

Wrexham Glyndwr University

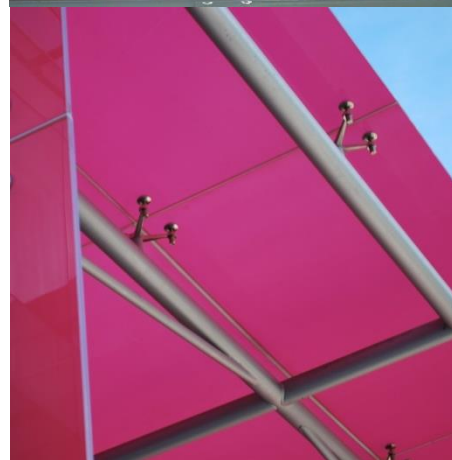
Car Park Management Plan

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of the Wrexham Glyndwr University to prepare a Car Park Management Plan as part of the ongoing redevelopment proposals across the Wrexham Glyndwr University Campus.

1.1.2 The consented redevelopment at the campus consists primarily of the following:

- Replacement and renovation of a number of existing campus buildings, including the addition of a landmark foyer extension.
- Extension of 197 beds to the existing student accommodation off Crispin Lane; and
- Construction of 410-apartment PRS residential development.

1.1.3 The most recent proposals were approved by Wrexham County Borough Council (WCBC) in May 2020.

1.2 Purpose of This Report

1.2.1 As part of the planning consent, various conditions were implemented; this included Condition 10, which states the following:

“No part of the development hereby approved shall commence until a Car Parking Management Plan relating to the Wrexham Glyndwr University Plas Coch Campus has been submitted to and approved in writing by the local planning authority. The plan shall be implemented prior to the first occupation of the development hereby approved.”

1.2.2 This Car Park Management Plan (CPMP) has been prepared in order to consider the potential redevelopment proposals and their anticipated impact on the car parking provision which will be revised as part of the redevelopment proposals.

1.2.3 It is acknowledged that the CPMP will continually evolve over time as redevelopment opportunities are delivered across the campus.

1.2.4 This document should therefore be considered as the starting point for future management opportunities.

2.0 Planning History

2.1 'Campus 2025'

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

2.2 Wrexham Glyndwr University Plas Coch Masterplan

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

- 2.2.6 **Application P/2018/0672 (Approved 01/07/2019)** – *“Outline application for student accommodation facility of up to 197 bed spaces, parking and landscaping.”*
- 2.2.7 The applications were supported by a Transport Assessment, Framework Travel Plan and subsequent Transport Assessment Addendum prepared by Integrated Transport Planning Ltd.
- 2.2.8 These documents recognised that the development would not have a severe impact on the highway network; however proposed mitigation including the accompanying Framework Travel Plan and junction improvements at Mold Road / Crispin Lane looked to reduce the impact of the proposed development.
- 2.2.9 The Transport Assessment also reviewed the existing car parking provision at Plas Coch Campus and the future level of parking provision proposed as part of the Masterplan. It was established that there is a sufficient level of parking for all proposed uses but noted that parking controls may be required for parking demand once all development is built out. This is discussed in detail in **Section 3**.

3.0 Access and Parking

3.1 Existing Vehicular Access

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

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

3.1.2 This is demonstrated in **Figure 3.1** (extract from the consented 2018 Transport Assessment)



Figure 3.1 – Existing Plas Coch Campus Map and Access Locations

3.2 Consented Vehicular Access

3.2.1 The ongoing redevelopment proposals across the Campus have given consideration to the existing vehicular access strategy and how staff, students, visitors and future residents will approach the Campus by car.

3.2.2 A key element of the vehicular access strategy is to ensure that the vehicular conflicts between future uses and users are minimised as practical as possible.

- 3.2.3 Primary access to the redeveloped Plas Coch Campus will be the Mold Road access (Entrance A) via an upgraded single priority junction at the location of the existing vehicular exit.
- 3.2.4 Entrance B, off Plas Coch Road, will be for the use of the proposed residential development and remain as an alternative entry & exit to the Campus.
- 3.2.5 Entrance C, off Crispin Lane, will be unaltered; this will continue to be utilised by staff and students accessing the Campus from the North and East. Reasonable additional measures to control access to/from Crispin Lane' will also be considered and form part of the wider Campus infrastructure improvement works.
- 3.2.6 The traffic impact associated with the above access strategy has been assessed as part of the respective planning applications and considered acceptable to the Local Highway Authority.
- 3.2.7 It is noted however, that there are long standing concerns with the operation of the Mold Road/Crispin Lane priority-controlled junction. In order to address these concerns, the University is considering a number of options including the internal access layout which may assist in diverting traffic away from the junction.

