

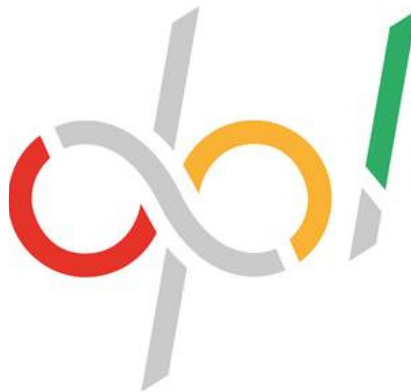


TRANSPORT STATEMENT

**BARKER'S LANE CP SCHOOL
READ**

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1. EXECUTIVE SUMMARY

1.1 INTRODUCTION

- 1.1.1 Development Planning Limited have been commissioned by Read to provide a Transport Statement for the proposed redevelopment of the existing Barker's Lane CP School to provide a new nursery facility.
- 1.1.2 The proposed new facility at the school does not form a new school and, as such, does not require a Transport Assessment. Even so, this Transport Statement has been produced as '*proportionate to the scale of the development*'.
- 1.1.3 The existing school is a one-form entry school and provides education for both infant and primary school pupils. The last Estyn Inspection Report states that:
- The school has 230 pupils aged 3 to 11 years on roll, including 30 who attend the nursery on a part-time basis. There are eight single-age classes.*
- 1.1.4 The school have confirmed that there are currently around 202 full-time pupils who attend the school, plus 20 part time pupils in the morning and 19 part time pupils in the afternoon.
- 1.1.5 The number of pupils is forecast to increase in 2021 to around 214 full time pupils, with additional part time pupils. Additional space would also be available for six further reception pupils.
- 1.1.6 There are currently around 38 staff at the school. This is forecast to increase by two to three staff in 2021, to around 41.
- 1.1.7 The development proposals are for the extension of the existing buildings to form a new nursery facility at the school. The new nursery facility has a potential capacity of around 45 part time places (split morning and afternoon).
- 1.1.8 There could be around 15 staff employed within the nursery facility.
- 1.1.9 In mitigation, the proposals also incorporate 46 on-site car parking spaces, an increase of 42 from the existing situation, which would be for the use of staff across the whole site.
- 1.1.10 This report considers the cumulative impacts of the development proposal, in line with appropriate planning guidance.

1.2 EXISTING TRAVEL PATTERNS

- 1.2.1 A survey of pupils undertaken for a nearby primary school prior to the current Covid-19 restrictions shows that 30% could currently travel by sustainable travel modes.
- 1.2.2 Of the existing pupils, around 10% to 15% are forecast to utilise the wrap-around care provided 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.
- 1.2.3 A parking survey has been undertaken at the site, which shows that there are currently around 27 to 29 members of staff who utilise the existing on street and on-site parking bays. Of these, around 25 appear to currently park on street.

1.3 ACTIVE TRAVEL ACCESS

- 1.3.1 Barker's Lane provides the main access points to the site, with an additional pedestrian access provided to the west via Fernham Drive.

- 1.3.2 Barker's Lane along the site frontage is subject to a 20mph speed limit. There are existing vehicle chicanes to the east and west of the site, which helps to manage traffic speeds along the site frontage.
- 1.3.3 Raised and highlighted informal crossing points are provided on Barker's Lane towards the east and west of the site. On street car parking has been set back from the edge of the operational carriageway on the school side of Barker's Lane, which helps to improve pedestrian intervisibility at the crossing points.
- 1.3.4 Barker's Lane and its connecting streets are generally residential in nature with minimal opportunity for through- traffic from outside of the immediate area. The local area is considered to be appropriate and safe for pedestrian access to the main site access points.
- 1.3.5 The western access point on Barker's Lane will be altered to remove the staff parking in this location. The access will be open for pedestrians and for servicing/ deliveries/ maintenance purposes. The western access point will benefit from a minor reduction in traffic flows due to the relocated staff car parking.
- 1.3.6 The western access point is likely to be the one which sees the largest increase in pedestrian access as it is well located for access to the nursery.
- 1.3.7 The Fernham Drive and eastern access points on Barker's Lane will remain unchanged and are less likely to be utilised for access to the nursery.
- 1.3.8 The existing pedestrian infrastructure for accessing the site is considered to be appropriate for accommodating the needs of those accessing the proposed school extension.
- 1.3.9 The development proposals include the provision of secure and covered cycle storage for two cycles. The provision of two covered and secure cycle parking spaces accords with the cycle parking standards set out within Local Planning Guidance Note 16 : Parking Standards.
- 1.3.10 The proposals for cycling accord with guidance and are considered to be appropriate for helping to encourage cycling to the site.
- 1.3.11 A Travel Statement would be adopted by the school and aims to encourage sustainable travel. The Travel Statement has been written to align with existing policies at the school, which include:
- Policy for ESDGC (Education for Sustainable Development & Global Citizenship); and
 - Food & Fitness Policy.
- 1.3.12 The Travel Statement sets targets to increase the proportion of active and sustainable trips to the site by staff and pupils by 10% over the initial three-year implementation period.

