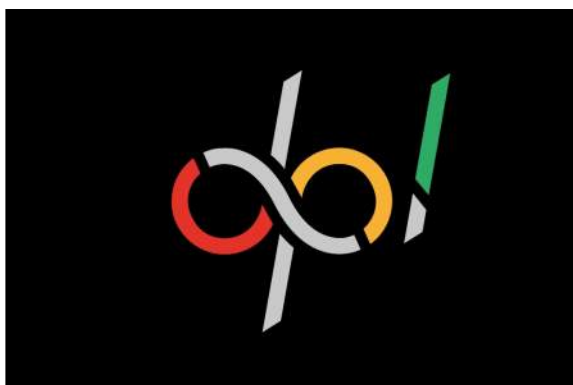


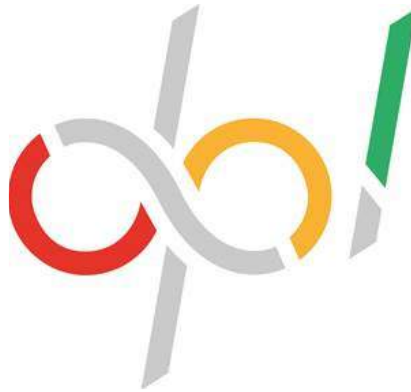


CAR PARK MANAGEMENT PLAN

**WELSH MEDIUM AND BORRAS
PARK COMMUNITY PRIMARY
SCHOOL**

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1. INTRODUCTION

1.1 BACKGROUND

1.1.1 Development Planning Limited have been commissioned by Read to provide a Car Park Management Plan for the proposed redevelopment of the existing Borrás Park Community Primary School site to create a new Welsh medium school.

1.1.2 This Car Park Management Plan has been produced as a working document which will be operated by the schools to reduce the impacts of on-street car parking relating to staff, visitors and during the school pick-up and drop-off times.

1.2 REDUCING CAR USAGE

1.2.1 The primary purpose of this Car Park Management Plan is to reduce the impacts of on-street car parking relating to staff, visitors and during the school pick-up and drop-off times. The starting point for this should be to seek to reduce car usage, before setting out the strategy for mitigating the impacts.

1.2.2 Borrás Park Community Primary School already have a very active Eco Council and the school received the prestigious Eco Schools Platinum Award in 2017 and have been successful in maintaining this award since then and are very proud of their ongoing work in this area.

1.2.3 Schools achieve Platinum status once they have been awarded the Green Flag four times – demonstrating their long-term commitment to environmental education, student involvement and sustainability. Our Platinum schools are ranked amongst the best in the world on the Eco-Schools programme.

1.2.4 Children are already encouraged to travel by active modes. The school's website contains information for parents, including:

We always encourage pupils to walk to school or to come by bike and we urge you to encourage this where possible to minimise parking problems but more importantly to protect the environment for your children and hopefully your children's children.

1.2.5 The opening of the two schools provides a great opportunity to relaunch the sustainable commitments with the implementation and promotion of the Travel Plan, with a focus on active travel modes.

1.2.6 A review of local highway accident records has been undertaken and no significant highway accident clusters were notable within the two-mile study area around the site, with accidents being spread out across the network. Even so, one of the key issues that parents perceive to impact on safety around the site is parking and congestion.

1.2.7 To encourage active travel to the site, one of the key issues to overcome, therefore, is that of staff and parent parking on local streets, particularly at school drop-off and pick-up.

1.2.8 This Car Park Management Plan which can help to manage parking relating to the site, with the potential knock-on benefits of reduced parking and congestion on local streets, helping to improve the environment for pedestrians and encourage more parents to walk their children to school.

1.2.9 In addition to this Car Park Management Plan, the schools will implement Travel Plans to encourage a modal shift away from car usage for staff and student travel. The Travel Plans form separate documents which have been submitted as part of the planning application package.