3.3 Existing Parking Provision

- 3.3.1 The existing Plas Coch Campus has 947 free to use parking spaces, open to all staff, students and the general public; it is noted that due to the proximity to the town centre and rail station, the car park is also utilised by commuters.
- 3.3.2 There are currently 43 accessible parking spaces located at strategic points across Campus close to main building entrance points.
- 3.3.3 To assess the level of use, the consented Transport Assessment undertook an ANPR car park survey on a term-time weekday in April 2018.
- 3.3.4 **Figure 3.2** demonstrates the parking demand at the Plas Coch Campus on the 26th April 2018; this was a typical day with no abnormal events taking place. The data was obtained from survey locations at each entrance point, with the accumulation calculated at 15-minute intervals. All cars entering and exiting the campus have been included, with no discounting of short-stay durations.

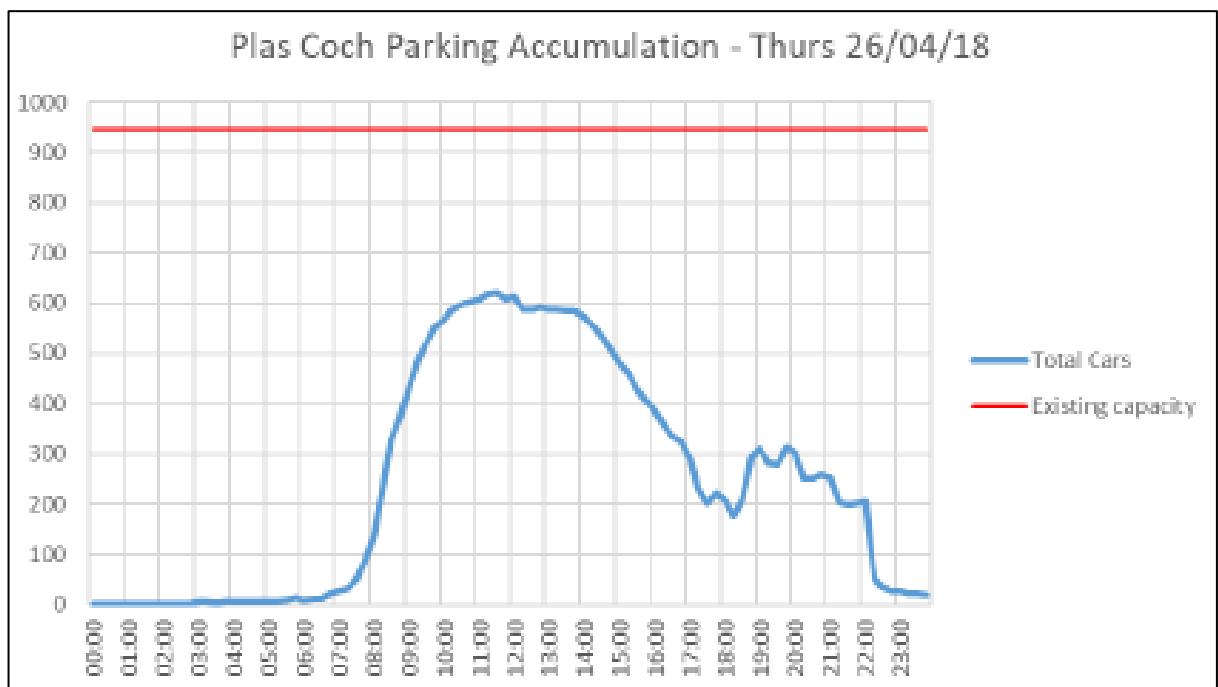


Figure 3.2 – Existing Plas Coch Parking Provision – Accumulation Study

- 3.3.5 This survey has demonstrated that peak demand for parking was recorded as approximately 620 cars, falling to 590 cars after midday – significantly lower than the available demand.
- 3.3.6 It was noted that whilst the main car parks to the south and west of the campus were well utilised, there is the perception that the car parking is at capacity, however due to the layout of the campus, other car parks are not as well utilised.
- 3.3.7 It is also noted that during the evening of the 26th April, a performance took place at the University Theatre, which reportedly attracted in the region of 450 guests. This is reflected in a demand of between 200 and 300 cars being maintained through the evening.
- 3.3.8 It was concluded that there is an existing surplus of car parking at the campus for the current demand, which will only be increased as the result of implementation of a car park control scheme and campus-wide travel plan.

