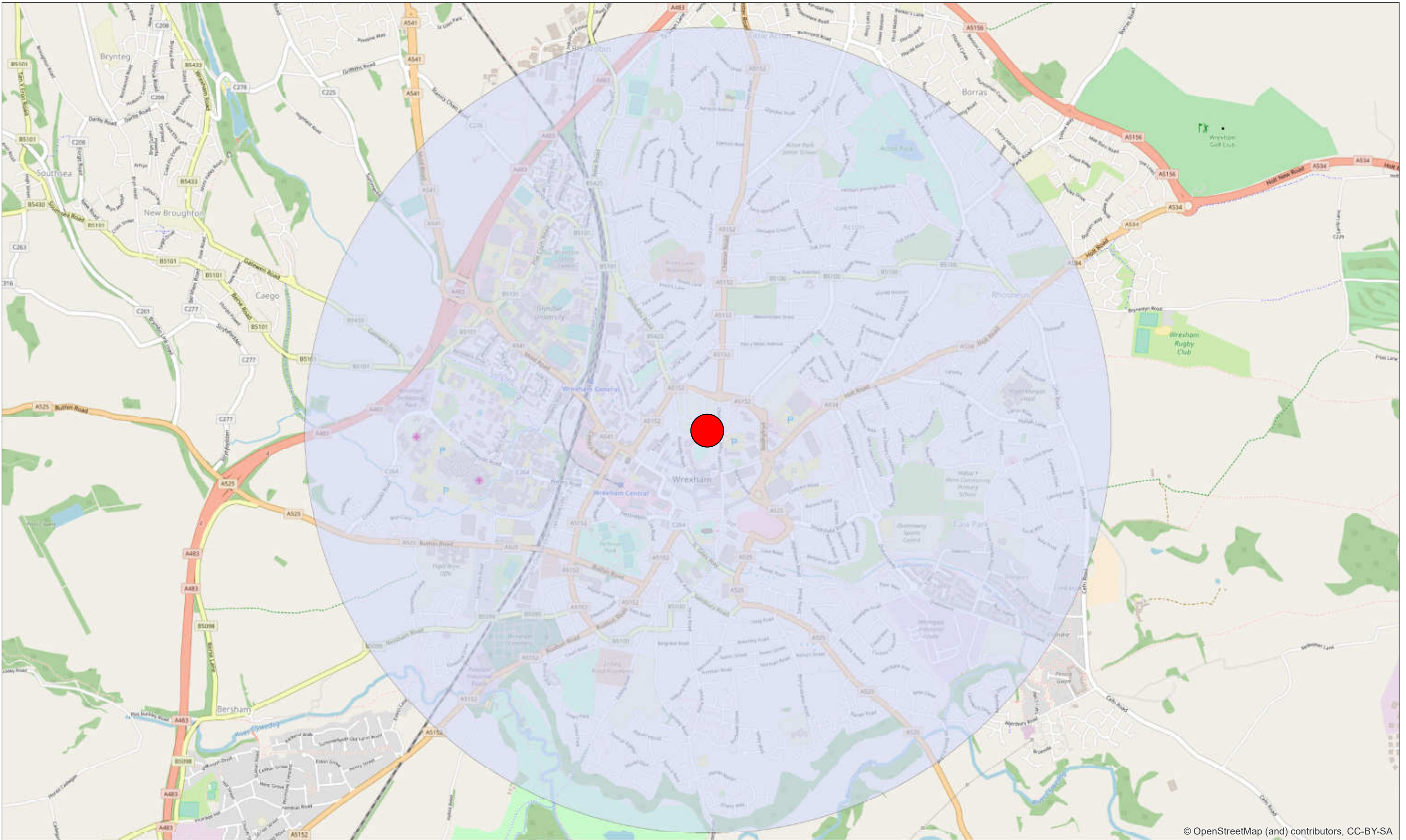
Projection:
British National Grid

| Date: 26-Sep-17 | Revision: 0 |



Appendix B

Walking and Cycling Isochrones



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OPUS

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Coleg Cambria 2km Walking Isochrone

