

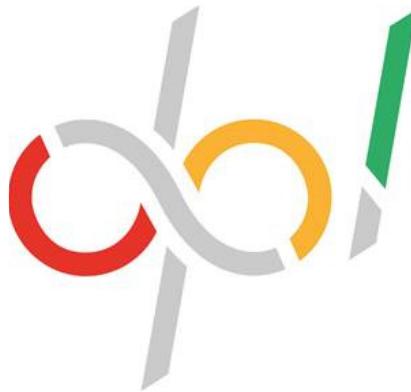


TRANSPORT STATEMENT

WELSH MEDIUM AND BORRAS
COMMUNITY PRIMARY SCHOOL
READ

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1. EXECUTIVE SUMMARY

- 1.1.1 Development Planning Limited have been commissioned by Read to provide a Transport Statement for the proposed redevelopment of the existing Borrass Park Community Primary School site to create a new Welsh medium school.
- 1.1.2 The existing school is a two-form entry school and provides education for both infant and primary school pupils, as well as early years learners, within two separate buildings. The site also supports a doctor's surgery, which is connected to the junior school building.
- 1.1.3 Of the 490 students, around 15% utilise the wrap-around care provided by the council at the site. The provision of the wrap-around care helps to reduce the parking demand on local streets at any one time and provide flexibility to parents to choose when they travel to drop off and pick up children.

1.2 DEVELOPMENT PROPOSALS

- 1.2.1 The development proposals are for the extension and refurbishment of Borrass Park Community Primary School. The Borrass Park Community Primary School would be within the junior school building and a new Welsh medium school within the infant school building.
- 1.2.2 The provision of a new Welsh medium school at the site provides a new Welsh language primary school facility to the east of the town centre, complementary to the existing Welsh language schools which are located to the south, west and north of the town centre. The new school provides additional opportunity for a wider catchment area of Wrexham to access Welsh language education by active and sustainable travel modes.
- 1.2.3 The development proposals result in a total floor area of 4,143sqm, compared to the existing 2,771sqm. The increase is equivalent to a 50% increase in total educational floor area on the site.
- 1.2.4 To help reduce school-related parking on local streets, the proposed number of car parking spaces on-site increases from the existing 53 to 116, an increase of 120%.

1.3 PLANNING POLICY

- 1.3.1 The Council Plan (2019 to 2022) was first approved in 2017. Within Policy Pe1, the long-term vision is set out as:

for our children and young people to be able to access a quality learning experience locally, to achieve their potential and gain the qualifications which will enable a transition into further and higher education, employment or training.

- 1.3.2 The way we travel can significantly impact on the environment and respecting the transport hierarchies is an essential part of helping towards reducing the impact of the development and helping to foster a more environmentally responsible culture.
- 1.3.3 Technical Advice Note 18:Transport sets out further details on the requirements for transport relating to development. Technical Advice Note 18 sets out that:

All new schools should be subject to TA. The level of analysis should provide the decision maker with suitable data regarding the accessibility of the site by all modes and the impacts on movement patterns likely to occur. The level of detail should be proportionate to the scale of the development. The objectives of the TIS should as a minimum include the creation or improvement of safe cycling and walking routes, restricting car access around schools, providing adequate cycle storage, and a framework for future school travel planning activity.

1.4 ACTIVE TRAVEL

- 1.4.1 The development proposals incorporate the existing and new pedestrian access points from Borrás Park Road and from the residential areas to the south of the site. The pedestrian access points are segregated from the vehicular access points.
- 1.4.2 Pedestrian crossing points will be provided across the internal carriageways, providing priority to students, parents and teachers who are travelling on foot.
- 1.4.3 New cycle stands will be provided for each school. The use of the stands will be monitored and additional stands supplied should demand require it.
- 1.4.4 A survey of students shows that 30% currently travel by sustainable travel modes.
- 1.4.5 This Transport Statement sets out the proposed access by active modes of travel, which will be encouraged through the delivery of a Travel Plan, in conjunction with the school's Eco Council. 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.

1.5 HIGHWAY ASSESSMENT

- 1.5.1 A review of local highway accident records has been undertaken and no significant highway accident clusters were notable within the two-mile study area, with the 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.
- 1.5.2 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.
- 1.5.3 The addition of a Welsh medium school on the site is forecast to increase the number of short-term drop-off and pick-up vehicles at the standard school opening and closing times by 79. As such, a number of measures are proposed:
- Phased opening of the school over five years, starting with Year 1 and early years students and filling the school as the students progress through the year groups;
 - Provision of adequate parking on site to accommodate all staff and visitors – reducing on-street parking demand by up to 19 staff vehicles plus visitor vehicles;
 - Staggering the start and finish times of both schools to reduce the intensity of parking demand at peak times;
 - Allowing early-years drop-off and pick-up with allocated extra-wide spaces – reducing on-street parking demand by around 16 vehicles;
 - Dedicated drop-off facility for high occupancy cars and taxis, which could – reducing on-street parking demand by around 49 vehicles;
 - 28 car share priority spaces provided for staff to encourage car sharing – reducing parking demand and vehicle flows on local streets;
 - Commitment to an updated Travel Plan – targeting a 10% increase in active and sustainable travel to the site over the initial three-year period;
 - New cycle stands to encourage staff to cycle to the site;
 - A Car Park Management Plan to encourage car sharing and the use of electric vehicles; and
 - Wrap-around care and after school clubs reducing parking demand the school start and finish times.
- 1.5.4 Prior to consideration of the Travel Plan and the staggered start and finish times, the proposals are forecast to mitigate the additional parking demand.
- 1.5.5 Any uptake of additional active travel, public transport travel and car sharing should result in a further reduction in car parking demand on local streets.
- 1.5.6 Overall, with the mitigation measures in place, it is forecast that the development proposals could result in reduced on-street parking demand at any one time.

2. INTRODUCTION

2.1 BACKGROUND

- 2.1.1 Development Planning Limited have been commissioned by Read to provide a Transport Statement for the proposed redevelopment of the existing Borrass Park Community Primary School site to create a new Welsh medium school.
- 2.1.2 This Transport Statement assesses access to the development site by appropriate modes of transport and considers the implications on the wider transport networks.
- 2.1.3 This Transport Statement has been prepared for submission as part of a planning application package and should be read in conjunction with the documents and plans which have been submitted as part of that package.
- 2.1.4 This Transport Statement has been prepared in accordance with the principles set out within Planning Policy Wales (December 2018).
- 2.1.5 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of any planning submission.
- 2.1.6 The content of this report has been informed by the Wrexham County Borough Council highway comments dated 17th June 2010.

2.2 CORONAVIRUS

- 2.2.1 At the time of writing this report the UK Government has enforced a lockdown due to the risk to public health of transmission of the Covid-19 disease. As such, travel patterns are highly unusual with traffic levels suppressed and some information on regular public transport routes not being available.
- 2.2.2 The Welsh Government have released their guidance to support schools reopening in September. Even so, the 'new normal' may not be realised until some time after this with the UK Government's furlough scheme extended to the end of October. The return to normality is not currently envisaged until December, or beyond.
- 2.2.3 The 'new normal' cannot be quantified at the current time and could include significant changes in travel patterns, including increased use of more sustainable transport modes, increased flexibility in daily working patterns, including home working and travel time choices being made to reduce travel during peak times.
- 2.2.4 Best endeavours have been taken to provide accurate information within this report based upon historic and currently available information, where available. As the Government are taking all steps that they can to help to secure the economy, it is considered necessary that planning applications continue to be determined based upon the best information that is currently available to allow development and investment to continue.

2.3 SITE LOCATION

- 2.3.1 The existing school is located on Borrass Park Road, Wrexham, LL12 7TH. The site location is shown in Figure 2.1, Appendix A.
- 2.3.2 The site is bound to the north by Borrass Park Road, to the west by the Borrass Park Road shopping parade, to the south by an open field and houses fronting on to Overleigh Drive and to the east by the site of the former Goulbourne public house.
- 2.3.3 It is understood that the site of the former Goulbourne public house benefits from an extant planning consent for eight residential dwellings(application P/2016/1048).

2.4 EXISTING LAND USE

- 2.4.1 The existing school is a two-form entry school and provides education for both infant and primary school pupils within two separate buildings. The existing junior school has a floor area of 1,548sqm, the infant school 1,223sqm, with a total existing floor area of 2,771sqm.
- 2.4.2 The site also supports a doctor's surgery, which is connected to the junior school building.
- 2.4.3 The doctor's surgery benefits from two parking spaces, as part of the lease of that building.
- 2.4.4 The site has two main vehicular access points, one for each of the schools. The vehicular access points provide access to car parking and for service vehicles, which include kitchen deliveries and waste collection.
- 2.4.5 The existing site totals 2,771sqm and accommodates 490 pupils from pre-school to age 11.

2.5 DEVELOPMENT PROPOSAL

- 2.5.1 The development proposals are for the extension and refurbishment of Borrass Park Community Primary School.

EXISTING JUNIOR SCHOOL

- 2.5.2 The proposal is for the existing junior school to be extended and refurbished to house the new Borrass Park Community Primary School within the extended and refurbished building. The new Borrass Park Community Primary School would remain a two-form entry school.
- 2.5.3 The proposals include the creation of ten additional classrooms within a new two-storey extension to the school building.
- 2.5.4 In addition, a new single storey extension to the front of the junior school is proposed to house a new childcare unit. The childcare unit will have the capacity to accommodate 30 students on the site.
- 2.5.5 The total floor area of the new Borrass Park Community Primary School would be 2,920sqm, an increase of 149sqm over the existing primary school.
- 2.5.6 The total number of students to be accommodated within the new Borrass Park Community Primary School are forecast to be 490, the same as the existing buildings.

EXISTING INFANT SCHOOL

- 2.5.7 As a result of the development of the new Borrass Park Community Primary School, the existing infant school building would be refurbished to accommodate a new Welsh medium school.
- 2.5.8 The Welsh medium school would utilise the existing building floorplate and result in the new school having a floor area of 1,223sqm.
- 2.5.9 The Welsh medium school would be a single-form entry, which could accommodate around half the number of students and staff as the new Borrass Park Community Primary school, at around 265 students (including a maximum of 15 nursery children at any one time).

NET INCREASE IN FLOOR AREA

- 2.5.10 The development proposals result in a total floor area of 4,143sqm, compared to the existing 2,771sqm. The increase is equivalent to a 50% increase in total floor area on the site.

NET INCREASE IN CAR PARKING

- 2.5.11 The proposed number of car parking spaces increase from the existing 53 to 109, plus seven drop off/ visitor parking spaces within the site.
- 2.5.12 The total number of proposed parking spaces is 116, which is an increase of 120%.

2.6 TEMPORARY LAND USE

- 2.6.1 At the current time, a mobile unit is temporarily located on the junior school site's car park and is in use by Health Board Nurses. The mobile unit is utilised as a Covid local assessment centre, which assesses patients with symptoms of coronavirus, either to manage their symptoms at home or to be referred for further assessment.
- 2.6.2 The local assessment centre is due to be removed from the site in order to allow the school to reopen in September. As such, the temporary centre will not be in place into the future.

3. THE CHANGING FACE OF TRANSPORT

3.1 INTRODUCTION

- 3.1.1 The way we travel and impact upon the world is now seen as the Government's highest priority by many and features high on the political agenda.
- 3.1.2 The way we travel can significantly impact on the environment and respecting the transport hierarchies is an essential part of helping towards reducing the impact of development and helping to foster a more environmentally responsible culture.
- 3.1.3 This chapter considers the changing face of transport to allow consideration of the way in which travel is forecast to change in the short to medium term and, as such, allow consideration of emerging technologies to be given, when interpreting future traffic forecasts.

3.2 THE IMPACT OF TRAVEL

- 3.2.1 With regard to transport, the changing use of vehicles began decades ago with government interventions including the implementation of Travel Plans for all major new development from the early 2000's and a significant policy shift to reducing car emissions, beginning in major UK cities such as London through their congestion charge from 2003 onwards.
- 3.2.2 Currently, Cardiff are considering a congestion charging scheme with wider consideration being given by the Welsh Government who have announced an independent review on whether road users across Wales should be charged.
- 3.2.3 In recent years, there has been a significant focus on reducing the emissions of road-going vehicles through reduced tax tariffs on those that pollute the least and the increasing standards of vehicle emissions through the Euro emission standards which has seen allowable emissions dropping significantly since first implemented in 1992.
- 3.2.4 Government policies have been the start of the reduction of emissions, due to the global environmental movement and environmental standards across the world being continually reviewed and made more stringent.
- 3.2.5 On the 29th April 2019, the Welsh government declared a climate emergency and stated:

...The declaration sends a clear signal the Welsh Government will not allow the process of leaving the EU to distract us from the challenge of climate change, which threatens our health, economy, infrastructure and our natural environment.

The announcement draws attention to the magnitude and significance of the latest evidence from the Intergovernmental Panel on Climate Change and highlights the recent climate protests across the UK...
- 3.2.6 In response to evolving Governmental commitments, it now appears to be industry who are using their research and development budgets to come up with more and more innovative ways of reducing the impacts of travel, whether it be electric buses, hybrid or zero-emission technologies or through the delivery of computer-based communication and work platforms.
- 3.2.7 Through education, information and encouragement a more connected world with a more sustainable travel culture can be created.

3.3 HISTORY OF CLIMATE CHANGE EMERGENCY

- 3.3.1 On the 1st May 2019 the UK Parliament passed a national declaration of an Environment and Climate Emergency, following independent declarations on the 28th and 29th April by Scotland and Wales, respectively. The UK Parliament was the first to do so in the world.
- 3.3.2 There are now over 1,000 declarations across the world and the climate change agenda is quickly resulting in new and emerging policies to help the world work towards a zero carbon position within the coming decades.
- 3.3.3 Quickly following the UK declaration, the UK Government became the first major economy in the world to pass laws to end its contribution to global warming by 2050 (Climate Change Act 2008 (2050 Target Amendment) Order 2019), which is significantly more stringent than its previous commitments to reduce greenhouse gas emissions by 80% (compared to 1990 levels).
- 3.3.4 The Climate Change Emergency was pre-ceded by the Government's 'The Road to Zero Strategy' that sees the end of conventional fossil fuel vehicles by 2040, with the Committee on Climate Change seeking only pure battery electric vehicles and long range plug in hybrids to be sold by 2035.
- 3.3.5 Current planning policy clearly supports sustainable development and the sustainable transport hierarchy and should be read and considered against the ever-changing political background surrounding the environment.
- 3.3.6 We are entering a new period of change in transport and should ensure that the policies which are applied are relevant and deliverable.

3.4 ACCESS BY ULTRA LOW AND ZERO EMISSION VEHICLE

- 3.4.1 Everyone who can drive a car can also drive an ultra-low or zero emission vehicle. Ultra-low and zero emission vehicles have all the benefits of personalised transportation, whilst significantly reducing the overall impact of travel.
- 3.4.2 HM Government have set out their emissions strategy in the July 2018 report 'The Road to Zero'. The policies set out the long-term ambitions of Government as:

Our mission is to put the UK at the forefront of the design and manufacturing of zero emission vehicles, and for all new cars and vans to be effectively zero emission by 2040. As set out in the NO2 plan, we will end the sale of new conventional petrol and diesel cars and vans by 2040. By then, we expect the majority of new cars and vans sold to be 100% zero emission and all new cars and vans to have significant zero emission capability. By 2050 we want almost every car and van to be zero emission.

We want to see at least 50%, and as many as 70%, of new car sales and up to 40% of new van sales being ultra low emission by 2030.

We expect this transition to be industry and consumer led, supported in the coming years by the measures set out in this strategy. We will review progress towards our ambitions by 2025. Against a rapidly evolving international context, we will seek to maintain the UK's leadership position and meet our ambitions, and will consider what interventions are required if not enough progress is being made.

- 3.4.3 Even more stringently, the Committee on Climate Change, who advise government and other bodies, sought only pure battery electric vehicles and long-range plug-in hybrids to be sold by 2035. The Government have revised their policy to ban the sale of all petrol, diesel and hybrid cars by 2035, or before.
- 3.4.4 In response to these policies and similar national policies around the world, all major vehicle manufacturers either already sell, or are developing, ultra-low emission vehicles. The most notable commitment at the time of writing is from Honda who have stated:

Honda is the world's largest engine manufacturer, and from what we have announced today we are committing to ending all mainstream non-electrified petrol and diesel production for Europe by the end of 2022.

