



Client. Coleg Cambria

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Coleg Cambria,
Yale Campus Redevelopment – Phase 2
Transport Feasibility Study



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1.0 Introduction and Report Structure

1.1 Introduction

TACP Architects Ltd have been employed by Coleg Cambria to prepare a Transport Feasibility Study to examine the highways and transportation issues associated with the redevelopment proposals at the existing Coleg Cambria, Grove Road Campus, Wrexham.

This Transport Feasibility Report has been prepared to take account of Planning Policy Wales (February 2021) as well as local policy, including the adopted Wrexham Unitary Development Plan (2005) and the Wrexham Local Development Plan 2. This report sets out TACP findings on the transport constraints of the site and the additional work required to support a planning application for the proposed redevelopment of Coleg Cambria, Grove Road Campus

1.2 Report Structure

This Transport Feasibility Study investigates the highways and transportation issues associated with the proposed development. The layout of the 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 considers the accessibility of the site
- Section 6 provides a series of recommendations for additional work required to support a planning application for the development
- Section 7 concludes the Transport Feasibility Study.

2.0 Policy Context

2.1.1 Legislation

2.1.2 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 11 (2021)

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 Strategy (2021)

Llwybr Newydd The Wales National Transport Strategy was published in 2021 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 2 (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 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.

3.0 Existing Site and Highway Conditions

3.1 Site Location

The Coleg Cambria, Grove Road Campus is located in the northern outskirts of Wrexham town centre, approximately 200m northeast of Wrexham Bus Station and approximately 500m east of Wrexham General Railway Station and northeast of Wrexham Central Railway Station. The location of the Grove Road Campus is shown in Figure 1, and is also contained in Appendix A.

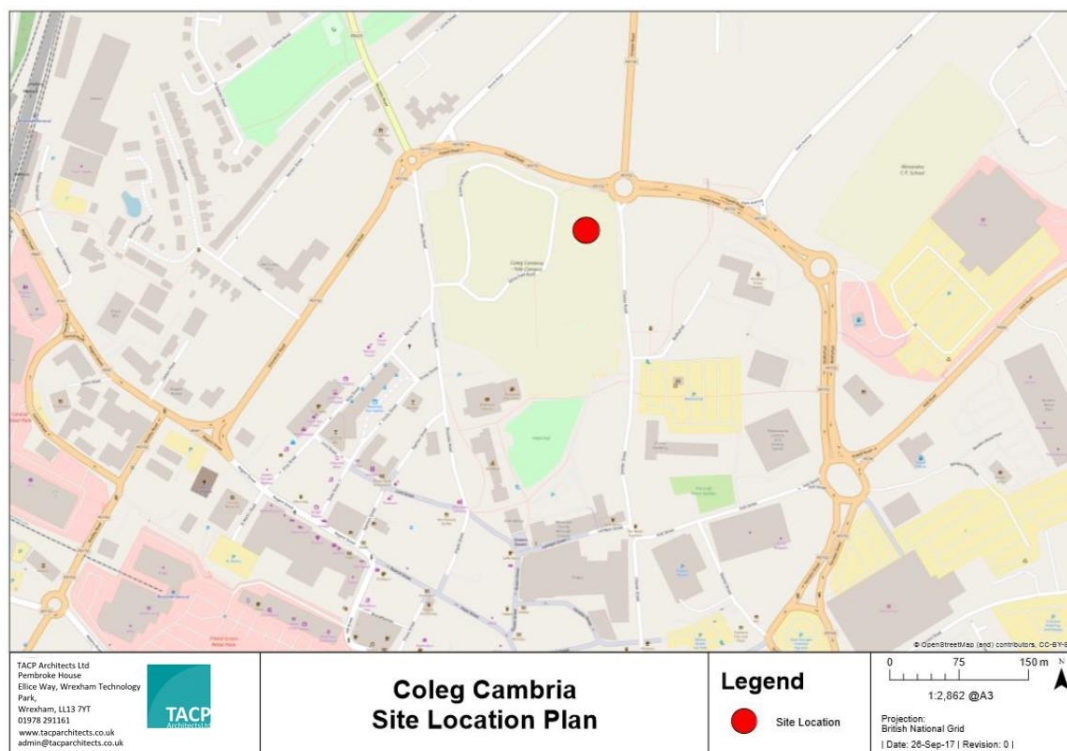


Figure 1 – Site Location Plan

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. 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 from Chester Road

3.2 Existing Grove Road Campus

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

The Coleg Cambria Grove Road Campus 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.

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 Street / Chester Road

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 investigation.

Chester Road is connected to the A5152 to the northeast 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. 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-signalised 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 northwest 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. 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 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.

4.0 Accessibility

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

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 the Grove Road Campus, and is also contained in Appendix B.