Legend



Site Location



2km Walking Distance

0 250 500 m



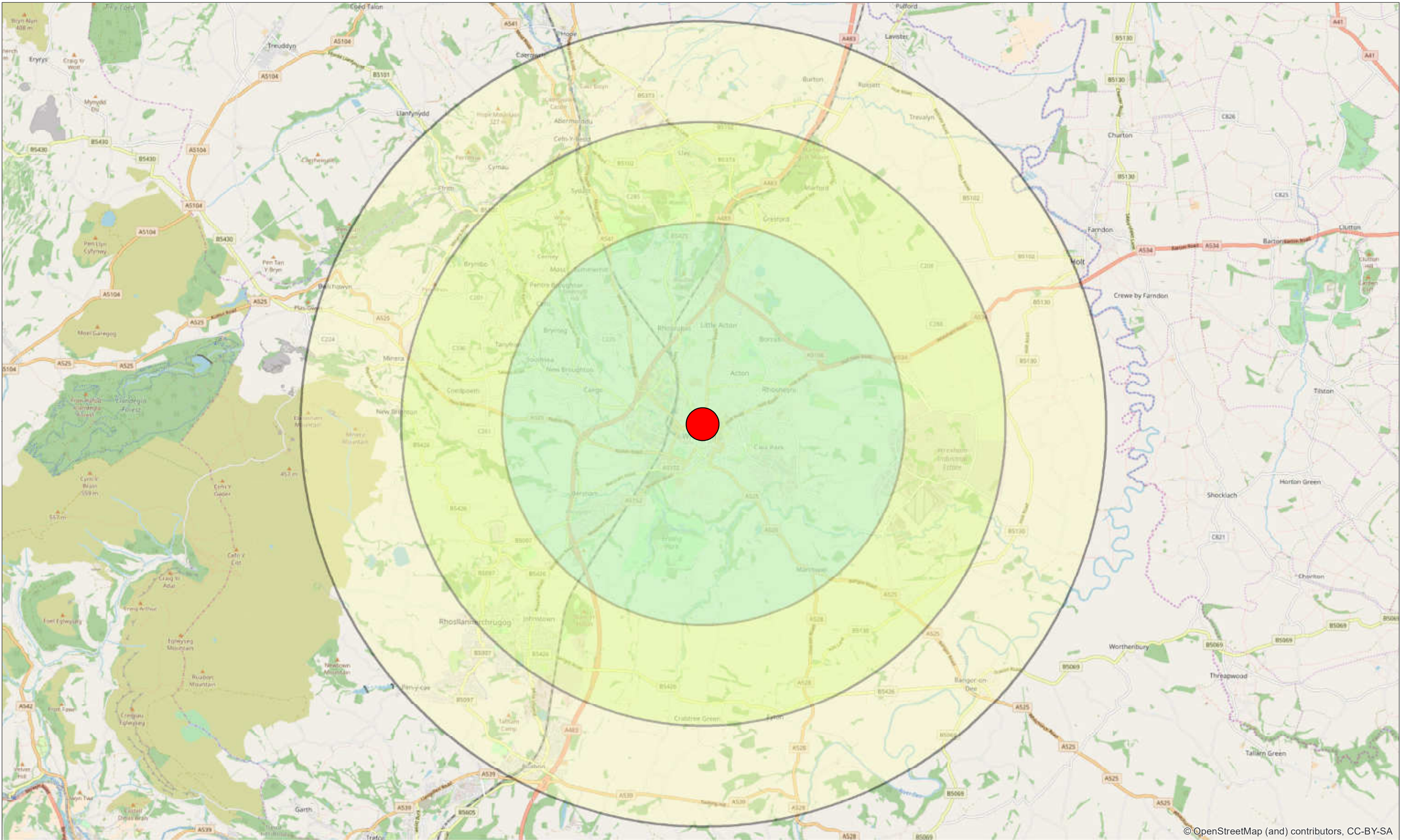
1:17,154 @A3

Projection:
British National Grid

| Date: 26-Sep-17 | Revision: 0 |

N





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OPUS

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Coleg Cambria Cycling Isochrones

Legend

- 4km Distance
- 6km Distance
- 8km Distance

0 1,000 2,000 m

1:68,698 @A3

Projection:
British National Grid

| Date: 26-Sep-17 | Revision: 0 |



Appendix C

Development Proposals



General Notes

- Contractor to verify all dimensions and check level datums on site
- All of the designs are the sole property of TACP Architects Ltd and may not be used without their written agreement
- All prints, specifications and their copyright are the property of TACP Architects Ltd
- Do not scale off drawings
- All dimensions shall be checked on site before commencement of shop drawings, manufacture and all discrepancies must be reported to TACP Architects Ltd

Key

- Ancillary Spaces
- Breakout Area
- Circulation
- Hall
- National Library Digital Archive
- Restaurant and Cafe
- Sports Hall
- Teaching Space
- WC

GIFA	
Level	Area
00 - Ground Floor	3449 m ²
M0 - Drama Mezzanine	35 m ²
01 - First Floor	2480 m ²
02 - Second Floor	2755 m ²
	8720 m ²

Room Schedule - Ground Floor		
Number	Name	Area
001	Stairs	20 m ²
002	Entrance Lobby	18 m ²
003	Foyer	506 m ²
003A	Breakout Area	52 m ²
004	Reception	32 m ²
005	Restaurant	194 m ²
006	Kitchen 01	87 m ²
007	Kitchen 02	87 m ²
008	Lift	6 m ²
009	Changing Rm	19 m ²
010	Changing Rm	18 m ²
011	Circulation	44 m ²
012	Stairs	13 m ²
013	Store	9 m ²
014	Store	9 m ²
015	Kitchen 03	114 m ²
016	Cafe	129 m ²
017	Lobby	20 m ²
018	Sports Entrance	69 m ²
019	Stairs	11 m ²
020	Break-out Space	17 m ²
021	Sports Hall	690 m ²
021A	Sports Hall Storage	38 m ²
022	Store	35 m ²
023	Drama Auditorium	216 m ²
023A	Theatre Control Room	35 m ²
024	Store	17 m ²
025	Stairs	21 m ²
026	Lobby	14 m ²
027	Digital Archive	151 m ²
028	Satff Room	10 m ²
029	Audio Booth	4 m ²
030	Work Pod	7 m ²
031	Research Room	26 m ²
032	IT Store	5 m ²
033	Store	5 m ²
034	Seminar Room	28 m ²
035	Lecture 01	94 m ²
036	Lecture 02	94 m ²
037	Ancillary / Plant	37 m ²
038	Toilets	58 m ²
039	Hall	257 m ²
040	Hall Store	29 m ²