- 3.4.5 With vehicle manufacturing being a highly competitive market, it is almost certain that all major vehicle manufacturers will be following suit over the coming years, with research and development budgets being focussed on these technologies.
- 3.4.6 As such, within the lifetime of this development, it is expected that all cars and vans will, ultimately, be zero emission.
- 3.4.7 The technologies to arrive at a 100% zero emission road network are not currently in place and are likely to alter over time and become standardised, as such it is unlikely that the same technologies which are available today will be the ones which achieve this significant shift in the type of vehicles we drive.
- 3.4.8 One example of the new technologies which are being tested and are becoming increasingly successful is Battery Swapping Stations. These act in a similar way to a petrol filling station, however swap used and part-used batteries for full ones.
- 3.4.9 The operational time for the current units is around three minutes, which is quicker than filling a fossil fuel vehicle. At the forefront of the technology is the G4 Expressway in China, which has 18 such stations promoted by the company NIO, founded in November 2014.
- 3.4.10 Also in China, company BJEV is working on the construction of 3,000 battery swapping stations and aims to supply half a million electric vehicles by 2022.
- 3.4.11 In Europe, the technology is being heavily invested in by Shell, Repsol and others through the company Ample, whose aim is for 'Electric Cars for Everyone'. Battery Swapping Stations is one of the technologies that is expected to result from their research.
- 3.4.12 In terms of purchasing a car, manufacturers are now bringing in options to rent the battery pack, as oppose to buy them. This can reduce purchase prices and a monthly payment is made for battery rental, depending upon the mileage driven. Some packages include free recharging within the rental price.
- 3.4.13 It is clear that these technologies will result in a major change to the way electric vehicles are seen and purchased by the public and that current research and development will significantly impact the way in which private vehicles are used in the future.

3.5 EMERGING IN-VEHICLE TECHNOLOGIES

- 3.5.1 All new cars sold in the UK and Europe from 2022 are to be fitted with devices to automatically stop drivers exceeding the speed limit under planned changes to vehicle safety rules that the EU has provisionally agreed.
- 3.5.2 Although Wales will no longer be part of the EU when the rules come into effect, the UK regulator, the Vehicle Certification Agency, has said it will mirror safety standards for vehicles in the UK.
- 3.5.3 The speed limiter is one of a range of safety features to be made mandatory from 2022, along with automated emergency braking, electronic data recorders and improved visibility built into lorries for drivers to see vulnerable cyclists and pedestrians around the vehicle.
- 3.5.4 The mandatory data recorders will help investigate vehicle crashes and assist research into increased safety. Another feature already standard in many new cars, a lane departure warning system, will become obligatory.

- 3.5.5 In 2015 UK government established the Centre for Connected and Autonomous Vehicles (C-CAV), a joint policy and strategy unit. C-CAV provides a single point of contact for industry and academia for CAV technologies and will coordinate and enhance government activity in the sector.
- 3.5.6 Testing of driverless cars is already taking place on British roads, with Bristol, Milton Keynes and South-East London selected as test cities. The Bristol Venturer consortium aims to investigate whether driverless cars can reduce congestion, while the GATEway scheme in Greenwich is testing automated passenger shuttles and valet parking and Milton Keynes tests its LUTZ Pathfinder Pods in pedestrianised areas.
- 3.5.7 In February 2016, £17 million of funding was awarded to eight collaborative research and development projects as well as additional funding for 14 feasibility studies. The projects will stimulate development in key areas of autonomous vehicles and connected transport systems including.
- 3.5.8 Beyond connected and autonomous vehicles, Intelligent Transport Systems is a wider cross sector area of development.
- 3.5.9 Intelligent Transport Systems allow communication not just between vehicles themselves, but also vehicles and infrastructure. Utilising these communication systems will help to reduce road accidents, relieve congestion and reduce emissions.
- 3.5.10 Intelligent Transport Systems are already in use on UK roads – for example urban and motorway traffic management and control systems, electronic toll collection and route navigation systems. Another safety technology in development is Intelligent Speed Adaptation. Intelligent Speed Adaptation systems inform the driver of the speed limit for the road they are travelling on, automatically reducing the speed of the vehicle if necessary.
- 3.5.11 Within the lifetime of the development, it is highly likely that Connected and Autonomous Vehicles, as well as Intelligent Transport Systems will be increasingly used on UK road networks and, as such, the way in which traffic interacts could be increasingly managed automatically. As a result, future traffic flow forecasts using traditional techniques could overstate the potential impacts of development.

3.6 SUMMARY

- 3.6.1 The way we travel and impact upon the world is now seen as high on the Government's priority and features at the top of the political agenda on a regular basis.
- 3.6.2 Government policies have been the start of the reduction of emissions, due to the global environmental movement and environmental standards across the world being continually reviewed and made more stringent.
- 3.6.3 In response to this, it now appears to be industry who are using their research and development budgets to come up with more and more innovative ways of reducing the impacts of travel.
- 3.6.4 These changes include investment in Battery Swapping Stations and electric vehicle battery rental, both of which help to overcome two of the current barriers to electric vehicle ownership of battery range and initial purchase cost.
- 3.6.5 The way we travel can significantly impact on the environment and respecting the transport hierarchies is an essential part of helping towards reducing the impact of the development and helping to foster a more environmentally responsible culture.
- 3.6.6 Current planning policy clearly supports sustainable development and the sustainable transport hierarchy and should be read and considered against the ever-changing political background surrounded the environment.

- 3.6.7 Within the lifetime of the development, it is highly likely that Connected and Autonomous Vehicles, as well as Intelligent Transport Systems will be increasingly be used on UK road networks and, as such, the way in which traffic interacts could be increasingly managed automatically. As a result, future traffic flow forecasts using traditional techniques could overstate the potential impacts of development.
- 3.6.8 We are entering a new period of change in transport and should ensure that the policies which are applied are relevant and deliverable.

4. PLANNING POLICY

4.1 INTRODUCTION

- 4.1.1 Taking into account the information provided in Chapter 3, a review of pertinent current local and national planning policy has been undertaken to provide the context within which the proposals should be assessed. The review is summarised below.

4.2 PLANNING POLICY WALES

- 4.2.1 Planning Policy Wales (December 2018) states in the foreword that:

PPW will help to ensure that the planning decisions taken in Wales, no matter how big, or how small, are going to improve the lives of both our current and future generations. It will support changing the way we live and work, and the buildings and environment of Wales, today, building a better environment to accommodate current and future needs.

- 4.2.2 Within the Paragraph 3.6 of the Strategic and Spatial Choices chapter, Planning Policy Wales states:

...Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport.

- 4.2.3 Paragraph 3.12 goes on to state that:

Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys...

- 4.2.4 And in Paragraph 3.13 that

Existing infrastructure must be utilised and maximised, wherever possible. Where new infrastructure is necessary to mitigate transport impacts of a development and to maximise accessibility by sustainable non-car modes, it should be integrated within the development layout and beyond the boundary, as appropriate...

- 4.2.5 Section 4.1 specifically sets out the requirements for transport. Paragraph 4.1.6 provides guidance to planning authorities, stating that they must set out an integrated planning and transport strategy, which should:

- *integrate and co-ordinate sustainable transport and land use planning;*
- *facilitate and promote accessibility for all;*
- *reduce the need to travel;*
- *reduce dependency on private vehicles;*
- *prioritise and support walking, cycling and use of public transport;*
- *support the uptake of Ultra Low Emission Vehicles;*
- *reduce transport related airborne pollution; and*
- *facilitate the provision of transport infrastructure and necessary sustainable transport improvements and development.*

- 4.2.6 Specifically regarding sustainable travel, Paragraph 4.18 states that :

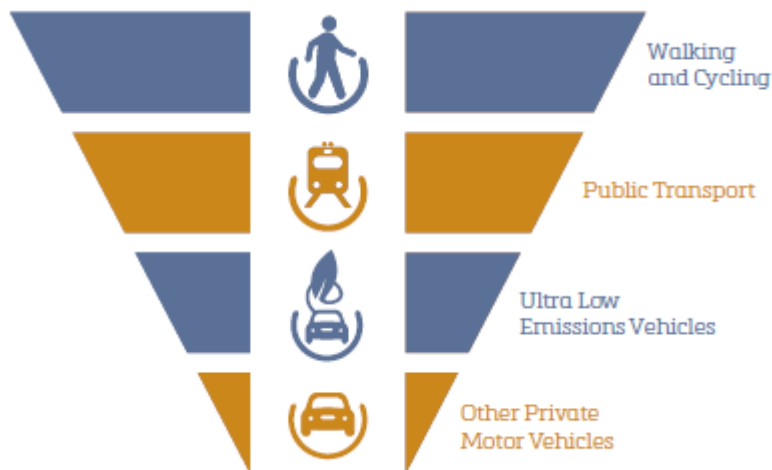
The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering

this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act.

4.2.7 And goes on to state in Paragraph 4.1.10 that:

Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.

4.2.8 The sustainable transport hierarchy is set out in Figure 8, as below:



4.2.9 It is clear from Planning Policy Wales that the transport user hierarchy is a key consideration in the determination of planning applications, with the key focus being on the encouragement of active travel.

4.2.10 With regard to electric vehicle charging points, Paragraph 4.1.39 states:

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...

4.2.11 The required provision is clarified in Paragraph 4.1.40 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.

4.2.12 With regard to car parking, Paragraph 4.1.50 states:

Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

4.2.13 With Paragraph 4.1.51 stating:

design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public

transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

- 4.2.14 A Car Park Management Plan has been produced to accompany the planning application to set out the proposals for delivering a car parking scheme for the site which meets with the end-user requirements and reduces the potential impact of the development on local roads.

- 4.2.15 Technical Advice Note 18:Transport sets out further details on the requirements for transport relating to development. Technical Advice Note 18 sets out that:

All new schools should be subject to TA. The level of analysis should provide the decision maker with suitable data regarding the accessibility of the site by all modes and the impacts on movement patterns likely to occur. The level of detail should be proportionate to the scale of the development. The objectives of the TIS should as a minimum include the creation or improvement of safe cycling and walking routes, restricting car access around schools, providing adequate cycle storage, and a framework for future school travel planning activity.

- 4.2.16 Whilst the pre-application response from highways sets out that they do not have the capability to assess a Travel Plan, a Travel Plan forms part of the planning application package. The Travel Plan is a document which has been designed for use by the two schools to help to encourage active travel and reduced traffic impacts, in line with national requirements and best practice.

4.3 DEVELOPMENT PLAN

- 4.3.1 The Council Plan (2019 to 2022) was first approved in 2017 and sets out 14 objectives across the four themes of :

- Economy;
- People;
- Place; and
- Organisation.

- 4.3.2 Within Policy Pe1, the long-term vision is set out as:

for our children and young people to be able to access a quality learning experience locally, to achieve their potential and gain the qualifications which will enable a transition into further and higher education, employment or training.

- 4.3.3 Policy P12 sets out the policy for 'Pride In Our Environment', with a long-term vision to:

be recognised as a low carbon, low waste, environmentally responsible organisation that supports local people to play their part.

- 4.3.4 This high-level policy has clear implications on the carbon emissions relating to development, which includes the use of the fossil fuels which power many current motor vehicles.

- 4.3.5 Policy P14 sets out the strategy for 'Well-Connected and Sustainable Communities', with a long term vision to:

have an accessible, efficient transport network which allows people a choice between transport options which are convenient and sustainable.

- 4.3.6 At a more strategic level, the Wrexham Unitary Development Plan (1996 to 2011, adopted February 2005). The Plan comprises two parts:

Part 1 -The Strategy which outlines the Council's broad intention for development in the area and provides a framework for the more specific policies and proposals...

Part 2 - Specific Policies accompanied by reasoned justifications, which expand on the strategic vision for the County Borough and provide detailed guidance for the development and other use of land...

- 4.3.7 The council are in the process of preparing their Local Development Plan (LDP), which will replace the currently adopted Unitary Development Plan. The Deposit Plan (April 2019) is a working document, however sets out the vision and strategies which are supported by the council.

- 4.3.8 The vision for the Local Development Plan is that:

By 2028, Wrexham will be an attractive, distinctive and accessible place where people will want to live, visit and invest. Our economy will be strong, resilient and responsive to our gateway location within Wales. Wrexham County Borough will be a sustainable place where everyone feels safe and included and a place that enhances the quality and distinctiveness of our natural, built heritage and unique culture.

- 4.3.9 Policy SP12 sets out the requirements for transport and accessibility as follows:

Wrexham's transport network will be developed in a safe, efficient and sustainable manner through the following measures:

i. Restricting development that would have an unacceptable impact on the safe and efficient operation of the transport network,

ii. Implement key transport projects identified in the Joint North Wales Local Transport Plan and supporting the development and delivery of key strategic road and rail transport improvement projects promoted by the North Wales region and Welsh Government (policy T4 and T6),

iii. Enhance the overall reliance of the network and take steps to adapt the transport network to the effects of climate change,

iv. Improve the coverage, service frequency, integration and priority of public transport services to provide a sustainable and viable alternative travel choice to the private car,

v. Improved integration of modes through the development of existing and new transport interchanges ensuring infrastructure provisions is accessible to all,

vi. Ensure adequate levels of car parking taking into consideration the location and accessibility of new developments to existing public transport facilities and walking and cycling network,

vii. Develop the coverage of the Active Travel Network across Wrexham to promote increased use of walking and cycling as safe, viable and sustainable alternatives to the car,

viii. Deliver capacity and safety enhancements to the local highway network where considered

- 4.3.10 For health and wellbeing, Policy SP14 states that:

All development should seek to reduce health inequalities and provide opportunities for healthy lifestyles and improving health and well-being...

- 4.3.11 It is clear from the Local Development Plan that issues including respecting the transport hierarchies, encouraging active and low carbon travel and reducing inequalities are key issues, which all align with Planning Policy Wales.

4.4 LOCAL GUIDANCE NOTES

- 4.4.1 Wrexham County Borough Council set out their guidance on planning through the Development Plan policy and a suite of Local Planning Guidance Notes.
- 4.4.2 The Local Planning Guidance Notes which are most pertinent to transport are Note 15 : Cycling and Note 16 : Parking Standards.
- 4.4.3 The cycle parking standards are for four cycle parking spaces per classroom for a primary school. For stays of less than eight hours, the requirement is for cycle parking to be provided in the form of Sheffield-style stands.
- 4.4.4 For cycle parking in excess of eight hours the requirement is for cycle parking to be provided within a more secure parking facility in the form of cycle cages or lockable cycle shelters.
- 4.4.5 The car parking standards are for two car parking spaces plus one space per 25sqm of floor area. The cycle parking is stated in Note 16 as being one space per 250sqm of floor space.

4.5 SUMMARY

- 4.5.1 The Council Plan (2019 to 2022) was first approved in 2017. Within Policy Pe1, the long-term vision is set out as:

for our children and young people to be able to access a quality learning experience locally, to achieve their potential and gain the qualifications which will enable a transition into further and higher education, employment or training.

- 4.5.2 Technical Advice Note 18:Transport sets out further details on the requirements for transport relating to development. Technical Advice Note 18 sets out that:

All new schools should be subject to TA. The level of analysis should provide the decision maker with suitable data regarding the accessibility of the site by all modes and the impacts on movement patterns likely to occur. The level of detail should be proportionate to the scale of the development. The objectives of the TIS should as a minimum include the creation or improvement of safe cycling and walking routes, restricting car access around schools, providing adequate cycle storage, and a framework for future school travel planning activity.

- 4.5.3 Policy P14 sets out the strategy for 'Well-Connected and Sustainable Communities', with a long term vision to:

have an accessible, efficient transport network which allows people a choice between transport options which are convenient and sustainable.

- 4.5.4 For health and wellbeing, Policy SP14 states that:

All development should seek to reduce health inequalities and provide opportunities for healthy lifestyles and improving health and well-being...