3.4 Consented Parking Provision

- 3.4.1 As part of the redeveloped Campus proposals, a total of 568 spaces will be retained for University parking; this will be achieved by the redesign of identified car parks and the creation of new areas of parking where buildings are demolished.
- 3.4.2 This proposed Masterplan for the redevelopment which was included in the Transport Assessment is shown in **Figure 3.3**.

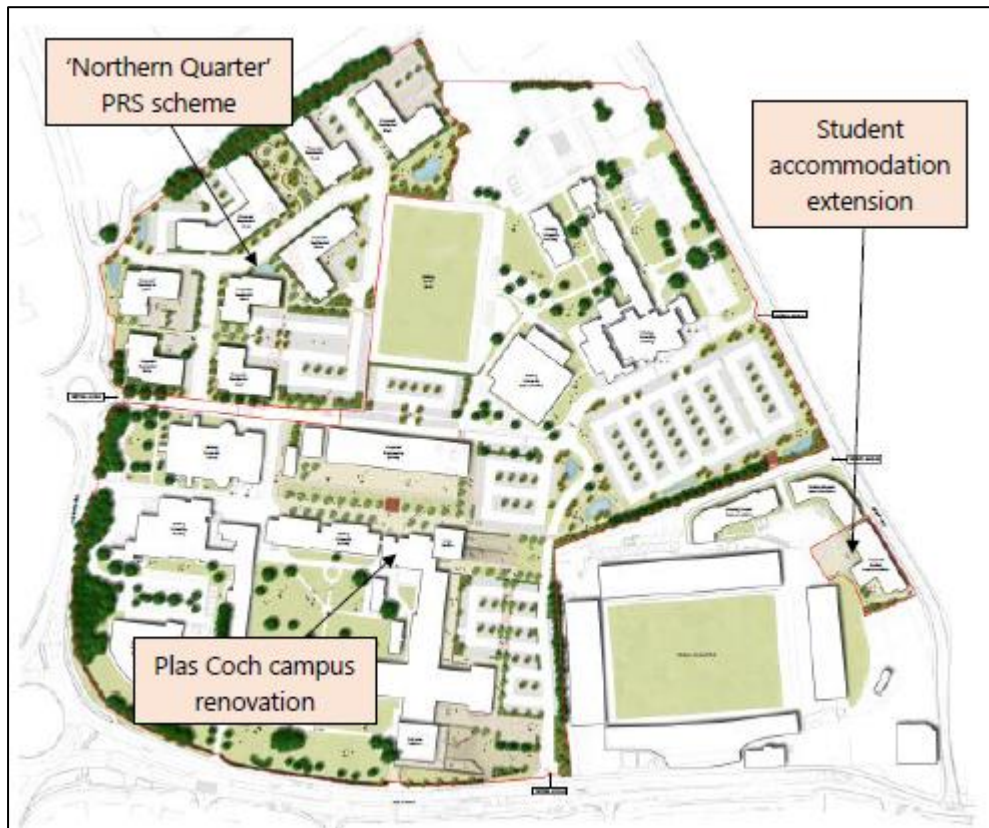


Figure 3.2 – Plas Coch Campus Redevelopment (2018 Consented Transport Assessment)

- 3.4.3 It is noted that the maximum peak demand at the existing Plas Coch Campus is 620 cars, meaning a shortfall in parking of 52 spaces based on daily requirements. This will be managed through the measures and parking controls discussed within Section 4 and the introduction of the University Travel Plan which will promote and encourage sustainable modes of travel.
- 3.4.4 12 additional spaces will be provided as part of the Student Accommodation facility – these parking spaces will be operated via a permit system; this will reduce the quantum of students residing on site bringing their own personal vehicle to Campus.
- 3.4.5 As part of the wider PRS residential development, 390 parking spaces will be provided for the 410 apartments. This will allow the majority of apartments to benefit from one parking space; this will be identified as part of any contractual agreements.

Construction Parking

- 3.4.6 It is noted that during construction, the multi-sports games area (MUGA) within the site, located to the north of Wrexham FC, will be utilised as a parking facility for contractors.
- 3.4.7 It is considered that this site is of sufficient size to cater for the requirements of all construction parking and no parking/stacking of vehicles will occur on the public highway during completion of works.

3.4.8 With regards to the construction of the 410 apartments PRS development – P/2018/0671, all contractor parking linked to the third party construction works shall be allocated within in the boundaries shown in red on the associated location plan.