1.2.10 The measures set out in the Travel Plan include:

- Car sharing – provision of staff car sharing spaces and on-site drop off for those with three or more children in the car. Set up a car-share database for staff;
 - Cycle proficiency – discuss options for this with the Health Schools Advisor;
 - Road Safety Training – engage with council Road Safety Officers to undertake annual Kerb Craft Campaign training at both schools;
 - Active Travel – engage with Health Promotion Service and Sports Officers to provide information and training on health issues and physical exercise;
 - Active Travel – Promote the Wrexham active travel map
<https://www.sustrans.org.uk/media/3004/wrexham-web-2014.pdf>;
 - Walking bus – engage with parents on the potential uptake of a walking bus. Plan a walking bus route based upon student's home addresses within 800m of the site and undertake trials as part of the national Walk to School Weeks in October and May. Consider how to implement this in the longer term; and
 - Promote the use of the Green Cross Code, which can be accessed online at <https://www.roadwise.co.uk/schools/using-the-road/green-cross-code/>.
- 1.2.11 The Travel Plan sets targets to increase the proportion of active and sustainable trips to the site by staff and students by 10% over the initial three-year period.
- 1.2.12 In addition to the Travel Plan measures and targets, the following measures are recommended for encouraging safe active travel:
- Promote the use of the Green Cross Code, which can be accessed online at <https://www.roadwise.co.uk/schools/using-the-road/green-cross-code/>;
 - Promote the Wrexham active travel map
<https://www.sustrans.org.uk/media/3004/wrexham-web-2014.pdf>;
 - Advise parents and students to use crossing points across major roads on the network, notably, the A525, A5152, St Giles Way, Brook Street, B5425, Stryt Holt and Bridge Street;
 - Where feasible, recommend that parents find a route which involves the minimum walking length along the above-named streets, aim to cross them at a suitable crossing point on as direct a route as possible;
 - For parents walking from Pandy, utilise the pedestrian overbridge to the A483;
 - Advise parents and students to cross away from roundabouts, where feasible and unless pedestrian crossing points are provided;
 - Advise parents to consider the cycle route from their house to the school and assess the competence of their child to assess dangers along the route;
 - All cyclists to the school should wear a helmet, have lights and a well maintained cycle; and
 - Incorporate road safety into the curriculum and via assemblies regarding safety.
- 1.2.13 With their Eco-schools commitments, the delivery of the Travel Plan and this Car Park Management Plan, the impact of school related travel can be reduced.

1.3 PURPOSE OF THIS REPORT

- 1.3.1 The Car Park Management Plan will help to reduce the number of cars parked on local streets. The measures include:
- Remove staff parking from the street;
 - Encourage car sharing for staff;
 - Encourage car sharing for students;
 - Provide suitable provision for disabled and accessible car parking spaces;
 - Provide for visitor parking within the site;
 - Reduce parking demand through limited user groups being able to drop off and pick up within the site;
 - Allow for the charging of electric and ultra-low emission vehicles; and
 - Spaces to be signed as for school use, to prevent members of the public using spaces illegally.

2. PROPOSED PARKING PROVISION

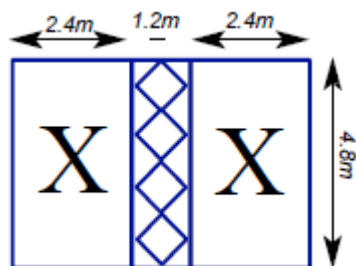
2.1 INTRODUCTION

- 2.1.1 The primary aim of the Car Park Management Plan is to set out the strategy for car parking across the two school sites. This chapter sets out the types of parking bays which are to be provided on the two school sites.

2.2 DISABLED PARKING SPACES

- 2.2.1 Disabled car parking spaces are provided for the use of those with a blue badge only. Wrexham Parking Standards require 6% of spaces to be allocated for blue badge holders. The layout of blue badge spaces is shown in the extract below:

Extract 3.1 Disabled Bay Sizes

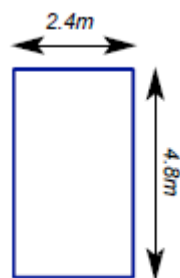


- 2.2.2 The disabled parking bays across the site will have a minimum dimension of 2.4mx4.8m, with a minimum 1.2m wide aisle along at least one edge, in line with the standards.