- 4.5.5 This Transport Statement sets out the proposed access by active modes of travel, which will be encouraged through the delivery of a Travel Plan, in conjunction with the school's Eco Council.

- 4.5.6 For those who do drive to the site, a Car Park Management Plan will also be implemented to encourage car sharing to reduce the parking issues around the site.

5. EXISTING TRAVEL PATTERNS

5.1 INTRODUCTION

- 5.1.1 Studies show that transportation accounts for one third of CO₂ emissions in major cities and is the fastest growing source of greenhouse gases. Whilst this is being tackled through initiatives including C40 Cities, the transport hierarchy remains that active and low carbon travel modes are to be encouraged.
- 5.1.2 This chapter reviews the existing travel patterns to the site.
- 5.1.3 Changing technologies are likely to reflect the ways in which people travel and, as such, consideration should be given to how these may affect the way that education is delivered into the future.

5.2 BORRAS PARK ROAD

- 5.2.1 Borrass Park Road provides the main access points to the site, with an additional pedestrian access provided to the south via Lincoln Close.
- 5.2.2 Borrass Park Road along the site frontage is subject to a 20mph speed limit. There is an existing vehicle chicane to the east of the site, at the gateway to the 20mph speed limit, which helps to manage traffic speeds along the site frontage. A similar measure is in place at the gateway to the 20mph speed limit from the west.
- 5.2.3 Raised and highlighted informal crossing points are provided on Borrass Park Road at the eastern pedestrian entrance, with additional speed restraint measures including speed cushions to the west of Cherry Hill Drive and a speed table with informal highlighted pedestrian crossing point to the west of the site.
- 5.2.4 The speed limit has been reviewed by the authority in November 2017 and showed that the 85th percentile speeds towards Norfolk Road were 20.8mph and away from Norfolk Road were 20.1mph. As such, it is reasonable to conclude that vehicles generally travel at or below the posted speed limit.
- 5.2.5 A lollipop crossing facility is provided for students accessing the junior school and for parents from the east of the site to cross towards the infant school.
- 5.2.6 Borrass Park Road and its connecting streets are considered to be appropriate and safe for pedestrian access to the site.
- 5.2.7 A detailed review of the highway safety records across the catchment is provided in Chapter 8.

5.3 SOUTHERN PEDESTRIAN ENTRANCE

- 5.3.1 Access from the south of the site is via Lincoln Close and onwards through residential areas to the south. The connecting streets are considered to be appropriate and safe for pedestrian access to the site.

5.4 STUDENT TRAVEL PATTERNS

- 5.4.1 At Borrass Park Primary, each child was asked how they travelled to school. The results by year group are shown in Table 5.1, below:

Table 5.1 Travel Mode to School by Year Group

Class	No. of children travelling by CAR	No. of children WALKING to school	No. of children travelling by BUS	No. of children travelling by BIKE
NURSERY	38	17	0	0
RECEPTION	33	24	1	0
YEAR 1	34	20	2	0
YEAR 2	42	14	1	2
YEAR 3	43	8	1	0
YEAR 4	38	14	0	1
YEAR 5	47	11	0	2
YEAR 6	37	13	0	1
TOTALS	312	121	5	6

5.4.2 Out of a total of 444 pupils asked:

- 312 stated they travelled by car, which was 70% of the total
- 121 stated they walked to school every day, equating to 27%
- 5 stated they travel to school by bus, equating to 2%,
- The remaining 6 stated they cycled to school, equating to 1%

5.4.3 It can be seen that active and low carbon travel equates to 30% of travel to the existing school.

5.4.4 Of the residual 70% of students, the pupils were asked how many people are in your car on your journey to school. The results by year group are shown in Table 5.2.

Table 5.2 Car Occupancy information

Class	No. of children questioned	No. in car including driver 2	No. in car including driver 3	No. in car including driver 4 or more
YEAR 1	34	12	17	5
YEAR 2	42	6	22	14
YEAR 3	43	11	18	14
YEAR 4	38	15	12	11
YEAR 5	47	10	22	15
YEAR 6	37	8	18	11
Totals	241	62	109	70

5.4.5 The results show that of the total number of car trips, 26% have only one child. Due to potential replication of answers by children from the same family unit responding to the questions within different year groups, a calculation of the average occupation has been produced utilising the responses given. These results are summarised below:

- 26% single child occupancy;
- 52% two child occupancy; and

- 22% three or more child occupancy (based upon three children for robustness).
- 5.4.6 The results show that the average occupation of children per car is 1.96, which can reasonably be rounded to 2.
- 5.4.7 On the basis of the survey, of the 490 students on site, 343 (70%) of students travel to the school by car, equating to around 172 cars being generated. Of the 172 cars, 45 could have one child, 89 could have two children and 38 three or more.
- 5.4.8 To reduce the impacts on the local highway network of the traffic generated by the existing school the start times of the infant and junior schools are staggered by 10 minutes.
- 5.4.9 The headteacher for the school has confirmed that:
- Looking at the general arrivals and departures on and around the school, approximately 30%-40% of our parents will walk their children to and from school. 60%-70% of parents will drive due to work commitments (or have children old enough to walk themselves to school when they reach Year 5/6 age). However, a large proportion of the working parents will use the Breakfast Club facility.*
- 5.4.10 The headteacher's comments align with those of the student survey, with students potentially overstating how many arrive by car.

5.5 WRAP-AROUND CARE

- 5.5.1 It is important to note that Borrass Park Community Primary School offer wrap-around care. A total of 71 spaces are available for the full day care, which equates to around 15% of students. The provision of full day care would result in the spreading of school parking demand.
- 5.5.2 As such, the forecast traffic generation for the school represents both the standard school pick up and drop off times, however also extends to cover the period from 08:00 in the morning to 18:00 in the evening.
- 5.5.3 Currently Borrass Park Community Primary School operates:
- Breakfast club;
 - Nursery plus; and
 - After school club.
- 5.5.4 For the breakfast club, doors open at 8.00 am in Foundation Phase and 7.50 am in KS2. Latest time for admission to Breakfast Club is 08.40 in Foundation Phase and 08.30 in KS2 so that children have time to eat their breakfast and get to class on time.
- 5.5.5 The children are taken to class ready for registration at 09.00. in Foundation Phase and 08.50 in KS2.
- 5.5.6 The headteacher of the school has confirmed that:
- *The official Infant site day begins at 9:00am and ends at 3:05pm. Approximately 80/85 children arrive for Breakfast Club between 8:00am and 8:40am.*
 - *The official Junior site day begins at 8:50am and ends at 3:15pm. Approximately 70/80 children arrive for Breakfast Club between 7:50am and 8:30am.*
- 5.5.7 Nursery Plus provides full daycare provision for busy working parents or to complement the half-day session children are entitled to in school.

- 5.5.8 The after school club is a Playscheme for children of Primary School age 3-12 years old, daily from 15:00 to 18:00. during school term and from 08.00 to 18:00 during school holiday time.

5.6 STAFF TRAVEL PATTERNS

- 5.6.1 There are 72 staff associated with the existing school. These staff have 53 car parking spaces to accommodate their parking needs, a provision of 74%. It is understood that some staff park on-street when the car parks are full. Similarly, it is expected that daytime visitors are also likely to park on-street.
- 5.6.2 Generally, in the morning, teachers arrive prior to students and the impact of the staff-generated vehicles would be prior to the main school drop off.
- 5.6.3 Similarly, in the evening, teachers leave after the majority of students and the impact of the staff-generated vehicles would be following school pick up.

5.7 ACTIVE TRAVEL CATCHMENT AREA

- 5.7.1 Walking and cycling are affordable and safe transportation options that do not generate emissions, traffic noise or traffic congestion, and instead boost mental and physical health.
- 5.7.2 It can be seen from the travel survey that 29% of students responded that they travelled to the school on foot or by cycle.
- 5.7.3 In June 2014 the Welsh Government issued statutory guidance entitled 'Learner Travel Statutory Provision and Operational Guidance'.
- 5.7.4 Embedded within the Guidance are the statutory provisions, specific duties and key responsibilities for local authorities in relation to home to school transport in Wales.
- 5.7.5 For home to school transport provision local authorities must:
- Assess the travel needs of learners in their authority area
 - Provide free home to school transport for learners of compulsory school age attending primary school who live 2 miles or further from their nearest suitable school
- 5.7.6 Distances below these thresholds are referred to as 'walking distances'. A route is considered to be available if it is safe (as far as reasonably practicable) for a learner without a disability or learning difficulty to walk the route alone or with an accompanying adult if the learners age and understanding requires this.
- 5.7.7 Manual for Streets provides a context for considering the potential walk-in catchment to the school. Manual for Streets states that:
- The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present.*
- 5.7.8 The proposals for access by active travel modes is provided in Chapter 6.

5.8 INFLUENCE ON TRAVEL PATTERNS OF NEARBY SCHOOLS

- 5.8.1 In order to consider the potential impact of nearby schools on travel patterns, a review of the primary schools closest to the site has been undertaken. These are shown in Figure 5.1, Appendix A. To provide a context and scale to the school locations, an 800m circle has been drawn around each school. The 800m circles equate to an approximate walking time to the site of 10 minutes.

5.8.2 It can be seen from Figure 5.1 that a significant majority of areas between the A5158 to the northeast, the A483 to the northwest, extending past Wrexham town centre to the west and to Hightown in the south are within 800m crow-fly distance of a primary school. This suggests that, subject to parental choice on school provision, that students in the majority of areas have the opportunity to use active travel to access a nearby primary school.

5.8.3 Figure 5.1 shows the three existing Welsh medium primary schools in Wrexham with red highlighting, these are:

- Ysgol Bodhyfryd (in Hightown);
- Ysgol Plas Coch (in Plas Coch); and
- Ysgol Bro Alun (in Bradley).

5.8.4 It can be seen from Figure 5.1 that these schools are located to the south, northwest and north of Wrexham town centre.

5.8.5 The proposed Welsh medium primary school has also been shown as a red circle to aid with the interpretation of the plan.

5.8.6 The provision of a new Welsh medium primary school as part of the development proposals results in a Welsh medium primary school being located to the northeast of the Wrexham town centre. It can be seen that the provision of the school increases the number of properties within an 800m walking catchment of a Welsh medium primary school

5.9 SUMMARY

5.9.1 A survey of students shows that 30% currently travel by sustainable travel modes. Of those, 27% travel on foot, 2% by bus and 1% by cycle.

5.9.2 Of the 490 students, around 15% utilise the wrap-around care provided by the council at the site. The provision of the wrap-around care helps to reduce the parking demand on local streets at any one time and provide flexibility to parents to choose when they travel to drop off and pick up children.

5.9.3 The provision of a new Welsh medium school at the site provides a new Welsh language primary school facility to the east of the town centre, complementary to the existing Welsh language schools which are located to the south, west and north of the town centre. The new school provides additional opportunity for a wider catchment area of Wrexham to access Welsh language education by active travel modes.

6. ACCESS PROPOSALS

6.1 INTRODUCTION

6.1.1 This chapter discusses the site layout of the development proposals in terms of access for all appropriate modes of transport.

6.1.2 The site layout masterplan forms part of the planning application package.

6.2 PEDESTRIAN ACCESS

6.2.1 There are currently three pedestrian and two vehicular access points on to Borrás Park Road for the existing school, north of the site. A further pedestrian access point is located to the south of the site, via Lincoln Close.

6.2.2 The easternmost pedestrian access is around 5.0m wide and serves the junior school. The development proposals involve the retention of this pedestrian access, along with the implementation of staggered pedestrian guard rail inset from the Borrás Park Road footway to help to regulate pedestrian speeds and reduce potential instances of children running towards the road.

6.2.3 The easternmost access would be the primary access to the new Borrás Park Community Primary School and is considered to meet with the needs of parents picking up and dropping off.

6.2.4 In addition, a new pedestrian access point is proposed, segregated from the vehicular access to the main car parking areas. The proposed pedestrian access width is 2.0m. The access leads to internal pedestrian crossings which are 2.0m wide and lead to 2.0m footways around the doctor's surgery to the south and 2.0m footway widths which connect through the main car park towards the proposed Welsh school.

6.2.5 The existing central access point currently separates the infant and junior schools. The footpath is of varying width, above 2.0m. The development proposals would result in the footpath linking towards the English school via the main car park, with a minimum 2.0m width available.

6.2.6 In addition, the footpath would link to the Welsh school, similarly via a minimum 2.0m width footpath, into the car parking area to the front of the Welsh school.

6.2.7 The existing westernmost access would be retained and continue to provide access to the Welsh school. The footpath is a minimum of 2.0m wide.

6.2.8 The southern access to the site would remain in operation and would help to encourage pedestrian access to the site from areas to the south.

6.2.9 The pedestrian access plan is shown in Figure 6.1, Appendix A.

6.3 CYCLE ACCESS

6.3.1 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.

6.3.2 There are five proposed Sheffield-style cycle parking stands for the Welsh school. This is sufficient to accommodate ten cycles. The school travel survey shows that around 1% of students cycle to school, equating to two to three cycles for students. The remaining seven to eight cycle parking spaces equates to over 25% of staff cycling to the site.

- 6.3.3 Whilst the provision set out within Wrexham's cycle parking standards is for four cycles per classroom, this could result in a significant over-provision and be unlikely to be fully utilised.
- 6.3.4 It is important that caution should be applied in considering how children of primary school age can be encouraged to cycle to school. This is particularly the case as cycling on pavements is not permitted and could lead to pedestrian/ cycle conflicts, particularly in areas of high pedestrian density, particularly around a school at start and finish times.
- 6.3.5 Any encouragement of children cycling would ideally be accompanied by a minimum requirement for helmets, lights and a well-maintained cycle, as well as consideration of the provision of cycle safety lessons.
- 6.3.6 Demand for the cycle parking would be monitored via the Travel Plan and additional cycle stands provided, to meet with demand.
- 6.3.7 Even so, for many within the younger age brackets, cycling on the carriageway is unlikely to be seen as attractive by many parents, something which has been confirmed as part of the school's travel survey.
- 6.3.8 A provision of 12 Sheffield-style cycle stands is proposed for the English school. This equates to 24 cycles. Student cycles could account for four to five of the cycle spaces with up to 20 being available for staff. This is equivalent to around one quarter of staff.
- 6.3.9 Demand for the cycle parking would be monitored via the Travel Plan and additional cycle stands provided, to meet with demand.

6.4 BUS ACCESS

- 6.4.1 The nearest bus stops to the site are opposite the shops to the west of the site and on Cherry Hill Drive to the north of the site. The stops are served by bus route TL1. The bus operates from Borrass Park Road at 09:25, arriving in Wrexham at 09:34. The return journeys arrive at Borrass Park Road at 11:25, 13:25, 15:15 and 17:35. The buses are suitable for some parents to access Wrexham by bus after dropping off their children and returning at school closing, or after if the children attend after school club.

6.5 CAR PARK MANAGEMENT

- 6.5.1 A Car Park Management Plan is to be implemented at the site. 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.
- 6.5.2 The Car Park Management Plan forms part of the planning application package. The associated car park zoning plan is attached as Figure 3.1, Appendix A to this report, as well as the Car Park Management Plan.

6.6 SERVICING AND DELIVERIES

- 6.6.1 The servicing and delivery arrangements for the Welsh medium school will remain unchanged from those for the existing infant school. The existing facilities are considered to be appropriate for use, with no issues being reported by the school regarding the safe operation of servicing and deliveries.
- 6.6.2 For the new Borrass Park Community Primary School, a service area is provided to the north of the turning area for the drop-off spaces. Swept path analysis has been undertaken of a refuse vehicle accessing the area and exiting in a forward gear. The swept path analysis is attached as Figure 6.2, Appendix A.

6.7 SCHOOL TRIPS

- 6.7.1 The provision of the servicing and delivery area has also been subject to swept path analysis for a 12m bus. This is shown to be able to access the service area to pick-up and drop off, exiting in a forward gear. The swept path analysis is shown in Figure 6.3, Appendix A.
- 6.7.2 An additional assessment has been undertaken for a 15m coach. The swept path analysis shows that this larger vehicle can also access the service area, however is likely to require two of the angled visitor spaces to be free of a car to exit in a forward gear. Access to the school by this size of vehicle is likely to be infrequent and the shared booking system for the parking spaces would allow the spaces to be reserved, should it be required. The swept path analysis is attached as Figure 6.4, Appendix A.