Revisions

Rev	Date	Description	By	Check
P1	25-05-18	WIP Layouts issued with current room areas	JH	KM
P2	25-05-18	Drama Mezzanine indicated	JH	KM

Consultants

DRAFT

FOR DISCUSSION ONLY

Client
Coleg Cambria

Project Title
Yale Campus Redevelopment

Drawing Title
Proposed Ground Floor

Scale
1 : 200@A1

Date
10/05/18

Drawn By
KA

Checked By
DM

Office
Wrexham

Job Number
16082

Project*Originator*Zone*Level*Type*Role*Number
YCR -TACP- PB- 00- DR- A-101

Revision
P2

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Architecture • Interior Design • Healthcare Planning • Conservation • Masterplanning • Sustainable Design



Appendix D

TRICS Output

Calculation Reference: AUDIT-637801-180514-0549

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : S - EXHIBITION CENTRE

VEHICLESSelected regions and areas:

06 WEST MIDLANDS
 HE HEREFORDSHIRE 1 days
 08 NORTH WEST
 GM GREATER MANCHESTER 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 932 to 2100 (units: sqm)
 Range Selected by User: 250 to 30000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/10/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 1 days
 Friday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 1
 Edge of Town 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone 1
 Out of Town 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

D1 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.



Appendix E

School Travel Plan



TRAVEL PLAN for COLEG CAMBRIA



THE TRAVEL QUESTION

DO I NEED TRAVEL?

Can I send a message, e mail or telephone
Use technology: google hangout, chrome box or video



CAN I WALK?

Enjoy the benefit from improved fitness & wellbeing
No environmental impact
There is no cost - its free!



CAN I CYCLE?

Enjoy the benefit from improved fitness & wellbeing
Create no environmental impact
Pay an initial cost, then its free!



CAN I USE A BUS OR TRAIN?

Avoid the stress of driving and parking plus improved wellbeing
Contribute towards a reduced environmental impact
Pay lower levels of cost



DO I NEED TO USE THE CAR?

Endure the stress of driving & parking
Create a significant impact on the environment
Pay for fuel and add miles to your car

IF I MUST USE THE CAR CAN I CAR SHARE?

Enjoy socialising
Reduce some of the environmental impact
Share the costs

CONTENTS

- 1. Introduction**
- 2. Implementation**
- 3. Monitoring**
- 4. Partnerships**
- 5. Use of Technology**
- 6. Current Situation**
- 7. Walking**
- 8. Cycling**
- 9. Buses**
- 10. Trains**
- 11. Cars**

APPENDICES

Appendix A – Action Plan

Appendix B - Travel Questionnaire

Appendix C - Car Share Scheme

Appendix D - Bus Routes

Appendix E - Site Transport Surveys

1. INTRODUCTION

- 1.1 Coleg Cambria is one of the UK's largest colleges based in North East Wales, currently serving approximately 23,000 learners and employing 1,300 staff. The college operates across 5 sites, covering three counties. College sites are located at Deeside, Northop, Ruthin and two in Wrexham.
- 1.2 Coleg Cambria is committed to the provision and implementation of an effective Travel Plan. The College is fully aware of the need to manage all aspects of travel relating to the college operations and the methods of travel used in order to meet legal standards, contributing towards a sustainable future.
- 1.3 An effective Travel Plan will also contribute towards greater business efficiency, while encouraging physical activity and lowering stress levels, which all contribute towards the Wellbeing of the workforce.
- 1.4 The principle aim of the Travel Plan is to reduce car usage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling.
- 1.5 This travel plan will provide a combination of measures aimed at encouraging existing staff and students, together with all new staff and students, to travel by foot, cycle and public transport, whilst discouraging single occupancy car travel.

2. IMPLEMENTATION

- 2.1 The Plan will be implemented by designated College staff, Travel Plan Coordinators (TPC) and monitored by Senior Managers via the Health, Safety & Sustainability Committee (HS&SC).
- 2.2 The Travel Plan Coordinators will be responsible for promotion, coordination monitoring and the review of the Travel Plan. The following have been appointed as coordinators:-

Senior Coordinator	Ms N Shuttleworth	Health, Safety & Sustainability Officer
TPC Deeside	Ms T Davies	Health, Safety & Sustainability Technician
TPC Yale & Bersham Rd	Mr T James	Health, Safety & Sustainability Technician
TPC Northop & Llysfas	Mr P Hughes	Health, Safety & Sustainability Technician

- 2.3 The development and implementation of the plan will also be supported by the Health & Wellbeing Group and the nominated Wellbeing Champions.
- 2.4 This plan will consider the current arrangements which create the need for travel and the modes of travel currently used.