2.3 ACCESSIBLE PARKING SPACES

- 2.3.1 The Wrexham Parking Standards require a total of 10% of spaces to be accessible, including the 6% disabled spaces.
- 2.3.2 Accessible bays are the same dimensions as disabled bays and will have a minimum dimension of 2.4mx4.8m, with a minimum 1.2m wide aisle along at least one edge, in line with the standards.

Extract 3.2 Standard Bay Sizes

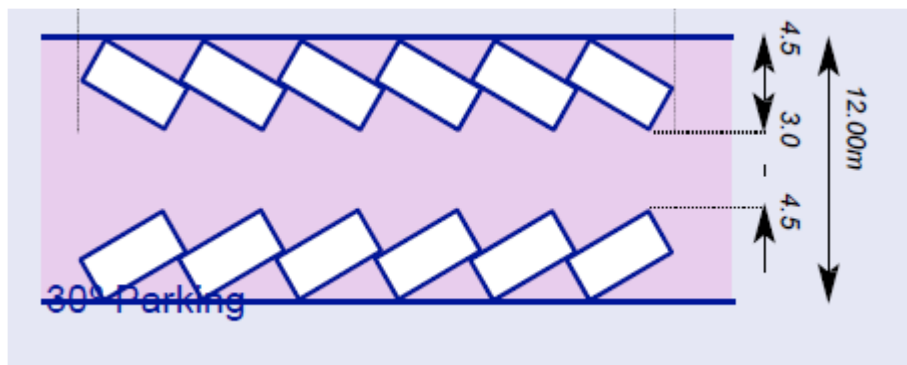


- 2.3.3 Standard bays will be provided with a minimum dimension of 2.4mx4.8m.

2.4 ANGLED PARKING

- 2.4.1 Angled parking is to be provided for school drop-off, pick-up and visitor use during the day. The layout of angled parking spaces is shown in the extract below:

Extract 3.3 30 Degree Angled Parking



- 2.4.2 It can be seen that the standards allow for angled parking spaces to be adjacent. As the proposals for the angled bays on the site are for short-stay drop-off and pick-up, a variation of this standard has been applied.
- 2.4.3 The marked bays are to be 2.0m x 4.8m, which is the footprint of a standard car. The spacing between the bays is equivalent to an additional 600mm width (over that which would be provided if the bays were marked at 2.4m wide), allowing a 1.0m clear walk route between cars for these bays.

2.5 ELECTRIC VEHICLE CHARGING

- 2.5.1 Planning Policy Wales sets out the standards for electric vehicle charging as:

To encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system should encourage and support the provision of ULEV charging points as part of new development.

Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have ULEV charging points...

- 2.5.2 The required provision is clarified as:

It may be appropriate for some of the provision to be 'passive', with the necessary underlying infrastructure provided to enable installation and activation in the future.

- 2.5.3 Active spaces are those provided with a charging pillar (one pillar generally serves two spaces). Passive spaces would be provided with ducting and an inspection chamber for the subsequent fitting of electric charging pillars.
- 2.5.4 The demand for electric charging will be monitored and the passive provision replaced with charging pillars, as demand requires.

2.6 CAR SHARE PRIORITY SPACES

- 2.6.1 Car Share priority spaces will be allocated on a priority basis to those who can demonstrate that they car share. The allocated car share spaces would be signed as such.
- 2.6.2 Where there are insufficient car sharers to fill the car share priority spaces, these spaces are available for standard parking use by the schools.