6.8 SUMMARY

- 6.8.1 The development proposals incorporate the existing and new pedestrian access points from Borrass Park Road and from the residential areas to the south of the site. The pedestrian access points are segregated from the vehicular access points.
- 6.8.2 Pedestrian crossing points will be provided across the internal carriageways, providing priority to students, parents and teachers who are travelling on foot.
- 6.8.3 New cycle stands will be provided for each school. The use of the stands will be monitored and additional stands supplied should demand require it.
- 6.8.4 A Car Park Management Plan is to be implemented, giving priority access to drop-off areas for those with children in the early years education units, those who travel with three or more children in the car and taxis. The Car Park Management Plan will help to reduce the number of cars parked on local streets.

7. TRAVEL PLAN

7.1 INTRODUCTION

- 7.1.1 Travel Plans for the two schools have been submitted as separate documents within the overall planning application package. This chapter provides a summary of the commitments which will be contained within the Travel Plan, which are pertinent to the consideration of this Transport Statement.

7.2 SUSTAINABLE COMMITMENTS

- 7.2.1 Borras 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.

- 7.2.2 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.

- 7.2.3 The school also has an Eco Committee, with the school Eco Code being:

*We promise to recycle,
Turn the taps off all the way,
Turn the power off,
Pick up rubbish,
Eco-warriors every day.*

- 7.2.4 In line with their sustainable commitments, 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.

- 7.2.5 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.

7.3 ECO-SCHOOLS

- 7.3.1 The Eco Council includes both students and staff and are focussed on the ten topic areas of the Eco-School programme. Of these, two specifically relate to travel:

- Healthy living; and
- Transport.

- 7.3.2 With regard to health, well-being and food, the Eco-Schools programme sets out that:

Schools have a crucial role to play in promoting the health and well-being of young people and shaping the attitudes and behaviours that affect it. Good health and well-being at an early age not only helps to avoid future health problems such as obesity and heart disease, it can also improve a pupil's ability to learn...

- 7.3.3 The Eco-Schools objectives in this topic area are to:

- to raise awareness of how health issues impact on the environment and vice versa
- to encourage schools to put into place a sustainable plan for being a healthy school

- *to demonstrate that a healthy school is one that looks holistically at issues of exercise, diet, well-being and the aesthetic quality of the school and its grounds, bullying and the risks associated with sex, smoking, drugs and air pollution.*

7.3.4 With regard to transport, the programme sets out that:

Transport directly affects your schools and pupils: not just in terms of the length of the school run, but also in terms of road safety, pupil health and fitness. This section suggests ways that pupils, staff and local authorities could work together to raise awareness of transport issues and come up with practical solutions that will make a real difference to pupils' everyday lives.

7.3.5 The Eco-Schools objectives in this area are to:

- *work with local authority, local transport officers, transport groups and police to put into place a safer routes to schools plan*
- *implement an effective road safety awareness programme for pupils*
- *raise awareness about the impact of transport on the environment and people's health*
- *raise awareness of adequate public transport provision and usage*
- *provide adequate and safe facilities for pupils and staff walking and cycling to school*

7.3.6 The commitment to a Travel Plan fully aligns with the existing school's environmental credentials and commitments.

7.4 TRAVEL PLAN CO-ORDINATOR

7.4.1 Building on their Eco-School Platinum Award, the role of Travel Plan Co-ordinator for the English school will be undertaken by the Eco Council for the school.

7.4.2 A second Eco Council will be set up for the Welsh school. Due to the two schools being on the same site, the sharing of information and the role of the Travel Plan Co-ordinator can be undertaken through the two Eco Councils.

7.5 HEAD TEACHER

7.5.1 The head teacher should actively engage with the Eco Council and provide the support and empowerment required to help increase active travel and reduce any residual parking issues.

7.5.2 The head teacher for each school will be responsible for ensuring that the Travel Plan is delivered and for undertaking or delegating tasks which require external input or assistance alongside the Eco Councils.

7.6 TRANSPARENCY

7.6.1 The school Travel Plans which accompany the planning application are based upon the Travel Plan that is already in place at Borrás Park Community Primary School.

7.6.2 The updated Travel Plans have been redrafted to provide a briefer summary of issues and a greater focus on transparency to the pupils, who are likely to be those who can have the greatest influence on their travel preferences through discussions with their parents or guardians.

7.7 STUDENT TARGET

7.7.1 A Travel Survey undertaken as part of the school's Travel Plan programme shows that 30% of students currently travel to school by sustainable travel modes, consisting of:

- 27% by walking;

- 2% by bus; and
 - 1% by cycle.
- 7.7.2 A reasonable short-term target for increasing travel by sustainable travel modes is 5%, with a 10% target or more in the longer term.
- 7.7.3 The following targets are being set to assess the success of the Travel Plan:
- On opening – 30% of students by sustainable travel modes;
 - Within 1 year of opening – 32% of students by sustainable travel modes; and
 - Within 3 years of opening – 34% of students by sustainable travel modes.
- 7.7.4 The progress towards the targets is to be monitored with an annual hands-up survey of students.

7.8 STAFF TARGET

- 7.8.1 Prior to school opening, staff will be informed of the car-share priority parking spaces, the location of the new cycle parking areas and information on the benefits of active travel.
- 7.8.2 There is no base data available for staff. A staff travel survey will be undertaken prior to the opening of the new schools with staff being asked how they intend to travel.
- 7.8.3 The targets will be set as follows:
- On opening – Achieve the sustainable travel proportions obtained from the surveys;
 - Within 1 year of opening – increase sustainable travel by 5% from the baseline; and
 - Within 3 years of opening – increase sustainable travel by 10% from the baseline.
- 7.8.4 The progress towards the targets is to be monitored with annual staff surveys.

7.9 MEASURES

- 7.9.1 The following measures are to be assessed by the head teacher and Eco Council, for implementation at the site:
- 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/>.

7.10 SUMMARY

- 7.10.1 A Travel Plan for each school has been submitted as part of the planning application package. The Travel Plans align with the school's Eco Schools Platinum Award status and would be delivered through the Eco Council, with support from the head teacher.
- 7.10.2 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 implementation period.

8. SAFE ROUTES TO SCHOOLS REVIEW

8.1 INTRODUCTION

- 8.1.1 As discussed in Chapter 5, in June 2014 the Welsh Government issued statutory guidance entitled 'Learner Travel Statutory Provision and Operational Guidance'.
- 8.1.2 This chapter considers highway safety and available routes for active travel to the school.

8.2 STATUTORY GUIDANCE

- 8.2.1 The starting point for the highway safety assessment undertaken as part of this Transport Statement has been to review a crow-fly distance of 3km from the centre of the school site as a proxy for the 2 mile walk distance (3.22km) to account for the fact that the routes are not direct. The study area has been further refined to consider the reasonable boundary of walking, based upon the extent of the urban area.
- 8.2.2 The study area is shown in Figure 8.1, Appendix A and extends from King's Mill in the south, Wrexham town centre to the southwest, Plas Coch and Garden village to the west, Pandy to the north and the A5156 to the northeast.
- 8.2.3 Central Wrexham and the areas to the west of the railway lines (with the exception of Stansty) have been excluded from the assessment. Central Wrexham, inside the A5152 loop is generally commercial in nature, with the ability to walk to the school from areas west of the railway line being generally restricted by the railway infrastructure.
- 8.2.4 The area within the A5152 is shown within the Wrexham active travel map as consisting of pedestrian streets, advisory routes and shows the locations of the pedestrian and toucan crossings to access to and through the town centre. The map is available at <https://www.sustrans.org.uk/media/3004/wrexham-web-2014.pdf> and shows the routes within the town centre and wider area.
- 8.2.5 For the avoidance of doubt, consideration of the A5156 and A483 have been excluded from the review, with the exception of access to Pandy, due to the vehicle dominated nature of those roads.
- 8.2.6 Importantly, the assessment of the walk routes is for the purposes of the planning application only and should not be relied upon to determine whether a child may or may not be eligible for free home to school transport. Any queries regarding free home to school travel should be sent to the education authority.

8.3 HIGHWAY SAFETY CONCLUSION

- 8.3.1 Section 8.8 provides a detailed review of the accidents across the area shown in Figure 8.1, Appendix A.
- 8.3.2 No significant highway safety clusters were notable within the review, with the accidents being spread out across the network.
- 8.3.3 The accident review conclusion can be summarised as follows:
- There are very few road traffic accidents involving pedestrians noted across the whole study area;
 - Of the pedestrian accidents, the vast majority were adults, with very few children hurt on the Wrexham road network. Of those, a small number were pre-school age who stepped out between parked vehicles;
 - A number of other pedestrians were struck having stepped out in front of a car from a masked position between or behind parked vehicles;

- Only a very minor number of vehicle to vehicle accidents were shown to result in a pedestrian being struck; and
- There appears to be a significant proportion of accidents within the study area which involve cyclists.

8.4 SAFE ROUTES TO SCHOOL RECOMMENDATION

8.4.1 In assessing the highway safety records of roads on potential walk routes to the site, the key areas are recommended:

- 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.

8.5 ON-SITE OBSERVATIONS

8.5.1 On-site observations were made of the key routes within the potential walk-in catchment area on the 19th July 2020. The observations show that the streets across the network meet with the criteria of a route, which is defined within the guidance as:

A route is considered to be available if it is safe (as far as reasonably practicable) for a learner without a disability or learning difficulty to walk the route alone or with an accompanying adult if the learners age and understanding requires this.

8.5.2 Subject to the recommendations set out above, all of the road network within the study area (the A483 and A5156 sit outside the study area) could reasonably be assessed as routes.

8.6 HIGHWAY SAFETY MITIGATION

8.6.1 It is understood that lollipop facilities are provided across Borrass Park Road as part of the operation of the existing school. It is recommended that the lollipop facilities remain in place when the two schools are open.

8.6.2 It is understood that there are proposed to be staggered start and finish times for the two schools. The lollipop facility should be available to cover the extended start and finish times that would result from this.

8.7 HIGHWAY SAFETY OBSERVATION

8.7.1 In undertaking the highway safety review, the observer has noted a significant number of accidents involving cars and cycles across the wider Wrexham road network. Whilst it is outside of the scope of this review, it is recommended that the Wrexham highway safety team review the location and number of cycle accidents across the area and consider ways to promote safer cycling across the area.

- 8.7.2 Measures for the authority to consider could involve cycle safety reminders such as those provided by the THINK! Campaign at <https://www.think.gov.uk/campaign/cycle-safety-tips-2015/>.

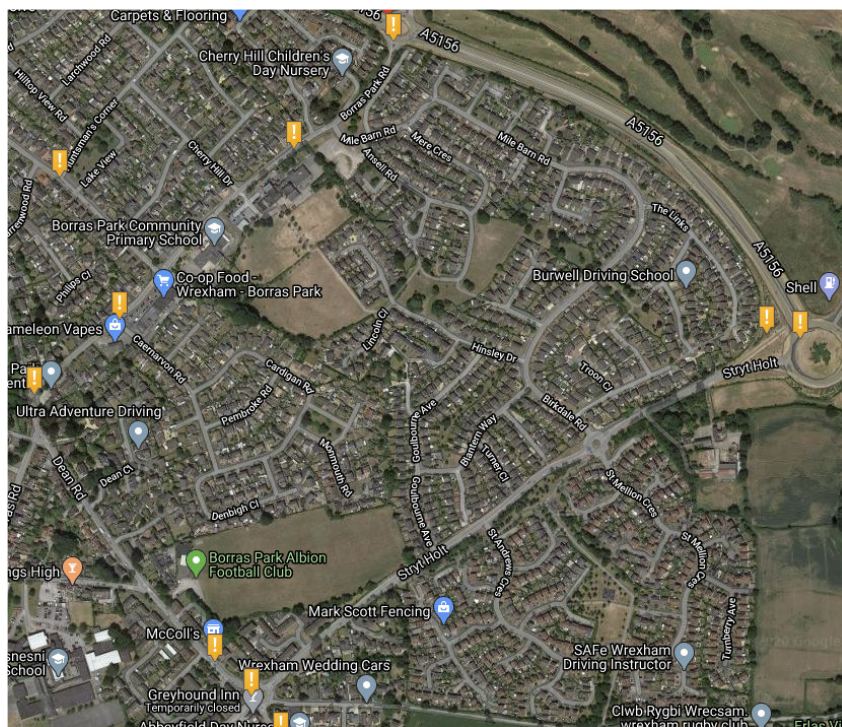
8.8 HIGHWAY SAFETY DETAILED REVIEW

- 8.8.1 In order to undertake the highway safety review within the full study area, the five-year road traffic accident statistics have been reviewed for the most recently available full five-year period of 2015 to 2019 (inclusive). The 2020 accidents have not been taken into account in this review due to the Government lockdown, which could unduly skew any assessment.
- 8.8.2 Due to the size of the study area, further subareas have been reviewed. These are shown in Figure 8.1, Appendix A.
- 8.8.3 For the purposes of this assessment, the age of any pedestrians or cyclists have been reviewed, with a child of school age being taken as ages 5 to 16. A child of pre-school age has been taken as ages 0 to 5.
- 8.8.4 Vehicle to vehicle accidents do not generally involve a pedestrian. Whilst all accidents are noted, only vehicle to vehicle accidents which involved a pedestrian are relevant to this review. There are very limited occurrences of vehicle to vehicle accidents which result in a pedestrian being struck and, as a result, these accidents are provided for information only.
- 8.8.5 The accident details are provided in Appendixes B to J.

AREA 1 - SOUTH OF THE SITE

- 8.8.6 The Area 1 study area is that south of the site, defined by Borrass Park Road (exclusive) to the north, Bryn Estyn Road to the south, the A5156 to the east and Dean Road to the west.
- 8.8.7 The study area is shown within the extract below.

Extract 8.1 – Road Traffic Accidents – Area 1

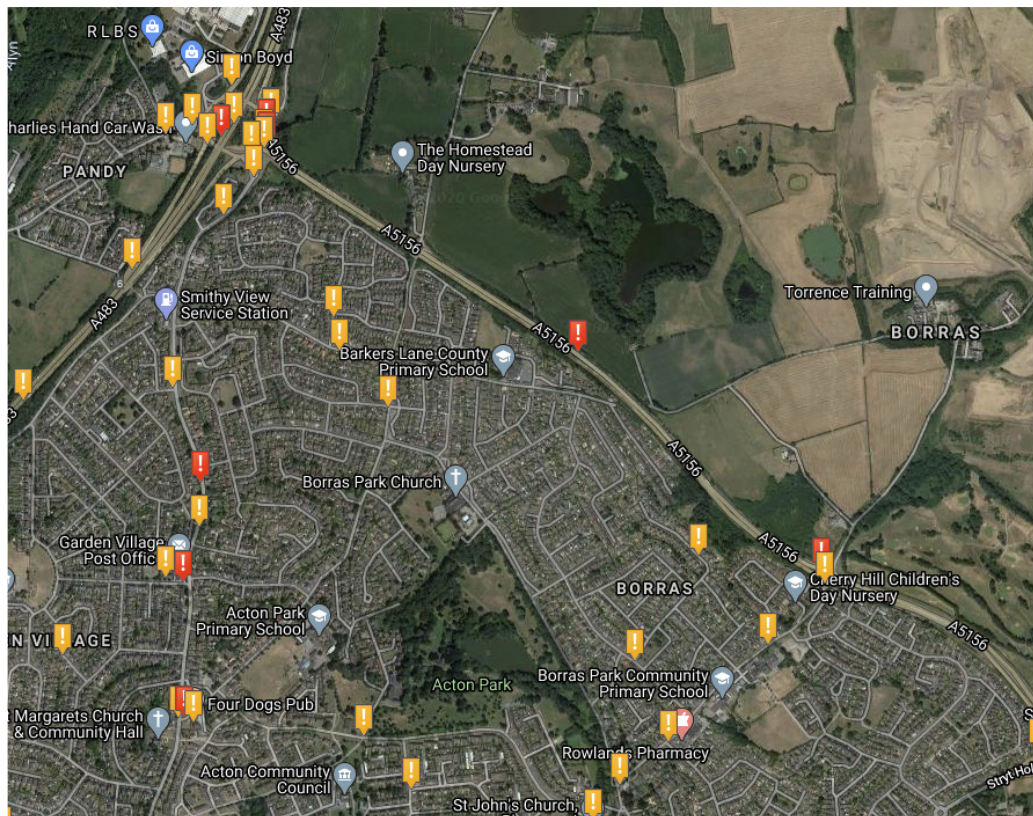


- 8.8.8 There have been three recorded accident in the study area within the five-year study period. These are located to the southwest of the study area on Dean Road and its roundabout with Stryt Holt.
- 8.8.9 Of the accidents, one involved a pedestrian being struck by a reversing heavy vehicle. The other two accidents involved cyclists, one being struck on the circulatory carriageway and the second being hit from behind by a driver setting off.
- 8.8.10 None of the accidents involved primary or secondary school age children.
- 8.8.11 No accidents at all were recorded in 2018 or 2019 with 33 consecutive months at the end of the study period with no accidents at all recorded in Area 1.