It will then consider alternatives and identify actions aimed at influencing change to enhance business efficiency, reduce the environmental impact and improve Wellbeing.

- 2.5 Coleg Cambria will conduct a "Travel Survey" in the first instance with staff and then with students in order to identify the current means of travel and ascertain the level of interest in car share scheme.

An example of the "Travel Questionnaire" is provided at Appendix B.

3. MONITORING

The Travel Plan Coordinators will monitor progress on the implementation of the plan, reporting via the HS&S Technicians meeting. It will also be monitored by the HS&S Committee and the Wellbeing Group.

4. PARTNERSHIPS

The need for sustainable travel is common to many organisations. Coleg Cambria will work with local authorities, companies and agencies in order to enhance the college's approach and ability to develop sustainable travel arrangements.

The College car share programme is part of the North Wales Car Share Scheme. Coleg Cambria has partnered with Wrexham County Borough Council and Betsi Cadwaladr University Health Board to establish a car scheme.

5. USE OF TECHNOLOGY

The college will make full use of various technologies in order to reduce travel. Management and staff are encouraged to use:-

- Google Hangouts
- Chrome Box
- Video Conferencing

6. CURRENT SITUATION

6.1 LOCATION OF COLLEGE SITES



6.2 TRAVEL TO & FROM COLLEGE SITES

DEESIDE

Approximately 900 learners arrive daily on 22 buses arriving between 08.40 - 08.55, this coincides with approximately 500 staff and 200 learners arriving in private cars. Learners depart between 15.45 - 16.15 with staff departing between 16.30 - 17.00. The numbers that walk are very low, estimated 30. The number that cycle are low, estimated 10.

YALE

Approximately 500 learners arrive daily on 17 buses arriving between 08.40 - 08.55, this coincides with approximately 400 staff arriving in private cars. Learners depart between 15.45 - 16.15 with staff departing between 16.30 - 17.00. The numbers that walk are high, estimated 300. The number that cycle are low, estimated 15.

BERSHAM ROAD

Approximately 30 learners arrive daily on 1 bus arriving between 08.40 - 08.55, this coincides with approximately 90 staff and 150 learners arriving in private cars. Learners depart between 15.45 - 17.00 with staff departing between 16.30 - 17.00. The numbers that walk are low, estimated 20. The number that cycle are low, estimated 10.

LLYSFASI

Approximately 60 learners arrive daily on 3 buses and a number of taxis arriving at the college between 08.40 - 08.55, this coincides with approximately 60 staff and 70 learners arriving in private cars. The same numbers depart between 15.45 - 16.15. The numbers that walk or cycle are non-existent.

NORTHOP

Approximately 120 learners arrive daily on 3 buses plus assorted taxis between 08.40 - 08.55, this coincides with approximately 125 staff and 300 learners arriving in private cars. Learners depart between 15.45 - 16.15 with staff departing between 16.30 - 17.30. The numbers that walk or cycle are non-existent. The site is shared with Glyndwr University, their staff and learners.

MEETINGS

Due to the nature of the business and fact the college is spread over 5 sites, the requirement for meetings is understandable. Meetings take many different forms, they are extensive and very difficult to quantify but we do need to advertise and consider **THE TRAVEL QUESTION**.

Senior Management uses Technologies very well, others may not use what is already available to its full advantage.

7. WALKING

DEESIDE

There are good pedestrian routes to and from the Deeside site in all directions. The footpaths in the area of the site are in good condition with suitable lighting. Due to the location of the site the numbers that would possibly walk are limited. Numbers that do walk are low. Lunch time walking routes are available from the site HS&S Technician which are advertised via the community network and staff also walk areas of the site for improved Health & Wellbeing.

Action ***Promote walking for all staff and learners living within one mile of the site.***

YALE

There there are very good pedestrian routes to and from the Yale site in all directions. They are in good condition well maintained with appropriate lighting. Due to the location of the college a large number of staff and learners walk to and from the college. Walking is encouraged by the college's limited parking facilities and the fact that learners are not permitted to park on site. Lunch time walking routes are available from the site HS&S Technician which are advertised via the community network.

Action ***Promote walking for all staff and learners living within one mile of the site.***

BERSHAM ROAD

There are very good pedestrian routes to and from the Bersham Road site in all directions. The footpaths in the area of the site are in good condition with suitable lighting. Despite it being an urban location, in relative terms there are few that walk. Lunch time walking and cycling routes are available from the site HS&S Technician which are advertised via the community network.

Action *Promote walking for all staff and learners living within one mile of the site.*

LLYSFASI

The pedestrian routes to and from the Llysfasi are non-existent. Due to the location of the site walking to and from the college is impracticable for nearly all. Despite the rural setting of the college there are some limitations on routes when it comes to lunchtime walking.

Action *None.*

NORTHOP

The pedestrian routes to and from the site are poor. The footpath is in poor condition with low levels of lighting. It is the only route from the village. Therefore due to the location of the site, walking to and from the college is impracticable for nearly all. Lunch time walking routes are available from the site HS&S Technician which are advertised via the community network.