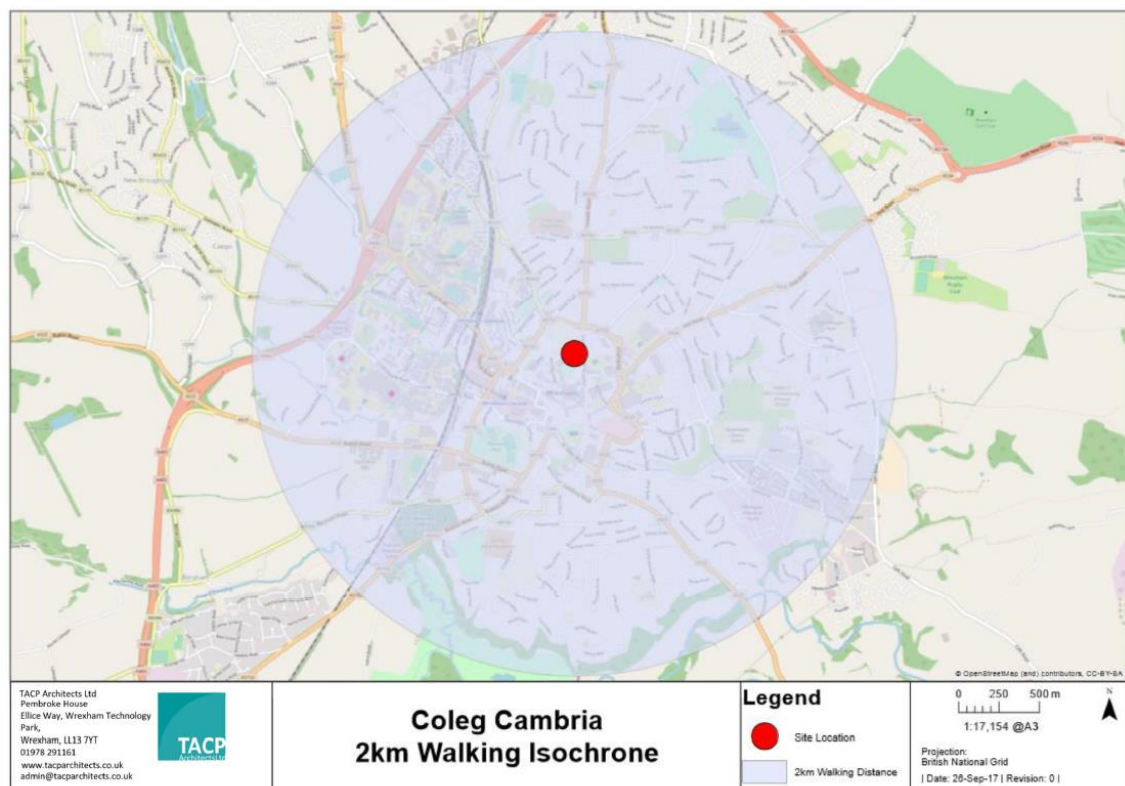


Figure 4 – 2km Walking Isochrone

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.

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" (July 2020) 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, and is also contained in Appendix C.

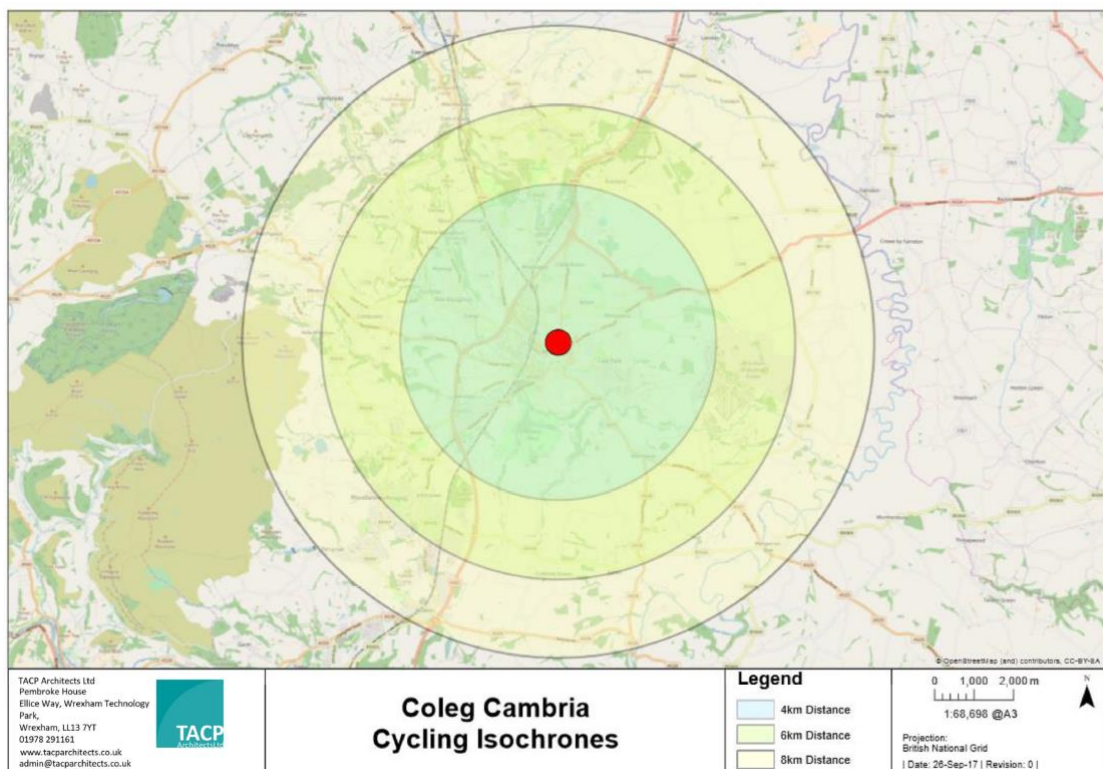


Figure 5 – Cycling Isochrones

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.