1.4 HIGHWAY IMPACT

- 1.4.1 The forecast increase in pupils as a result of the development proposals could be around 45. The 45 pupils could result in the following:
- 14 pupils by sustainable travel modes; and
 - 31 pupils by car (70% - See Section 5.4).
- 1.4.2 Of the pupils arriving by car, the average occupancy could be two pupils per car, resulting in 15 total new cars relating to the 45 additional pupils.

- 1.4.3 Of the cars, one to two are forecast to utilise wraparound care (10% to 15%), with the residual 13 cars being at school drop-off and pick-up times.
- 1.4.4 In mitigation of the impacts of the additional pupil-related vehicles a new 46-space staff car park is proposed, accessed via Lisburne Grove. The staff car park could reduce on-street parking by staff by around 25 spaces at the busiest times of the school day. The resultant impact of the proposals is for the staff car park to free up more on-street spaces than the additional 45 pupils are forecast to utilise, resulting in a beneficial impact on the local area as pupil-related vehicles would be able to park closer to the school.
- 1.4.5 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.

1.5 CONCLUSION

- 1.5.1 The development proposals are considered to accord with appropriate guidance and policies relating to transport and there are considered to be no reasonable highway reasons for refusal of the application.

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 Barker's Lane CP School to provide a new nursery facility.
- 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 Mott Macdonald response of the 29th September 2020.

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 released their guidance to support schools reopening in September. Even so, the 'new normal' may not be realised until sometime after this with the UK Government's furlough scheme extended. The return to normality is not currently envisaged until spring, 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 Barker's Lane, Wrexham, LL13 9TP. The site location is shown in Figure 2.1, Appendix A.
- 2.3.2 The site is bound to the south by Barker's Lane, to the west by residential properties accessed via Fernham Drive, to the east by Lisburne Grove and residential properties accessed from Lisburne Grove and to the north by the A5156.

2.4 EXISTING LAND USE

2.4.1 The existing school is a one-form entry school and provides education for both infant and primary school pupils. The last Estyn Inspection Report states that:

The school has 230 pupils aged 3 to 11 years on roll, including 30 who attend the nursery on a part-time basis. There are eight single-age classes.

2.4.2 The school have confirmed that there are currently around 202 full-time pupils who attend the school, plus 20 part time pupils in the morning and 19 part time pupils in the afternoon.

2.4.3 The number of pupils is forecast to increase in 2021 to around 214 full time pupils, with additional part time pupils. Additional space would also be available for six further reception pupils.

2.4.4 There are currently around 38 staff at the school. This is forecast to increase by two to three staff in 2021, to around 41.

2.5 DEVELOPMENT PROPOSAL

2.5.1 The development proposals are for the extension of the existing buildings to form a new nursery facility at the school. The new nursery facility has a potential capacity of around 45 part time places (split morning and afternoon).

2.5.2 There could be around 15 staff employed within the nursery facility.

2.6 NET DEVELOPMENT IMPACT

2.6.1 The development proposals for assessment is that of the new nursery facility, with around 45 part time places and 15 associated staff.

2.6.2 In mitigation, the proposals also incorporate 46 on-site car parking spaces, an increase of 42 from the existing situation, which would be for the use of staff across the whole site.

2.6.3 This report considers the cumulative impacts of the development proposal, in line with appropriate planning guidance.