AREA 2 – NORTH OF THE SITE

- 8.8.12 The Area 2 study area is that north of the site, defined by Borrass Park Road and Herbert Jennings Avenue to the south, the A5156 to the east, Pandy to the north (inclusive) and the A5152 to the west (exclusive).
- 8.8.13 The study area is shown within the extract below.

Extract 8.2 Road Traffic Accidents – Area 2



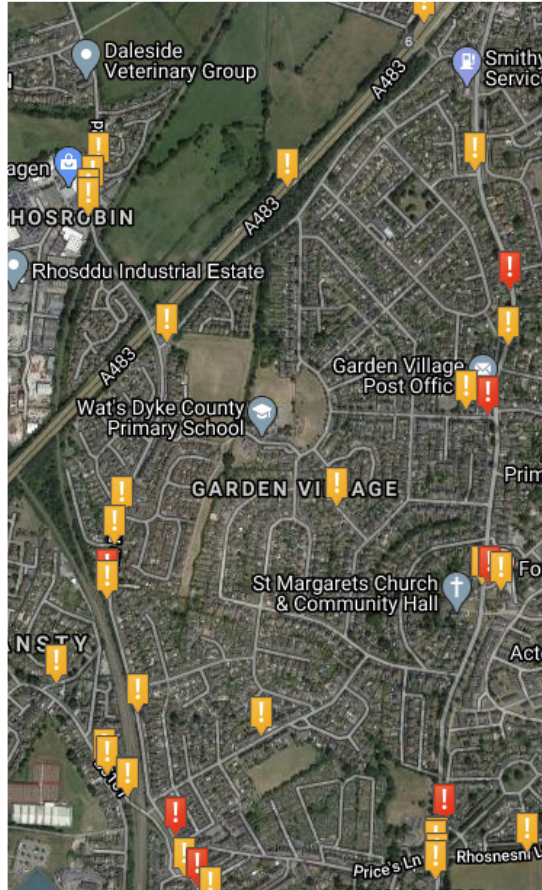
- 8.8.14 Borrass Park Road outside the school is subject to a 20mph speed limit. The speed limit has been reviewed by the authority in November 2017 and showed that the 85th percentile speeds towards Norfolk Road were 20.8mph and away from Norfolk Road were 20.1mph. The speed data is attached at Appendix B.
- 8.8.15 The adherence to the speed limit by drivers is of significant benefit to pedestrians. The Royal Society for the Prevention of Accidents Road Safety Factsheet states that there is a 1.5% of being fatality injured at 20mph, against an 8% chance at 30mph. The RoSPA factsheet is attached at Appendix C.

- 8.8.16 One slight accident occurred on Borrass Park Road outside the school in 2016 involving a pedal cycle and a car. The car appears to have cut off the cyclist, who was not of school age.
- 8.8.17 Two further slight accidents were recorded on Borrass Park Road to the west of the school in 2016 and 2017, close to the shopping parade and at the junction with Jefferys Road. The first accident involved a motorcycle and a car, the second involved a car striking a cyclists, similarly not of school age.
- 8.8.18 There were no accidents at all recorded on Borrass Park Road in 2018 or 2019. There were no accidents at all recorded in the 26 consecutive months at the end of the study period.
- 8.8.19 Two further slight accidents have been recorded within Borrass in 2016 and 2017, the first on Norfolk Road and the second on Huntsman's Corner.
- 8.8.20 The first accident involved two cars and the second a car striking a cyclists of secondary school age.
- 8.8.21 There were no accidents at all recorded within Borrass in 2015, 2018 or 2019. There were no accidents at all recorded in the 32 consecutive months at the end of the study period.
- 8.8.22 Two slight accidents have been recorded in the study period on Herbert Jennings Lane.
- 8.8.23 The first accident occurred in 2017 close to Acton Park Way and involved two cars. The second occurred 2018 close to Borrass Road and involved a pedal cyclist hitting the kerb whilst a car passed. The cyclist was not of school age.
- 8.8.24 No other accidents occurred on Herbert Jennings Lane within the five-year study period. There were no accidents at all recorded in 2015, 2016 or 2019. There were no accidents at all recorded in the 19 consecutive months at the end of the study period and the 33 consecutive months at the start of the study.
- 8.8.25 Three slight accents were recorded in the streets to the west of Barker's Lane. These occurred on Box Lane, Smithy Lane and Ffordd Llywelyn.
- 8.8.26 The first accident occurred in 2015 and involved a van and a car. The second occurred in 2016 and involved two cars.
- 8.8.27 The third accident occurred in 2019 and was on Smithy Lane. The accident involved a car striking a car striking a pedestrian of school age (5 to 15). The accident is isolated from other accidents and no other accidents close to the recorded accident along the full length of Smithy Lane.
- 8.8.28 A number of accidents have been recorded within the five-year study period at the Gresford Interchange and the approach from Chester Road. Of these, none are on a direct walk route to the school. The walk route from Pandy involves crossing of the A483 via the pedestrian overpass which connects to Pandy Lane.
- 8.8.29 There are a limited number of residential properties north of Chester Road, on Chester Road/ Fford Caer, for which the crossing of Chester Road would be directly to the footpath leading to Mea-Yr-Haf.
- 8.8.30 No further accidents at all have been recorded within the study period within Pandy, assuming that pedestrians utilise the footbridge, which would form the safe route to school.

AREA 3 – A 5152 AND GARDEN VILLAGE

- 8.8.31 The Area 3 study area is that of the Garden Village, Rhosddu and Croes Eneurus, defined by the A5152 (inclusive) to the east, the railway line to the west, Price's Lane to the south and and the A483 to the north.
- 8.8.32 The study area is shown within the extract below.

Extract 8.3 Road Traffic Accidents – Area 3



- 8.8.33 The A5152 (Chester Road) would need to be crossed by residents of Area 3 to access Area 2 and Area 4.
- 8.8.34 There have been no recorded accidents on the walk route from Pandy, via Pandy Lane and crossing the A5152 to access Area 2. From Pandy Lane, pedestrians have good visibility along the A5152 in both directions and the most direct route across the A5152 is via Smithy Close or Smithy Lane.
- 8.8.35 Pedestrian 'D' islands are provided to cross the A5152 around 40m south of Smithy Lane, however the detour is unlikely to be attractive to many.
- 8.8.36 Kent drive is the next location to the south where residents may cross the A5152. There has been one slight accident recorded in this location within the five-year study period. The accident occurred in 2017 between two cars. There have been no further accidents recorded in this location within the five-year study period.
- 8.8.37 Further to the south is Kenyon Avenue, which provides the opportunity to cross the A5152 towards Glyndwr Road.

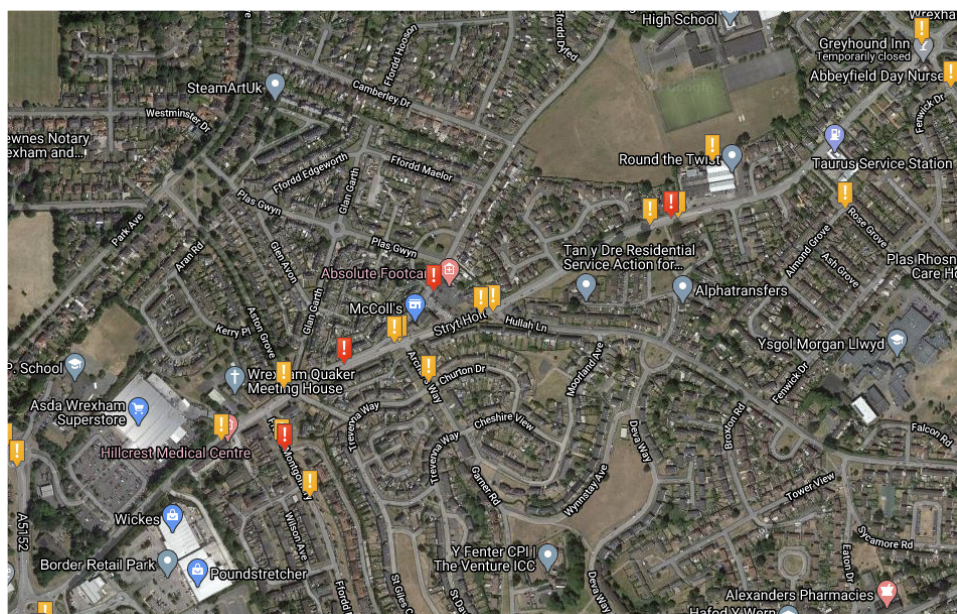
- 8.8.38 There has been one serious accident close to the junction of A5152/ Kenyon Avenue between a pedal cyclist and a car, where the car turned right across the cyclist's path. The accident occurred in 2016 and the cyclist was of school age (11 to 15).
- 8.8.39 There was a slight accident recorded in 2015 on Kenyon Avenue around 50m from the junction with the A5152. The accident involved two cars.
- 8.8.40 There have been no other reported accidents close to this junction in 2017, 2018 or 2019. There were no accidents at all reported in the 37 consecutive months at the end of the study period.
- 8.8.41 A zebra crossing is in place around 40m south of Kenyon Avenue which could be utilised to access the school via Herbert Jennings Avenue.
- 8.8.42 The next route from Garden City towards the A5152 is at Egerton Walk. There have been no recorded accidents at all close to Egerton Walk in the five-year study period.
- 8.8.43 Acton Gate (N) is located around 70m south of Egerton Walk. Pedestrian 'D' islands are provided around 15m to the south of Acton Gate (N) to cross the A5152, leading towards Box Lane.
- 8.8.44 No accidents at all have been recorded within the five-year study period close to Acton Gate (N).
- 8.8.45 Acton Gate (S) forms a crescent with Acton Gate north and exits onto the A5152 around 275m south of Acton Gate (N).
- 8.8.46 No accidents at all have been recorded within the five-year study period close to Acton Gate (S).
- 8.8.47 Eneurys Road provides a further access to the A5152 around 210m south of Acton Gate (S). Pedestrian 'D' islands are present to the south of Eneurys Road which link to The Pines and onwards through Area 4.
- 8.8.48 No accidents at all have been recorded within the five-year study period close to Eneurys Road.
- 8.8.49 The final exit route to the A5152 for this study area is Price's Lane. Price's Lane meets the A5152 at a roundabout. To the north of the roundabout, pedestrians are provided with 'D' islands, which connect to Cilcen Grove.
- 8.8.50 Four slight accidents have been recorded at the roundabout within the five-year study period. Two accidents occurred in 2016, one in 2017 and one in 2019.
- 8.8.51 All four accidents involved a cyclist and a car. None of the cyclists were of school age.
- 8.8.52 Within the main residential areas of Area 3 (east of New Road) there were two recorded slight accidents, one on Stirling Avenue and one on East Avenue, in 2017 and 2018, respectively.
- 8.8.53 The accident on Stirling Avenue occurred between a car and a goods vehicle. The accident on East Avenue involved a vehicle striking a cyclist as it passed. The cyclist was not of school age.
- 8.8.54 There were no other accidents at all recorded within the residential area in 2015, 2016 or 2019. There were no accidents at all recorded in the 20 months at the end of the study period.

- 8.8.63 One accident occurred in 2015 on Elm Grove and two accidents on Oak Drive in 2017 and 2018.
- 8.8.64 The accident in 2015 involved a car striking a cyclist of school age (11 to 15). There were no other similar accidents recorded nearby within the study period.
- 8.8.65 The accidents in 2016 and 2017 both involved two cars.
- 8.8.66 To the east of the study area one slight accident was recorded at the junction of Borrás Road/ Rhosnesni Lane. The accident occurred in 2015 with a pedal cyclist hitting the rear of a car. There have been no other accidents at all recorded at the junction in 2016, 2017, 2018 or 2019. There were no accidents at all recorded in the 51 consecutive months at the end of the study period.
- 8.8.67 A total of five accidents were recorded at the junction of Rhosnesni Lane/ Park Avenue/ Central Avenue. Of these, four were slight accidents and one was serious.
- 8.8.68 The serious accident occurred as a car struck a cyclist at the junction. The cyclist was not of school age.
- 8.8.69 Of the slight accidents, one involved two cars, whilst the others involved a car striking a cyclist and a car striking two cyclists. None of the cyclists were of school age.
- 8.8.70 One further slight accident was recorded at the junction of Rhosnesni Lane, close to Bromfield Grove. The accident occurred in 2015 and involved a goods vehicle striking a car which was turning left.
- 8.8.71 Within the residential areas between Rhosnesni Lane and Stryt Holt there has been one recorded serious accident within the study period. The accident occurred on Borrás Road close to Plas Gwyn. The accident involved a pedal cyclist striking a pedestrian on the footway. Neither the cyclist nor the pedestrian were of school age.

AREA 5 – STRYT HOLT

- 8.8.72 The junction of Stryt Holt/ Dean Road has already been assessed in Area 1. Area 5 involves Stryt Holt and its side road junctions between Dean Road and the A5152.
- 8.8.73 The study area is shown within the extract below.

Extract 8.5 Road Traffic Accidents – Area 5

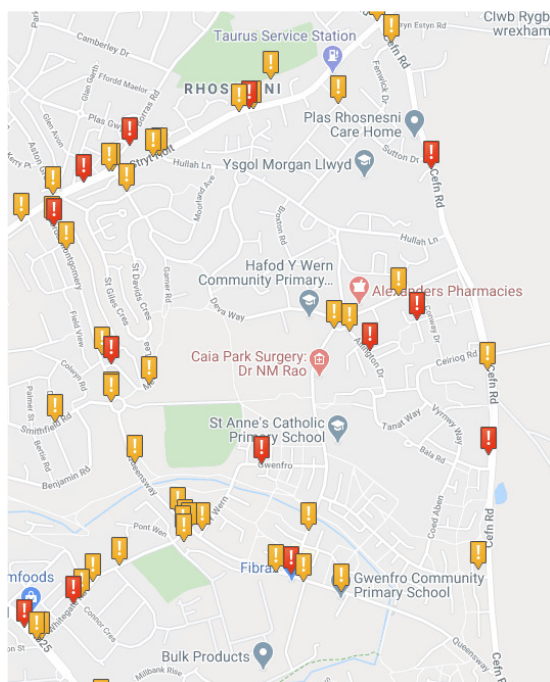


- 8.8.74 A total of 11 accidents were recorded along this 1.5km length of Stryt Holt during the five-year study period. These are discussed below from west to east.
- 8.8.75 The westernmost accident occurred close to the Hillcrest Medical Centre in 2015 and involved a pedestrian being struck by a car within 50m of a crossing point. The pedestrian was not of school age. A signalised pedestrian crossing point is available just to the east of the location of the accident.
- 8.8.76 One slight accident occurred within the five-year study period at the junction of Stryt Holt/ Aston Grove. The accident occurred in 2016 and involved a vehicle turning right striking a pedestrian of school age (6 to 10). No other accidents were recorded close to this location.
- 8.8.77 A serious accident occurred in 2017, around 130m to the east of Hill Crest. The accident involved a vehicle striking a pedestrian who was crossing the road. The pedestrian was not of school age. There were no similar accidents recorded nearby within the study period.
- 8.8.78 Two slight accidents occurred at the junction of Stryt Holt/ Borrass Road. The accidents occurred in 2016 and 2018. Both accidents involved two cars colliding. There is a signalised pedestrian crossing of Stryt Holt immediately to the east of Borrass Road.
- 8.8.79 Two slight accidents occurred close to the junction of Stryt Holt/ Hullah Lane. The accidents occurred in 2016 and 2018. The accident in 2016 involved a vehicle striking a pedestrian. The pedestrian was not of school age. There were no similar accidents recorded nearby within the study period.
- 8.8.80 The accident in 2018 involved two cars.
- 8.8.81 Two slight and a serious accident occurred on Stryt Holt close to the signalised pedestrian crossing point, located around 100m west of Chanticleer Close.
- 8.8.82 The serious accident occurred in 2016 with a pedestrian of school age (11 to 15) being struck by a car at the pedestrian crossing facility. A second pedestrian accident also occurred in 2016 as a car which failed to fully stop also struck a pedestrian of school age (11 to 15) crossing a the crossing facility.
- 8.8.83 There have been no other recorded pedestrian accidents at the crossing since 2016, with no pedestrian accidents at all recorded in 2017, 2018 or 2019.
- 8.8.84 The third accident occurred in 2019 with a car hitting the rear of a stationary vehicle, with a third vehicle then being struck from behind.
- 8.8.85 The easternmost accident is recorded as a slight accident between a car and a cyclist of school age (5 to 15), with the cyclist turning right and being struck by a car. The accident occurred close to St David's Court in 2019. There were no similar accidents recorded nearby within the study period.