Action *Work with local authority to improve public footpath.*

8. CYCLING

- 8.1 The College has introduced a "Cycle to Work Scheme" with limited success, 30 members of staff have signed up to the scheme so far.

The Cycle to Work scheme continues to be advertised however this mode of travel is not popular and with learners has a very limited potential to be so.

DEESIDE

Storage exists for 102 cycles across the site of which 10% is fully covered, 20% is partly covered and the remainder exposed to the elements. 30% of the storage has appropriate lighting with 20% covered by CCTV. Adequate changing and showers facilities are available. There are cycle routes within the area of the College. Lunch time cycle routes are available from the HS&S Technician, Tina Davies. There is potential to increase the numbers cycling.

Action *Increase the quantity of covered cycle storage.*
Promote the option to cycle to and from other sites in conjunction with other local public transport.

YALE

Storage exists for 40 cycles of which 90% is fully covered and the remainder exposed to the elements. There is secure storage for 20 cycles with CCTV coverage. Adequate changing and shower facilities are available. Lunch time cycle routes are available from the site HS&S Technician, Tony James. There are designated cycle routes in the area of the college. There is potential to increase the numbers cycling.

Relocate secure cycle storage to improve use.

Action ***Promote the option to cycle to and from other sites in conjunction with other local public transport.***

BERSHAM ROAD

Storage exists for 20 cycles however the storage is open to the elements and with low levels of lighting. Changing facilities are limited with no showers available. No designated cycle routes are available in the area of the college. Lunch time cycle routes are available from the HS&S Technician, Tony James. There is potential to increase the numbers cycling.

Review storage facilities to identify improvements.

Action ***Promote the option to cycle to and from Yale.***

LLYSFASI

There are no cycling facilities at Llysfasi and no cycle routes in the area of the site. Given the remote location of this site, this is understandable. The likelihood of anyone cycling to and from Llysfasi is remote.

Action ***None.***

NORTHOP

Storage exists for 25 cycles of which 5% is fully covered with the remainder exposed to the elements. There is no designated lighting or CCTV coverage. Adequate changing and shower facilities are available. Lunch time cycle routes are available from the site HS&S Technician, Paul Hughes. There are no designated cycle routes in the area of the college.

Action ***None.***

9. BUSES

9.1 DEESIDE

There are 22 college buses provided for learners. A public bus service is available within walking distance of the college. Although timings may be an issue, the service is available for learners to use.

Promote the use of college transport.

Action ***Promote the use of public transport for private use.***

YALE

There are 19 college buses and 3 minibuses provided for learners. A public bus service is available within walking distance of the college. Although timings may be an issue, the service is available for learners to use.

Action ***Promote the use of college transport.***
Promote the use of public transport for private use.

BERSHAM ROAD

There is 1 college bus provided for learners. A public bus service is available within walking distance of the college. Although timings may be an issue, the service is available for learners to use.

Action ***Promote the use of college transport.***
Promote the use of public transport for private use.

LLYSFASI

There are 3 college bus provided for learners. A public bus service is available within walking distance of the college. Although timings may be an issue, the service is available for learners to use.

Action ***Promote the use of college transport.***
Promote the use of public transport for private use.