2.7 CAR PARK PROPOSALS

2.7.1 The proposed car parking provision is set out over five distinct areas, as follows:

Table 4.1 Proposed Car Parking

Location		Welsh (Front)	Welsh (Rear)	Main Car Park	English (Rear)	English (Front)	Total
Disabled		2	-	-	-	4	6
Accessible		2	-	-	-	4	6
Flexible Accessible		1	-	-	-	-	1
Car Share Priority		12	1	-	1	13	27
Electric Provision*	Passive	(2)	-	-	-	(6)	(8)
	Active	(2)	-	-	(2)	-	(4)
Standard		-	-	66	-	-	66
Visitor/ Contractor		1	-	-	1	-	2
Total		18	1	66	3	21	108

*Note: Electrical provision applies to spaces described in other rows in the table and is not in addition

- 2.7.2 A total of 108 parking spaces are provided within these areas. Of the total, 13 are accessible spaces, of which six are for disabled users, six for parents with children and one which is flexible, depending upon the needs of the school at the time. This equates to a provision of 12% accessible spaces across the site, which exceeds the 10% guidance set out Wrexham's parking standards of 10%.
- 2.7.3 The flexible space would be allocated for a disabled driver, should it be required, otherwise will be shared for parents with children and disabled drivers depending upon demand.
- 2.7.4 A total of four active and eight passive electric spaces will be provided. Every two spaces requires one charging post, equating to a provision of two posts from opening, with ducting and access chambers provided to extend the electrical charging provision as uptake of electric vehicles increases locally.
- 2.7.5 Planning Policy Wales requires 10% of spaces in new non-residential development to be provided with either active or passive electric vehicle charging spaces. The provision of 12 spaces equates to 11%, which exceeds the standards.
- 2.7.6 In addition to the 108 spaces, a further seven spaces are provided for school drop-off in a facility that sits between the main car park and the proposed Borrás Park Community Primary School. These spaces will be signed as school parking and allocated bay numbers. The seven spaces would be managed during school drop-off and access restricted to specific user groups.
- 2.7.7 Three further spaces are to be provided at the rear of the doctor's surgery, in line with the lease terms for that unit. Of the spaces, one will be of an accessible width, suitable for a

blue badge holder, should it be required. This is a 50% provision for that unit, which exceeds Wrexham's parking standards of 10%.

2.7.8 With the exception of the three spaces allocated to the doctor's surgery, all car parking would be signed as school parking only.

2.7.9 The parking provision has been assessed as sufficient to accommodate all staff cars on site. Currently some staff are understood to park on-street. Importantly, as staff would park for the whole day, the removal of one staff car from the street could have the knock-on benefit of accommodating several short-stay parking trips in that same one space. As such, the removal of staff parking on-street multiplies the benefits of the provision several-fold.

3. MANAGING THE CAR PARKS

3.1 INTRODUCTION

- 3.1.1 In order to manage the car parking areas, the areas have been zoned for ease of reference. The zoning plan is attached as Figure 3.1, Appendix A.

3.2 MAIN CAR PARK

- 3.2.1 The main car park of 66 spaces would be unallocated parking for use by staff. The car park is managed by an automatic vehicle barrier.

3.3 WELSH MEDIUM SCHOOL CAR PARK (FRONT)

- 3.3.1 The Welsh Medium school car park is located at the front of that building. In total, 18 spaces are proposed. Of those spaces, the following allocations would be applied:
- Two accessible disabled bays;
 - Two accessible parent and child bays;
 - One accessible space for allocation to meet with the needs of the school;
 - One visitor bay; and
 - 12 car share priority spaces.
- 3.3.2 The three accessible bays which are not allocated as disabled bays will be made available for the drop-off and pick-up of early years learners (only). The provision of early years spaces within the school should help to reduce parking on local streets.
- 3.3.3 Provision for two active and two passive electric vehicle charging spaces is provided within this car park. These spaces are to be prioritised for staff who have an electric car to charge, during the school day.

3.4 WELSH MEDIUM SCHOOL CAR PARK (REAR)

- 3.4.1 One space is to be provided to the rear of the Welsh Medium school. That space is to be a car share priority space.