STUDY AREA 6

- 8.8.86 The Area 6 study area is the residential area south of the site, defined by Stryt Holt (exclusive) to the north, Queensway (exclusive) to the west and Cefn Road (inclusive) to the east.
- 8.8.87 The study area is shown within the extract overleaf.

Extract 8.6 Road Traffic Accidents – Area 6



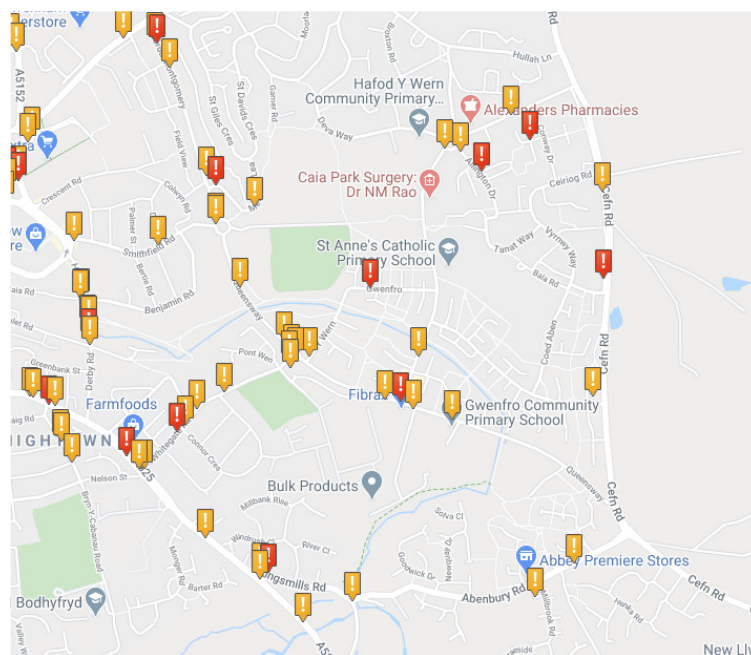
- 8.8.88 Within the north of the study area, there has been two slight accidents recorded. The first accident was on Archer's Way in 2015 and involved a van and a car. The second accident was on Rose Grove and also occurred in 2015. The accident involved a total of four cars, with one of the moving cars striking two parked cars.
- 8.8.89 Within the west of the study area there have been a serious and a slight accident recorded on Meadow Lea within the five-year study period. The serious accident occurred in 2016 and involved a car and a pedal cycle colliding head on. The cyclist was not of school age.
- 8.8.90 The slight accident occurred in 2018 and involved two cars colliding head on.
- 8.8.91 Within the south of the study area there have been three accidents recorded. One serious and two slight.
- 8.8.92 The serious accident occurred on Gwenvro and involved a single motorcycle. The accident occurred in 2016.
- 8.8.93 The first of the slight accidents occurred in 2015 on Prince Charles Road. The accident involved two cars, with a stationary car being struck from the rear by a moving car.
- 8.8.94 The second slight accident occurred in 2019 close to Anthony Eden Drive. The accident involved a car striking a pedestrian on the footway. The pedestrian was not of school age.
- 8.8.95 To the east of the study area there have been nine recorded accidents, of which four were on Cefn Road.
- 8.8.96 Of the accidents on Cefn Road, two were serious and two were slight. The southernmost of these accidents was serious and occurred to the north of Arenig Road. The accident involved a car striking a pre-school age child (0 to 5) on the footway. The accident occurred in 2015. No similar accidents are recorded nearby.
- 8.8.97 To the north of this, a slight accident occurred in 2015 to the south of Ceirlog Road. The accident involved a head on collision between a car and a cyclist. The cyclist was not of school age.

- 8.8.98 The second serious accident occurred to the south of Sutton Drive. The accident occurred as an underage motorcyclist struck the offside of a car turning right. The accident occurred in 2015.
- 8.8.99 The northernmost accident on Cefn Road occurred at the junction of Fenwick Drive. The accident occurred in 2017 and involved a car striking the rear of a stationary car. There have been no further accidents at all recorded on Cefn Drive in 2018 or 2019. There were no accidents at all recorded on Cefn Drive in the 29 consecutive months at the end of the study period.
- 8.8.100 Of the five residual accidents, these occurred within the residential areas west of Cefn Road.
- 8.8.101 Two slight accidents were recorded at or close to Kingsley Circle. The first accident occurred in 2017 and involved a pedestrian being struck by a taxi. The pedestrian was crossing the road. The pedestrian was not of school age. The second accident occurred in 2019 and involved a car striking a cyclist. The cyclist was not of school age. No similar accidents are recorded nearby.
- 8.8.102 A serious accident was recorded on Wyndham Gardens. The accident involved a car hitting the rear of a cyclist. The cyclist was of school age (11 to 15). The accident occurred in 2015. No similar accidents are recorded nearby.
- 8.8.103 A further serious accident in 2015 was recorded on Erlas Grove and involved a reversing car striking the offside of a stationary car.
- 8.8.104 A slight accident was recorded in 2017 on Churchill Drive. The accident involved a car hitting a pedestrian of school age (11 to 15) as they crossed the road. No similar accidents are recorded nearby.

STUDY AREA 7

- 8.8.105 The Area 7 study area is the residential area west and southwest of Study Area 6, defined by Queensway (inclusive) to the west, the A525 (exclusive) to the west and Stryt Holt (exclusive) to the north.
- 8.8.106 The study area is shown within the extract below.

Extract 8.7 Road Traffic Accidents – Area 7



- 8.8.107 Six accidents have been recorded along Ffordd Montgomery in the five-year study period. Of these one was serious and five were slight.
- 8.8.108 Two of the accidents occurred around 60m to the south of Stryt Holt. The first accident was serious and occurred in 2015. The accident occurred as a child of school age (6 to 10) was crossing the road at the pedestrian 'D' islands and was struck by an approaching vehicle. No other pedestrian accidents were recorded close to this accident.
- 8.8.109 The second accident was a slight accident and occurred in 2016. The accident involved a car striking a cyclist. The cyclist was not of school age.
- 8.8.110 A slight accident was recorded to the south of Wilson Avenue. The accident involved a child of pre-school age (0 to 5) being struck by an approaching vehicle as they crossed the road. No other pedestrian accidents were recorded close to this accident.
- 8.8.111 A slight accident was recorded to the north of Wavell Avenue. The accident occurred in 2015. The accident involved two cars meeting in the middle of the road, both colliding on their offside.
- 8.8.112 The final two slight accidents were recorded at the junction of Ffordd Montgomery, Smithfield Road and Queensway. One accident occurred in 2016 and the other in 2018.
- 8.8.113 The accident in 2016 involved two taxis colliding with a rear end shunt. The 2018 accident occurred as a cycle struck the side of a car turning right. The cyclist was not of school age.
- 8.8.114 Ten accidents occurred along Queensway in the five-year study period. The northmost of these occurred close to Wrexham Gynastics club. The accident was slight and occurred in 2017. The accident occurred as a car struck a pedestrian on the footway. The pedestrian was not of school age and no similar accidents are recorded nearby.
- 8.8.115 A slight accident was recorded to the north of Whitegate Road. The accident occurred in 2015 and involved a car rear end shunting a second car.
- 8.8.116 Four slight accidents were recorded in the five-year study period at, or close to, the junction of Queensway. Whitegate Road. Of the accidents, two occurred in 2017, one in 2018 and one in 2019.
- 8.8.117 Of the accidents in 2017, one involved a car striking a pedestrian who was crossing the road. The pedestrian was not of school age. The second involved a car striking a cyclist as the car turning left. The cyclist was not of school age.
- 8.8.118 The accident in 2018 involved a car striking a cyclist. The cyclist was not of school age.
- 8.8.119 The accident in 2019 involved a cyclist striking a parked car.
- 8.8.120 A slight accident was recorded to the west of Prince Charles Road. The accident involved a pedestrian of unknown age getting hurt as a motorcycle passes a parked vehicle. There is no record of the pedestrian being struck. The accident occurred in 2019.
- 8.8.121 A serious accident was recorded at the junction of Queensway/ Prince Charles Road. The accident occurred in 2016 and involved a cyclist hitting the rear of a stationary vehicle waiting to turn right. The cyclist was not of school age.
- 8.8.122 A slight accident was recorded at the industrial estate access to the east of Prince Charles Road. The accident occurred in 2015 and involved a pedestrian who was standing in the carriageway being struck by a car. The pedestrian was not of school age and no similar accidents are recorded nearby.

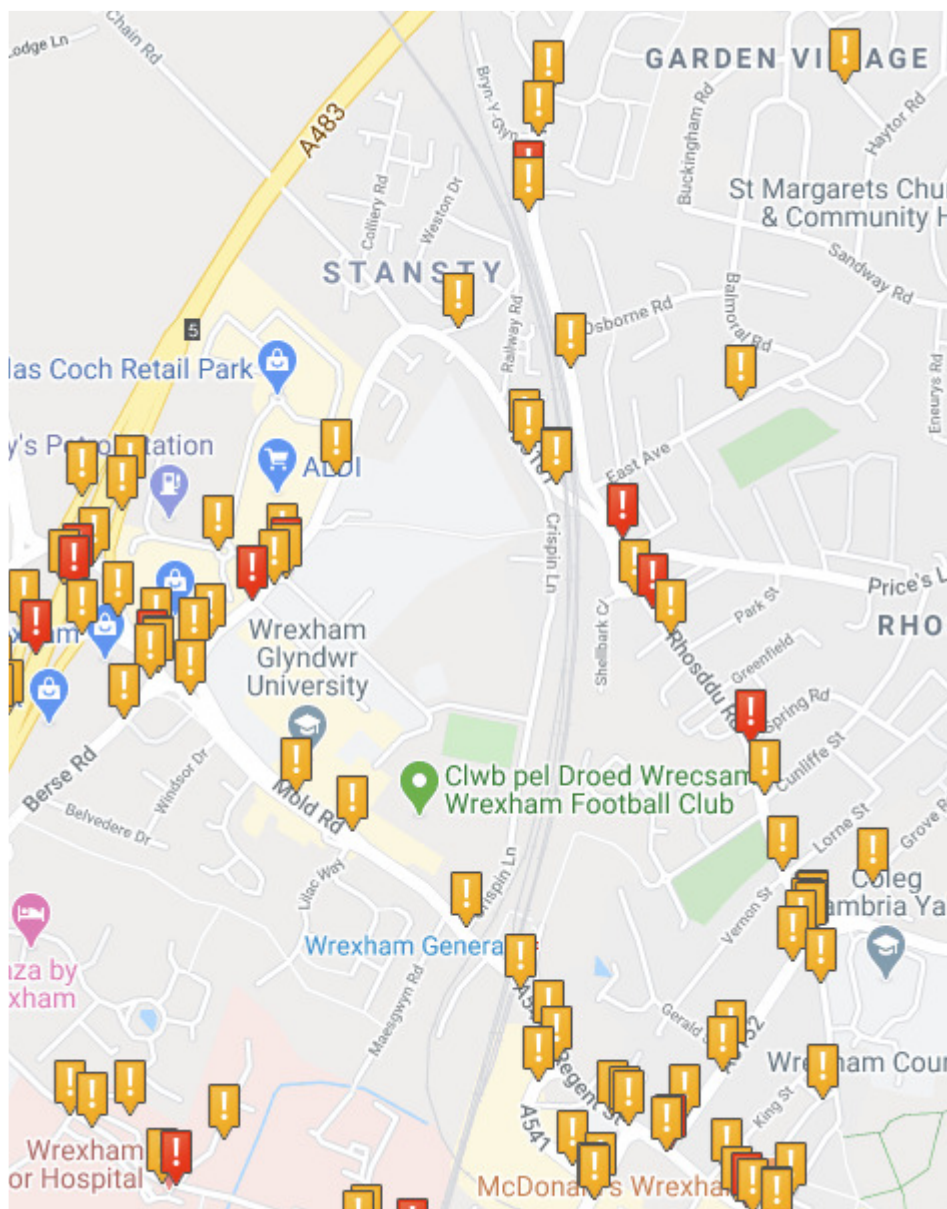
- 8.8.123 The easternmost accident on Queensway was a slight accident and occurred along the frontage of Gwenfro Primary School. The accident occurred as a heavy goods vehicle was reversing and struck a stationary car. The accident occurred in 2015.
- 8.8.124 Within the north of Study Area 7 there have been two slight accident recorded on Smithfield Road and six accidents recorded on Hightown Road, of which five were slight and one serious.
- 8.8.125 Of the accidents on Smithfield Road, one occurred close to the junction with Dale Street. The accident occurred in 2015 and involved a car striking a pedestrian who was on the footway. The pedestrian was not of school age and no similar accidents are recorded nearby.
- 8.8.126 The second slight accident occurred at the roundabout outside the Eagles Meadow Shopping Centre. The accident occurred in 2016 and involved two car colliding head on as one was turning left.
- 8.8.127 Of the accidents on Hightown Road, two slight accidents occurred in the five-year study period at the junction of Benjamin Road. One accident occurred in 2017 and the second in 2018. The accident in 2017 occurred as a motorcycle struck a car that was pulling off. The accident in 2018 occurred as two cars collided.
- 8.8.128 Three accidents occurred on the stretch of Hightown Road between Benjamin Road and Rivulet Road. Of these one was serious and two were slight.
- 8.8.129 The serious accident occurred around 20m to the north of Rivulet Road. The accident occurred in 2018 and involved a car striking a child of pre-school age as they crossed between parked cars. No similar accidents are recorded nearby.
- 8.8.130 The two slight accidents occurred close to the access points to the commercial properties, around 60m north of Rivulet Road. The first accident occurred in 2015 and involved a stationary cyclist in the carriageway being struck by a car turning left. The cyclist was of school age (11 to 15). No similar accidents were recorded nearby.
- 8.8.131 The second accident occurred in 2017 and involved a cyclist hitting the rear of a slowing car. The cyclist was not of school age.
- 8.8.132 A slight accident was recorded at the junction of Hightown Road and Rivulet Road. The accident occurred in 2015 and involved a motorcycle and car hitting head on.
- 8.8.133 Three slight and one serious accident were recorded along Whitegate Road within the five-year study period. The serious accident occurred in 2015, to the south of the junction with Connor Crescent (W). The accident involved a single motorcycle, which did not impact any other objects.
- 8.8.134 One slight accident occurred to the north of Connor Crescent (W). The accident occurred in 2015. The accident occurred as a motorcyclist struck the rear of a stationary car.
- 8.8.135 A further slight accident occurred to the northeast of Rutland Road. The accident occurred in 2016 and involved a car manoeuvring to avoid another car and hitting the kerb.
- 8.8.136 The third slight accident occurred to the east of Connor Crescent (E) in 2017. The accident involved a car failing to slow fully and hitting the rear of a stationary car.
- 8.8.137 Three slight accidents were recorded to the south of Area 7. Of these, two were on Abenbury Road and one on Westfield Court.
- 8.8.138 The easternmost accident on Abenbury Road occurred at the junction with Kingsmills Road in 2017. The accident occurred between a bus and a car, with the front of the bus striking the offside of the car.