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

4.3 Public Transport – Bus Services

The nearest bus stop to the Grove Road Campus is located on Chester Road, approximately 100m north of the redevelopment site. The bus stop comprises of a flagpole 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	Caia Park	Wrexham	Every 30min
8	Arriva	Wrexham Bus Station	Caia Park	Wrexham	Every 30min
41	D Jones & Son	Wrexham Bus Station	Wrexham Industrial Estate	Wrexham, Wrexham Industrial Estate	Every 60min (higher frequency during AM peak)
42	D Jones & Son	Wrexham Bus Station	Wrexham Industrial Estate	Wrexham, Wrexham Industrial Estate	Every 60min
C56	D Jones & Son	Wrexham Bus Station	Chester	Wrexham, Chester	Approx. every 2 hours
146	D Jones & Son	Wrexham Bus Station	Whitchurch	Wrexham, Marchwiell, Penley, Whitchurch	4 services per day

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 flagpole. 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
1E	Price Coaches	Brynteg	Wrexham Industrial Estate	Wrexham, Wrexham Industrial Estate	Not available
34	Wrexham Taxis	Wrexham Bus Station	Trevalyn	Wrexham, Llay, Rossett	3 services per day (wed, Fri & Sat)
35	D Jones & Son	Wrexham Bus Station	Sunningdale Estate	Wrexham	Every 30min
89	D&G Bus	Nantwich Bus Station	Wrexham Bus Station	Wrexham, Nantwich	1 service per day (Mon)

PC2	Pat's Coaches	Gatewen	Wrexham, Llay	Wrexham, Llay	1 service per day (Mon – Fri)
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As mentioned in Section 3.1 'Site Location', 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.

As well as the public services summarised above, Coleg Cambria 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 the Grove Road Campus 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.

4.4 Public Transport – Rail Services

As mentioned in Section 3.1 'Site Location', both Wrexham General and Wrexham Central Railway Stations are located approximately 500m west and southwest 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 – Rail Services and Frequencies

Operator	Route	Other Stations Served	Frequency of Services Mon - Sat
Arriva Trains Wales	Wrexham General to Chester		Approx. 1 service per day
Arriva Trains Wales	Wrexham General to Cardiff Central	Gobowen, Shrewsbury, Hereford, Abergavenny, Newport	Approx. 1 service per hour
Arriva Trains Wales / Virgin Trains	Wrexham General to Birmingham New Street	Crewe, Wolverhampton	Approx. 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

4.5 Conclusion

Grove Road Campus 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

4.6 Collision Data

A review of www.crashmap.co.uk has been undertaken to identify any collisions that have occurred within the vicinity of the site within the last five years.

There has been one collision on Chester Street / Chester Road in the past five years with a serious severity. The incident occurred in 2019 and involved 2 vehicles, resulting in two casualties.

There has been two collisions at the roundabout junction connecting Chester Road and the A5152, one slight and one serious severity. The serious severity incident occurred in 2019 and involved 1 vehicles, resulting in one casualty.

There is another cluster of six collisions of slight severity and one serious severity at the roundabout junction connecting the A5152 and Rhosddu Road. The incident occurred in 2020 and involved 2 vehicles, resulting in one casualty.

No collisions have occurred at the vehicular access to the site at the junction linking Rhosddu Road and Grove Park Road. This review confirms that there are no existing highway safety concerns of significance within the vicinity of the site.

4.7 Servicing Arrangements

It is understood that refuse and service vehicles currently enter and exit the site via the existing vehicular access on Grove Park Road off Rhosddu Road. No further information is available regarding the servicing arrangements for the site.

5.0 Development Proposals

It is understood that Coleg Cambria has aspirations to expand the existing college in order to incorporate the parcel of land illustrated by the red line in Figure 7. It is also understood that these proposals seek to include a wellbeing facility that will be open to public use.

The proposed layout plan is shown in Figure 7, and is also contained in Appendix D.