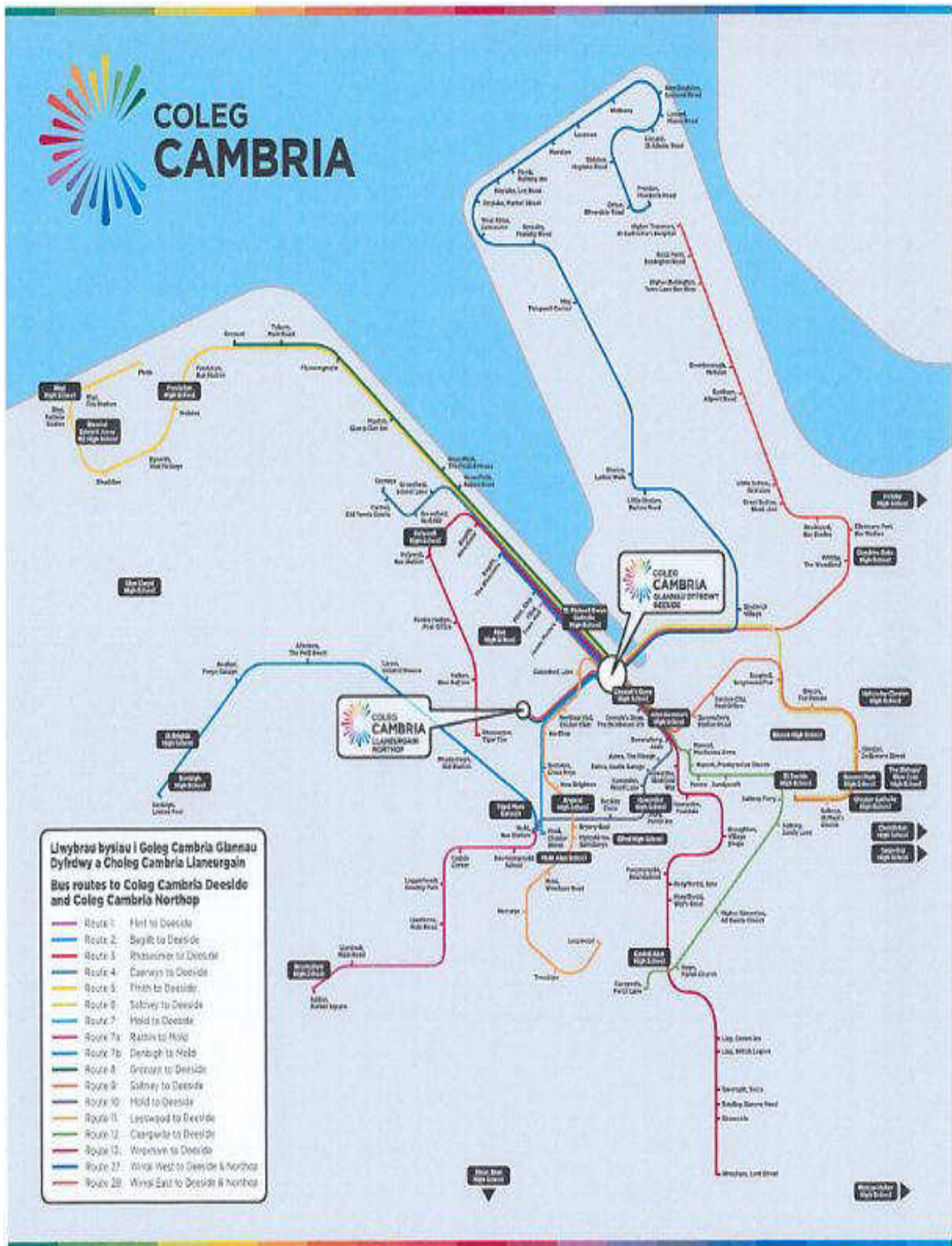
NORTHOP

There are 3 college buses provided for learners. A public bus service is available within walking distance of the college. Although timings may be an issue, the service is available for learners to use.

Action ***Promote the use of college transport.***
Promote the use of public transport for private use.

9.2 COLLEGE BUS ROUTES

DEESIDE & NORTHOP



10. TRAINS

DEESIDE

The nearest station is 2 miles away from the college. The use of a train by learners to attend college is remote.

Action *Promote the use of public transport for private use.*

YALE

The nearest station is 2 miles away from the college. The use of a train by learners to attend college is remote.

Action *Promote the use of public transport for private use.*

BERSHAM ROAD

The nearest station is 1 mile away from the college. The use of a train by learners to attend college is remote.

Action *Promote the use of public transport for private use.*

LLYSFASI

There nearest station is 20 miles away from the college. The use of a train by learners to attend college is remote.

Action *Promote the use of public transport for private use.*

NORTHOP

There nearest station is 4 miles away from the college. The use of a train by learners to attend college is remote.

Action *Promote the use of public transport for private use.*

MEETINGS

The college uses the train for meetings and activities which involve journeys of considerable distance.

11. CARS

- 11.1 This is the most popular mode of transport. It provides staff with the assurance that transport is available whenever it is needed. Due to the variance in staff occupations within the College and their work patterns, this insular approach is understandable.

The modern day learner is attracted to the idea of driving a car to and from the College for a wide range of reasons all of which are also understandable and although understandable, these concepts must be challenged and car use reduced.

11.2 CAR SHARE

The College has introduced a Car Share Scheme as part of the North Wales Car Share Scheme. It is well advertised with preferential parking arrangements for those within the scheme but there has been only a limited take up. The scheme allows permit holders to use suitably signed and designated preferential parking spaces on College sites when displaying two or more permits.

Action *Promote and encourage take up on the Car Share Scheme.*

DEESIDE

There are 787 official car parking spaces for staff and learners. For three days of the week the site is full to capacity. 2 preferential parking spaces are currently provided on site.

YALE

There are 230 official car parking spaces for staff alone. For 4 days of the week the site is full to capacity. 3 preferential parking spaces are currently provided on site with a further one available to put into use when the scheme grows.

BERSHAM ROAD

There are 164 official car parking spaces for staff and learners. For three days of the week the site is full to capacity. 1 preferential parking space is currently provided on site.

LLYSFASI

There are 130 official car parking spaces for staff and learners. Although no parking issues exist at the moment it is likely to become an issue in the near future. 1 preferential parking space is currently provided on site.

NORTHOP

There are 300 official car parking spaces for staff and learners. Parking issues exist when commercial courses coincide. The site is shared with Glyndwr University compounding the problem. 2 preferential parking spaces are currently provided on site.