3.4.9 Notwithstanding this, additional information will be provided in the Construction Management Plan, which will provide details on the following:

- Anticipated duration of construction;
- Anticipated number of daily construction vehicles (cars and HGVs);
- Detailed layout plan of the temporary construction car park with swept path analysis of large vehicles safely accessing and egressing in forward gear; and
- Details of appropriate signage.
- Construction of 410-apartment PRS residential development.

4.0 Car Park Management Measures

4.1 Introduction

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

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

4.2 Replacement Car Parking Provision

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

4.2.2 As noted previously, the existing multi-use games area (MUGA) located to the north of the Campus will be utilised in part to support construction related parking during wider redevelopment works which are to be phased across the Campus. Should parking pressures become apparent during the development phases a system of Zonal permits will be introduced for Staff & Students.

4.2.3 This is only a temporary solution; however, and the car park would be made permanent with an overall capacity to accommodate 310 standard bays and a further 8 bays dedicated for the mobility impaired.

4.2.4 Whilst it is acknowledged that the allocation of 8 accessible bays is below the quoted policy for new developments in line with LPG note 16, the unchanged parking arrangements across the wider Campus continue to support provision closer to key entrance points. The existing allocation is currently 42, however, it is understood that the number will increase to 50 in the future.

4.2.5 In committing to enhance the accessible parking provision, during the development phases and in particular the Learning Gateway at the centre of the Campus, increased number of accessible parking will be provided in areas to meet the increased flow of visitor into the centre of the Campus. These will be located near to location A noted on Figure 4.2 (page 10).

4.2.6 The total provision of 318 relocated car parking bays will clearly offset the loss of parking resulting from the residential development and there will be no net loss in car parking provision across the campus.

Car Park Management Plan

- 4.2.7 It is there anticipated that the car park will continue to operate in the same manner with more than adequate spare capacity to accommodate demand as determined through on-site demand analysis.
- 4.2.8 Notwithstanding the above, there are further measure identified below that will be explored to ensure demand for private car travel is minimised and the operation of the car parks are optimised.

4.3 Redesign of Car Parks

- 4.3.1 The existing Plas Coch Campus layout is demonstrated in **Figure 4.1** below and is included in full in **Appendix A**.