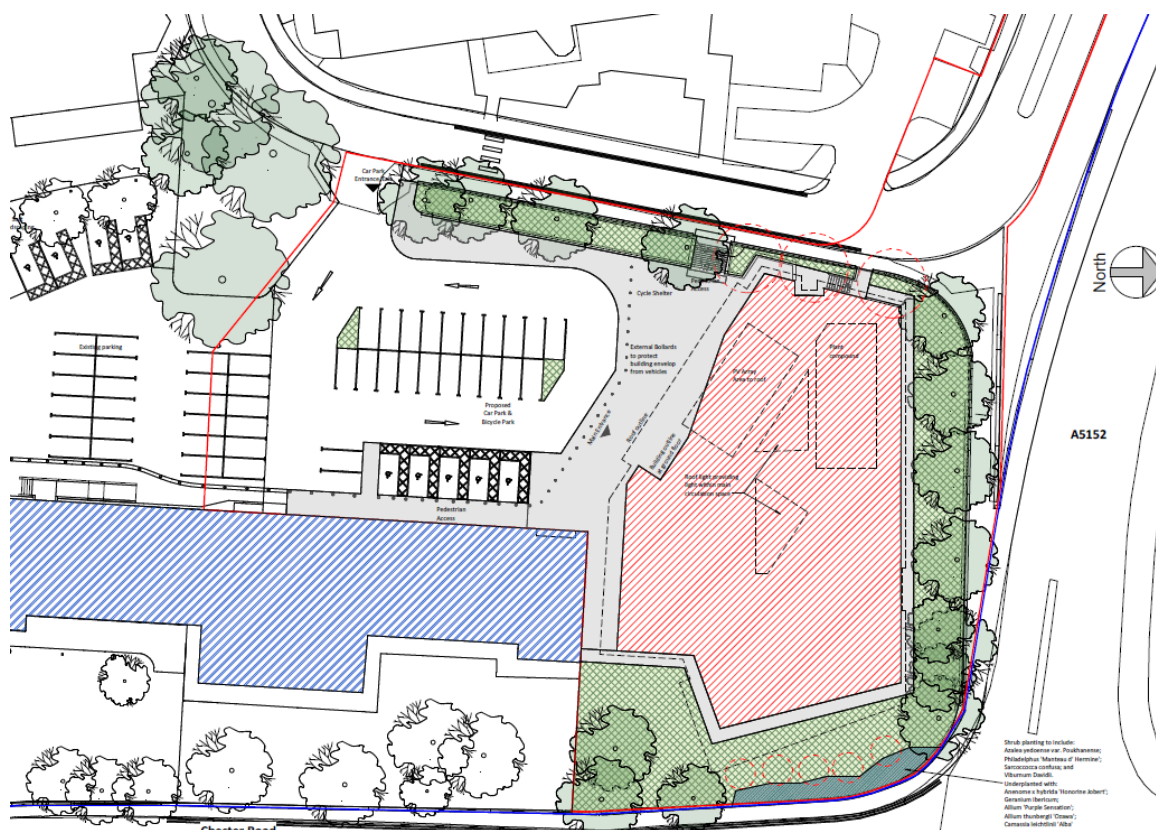


Figure 7 – Proposed Layout Plan

5.1 Vehicular Access

The existing vehicular access point on Grove Park Road will remain the sole vehicular access to the site. The retention of the existing vehicular access point is considered acceptable due to the scale and nature of the proposed redevelopment.

5.2 Pedestrian Access

There are five existing pedestrian access routes into Grove Road Campus which will be the only pedestrian route to this proposal. This ensures a controlled access / egress from the site and maintained the front landscaped area.

5.3 Parking

There is a small number of additional parking in replacement of one of the demolished buildings. This will provide some relief to allow visitor and new accessible parking close to the main buildings. However, this is not deemed an issue due to the negligible impact on the numbers travelling to the site via car. Student travel behaviour is expected to remain similar with the vast majority travelling to the site via sustainable

methods such as by bus, cycle or foot. The number of staff travelling to the site is also expected to remain similar, although specific staff numbers are yet to be confirmed. The new wellbeing facility is also expected to have a negligible impact on parking demand, this is looked at in greater detail in 'Section 5.4 – Trip Generation'.

5.4 Trip Generation

5.4.1 Additional Pupils

At this stage the additional number of pupils that would attend Coleg Cambria due to the expansion (if any) is unknown. However, any additional pupils will be forecast using the college Travel Plan which should contain modal split data that can then be applied to forecast how pupils will arrive and depart the site.

5.4.2 Additional Staff

The Travel to Work data which was collected as part of the 2011 Census provides an indication of how those who reside in the Wrexham area travel to and from work. This can be used to gain an appreciation on how staff are likely to travel to the proposed development and the percentages can be applied to the proposed staff numbers. At this stage, it is unknown how many staff will be based at the redeveloped Grove Road Campus. Table 4 shows the Travel to Work data from the Wrexham Local Authority area.

Table 4 – Travel to Work Data from the 2011 Census

Method of Travel to Work	Percentage
Work mainly at or from home	3%
Underground, metro, light, rail, tram	0%
Train	1%
Bus, minibus, or coach	3%
Taxi	0%
Motorcycle, scooter or moped	0%
Driving a car or van	45%
Passenger in a car or van	5%
Bicycle	1%
On foot	6%
Other method of travel to work	0%
Not in employment	36%

The above table shows that the majority of people who reside in the Wrexham area travel to work by private car, with 45% of people travelling by this mode. The second most popular mode of travel is walking which accounts for 6% of the population in the area, while 5% are passengers in a private vehicle. The baseline modal split should be taken into account as part of the proposed parking provision.

5.4.3 Wellbeing Facility

The Wellbeing facility will be open to the Public with a limit of up to 10 visitors at any one time. Duration of the visit will on average be between 30min to 1 hour and be on a bookable service.

The trip generation would be a slow flow throughout the day and evenings. As this has no peak demand, the impact the Wellbeing facility on the surrounding highway network and the level of parking will be negligible.

There were no suitable multi-modal surveys available on the TRICS database meaning it was not possible to analyse each travel method individually.

6.0 Recommendations and Key Considerations

Considering the existing site, the highway conditions and the development proposals, a series of recommendations and areas for consideration have been identified.

6.1 Potential Construction Constraints

A Construction Traffic Management Plan (CTMP) may be required to assess the interaction between site traffic and the operation of the surrounding highway network. Given the nature and location of the site there is a high potential for interaction between vulnerable users and construction traffic. The CTMP should consider the type of construction vehicles that will be required as part of the redevelopment, as well as any traffic management requirements and the need for construction or storage compounds. The CTMP should also account for the provision of on-site parking prior to the commencement of the construction activities, as well as cleaning facilities that may be required. There is significant on-street parking along Chester Road and this may impact on the movement of large construction vehicles travelling to and from the site. There may also be increased pressure on the junctions in the vicinity of the site during the construction period and the CTMP would need to address this also.

6.2 Potential Design Constraints

6.2.1 Pedestrian Access

The existing pedestrian access off Chester Road will be of benefit as it will segregate vehicle and pedestrian arrivals and departures and improve safety and encourage vehicles to use the Campus Parking. However, the on-street parking on Chester Road is available albeit a limited 30min period.

Consideration has been given for inclusive design in order to ensure that the access proposals are inclusive of all users, including those with disabilities. The pedestrian access points will be of a sufficient width for wheelchair users, furthermore the provision of handrails and lighting within the car park have been considered. The needs of the students, staff and visitors attending the development is incorporated into the design.

6.2.2 Internal Layout

A swept path analysis assessment should be undertaken to ensure that service, refuse and emergency service vehicles can negotiate the proposed car park layout, as well as being able to safely enter and egress the site in a forward gear.