11.3 OPTIONS

The options considered to address the issues created by car use have been:-

- Restrict access to groups of current users
- Introduce permits with limitations either capping or a charge
- Purchase land in order to convert it to additional parking

TRAVEL PLAN - ACTIONS

All action points are recorded against individual sites with the relevant HS&S Technician being responsible for actioning them. Progress will be monitored by the HS&S Officer as well as the Head of Estates

Ser	Location	Actions Needed	By When
1	All Sites	Advertise the Travel Question	Jan '18
2	Bersham	Promote walking for those living 1m radius	Mar '18
3	Deeside	Promote walking for those living 1m radius	Mar '18
4	Yale	Promote walking for those living 1m radius	Mar '18
5	Northop	Work with LA to improve footpath	Dec '17
6	Deeside	Create lunch time walking & cycling routes	Jan '16
7	Yale	Create lunch time walking & cycling routes	Jan '16
8	Bersham	Create lunch time walking & cycling routes	Jan '16
9	Northop	Create lunch time walking & cycling routes	Jan '16
10	Bersham	Review cycle storage & promote cycling	Mar '18
11	Deeside	Review cycle storage & promote cycling	Mar '18
12	Yale	Relocate secure cycle storage & promote cycling	Sep '16
13	All Sites	Promote the use of college transport	Jan '18
14	All Sites	Promote the use of public transport for private use	Jan '18
15	All Sites	Develop partnerships relating to car sharing & sustainable travel	Jan '16
16	All Sites	Paper to SMT regarding car share. Authority for travel survey	Mar '16
17	All Sites	Implement car share scheme	Jan '16
18	All Sites	Evaluate viability of car share scheme	Dec '17
19	HoE	Work with LA to develop sustainable travel plan.	Jan '16

TRAVEL PLAN QUESTIONNAIRE (STAFF)

Name _____

1. How far away do you travel to college each day _____ mile(s)
2. Which college site do you normally attend
3. How do you travel to college
Walked Cycled By bus/coach By car
4. If you travelled by car, how many people were in the car?
Just me 2 people 3 people 4+ people
5. Are you aware of the College's car share scheme?
Yes No
6. Are you aware of the College's Cycle to Work Scheme?
Yes No
7. Would you be interested in car sharing and securing your own parking space?
Yes No
8. Would you interested in cycling to work and taking advantage of the Cycle to Work scheme?
Yes No

TRAVEL PLAN QUESTIONNAIRE (STUDENTS)

Name _____

1. How far away do you live / travel to college each day _____ mile(s)
2. Which college site do you normally attend?
3. How did you travel to college?
Walked Cycled By bus/coach By car
4. If you travelled by car, how many people were in the car?
Just me 2 people 3 people 4+ people

LITSHARE



Dewiswch y llwybr cymdeithasol, arbedwch arian a sicrhewch le parcio – rhannwch lifft

Cofrestrwch heddiw:-
northwalescarshare.liftshare.com



Take the sociable route to work, save money and be sure of a parking space - liftshare

Sign up today at:-
northwalescarshare.liftshare.com

BETH YDI CYD-DEITHIO?

Rydyn ni i gyd yn cyd-deithio'n rheolaidd gyda'n ffrindiau a'n teuluoedd, heb feddwl ddwywaith am wneud hynny.

Ond yn aml mae adegau pan fo gan yrrwr seddi gwag yn y car oherwydd nad yw'n gwybod bod rhywun eisiau teithio.

Mae rhannu car Gogledd Cymru yn galluogi pobl sydd eisiau teithio i'r un cyfeiriad, drefnu i gyd-deithio trwy eu cysylltu â'i gilydd a rhannu'r gost.

WHAT IS LIFT SHARING?

We all share cars regularly with our friends and family, without thinking about it.

But there are often times when a driver has empty seats in the car simply because they don't know of anyone who needs a lift.

The North Wales Car Share scheme enables organised lift sharing by connecting people travelling in the same direction so they can arrange to travel together and share the costs.

SUT ALLAF GYMRYD RHAN?

Mae ymuno â'r cynllun yn hawdd ac yn RHAD AC AM DDIM. Y cwbl sydd raid i chi ei wneud yw cofrestru eich taith ar www.northwalescarshare.liftshare.com ac yna cychwyn eich cyfrif.

Unwaith y byddwch wedi cofrestru eich taith, bydd y gronfa ddata yn chwilio am deithiau tebyg posibl. Pan fyddwch wedi dod o hyd i daith debyg addas, gallwch gysylltu â'r aelod(au) trwy ddefnyddio ein system negeseuon fewnol.

Bydd eich cyfeiriad e-bost yn parhau i fod yn guddiedig ac ni fydd aelodau eraill yn gallu ei weld unrhyw le ar y safle. Does dim rhaid i chi fod yn berchen eich car eich hun. Mae llawer o yrrwyr yn fodlon i bobl gyd-deithio â nhw am gyfraniad tuag at y costau llawn!

HOW CAN I GET INVOLVED?

Joining the scheme is simple and completely FREE. All you have to do is register your journey details to www.northwalescarshare.liftshare.com and then activate your account.

Once you've registered your journey, the database searches for possible matches. When you have found a suitable match you can then contact the member(s) using our internal messaging system.

Your email address is kept hidden and is not shown to other members anywhere on the site. You don't even need your own car. Many drivers are happy to offer a lift in exchange for a contribution towards fuel costs!

BETH YDI MANTEISION CYD-DEITHIO?



