

Cerys Jones

From: David Williams
Sent: 08 January 2021 14:37
To: Cerys Jones
Subject: FW: Borrass School Update- Transport Statement

Cerys,
Could you please input to civica & print me a copy.

Thanks
Dave

From: Claudia Currie <Claudia.Currie@mottmac.com>
Sent: 21 December 2020 10:22
To: David Williams <David.Williams@wrexham.gov.uk>
Cc: Margaret Henderson <Margaret.Henderson@mottmac.com>; Rachel Penman <Rachel.Penman@wrexham.gov.uk>; Malcolm Matheson <Malcolm.Matheson@mottmac.com>
Subject: RE: Borrass School Update- Transport Statement

Dave,

Following a meeting with the Developers Consultant (Development Planning Limited (DPL) on 11th December we have been able to clarify a number of the outstanding comments detailed in our letter of 6th November 2020 and for ease of reference these are tabulated below. We can now confirm that should you be mindful to grant planning permission for this school redevelopment that it would be acceptable in highway terms as the remaining minor issues can be conditioned as part of the proposed school redevelopment.

The conditions that should be imposed relate to the need to provide widened footpath improvements, where possible, on Lincoln Close and a condition to monitor cycle parking provision to provide for further cycle parking facilities to be installed should it be required as this would ensure provision is maintained to WCBC standards, despite the school not actively encouraging pupils to cycle to site.

Issue from 30/11/20 Correspondence	WCBC Comment on 06/11/20 Meeting	WCBC Highway Comment
Further clarification sought on proposals to implement 'staggered pedestrian guardrail' along Borrass Park Road adjacent to the accesses.	David Sagstad from DPL clarified guardrail proposal.	Acceptable.
The applicant / agent should confirm if any amendments are proposed to the layby north of the proposed CCU.	David Sagstad (DS) confirmed that there would be no changes to the layby.	Acceptable.
The applicant should review internal footpaths/footways and if possible, provide wider footways on site to help accommodate child cyclists.	Content with DS justification for first point with regards to cyclists dismounting to walk bicycles onto footpaths/ways on school grounds.	Remove/update text to reflect WCBC comment.

Child cyclists should not be expected to use busy vehicular accesses.	The updated Transport Statement (issued 02/12/20) still states in 6.3.1 that, <i>'due to the density of pedestrians on the site at school drop-off and pick-up times, cycling would not be allowed on any of the internal footways to the site. Instead, cyclists would be asked to walk their cycles along any footways to access the cycle parking areas, or utilise the vehicular access points, which provide direct linkages to the proposed cycle parking areas'</i>. Child cyclists should not be expected to use the vehicular access therefore this sentence should be removed.	
The applicant should widen the existing access via Lincoln Close to accommodate child cyclists.	As far as WCBC are aware there are no changes proposed to this link. From desktop review the footpath is surfaced and is c. 1m wide, although the Lincoln Close link does not feature a dropped kerb which may cause issues for buggies etc. Whilst it is agreed that child cyclists should dismount before utilising school footpaths/ways WCBC still believe that improvements should be made to this link, which could be in the form of a widened footpath and dropped kerb (at Lincoln Close access). The footpath provides a useful link to those located south of the school or an alternative access for those wishing to avoid Borrás Park Road at school pick up/drop off.	Condition footpath improvements.
Further commentary sought regarding public transport (bus) access, including consideration of the extent to which the existing bus services could be used by staff or pupils to travel to school and whether any infrastructure	Content with DS justification and text in TS.	Acceptable.

enhancements would be appropriate as part of the school expansion.		
Further assessment is required for the 'existing conditions' to fully identify existing parking behaviours, in particular the overspill demand to ensure these are addressed appropriately and sufficiently in the proposals.	WCBC happy with DS justification, including further evidence provided (letter from school head teacher) that there is agreement for the mitigation measures outlined in the TS.	Acceptable.
Further information is required as to how car parking will be managed.	Car Parking Management Plan (CPMP) involved consultation with the existing school and mitigation in TS and CPMP has been agreed with head teacher.	Acceptable.
Information regarding the required staff parking levels and allocation of 72 staff spaces.	Further information provided by DS in email and documents after meeting. "The stated 72 staff within our report is based upon the sub-total of 78 (from the headteachers letter), less six caretaking and cleaning staff. The residual 9 are wrap-around care. Notably, the 72 staff include 8 midday supervisors who only attend at lunchtime. The Transport Statement continues to report the number of staff as 72, those being the day-time staff."	Acceptable.
Whilst it is accepted that circumstances with Covid-19 and lockdowns meant that the applicant could not survey traffic movements or parking it is recommended that, when possible, traffic and parking surveys are carried out.	WCBC happy with DS justification, including further evidence provided (letter from school head teacher) that there is agreement for the mitigation measures outlined in the TS.	Acceptable.
The applicant should provide evidence that the parking provision for the doctor's surgery has been agreed and will not result in overspill of parking into the school assigned spaces / on-street.	Email from DS after meeting stated that documentation showing the Doctors Surgery's parking allocation had been found and that that allocation was in fact 3 spaces rather than 2 spaces. The TS and CPMP were updated to reflect this. There are now three spaces proposed to be allocated for	Acceptable.

	the doctor's surgery, which is reflected in Figure 3.1 appended to the reports. There is now one less space for the school.	
More detail should be provided as to how car sharing will be encouraged and managed.	As above - points clarified in email and headteachers letter.	Acceptable.
For cycle parking WCBC's cycle parking standards must be followed.	Approach in TS is agreeable (provide spaces to fulfil cycle parking demand) however demand should be regularly monitored, and more spaces provided if required.	Condition that provided cycle parking is regularly monitored and further cycle parking installed as and when required.
WCBC would like clarification regarding the proposed Borrás CP School Courtyard Playground which is adjacent to the servicing area and the pedestrian crossing that vehicles appear to be reversing towards.	DS informed MML that waste movements would not be at the same time as children were outside plus a marshal would be used to assist with reversing manoeuvres.	Acceptable.
The applicant needs to demonstrate that a waste collection vehicle, servicing the bin store of the proposed Welsh school site, would be able to turn safely within this area whilst vehicles are parked in all the parking spaces.	As above.	Acceptable.
It is recommended that road safety observations are carried out on Borrás Park Road at drop off and pick up times to ascertain if there are any pre-existing road safety issues.	MML is satisfied that an acceptable review of collision data has been undertaken by DPL.	Acceptable.

Claudia Currie

Associate Transport Planner

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From: Claudia Currie

Sent: 18 December 2020 15:25

To: David Williams <David.Williams@wrexham.gov.uk>

Cc: Margaret Henderson <Margaret.Henderson@mottmac.com>; Rachel Penman

<Rachel.Penman@wrexham.gov.uk>

Subject: RE: Barker's Lane School Extension - Transport Statement

David,