6.2.3 Disabled Parking Provision

An appropriate level of disabled parking spaces should also be provided. WCBC's 'Local Planning Guidance Note No.16 – Parking Standards' states that a minimum of 10% of all car spaces must be provided to mobility standard, 60% of these spaces shall be for the exclusive use of disabled persons. The disabled parking spaces should be located within close proximity of the main entrance to the proposed school block. Consideration should also be given to the needs of the students, staff and visitors who will be travelling to the development when determining the disabled parking provision. The minimum size of the parking spaces is also set out within this document.

6.2.4 Operation of the Wellbeing Facility

At present, there is little detail regarding the operation of the Wellbeing facility. Further assessment is required to fully understand its day to day operation. Details such as opening times, the duration of each visit is crucial in order to understand the level of impact the facility will have on the local highway network and public transport provision.

6.3 Off-Site Consideration

The potential need for speed management provisions should be considered, which could be included in the provision of a Transport Assessment. An ATC survey would provide an indication of vehicle speeds along Chester Street / Chester Road and whether vehicles are adhering to the speed limit in the vicinity of the site.

The Wrexham Town Centre Masterplan (2016) 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. These potential new developments in the immediate vicinity could put pressure on the local highway network as well as local public transport provision. The progress of the identified 'Key Site 3 –Bodhyfryd' will therefore need to be monitored.

6.4 Parking Provision

It is noted that the proposals does include an addition of 10 additional parking spaces. The methodology for determining the proposed parking provision and the suitability of this should be considered further as part of the Transport Assessment. This should be agreed in conjunction with WCBC and may need to be considered against Travel to Work, staff and student numbers.

Cycle parking should also be incorporated into the development proposals. The provision of secure cycle parking will aide to encourage sustainable travel to and from the development and is likely to be required by WCBC. According to WCBC's 'Local Planning Guidance Note No.16 – Parking Standards' a provision of 1 cycle space per 250m² gross floor space is required. The cycle parking should be located within close proximity of the school building and should also be considered against Travel to Work data and staff and student numbers. The promotion of cycling to and from the proposed development should be encouraged as part of the Travel Plan, therefore an appropriate level of parking is necessary.

The inclusion of a car parking accumulation exercise within the Transport Assessment would enable the suitability of the proposed car parking provision to be assessed. The accumulation exercise would consider whether there is sufficient space for the number of additional vehicles that are likely to arrive at the site and whether this was likely to overspill onto the surrounding highway network. This allows for any necessary mitigation measures to be identified. The accumulation would be calculated based on the proposed trip generation and the number of pupils and staff who are anticipated to be based at the site. Given the accessible nature of the site, it is likely that it can be demonstrated that the majority of additional trips to the redeveloped campus will be undertaken by non-car modes. The trip attraction potential of the conference facilities will need to be agreed as part of the scoping exercise, though the lack of additional parking provision accords with the Town Centre Masterplan ethos of encouraging travel by non-car modes.

6.5 Impact on Sustainable Travel Modes

Due to the impact on sustainable travel modes and the reduced parking provision the LHA may ultimately require audits to demonstrate that there is sufficient capacity on buses and that the walking / cycling routes are appropriate and in a suitable condition. However, this would need to be agreed with the LHA as part of any scoping agreements.

6.6 Transporting Scoping Note

If it is decided to progress the scheme to the pre-planning stage, we would recommend that a Transport Scoping Note is provided to accompany the pre-application submission. As part of the Scoping Note we would seek to clarify as many key points as possible.

6.7 Transport Assessment

Given the scale of the development it is anticipated that a Transport Assessment will be required as part of any application, but this will be agreed as part of the pre-application discussions. Early engagement with WCBC is recommended and it is assumed that the preapplication Transport Scoping Note will confirm the scope of the study before proceeding to more detailed work.

Similarly, the requirement for any traffic distribution and junction modelling as part of the Transport Assessment should be agreed with WCBC. Junction modelling may be required for the highway network surrounding the proposed development, which will assess whether the junctions have sufficient capacity to accommodate the trips that will be generated by the proposed development. Surveys of the junctions surrounding the site may be required if WCBC do not hold suitable data.

It is understood that the existing access at Grove Park Road will be retained as the sole vehicular access. Visibility splays for this access should be provided to ensure that there is adequate inter-visibility between vehicles on the major and minor arms of the junction. The servicing and refuse collection arrangements should also be considered as part of the Transport Assessment, this should include a swept path analysis.

6.8 Framework Travel Plan

A Framework Travel Plan will be prepared which will take into account the findings of the Transport Assessment. The Welsh Government provides further guidance on the provision of Travel Plans and a range of measures that developers can consider. There are four regional travel plan coordinators in Wales who offer free advice, help and support to developers on sustainable travel and developing travel plans

The Travel Plan should seek to encourage a modal shift away from the use of private cars and towards sustainable modes of travel. A baseline modal split should be established as part of the Travel Plan. Modal share targets should then be established which seek to reduce car use and facilitate a shift towards an increase in the trips made by sustainable modes, such as walking and cycling. A number of measures to encourage this should also be set out. The progress towards achieving the modal share targets should be monitored throughout the life of the Travel Plan.

7.0 Summery

TACP Architects have been appointed by Coleg Cambria to prepare a Transport Feasibility Study to examine the highways and transportation issues associated with the redevelopment proposals at the existing Coleg Cambria, Grove Road Campus, Wrexham.

This Transport Feasibility Report takes account of Planning Policy Wales (February 2021) as well as local policy, including the adopted Wrexham Unitary Development Plan (2005) and the Wrexham Local Development Plan 2.

An assessment has been made of the existing site and access to sustainable modes of transport, including walking, cycling and public transport. The assessment has shown that the site is located in close proximity to local bus stops, Wrexham Bus Station and Wrexham General and Central Railway Stations, which all offer frequent services to a variety of locations within the county and beyond.