3.5 BORRAS PARK COMMUNITY PRIMARY (REAR)

- 3.5.1 Two parking spaces are shown to the rear of the Borrass Park Community Primary School for use by the school. This includes one car share priority spaces, which would be provided with active electric vehicle charging.
- 3.5.2 The second space is over-sized and would not be marked out on the ground. That space would be allocated for visitors, including contractors who may require the extra space to accommodate their vehicle.
- 3.5.3 Three further spaces are to be provided at the rear of the doctor's surgery, in line with the lease terms for that unit. Of the spaces, one will be of an accessible width, suitable for a blue badge holder, should it be required. This is a 50% provision for that unit, which exceeds Wrexham's parking standards of 10%.

3.6 BORRAS PARK COMMUNITY PRIMARY (FRONT)

- 3.6.1 The Borrass Park Community Primary School car park is located at the front of that building. In total, 21 spaces are proposed. Of those spaces, the following allocations would be applied:
- Four accessible disabled bays;
 - Four accessible parent and child bays; and

- 13 car share priority spaces.
- 3.6.2 The four accessible bays which are not allocated as disabled bays will be made available for the drop-off and pick-up of early years learners (only). The provision of early years spaces within the school should help to reduce parking on local streets.
- 3.6.3 Provision for six passive electric vehicle charging spaces is provided within this car park. These spaces are to be prioritised for staff who have an electric car to charge, when they have been made active.

4. DROP-OFF AND PICK-UP AREA

4.1 INTRODUCTION

- 4.1.1 In addition to the 109 parking spaces which are discussed in Chapter 4, a further seven spaces are provided for school drop-off in a facility that sits between the main car park and the proposed Borrás Park Community Primary School.
- 4.1.2 These spaces will be signed as school parking and allocated bay numbers. The seven spaces would be managed during school drop-off and access restricted to specific user groups. This chapter discusses the user groups.

4.2 PARKING LAYOUT

- 4.2.1 The seven marked drop-off spaces have been provided with six angled bays and one parallel bay.
- 4.2.2 The six angled bays are to be marked at 2.0mx4.8m, which is the approximate footprint of a standard vehicle. The spaces are provided with a 1.0m width walkway between vehicles, so that students can exit the car and walk towards the front of the vehicle to access a 2.0m wide pedestrian footway, which leads towards the front of the site and pedestrian routes towards the English medium school via a new crossing point or across the main car park towards the Welsh medium school.
- 4.2.3 The parallel bay would allow students to exit the car on the nearside onto the same 2.0m footway.
- 4.2.4 The bays would be numbered for allocated use by visitors to the schools during the day.

4.3 TAXIS

- 4.3.1 A number of children are understood to access the school using taxis. These are understood to include students who attend the hearing-impaired unit, as well as students who live out of the area.
- 4.3.2 Currently, taxis dropping off children are allowed within the junior school car park. The provision of the specific drop-off provision would provide a better environment for these children, resulting in a betterment from the existing arrangements.
- 4.3.3 Taxis will be allowed to drop-off and pick-up these students within the allocated area.

4.4 HIGH OCCUPANCY CARS

- 4.4.1 Around 22% of cars relating to the school have three or more students. To encourage a reduction in the number of car movements relating to the site through students car sharing, the drop-off spaces will be available to cars with three or more students.

4.5 MANAGEMENT

- 4.5.1 It is expected that management of the drop-off and pick-up area could be required to ensure that only the allowed user groups utilise the spaces during drop-off and pick-up times.
- 4.5.2 To aid with safety, staff will monitor the picking up and dropping off to ensure that the area does not become congested.
- 4.5.3 Additionally, the management of the spaces will allow staff to monitor usage of the area to ensure that vehicles do not utilise the spaces for longer than they require, helping to reduce the requirement for parents to park on-street if all the spaces are full.

4.6 DAY TIME VISITORS

- 4.6.1 Each of the seven bays will be set up within a shared calendar by both schools. The bays will be marked with numbers, allowing them to be allocated to visitors to the schools during the day.
- 4.6.2 The provision of these additional visitor spaces during the day will help to reduce on-street car parking relating to the operations of the school.

APPENDIX A



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