- 8.8.139 The western accident on Abenbury Road occurred in 2016 to the east of Pentre Gwyn. The accident involved a single cyclist and no other vehicles. The cyclist was not of school age.
- 8.8.140 The accident on Westfield Court occurred in 2016. The accident occurred as a stationary pedestrian within the carriageway got struck by a car pulling off. The pedestrian was not of school age.

STUDY AREA 8

- 8.8.141 The Area 8 study area is the residential area west of Study Area 4, defined by the A5152 to the east and the railway line to the west, with the exception of Stantsty, which has been included for completeness.
- 8.8.142 The study area is shown within the extract below.

Extract 8.8 Road Traffic Accidents – Area 8



- 8.8.143 Stantsty is connected to the main urban areas of Wrexham by Stansty Road. There have been five slight accidents recorded on Stansty Road (between the residential areas and the A5425) in the five-year study period.

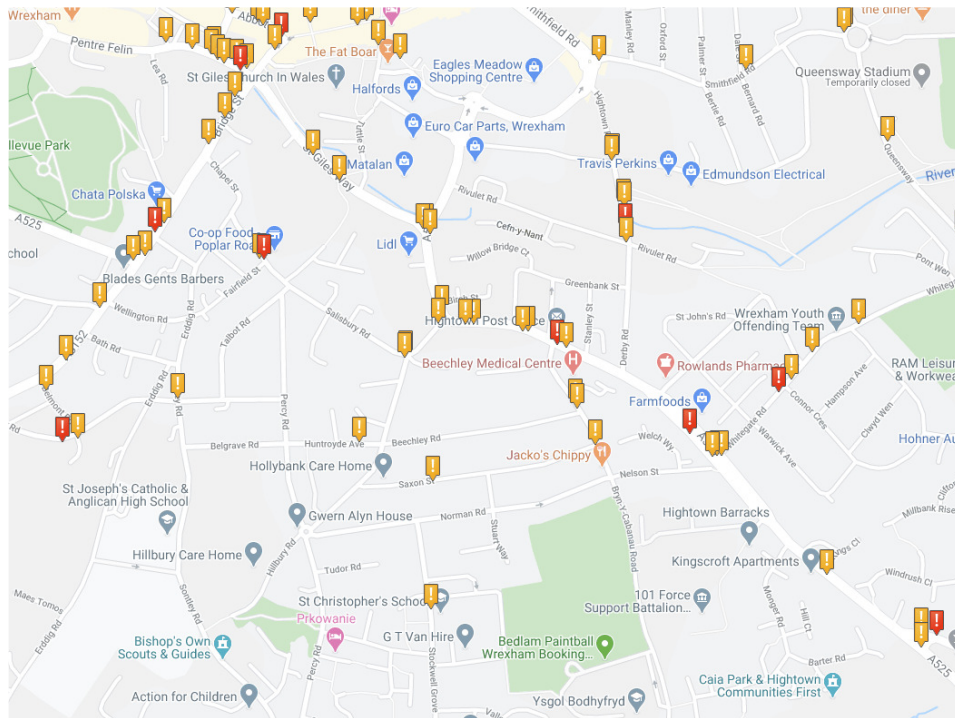
- 8.8.144 Two of the slight accidents were recorded just to the west of the railway underpass. Both occurred in 2015. The first occurred as a moving car struck the rear of a waiting car. The second occurred as a van hit the rear of a waiting car. There have been no further accidents recorded in that location in 2016, 2017, 2018 or 2019. There were 51 consecutive months at the end of the study period where no accidents at all were recorded in that location.
- 8.8.145 The two other slight accidents were recorded at or close to the junction with Crispin Lane. Similarly, both occurred in 2015. The first accident occurred as a car slowing down was struck by a second car. The second accident involved a cyclist and a car, with no impact recorded. The cyclist was not of school age and no similar accidents were recorded nearby.
- 8.8.146 The fifth accident on Stansty Lane also occurred in 2015, at the junction with the B5425. The accident occurred as a car struck a pedestrian who was crossing the road. The pedestrian was not of school age and no similar accidents were recorded nearby.
- 8.8.147 One slight accident was recorded within Stansty, on Lodge Road, also in 2015. The accident occurred as a child of school age (11 to 15) who was on the footway was struck by a taxi. No other similar accidents are recorded within Stansty within the five-year study area.
- 8.8.148 The B5425 would need to be crossed by residents from Stansty. These residents are likely to travel towards the west towards Price's Lane. There have been three accidents recorded within the five-year study period between Park Street and East Avenue on the B5425. Two of these were serious and one slight.
- 8.8.149 The northernmost of the accidents was a serious accident which occurred to the north of Mawddwy Avenue in 2016. The accident involved five vehicles, of which three were parked cars and one did not receive an impact. There was one casualty.
- 8.8.150 A further serious accident was recorded to the south of Walnut Street. The accident occurred in 2018. The accident involved a single vehicle striking a refuge island.
- 8.8.151 The slight accident was recorded to the south of Mayville Avenue in 2016. The accident involved a motorcycle striking a pedestrian. The pedestrian was not of school age and no similar accidents were recorded nearby.
- 8.8.152 To the south of Park Street, three accidents were recorded on the B5425. One was serious and two were slight. The serious accident occurred in 2015 at the junction with Spring Road. The accident occurred as a car turning right struck the offside of a vehicle travelling straight on.
- 8.8.153 The northernmost slight accident occurred at the junction with Cunliffe Street in 2018. The accident involved a vehicle turning left striking a pedestrian who was crossing the road. The pedestrian was not of school age and no similar accidents were recorded nearby.
- 8.8.154 The southernmost slight accident occurred at the junction of Lorne Street in 2015. The accident involved a car reversing into a cyclist who was proceeding along the carriageway. The cyclist was not of school age and no similar accidents were recorded nearby.
- 8.8.155 Two slight accidents were recorded within the residential areas between the A5152 and the B5425. The southernmost of these occurred on Grove Road in 2016. The accident occurred as a car was overtaking a stationary vehicle and left the carriageway and hit an permanent object.
- 8.8.156 The northernmost accident occurred on Foster Street in 2015. The accident involved a car failing to slow fully and hitting the rear of another car.

- 8.8.157 A number of slight accidents were recorded at the junction of the A5152 and the B5425. This junction is unlikely to be on the desire line from the Area 8 as the residential areas sit to the west and Vernon Street is likely to be the more attractive and direct route.

STUDY AREA 9

- 8.8.158 The Area 9 study area is the residential area west of Study Area 7, defined by the A525 to the east, St Giles Way to the north and the 3km isochrone to the west.
- 8.8.159 Residents from this area are likely to need to cross the A525 or St Giles Way to access the school
- 8.8.160 The study area is shown within the extract below.

Extract 8.9 Road Traffic Accidents – Area 9



- 8.8.161 The A525 has been reviewed north of the junction with Kingsmills Road, as this is the most direct route towards the school for residents to the south of the area.
- 8.8.162 One slight accident was recorded to the south of Kings Close in 2018. The accident involved a moped colliding with the rear of a car which was slowing down.
- 8.8.163 Three slight accidents were recorded at the junction with Whitegate Road. The first accident occurred in 2015 and involved a car hitting the rear of a stationary car waiting to turn right. The second was in 2016 with the first car turning right into a second car. The third was in 2018 when a motorcycle struck the rear of a car waiting to turn right. There were no accidents at all recorded at the junction in 2017 or 2019.
- 8.8.164 To the north of Whitegate Road a serious accident was recorded in 2016. The accident involved a car striking a pedestrian at a pedestrian crossing. The pedestrian was not of school age and no similar accidents were recorded nearby.
- 8.8.165 A slight and a serious accident were recorded close to the junction with Bryn-Y-Cabanau Road. The serious accident occurred in 2017 and involved a car striking a pedestrian crossing the road. The pedestrian was not of school age. The slight accident occurred in 2016 and involved a car hitting the rear of a waiting car. No similar accidents were recorded nearby.

- 8.8.166 Two slight accidents were recorded to the east of Bury Street. The first accident occurred in 2017 and involved a car shunting the two cars in front as the first two slowed. The second accident occurred in 2019 and involved a car striking a cyclist. The cyclist was of school age (5 to 15) and no similar accidents were recorded nearby.
- 8.8.167 Two slight accidents were recorded to the east of Bennion Road. The first accident occurred in 2015 and involved a car failing to stop fully and striking the rear of a stationary car. The second accident occurred in 2017 and similarly involved a car striking the rear of a stationary car.
- 8.8.168 Two slight accidents were recorded at or close to the junction with Bennion Road. The first accident occurred in 2016 and involved a car hitting the rear of a second car. The injured party was a pedestrian who was stood in the carriageway, but not crossing. The pedestrian was not of school age.
- 8.8.169 The second accident occurred in 2017 and involved a cyclist of school age (11 to 15) hitting a car head on. No similar accidents were recorded nearby.
- 8.8.170 Three slight accidents were recorded at the junction of A525 and St Giles Way. The accidents occurred in 2015, 2106 and 2018. The accident in 2015 involved a car hitting the rear of a waiting car. The accident in 2016 involved a pedestrian on a pedestrian crossing being struck by a car. The pedestrian was not of school age. The accident in 2016 involved a cyclist striking the nearside of a car turning right.
- 8.8.171 Two slight accidents were recorded on St Giles Way in the five-year study period. The easternmost of these was to the west of Tuttle Street in 2016. The accident occurred as a car struck a pedestrian who was crossing at a pedestrian crossing. The pedestrian was not of school age and no similar accidents were recorded nearby.
- 8.8.172 The westernmost accident occurred close to Foundry Road in 2019. The accident occurred as a car struck a pedestrian on a pedestrian crossing. The pedestrian was not of school age and no similar accidents were recorded nearby.
- 8.8.173 Brook Street is fronted by commercial properties and is unlikely to be on the desire line for travel to school, with the exception of the St Giles Way/ Brook Street junction. There have been no recorded accidents at the junction. There have been two recorded pedestrian accidents close to the junction, however these were late at night/ early hours and would not related to travel to school.
- 8.8.174 Some school travel could be along Lea Road to the junction at the western end of Brook Street. A signalised pedestrian crossing is available in that location, around 20m to the west of Lea Road. There have been no recorded accidents along Pentre Felin (which sits to the west of Brook Street).
- 8.8.175 Further west again, Pentre Felin becomes Watery Road. On the length of Watery Road between Pentre Felin and the A5152 there have been two recorded accidents, one serious and one slight. The serious accident occurred in 2018 as two motorcycles collided head on.
- 8.8.176 The slight accident occurred in 2019 as a car struck a cyclist. The cyclist was not of school age and no similar accidents were recorded nearby.
- 8.8.177 Nine slight accidents have been recorded at or close to the junction of Watery Road/ A5152. Of the accidents, three involved cars striking a pedestrian, none of whom were school age, two involved cars striking a cyclist, none of whom were school age, three involved motorcycles and cars colliding and one involved a bus and car colliding.
- 8.8.178 The junction is at the entrance to a shopping park and Wrexham Central and, as such, is a busy junction. It would be prudent to guide parents from walking across the junction if feasible and, instead, utilise the signalised pedestrian crossing on Pentre Felin.

- 8.8.179 Within the residential areas between Watery Road to the north and Ruthin Road to the south, four accidents have been reported. A serious accident was recorded on Bellevue Road at the junction with Jubilee Road. The accident occurred as a cyclist turning left collided with the front of an approaching car. The cyclist was of school age (11 to 15). No similar accidents were recorded nearby.
- 8.8.180 Three slight accidents were recorded on Bradley Road. The northernmost was north of the junction with Cobden Road. The accident occurred in 2017 between three cars. The first car was slowing and the two cars behind struck the rear.
- 8.8.181 To the south of this, a slight accident occurred to the north of the junction with Bellevue Road in 2015. The accident occurred a car and a motorcycle collided head on as the motorcycle was turning right.
- 8.8.182 The southernmost accident occurred to the north of Ruthin Road in 2015. The accident occurred as a light goods van collided with a pedestrian as they were crossing at a pedestrian crossing facility. The pedestrian was not of school age.
- 8.8.183 Within the study area, one slight accident occurred on Ruthin Road. The accident is to the west of the residential properties within the study area and, as such, has not been reviewed as it is not on a desire line.
- 8.8.184 Separating the eastern and western areas of Area 9 is Bridge Street. Within the study area is the length of Bridge Street between Poyser Street and St Giles Way.
- 8.8.185 There have been seven recorded accidents along this length within the five-year study period. Of these one was serious and six were slight.
- 8.8.186 One of the slight accidents was recorded at the junction with Poyser Street in 2015. The accident occurred as two cars collided as one was turning right.
- 8.8.187 Two slight accidents occurred at or close to the junction with Ruthin Road, one in 2015 and one in 2017. The accident in 2015 occurred as a car turning right collided with a second car. The accident in 2017 occurred as a pedestrian was struck by an approaching car. The pedestrian was not of school age.
- 8.8.188 The serious accident occurred to the north of Colemere Street in 2017. The accident occurred when a car struck a pedestrian who was crossing the carriageway, masked by parked cars. The pedestrian was not of school age.
- 8.8.189 A slight accident was recorded further north of Colemere Street in 2017. The accident occurred as a pedestrian was walking along the carriageway and was struck by a car. The pedestrian was not of school age.
- 8.8.190 A slight accident was recorded to the north of Chapel Street in 2016. The accident occurred as a car struck a pedestrian on the footway. The pedestrian was not of school age.
- 8.8.191 A further pedestrian accident occurred in 2016, around 75m south of Bridge Street, where there are pedestrian crossing in place. The pedestrian was crossing the carriageway as they were struck. The pedestrian was not of school age.
- 8.8.192 Similarly, in 2016, a pedestrian was struck by a car, within 50 metres of the Bridge Street pedestrian crossings. The pedestrian was not of school age.
- 8.8.193 It would be recommended that pupils be guided to use the pedestrian crossings at the northern end of Bridge Street, as oppose to crossing the carriageway.
- 8.8.194 Within the residential areas to the east of Bridge Street, eight further accidents have been recorded within the five-year study period.

- 8.8.195 A serious and a slight accident were recorded on Poplar Road, close to the junction with Fairfield Street. The serious accident involved a car striking the front of a parked car, with a pedestrian being the injured party. The pedestrian was not of school age. The accident occurred in 2015.
- 8.8.196 The slight accident occurred when a car reversed into a parked car. The accident occurred in 2017.
- 8.8.197 Two slight accidents were recorded at the junction of Salisbury Road and Bennion Road. Both accidents occurred in 2018. The first accident occurred as a vehicle turning right collided with an oncoming vehicle. The second accident occurred as a car struck a stationary goods vehicle.
- 8.8.198 The remaining three accidents were slight and were recorded on Bryn-Y-Cabanau Road.
- 8.8.199 The southernmost of the accidents occurred at the junction with Saxon Street. The accident occurred in 2017 as a car turning right struck a second car.
- 8.8.200 The residual two accidents occurred to the north of Beechley Road. The first accident occurred in 2015 as a car turning right collided with a second car. The accident in 2017 occurred as a car struck a pedestrian who was crossing the road. The pedestrian was not of school age and no similar accidents were recorded nearby.

8.9 SUMMARY

- 8.9.1 A detailed review of accident data across the two-mile walk-in catchment area for the site has been undertaken. No significant highway safety clusters were notable within the review, with the accidents being spread out across the network.
- 8.9.2 In assessing the highway safety records of roads on potential walk routes to the site, the key areas to be recommended:
- 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, find a route what involved 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.