The walking isochrone shows that the campus is within walking distance of Wrexham's transport facilities, town centre shopping, as well as residential areas such as Acton, Rhosnesni and Caia Park. The cycling isochrones show that the site is within cycling distance of almost all residential areas in Wrexham. The roads surrounding the site are considered to be of generally good quality surfacing.

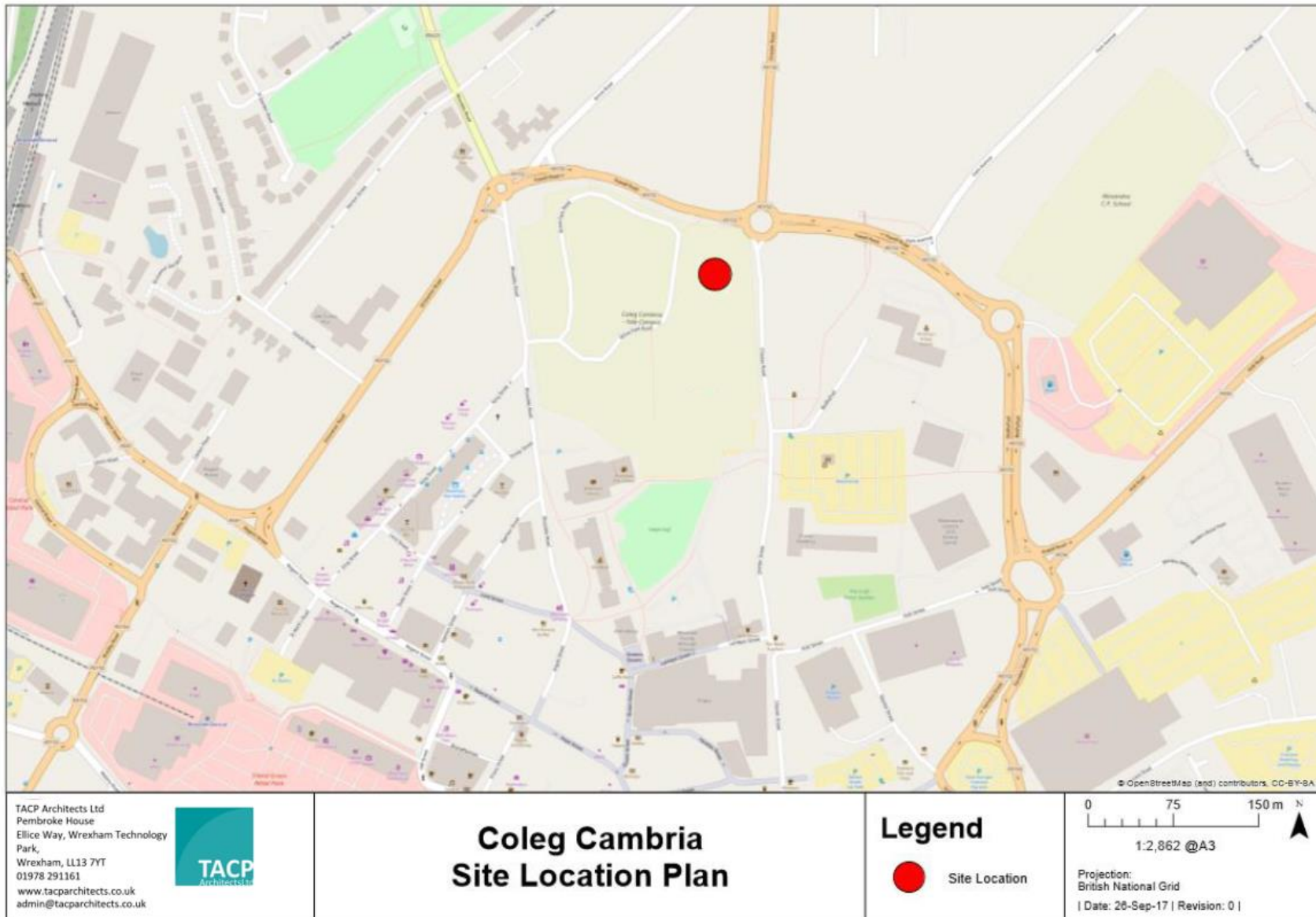
An assessment has been undertaken of the redevelopment proposals for the Coleg Cambria, Grove Road Campus. It is understood that Coleg Cambria has aspirations to expand the existing college in order to incorporate the parcel of land illustrated by the red line in Figure 5, these proposals seek to include a Wellbeing facility that will be open to public use.

It is recommended that a Transport Scoping Note, a Transport Assessment and a Framework Travel Plan are produced and submitted as part of any planning application for the proposed redevelopment. The Transport Scoping Note should be agreed at an early stage with WCBC and will contain information on the contents of the subsequent reports. The Transport Assessment will be the most substantial undertaking and will contain detailed analysis and reporting, the Framework Travel Plan will contain a package of measures for reducing single occupancy car journeys to the site.

Overall it is not considered that there are any significant highways or transport considerations which should resent a barrier to progressing the aspirations for this development.