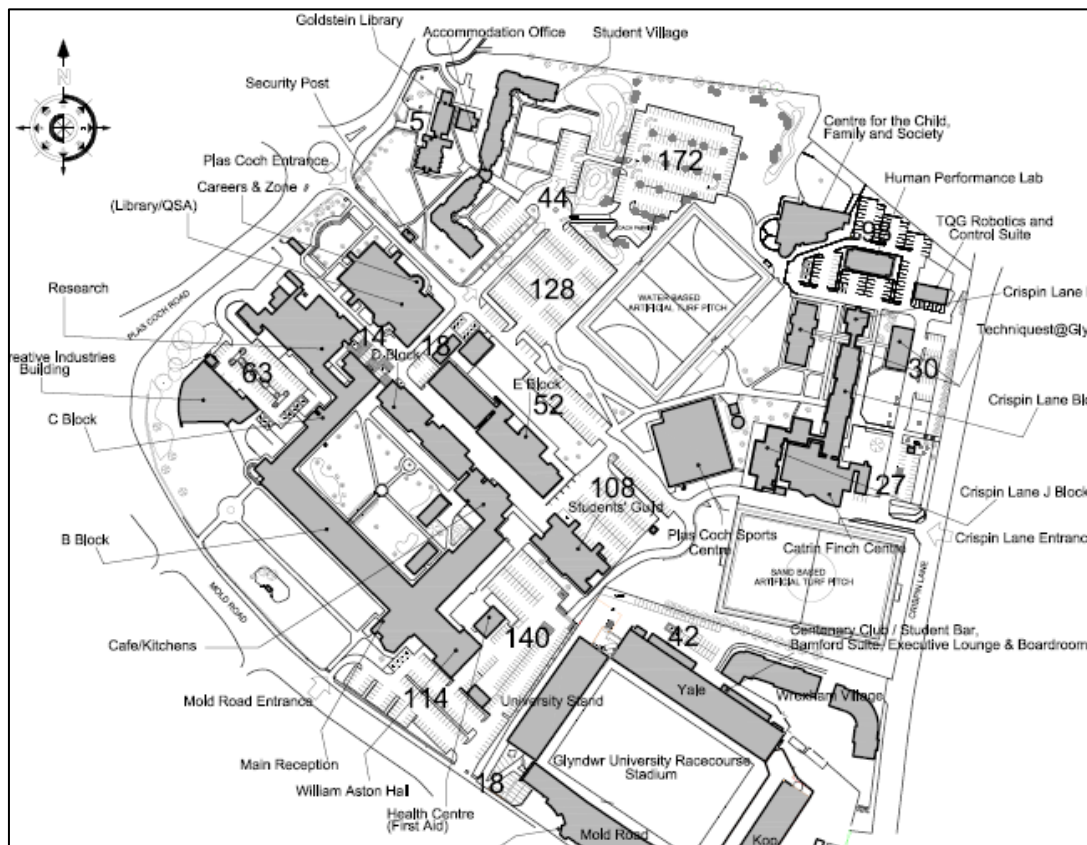


Figure 4.1 – Existing Plas Coch Campus Parking Locations

- 4.3.2 It is evident that various smaller parking areas are spread throughout the Campus. It has been observed that users primarily utilise the larger, more familiar parking areas and are known to circulate until a space becomes available; these include the core areas to the south and west of campus which gives the perception that the Campus car parks are full.
- 4.3.3 The demolition and reconfiguration of Campus buildings has facilitated in the redesign of car parking on site to keep parking grouped into central areas; the Masterplan and associated parking with the consented proposals are shown in **Figure 4.2** and in full within **Appendix B**.