9. HIGHWAY ASSESSMENT

9.1 INTRODUCTION

- 9.1.1 This chapter considers the highway impacts of the development proposals, when compared to the baseline scenario of the existing Borrass Park Community Primary School on the site.
- 9.1.2 Due to the Government's lockdown and the phased re-opening of schools, it has not been possible to observe the existing operation of the school during normal operational hours. As such, a number of assumptions have been required to be made, which are based upon information provided by the school, the 2018 Estyn Inspection for the school, the 2019 Estyn Inspection for the day care facilities, Wrexham council officers and the design team.
- 9.1.3 Best endeavours have been taken to provide a robust and realistic assessment.

9.2 EXISTING DEVELOPMENT

- 9.2.1 As set out in Chapter 2, the existing school is a two-form entry school and provides education for both infant and primary school pupils within two separate buildings. The existing junior school has a floor area of 1,548sqm, the infant school 1,223sqm, with a total existing floor area of 2,771sqm.
- 9.2.2 The existing site totals 2,771sqm and accommodates 490 pupils from pre-school to age 11. The Estyn report confirms this and states:
- There are 478 pupils on roll, including 31 part-time nursery pupils. Pupils are taught in 15 classes, three of which are mixed age. The school also hosts two hearing impairment units, funded by the local authority.*
- 9.2.3 The site also supports a doctor's surgery, which is connected to the junior school building.
- 9.2.4 There are 53 school parking spaces and two doctor's surgery parking spaces on site at the current time.
- 9.2.5 Staff are currently provided with a parking ratio of 74%, with the 53 spaces being required to accommodate 72 staff. Whilst it is reasonable to consider that not all staff will drive to the site, there remains some potential for staff to park on streets in the local area should they not be able to secure a parking space on site.

9.3 DEVELOPMENT PROPOSALS

- 9.3.1 The development proposals are for the existing Borrass Park Community Primary School to be accommodated within the junior school building, which would be extended and refurbished. There is forecast to be no change from the existing student or staff numbers as a result of the development proposals for the existing school.
- 9.3.2 A new Welsh medium primary school would be created within the existing infant school building. The Welsh medium school would be a single-form entry, which could accommodate around 265 students (including a maximum of 15 nursery children at any one time). The number of staff is forecast to be 28.

9.4 PROPOSED PARKING PROVISION

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

Table 9.1 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	-	2	13	28
Electric Provision*	Passive	(2)	-	-	-	(6)	(8)
	Active	(2)	-	-	(2)	-	(4)
Standard		-	-	66	-	-	66
Visitor/ Contractor		1	-	-	1	-	2
Total		18	1	66	3	21	109

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

- 9.4.2 A total of 109 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%.
- 9.4.3 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.
- 9.4.4 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.
- 9.4.5 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.
- 9.4.6 In addition to the 109 spaces, a further seven spaces are provided for school drop-off in a facility that sits between the main car park and the proposed Borrass 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.
- 9.4.7 Two 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%.

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

9.5 UNMITIGATED TRAFFIC IMPACT

- 9.5.1 There are forecast to be no material changes to the traffic impacts relating to the relocation of the Borrass Park Community Primary School to the junior school site, which provide for the same number of staff and students on the same site.
- 9.5.2 The impact for assessment, therefore, is that of the new Welsh medium school.
- 9.5.3 For robustness, it is forecast that a maximum of 28 additional cars could be generated by staff for the Welsh medium school, based upon 1 car per member of staff. This traffic would occur prior to school opening and after school closing, outside of the typical arrival and departure times of the majority of students. There is forecast to be no material impact relating to staff vehicles.
- 9.5.4 Utilising the existing student travel patterns to the existing school, around 70% of the 265 students at the Welsh medium school are forecast to access the school by car. Taking the typical car occupancy of two students per car, this equates to 93 additional vehicles before and after school. Of these, if it is assumed that around 15% may utilise wrap-around care, (based upon figures for the existing school), around 79 of these could occur at the standard school drop-off and pick-up times.

9.6 MITIGATION ONE - PHASING OF DEVELOPMENT

- 9.6.1 The new Welsh medium school would not be 100% occupied on opening. It is expected that the opening of the school would progress with early years and Year one, with the school filling up from Year one to Year six as the students progressed through the school.
- 9.6.2 As a result of the phased opening of the school years, the expected time period over which the school could be operating at close to its full capacity is around five years. As such, any mitigation measures put in place would be monitored over time to ensure that the impacts on the local streets were being effectively minimised.
- 9.6.3 The phasing of the development should be a material consideration in the determination of the application, with monitoring of the success of the Travel Plan and Car Park Management Plan being able to be undertaken as each school year group opens up.

9.7 MITIGATION TWO

- 9.7.1 The development proposals would allow for 72 parking spaces for the 72 staff members for the Borrass Park Community Primary School. This is an increase of 19 from the existing provision. This could equate to up to 19 less cars parked relating to staff on existing streets. The exact quantum cannot be defined due to unusual travel patterns at this time, including Government restrictions on the use of public transport. Even so, the net impact of the spaces would be beneficial on the local road network.
- 9.7.2 The development proposals would allow for 28 parking spaces for the 28 staff members for the Welsh medium school. This should prevent any requirement for staff to park on local streets.
- 9.7.3 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.
- 9.7.4 A residual nine spaces are also proposed. These include the six disabled bays and two visitor bays. Ensuring that the disabled bays are provided in addition to the standard parking spaces will help to keep these spaces free for those who need them.

- 9.7.5 In addition, a further seven visitor bays are provided by the drop-off facility layout, which would be operated on a shared calendar between the two schools, allowing the spaces to be allocated for visitor use during the school day. The use of these bays could include contractors visiting the site for call-outs, such as ad hoc maintenance, suppliers and visiting external educators/ presenters.
- 9.7.6 The proposed parking provision is forecast to provide for the needs of staff, visitors and external suppliers, removing the parking requirements for these user groups on the local streets.

9.8 MITIGATION THREE

- 9.8.1 The existing school operates staggered start and finish times for the infant and junior schools to reduce the impacts on the local highway network. The existing stagger is 10 minutes.
- 9.8.2 The Welsh and English schools will work together to agree further staggering across the two schools. If it is assumed that the stagger times are at ten-minute intervals, then the forecast impact of development could be spread across a forty-minute period.
- 9.8.3 The net impact of the staggered start and finish times would be to reduce the parking demands at any one time on local streets as a result of school drop-off and pick-up.

9.9 MITIGATION FOUR

- 9.9.1 The three accessible width parking bays at the front of the Welsh medium school and four accessible width parking spaces at the front of the Borrass Park Community Primary School are located close to the front doors of the respective schools.
- 9.9.2 Drop-off and pick-up of early years learners (only) will be allowed within these parking spaces, with the spaces signed to reflect this.
- 9.9.3 The provision of these drop-off and pick-up spaces will reduce the parking demand on local streets as cars relating to the drop-off and pick-up of the early years students would occur on site.
- 9.9.4 Assuming that there are a total of 45 early years students across the two schools, this could equate to a reduction in local parking demand of 16 cars at school drop off and pick up times. These 16 cars would mean that each space would only need to be utilised two to three times during these periods.
- 9.9.5 The spread of start and finish times for the early years students means that the capacity should meet with the demand.

9.10 MITIGATION FIVE

- 9.10.1 The seven marked drop-off spaces have been provided with six angled bays and one parallel bay.
- 9.10.2 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.
- 9.10.3 The parallel bay would allow students to exit the car on the nearside onto the same 2.0m footway.

- 9.10.4 It is proposed that the main use of these spaces would be for children arriving using a taxi. These could be students with specific educational needs and those living outside the walking catchment to the school and provided with free school transport.
- 9.10.5 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.
- 9.10.6 In addition to these students, parents with three or more children in the car will be allowed to utilise these spaces. This is to encourage a reduction in the number of cars to the site by increasing car sharing.
- 9.10.7 Currently, 22% of cars travel to school with three or more students. Of the total student-related vehicle movements, these equate to 58 cars in total (around 49 at standard pick up and drop off, assuming 15% use wrap-around care). Assuming a roughly equal split of these high occupancy cars across the four start and finish times, this means that each space would only need to be utilised twice for each start and finish time.
- 9.10.8 The available turnover time for each space is five-minutes, which is considered to be sufficient to accommodate the demand.
- 9.10.9 The provision of these spaces could reduce on-street parking pressures during start and finish times by around 49 to 58 cars.

9.11 MITIGATION SIX

- 9.11.1 The main car park of 66 spaces would be unallocated parking for use by staff. The remaining staff spaces within the car parks closest to the school buildings would be prioritised for car sharers.
- 9.11.2 The location of the car sharing spaces closest to the school buildings provides an encouragement for car sharing with priority parking for those who choose to car share.
- 9.11.3 A total of 28 spaces are to be car share priority spaces and staff who can demonstrate that they car share would be allocated a space within the car sharing areas. The allocated car share spaces would be signed as such.
- 9.11.4 When the two schools open in their new buildings, this is an ideal time to promote new travel patterns, including car sharing to staff. A joint car sharing scheme will be set up for the two schools to provide a wider pool of staff to share journeys.
- 9.11.5 For every additional staff member who car shares, there would be one less car on the roads around the site associated with the school.

9.12 MITIGATION SEVEN

- 9.12.1 An updated Travel Plan has been produced as part of the planning application package. The Travel Plan and active travel will be promoted as part of the opening of the two schools within their new buildings.
- 9.12.2 The promotion will be to students, staff and parents to set out the health and cost benefits of walking and cycling and ask that all parents and staff who can walk to school to do so. For those that do drive, they will be asked to consider at least one car-free day per week, if feasible.
- 9.12.3 The key concern of parents with regard to safety of walking relates to inappropriate parking and congestion outside the school. The mitigation measures within this chapter would help to reduce parking and congestion outside the school and help to deliver a more welcoming environment for students and parents to walk to school.

9.13 MITIGATION EIGHT

- 9.13.1 New cycle stands will be provided for both schools. Staff will be encouraged to cycle to school, where feasible. The provision of the new cycle stands has the opportunity to increase the number of staff who cycle, reducing the number of cars on the road.

9.14 MITIGATION NINE

- 9.14.1 The schools will operate a Car Park Management Plan for the parking areas. The Car Park Management Plan has been submitted as a separate document accompanying the planning application. The Plan sets out the areas of car parking and their uses.
- 9.14.2 The provision of a Car Park Management Plan ensures that there is a clear strategy for parking at the schools and the arrangements for drop-off and pick-up of specific user groups.

9.15 MITIGATION TEN

- 9.15.1 Throughout the school year, the teachers provide after school clubs (sports, craft, maths, reading, games, Eco/ Environment etc) from home-time (3:05pm infant and 3:15pm Junior). Each club has a range of attendees from approximately 10 children up to 30 depending on the club.
- 9.15.2 The provision of the after school clubs would help to reduce the peak demand on local car parking by spreading out the school pick up times past the standard times.

9.16 MITIGATED IMPACT – STAFF AND VISITORS

- 9.16.1 The forecast additional 25 staff vehicle movements would occur before and after the majority of students arrive and depart. As such, their impact on the local traffic conditions is considered to be relatively minor.
- 9.16.2 The increase in car parking as a result of the development proposals would provide adequate parking on site to prevent the need for staff to park on local streets. The provision of the additional car parking is considered likely to reduce on-street parking in local streets, providing a net benefit in terms of local congestion and parking of up to 19 on-street parking spaces.
- 9.16.3 Even so, in order to further reduce the impacts relating to staff, active travel will be promoted to the site through a Travel Plan. The travel plan will encourage cycling and walking to the school, as well as public transport.
- 9.16.4 The provision of car share priority spaces in the car parks closest to the school buildings and the setting up of a car share scheme across the two schools should help to encourage staff to share their travel.
- 9.16.5 Overall, the impact of staff vehicles is considered to be mitigated through the provision of additional car parking and complementary measures, resulting in staff parking being removed from local streets.
- 9.16.6 The managed visitor parking bays to serve the two schools should ensure that visitors and contractors are not required to park on local streets, further reducing parking pressures relating to the school's operations.

9.17 MITIGATED IMPACT – STUDENT TRAVEL

- 9.17.1 The forecast impact relating to the new Welsh school (that being the net increase in education provision on the site) is 79 additional vehicles at the standard school drop-off and pick-up times. A further 14 cars may be generated before and after these times relating to the wrap-around provision.

- 9.17.2 The staggered start and finish times across the two schools should materially reduce the impact of these vehicles. The mitigation that is put in place for these vehicles include:
- Improved taxi drop-off provision;
 - Early years drop off spaces equating to around 16 less vehicles parking on-street across the two schools;
 - Allowance of high-occupancy (three or more students) cars to utilise the drop-off provision, equating to around 49 to 58 less vehicles parking on-street across the two schools;
 - Encouragement of active travel through the Travel Plan, including promotion of the health and cost benefits of walking and cycling.
- 9.17.3 Overall, there is forecast to be an additional short-term parking demand of around 93 additional vehicles relating to students as a result of the new Welsh medium school, with 79 at the standard pick-up and drop-off times.
- 9.17.4 In mitigation, up to 19 staff cars could be removed from local streets through the proposed increase in car parking size by 120%, compared to a 50% increase in floor area.
- 9.17.5 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.
- 9.17.6 In addition, up to 74 spaces could be freed up with the provision of early years, taxi and high occupancy cars drop-off and pick-up spaces being provided within the site.
- 9.17.7 The staggering of the school start and finish times would reduce the impacts of on-street parking demand at any one time, resulting in betterment over the existing scenario.
- 9.17.8 The proposals also incorporate adequate on-site provision for visitors during the day, removing the requirement for those cars to park on the street.
- 9.17.9 Prior to consideration of the Travel Plan and the staggered start and finish times, the proposals are forecast to mitigate the additional parking demand.
- 9.17.10 Any uptake of additional active travel, public transport travel and car sharing should result in a further reduction in car parking demand on local streets.
- 9.17.11 Overall, with the mitigation measures in place, it is forecast that the development proposals could result in reduced on-street parking demand at any one time.

9.18 SUMMARY

- 9.18.1 A review of the existing and proposed operation of the highway and local car parking issues has been undertaken in the preparation of this report. Issues of car parking and congestion have been raised by parents as one of the main factors influencing their perception of pedestrian safety around the site.
- 9.18.2 In order to reduce the impact of car parking relating to the two schools, the proposals include a 120% increase in car parking provision, compared to a 50% increase in educational floorspace. The increase in car parking provides the opportunity to remove all staff car parking from local streets.
- 9.18.3 In addition, provision is being made for the drop-off of early years students within the car parking areas, with an additional on-site drop-off area provided for those who arrive by taxi or have three or more children in their car.

- 9.18.4 The addition of a Welsh medium school on the site is forecast to increase the number of short-term drop-off and pick-up at the standard school opening and closing times by 79.
- 9.18.5 In mitigation, the following commitments are being made:
- Phased opening of the school over five years, starting with Year 1 and early years students and filling the school as the students progress through the year groups;
 - Provision of adequate parking on site to accommodate all staff and visitors – reducing on-street parking demand by up to 19 staff vehicles plus visitor vehicles;
 - Staggering the start and finish times of both schools to reduce the intensity of parking demand at peak times;
 - Allowing early-years drop-off and pick-up with allocated extra-wide spaces – reducing on-street parking demand by around 16 vehicles;
 - Dedicated drop-off facility for high occupancy cars and taxis, which could – reducing on-street parking demand by around 49 vehicles;
 - 28 car share priority spaces provided for staff to encourage car sharing – reducing parking demand and vehicle flows on local streets;
 - Commitment to an updated Travel Plan – targeting a 10% increase in active and sustainable travel to the site over the initial three-year period;
 - New cycle stands to encourage staff to cycle to the site;
 - A Car Park Management Plan to encourage car sharing and the use of electric vehicles; and
 - Wrap-around care and after school clubs reducing parking demand the school start and finish times.
- 9.18.6 Prior to consideration of the Travel Plan and the staggered start and finish times, the proposals are forecast to mitigate the additional parking demand.
- 9.18.7 Any uptake of additional active travel, public transport travel and car sharing should result in a further reduction in car parking demand on local streets.
- 9.18.8 Overall, with the mitigation measures in place, it is forecast that the development proposals could result in reduced on-street parking demand at any one time.



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