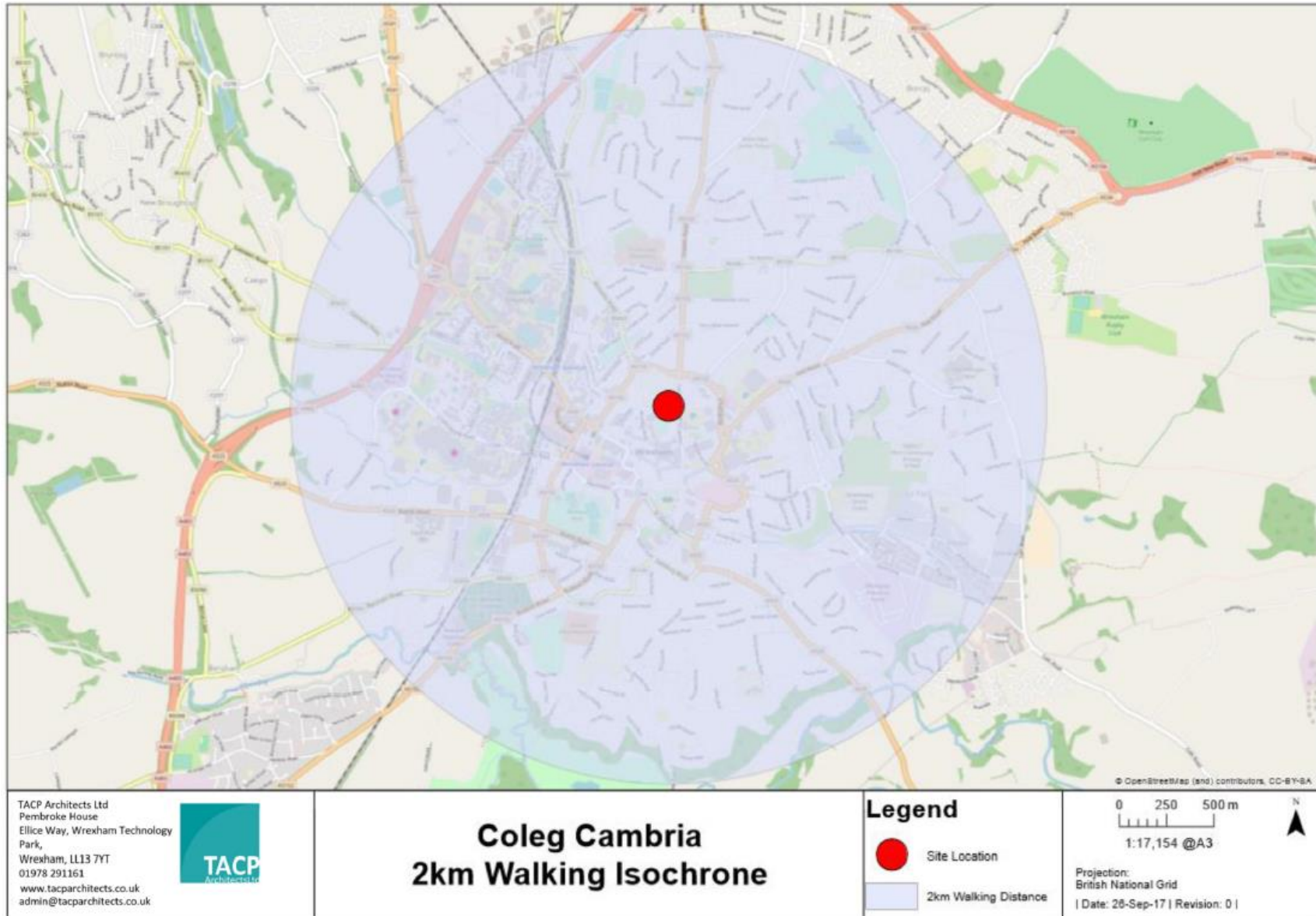
Appendix A

Site Location Plan



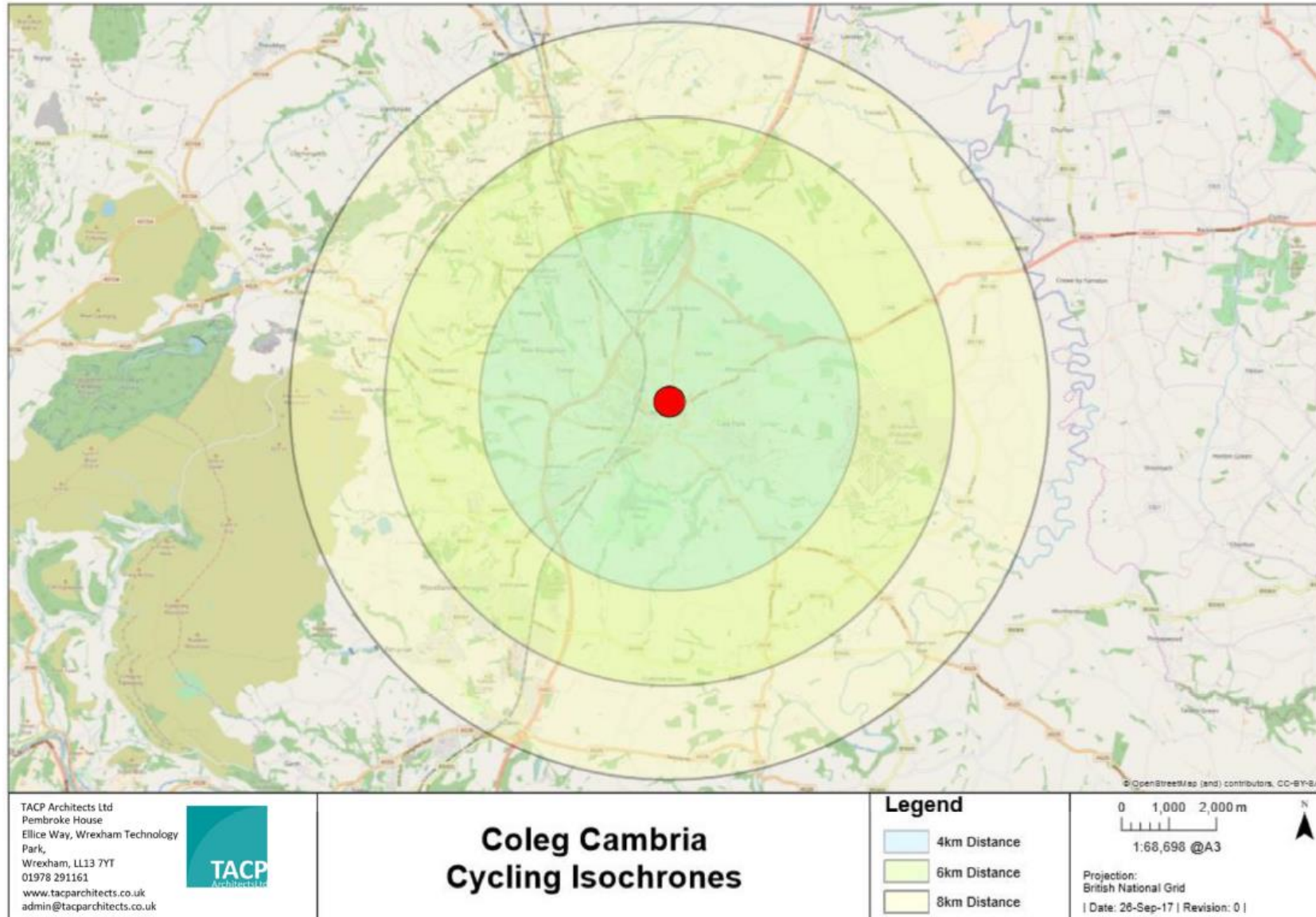
Appendix B

2km Walking Isochrone