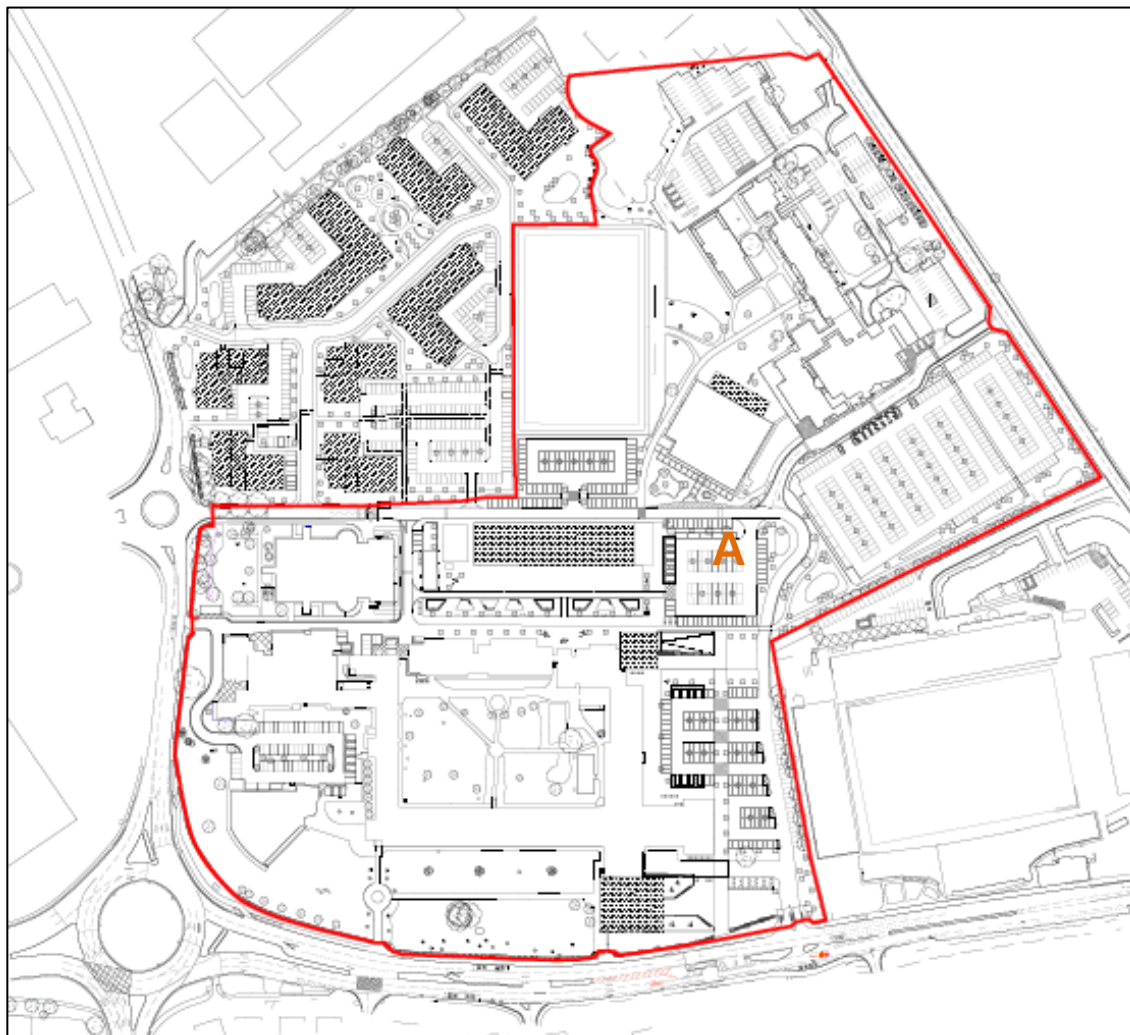


Figure 4.2 – Proposed Plas Coch Campus Masterplan and Parking Zones

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

4.4 Improved Signage and Maps

- 4.4.1 It was noted during a recent site visit that signage and map provision could be improved, with inefficient direction and designation resulting in overcrowding of certain parking zones and underutilisation of others.

- 4.4.2 **Figure 4.3** below is an example of the current signage present across the site. Whilst the current signage is adequate and directs drivers to where all parking provision is located; however, the signage could be improved, with additional clarity on where various car parks could be found.



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

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

4.5 Sustainable Travel Infrastructure & Promotion

- 4.5.1 It has been demonstrated in the consented Transport Assessment that the Campus is located in a central, strategic location within Wrexham, and a short distance from Wrexham town centre, which offers a full range of shops and amenities, and various residential areas such as New Broughton, Stansty, Garden Village and Rhosddu.
- 4.5.2 Within the campus, staff and students currently benefit from secure cycle parking facilities in a number of locations, as well as access to lockers, showers and changing rooms provided in the sports centre.
- 4.5.3 The University sports centre also offers a free cycle hire scheme, with students and staff able to borrow a bike, lock and safety equipment for up to 7 days at a time. This is particularly useful for those who want to try cycling to work before committing to buying a bicycle.
- 4.5.4 As part of the consented redevelopment, informal cycle parking across the Plas Coch Campus will be increased to 160 cycle parking spaces, largely taking the form of sheltered Sheffield stands. The PRS development will benefit from 410 secure cycle parking spaces and the new student residential accommodation will benefit from 40 secure cycle parking spaces.
- 4.5.5 It is considered as part of the Wrexham Glyndwr University Travel Plan that these facilities are promoted for use by staff and students and encourage a higher uptake in public transport, cycling and walking as a form of commuting to Campus.
- 4.5.6 It is also understood that staff & students may travel between the Wrexham Glyndwr University campuses at Plas Coch and Northop and may choose to travel by their own private car for this reason; in response to this, the University operate an Electric Vehicle shuttle bus service between the two campuses to meet demand that will run during term time to dissuade staff from commuting by car. The University also has two electric vehicles that staff can access to travel between Campuses.
- 4.5.7 Students & Staff wishing to use the Shuttle bus service are encouraged to travel to the main Campus by bicycle or to use public transport.
- 4.5.8 There is limited academic provision for Undergraduate Students at the Optic Centre, St Asaph. The majority of Students attend on part time basis. Therefore, students make alternative transport arrangements due to its geographical location. There is adequate parking provision provided at the Optic Centre.

4.6 Reinforcement of University Travel Plan

- 4.6.1 The existing Wrexham Glyndwr University Travel Plan and the Framework Travel Plan which accompanied the recent aforementioned planning applications provides a significant level of information

relating to car parking operation and capacity as well as the measures which have been explored to reduce parking requirements.

4.6.2 Some of the measures identified in the Framework Travel Plan (July 2018) include;

- *Introduce a car parking management strategy and permit scheme;*
- *Limit access to car parks to staff and students that live near to the campus or have alternative options for travelling by public transport;*
- *Promote the use of public transport in the lead up to student open days, for example by welcoming students at the railway station;*
- *Provide a free shuttle bus between Wrexham and Northop campuses during term time;*
- *Expand the campus bike loan scheme, providing more bikes for longer periods to staff and students;*
- *Offer salary sacrifice bike purchase schemes to eligible staff;*
- *Offer salary sacrifice season ticket loan to eligible staff;*
- *Install live information public transport screens in appropriate locations across the campus, student accommodation, and residential areas;*
- *Provide sufficient space for the secure storage of bicycles and review annually;*
- *Provide changing facilities, including lockers, showers and drying rooms; and*
- *Run free cycle maintenance courses for staff, students and the local community.”*

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

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

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

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