LLEIHIAU COSTAU TEITHIO



LLEIHIAU PROBLEMAU PARCIO



LLEIHIAU TAGFEYDD A LUGREDD



MAE'N FFERDD WYCH O RHYDWEITHIO, GWNEUD FFRINDIAU, NEWYDD A CHYFARFOD CYDWEITHWYR NEWYDD.



MAE'N HYBING - CYD-DEITHIWC PAN FO HI'N GYFLEUS



WHAT ARE THE BENEFITS OF LIFT SHARING?



REDUCES TRAVEL COSTS



REDUCES PARKING PROBLEMS



CUTS CONGESTION AND POLLUTION



IS A GREAT WAY OF NETWORKING, MEETING NEW COLLEAGUES AND MAKING NEW FRIENDS



IT'S FLEXIBLE - SIMPLY SHARE WHEN YOU CAN

Cofrestrwch heddiw:-
northwalescarshare.liftshare.com



Sign up today at:-
northwalescarshare.liftshare.com

Eich Cynrychiolwyr Rhannu Car yw:-

FFORDD Y BERS / IÂL
TONY JAMES - Estyniad 7531

GLANNAU DYFRDWR
TINA DAVIES - Estyniad 7013

LLANEURGAIN & LLYSFASI
PAUL HUGHES - Estyniad 7459 / 7945

Your Carshare Reps are:-

BERSHAM ROAD / YALE
TONY JAMES - Extn 7531

DEESIDE
TINA DAVIES - Extn 7013

NORTHOP & LLYSFASI
PAUL HUGHES - Extn 7459 / 7945

Rheolwr Rhannu car yw /
Carshare Manager is:-
NIKI SHUTTLEWORTH
Estyniad / Extn 7018

BUS ROUTES - ALL SITES

<https://docs.google.com/spreadsheets/d/15vBp6DZEsbiUVwU-UWjro98ZkQWmOtUnMkcLwbBoP2k/edit?usp=sharing>

SITE TRANSPORT SURVEYS

DEESIDE (as at 17/10/2017)

Number of Buses, Cars & Cycles Entering the Site

	08.00 - 09.00	09.00 - 10.00	10.00 - 12.00
Buses	20 + 2 MINIBUSES	0	0
Cars	525 + 77 DROP OFFS	172 + 32 DROP OFFS	83 + 17 DROP OFFS
Cycles	7 + 13 MOTORBIKES	1 + 1 MOTORBIKE	2 MOTORBIKES

Number of Buses, Cars & Cycles Leaving the Site

	14.00 - 15.00	15.00 - 16.00	16.00 - 17.00
Buses	0	0	20 + 2 MINIBUSES
Cars	78	166	350
Cycles	0	5 MOTORBIKES	5 + 7 MOTORBIKES

YALE (as at 16/10/2017)

Number of Buses, Cars & Cycles Entering the Site

	08.00 - 09.00	09.00 - 10.00	10.00 - 12.00
Buses	19 + 3 MINIBUSES	0	0
Cars	206 + 55 DROP OFF/TAXIS	21 + 34 DROP OFF/TAXIS	19 + 20 DROP OFF
Cycles	2	1	0

Number of Buses, Cars & Cycles Leaving the Site

	14.00 - 15.00	15.00 - 16.00	16.00 - 17.00
Buses	0	0	18
Cars	5	15	78
Cycles	0	0	0

BERSHAM ROAD (as at 19/10/2017)**Number of Buses, Cars & Cycles Entering the Site**

	08.00 - 09.00	09.00 - 10.00	10.00 - 12.00
Buses	1	0	0
Cars	180 + 31 DROP OFFS	33 + 7 DROP OFFS	25 + 2 DROP OFFS
Cycles	5 + 11 MOTORBIKES	4 MOTORBIKES	0

Number of Buses, Cars & Cycles Leaving the Site

	14.00 - 15.00	15.00 - 16.00	16.00 - 17.00
Buses	0	0	1
Cars	26	87	58
Cycles	1	1 + 10 MOTORBIKES	1

LLYSFASI (as at)**Number of Buses, Cars & Cycles Entering the Site**

	08.00 - 09.00	09.00 - 10.00	10.00 - 12.00
Buses			
Cars			
Cycles			

Number of Buses, Cars & Cycles Leaving the Site

	14.00 - 15.00	15.00 - 16.00	16.00 - 17.00
Buses			
Cars			
Cycles			

NORTHOP (as at 18/10/2017)**Number of Buses, Cars & Cycles Entering the Site**

	08.00 - 09.00	09.00 - 10.00	10.00 - 12.00
Buses	4 + 2 MINIBUSES	0	0
Cars	181 + 32 DROP OFFS	92 + 27 DROP OFFS	25 + 3 DROP OFFS
Cycles	1 + 1 MOTORBIKE	0	0

Number of Buses, Cars & Cycles Leaving the Site

	14.00 - 15.00	15.00 - 16.00	16.00 - 17.00
Buses	0	0	4 + 2 MINIBUSES
Cars	27	120	59
Cycles	0	0	1

End



www.opusinternational.co.uk