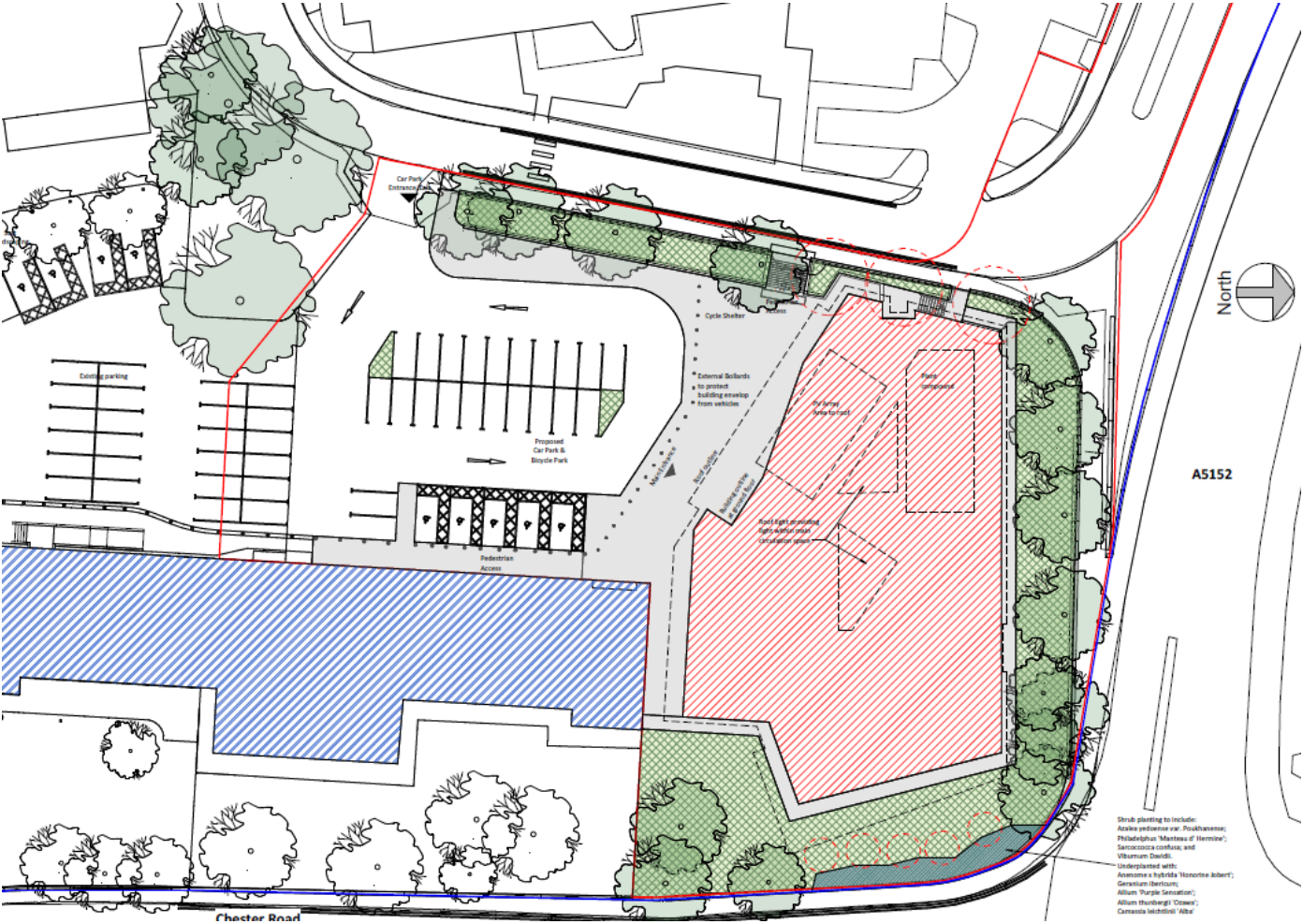


Appendix C

Cycling Isochrone



Appendix D



Site Location Plan



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