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 :

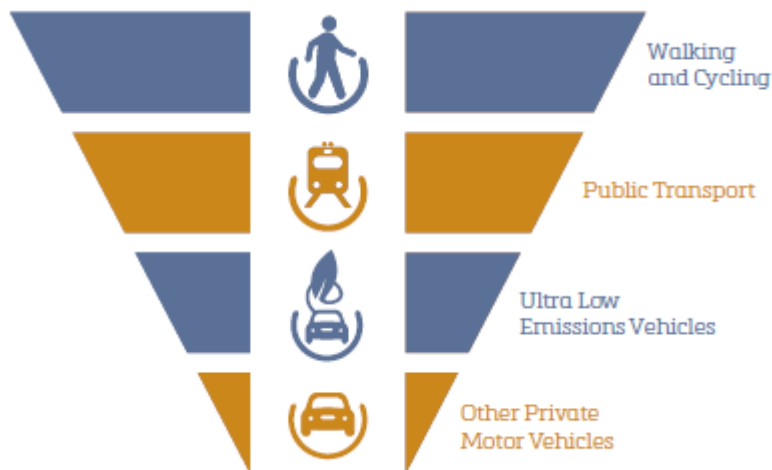
The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering

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 The car parking proposals for the school are discussed in detail in Chapter 6.

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 The proposed new facility at the school does not form a new school and, as such, Note 18 does not require a Transport Assessment. Even so, this Transport Statement has been produced as *'proportionate to the scale of the development'*.

4.2.17 A Travel Statement forms part of this Transport Statement. The Travel Statement is designed for use by the school 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 Note 15 cycle parking standards do not include a requirement for a nursery. The pupils within a nursery would not be of a suitable age to competently cycle.
- 4.4.4 The Note 16 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 The proposed new facility at the school does not form a new school and, as such, Note 18 does not require a Transport Assessment. Even so, this Transport Statement has been produced as 'proportionate to the scale of the development'.

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 A Travel Statement forms part of this Transport Statement. The Travel Statement is designed for use by the schools to help to encourage active travel and reduced traffic impacts, in line with national requirements and best practice.

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 BARKER'S LANE

- 5.2.1 Barker's Lane provides the main access points to the site, with an additional pedestrian access provided to the west via Fernham Drive.
- 5.2.2 Barker's Lane along the site frontage is subject to a 20mph speed limit. There are existing vehicle chicanes to the east and west of the site, which helps to manage traffic speeds along the site frontage.
- 5.2.3 Raised and highlighted informal crossing points are provided on Barker's Lane towards the east and west of the site. On street car parking has been set back from the edge of the operational carriageway on the school side of Barker's Lane, which helps to improve pedestrian intervisibility at the crossing points.
- 5.2.4 Barker's Lane and its connecting streets are generally residential in nature with minimal opportunity for through- traffic from outside of the immediate area. The local area is considered to be appropriate and safe for pedestrian access to the main site access points.
- 5.2.5 A detailed review of the highway safety records across the catchment is provided in Chapter 8.

5.3 FERNHAM DRIVE

- 5.3.1 A secondary pedestrian access is provided from Fernham Drive. The secondary access is via residential streets. The local area is considered to be appropriate and safe for pedestrian access to the secondary pedestrian access point.

5.4 PUPIL TRAVEL PATTERNS

- 5.4.1 As discussed in Chapter 2, existing travel patterns may not represent the 'new normal' as there is an ongoing health crisis across the United Kingdom. This can include issues such as staggered start and finish times at schools to reduce the number of pupils accessing and egressing the site at any one time, which may affect the mode share decisions of those taking pupils to school.
- 5.4.2 The pupils to the proposed nursery would be of an age which would preclude accessing on their own or on their own cycle. In order to consider the potential mode share of pupils, a review of the mode share data for the nearby Borrás Park Primary School has been undertaken. The Borrás Park Primary School data has been utilised as it pre-dates Governmental lockdowns and the widespread transmission of the Covid-19 virus.
- 5.4.3 For that school, prior to travel restrictions being in place, the mode share of pupils by car was surveyed as:

- 70% by car; and
 - 30% by sustainable modes.
- 5.4.4 Of the sustainable modes, walking made up 27%, with the residual 3% via cycle or bus. It is reasonable to utilise the 70% by car as a proxy for the modal share by this mode to the proposed nursery.
- 5.4.5 The Borrás Park Primary School data suggests that the average occupation of a car is two pupils (1.96 based upon the survey).
- 5.4.6 There are existing on-street pick-up and drop-off parking spaces provided on both sides of Barker's Lane. These spaces are also currently utilised by staff at the school and, as such, are not fully available for parental use. The details of the staff parking within these spaces is discussed further in Section 5.6 and Chapter 6.

5.5 WRAP-AROUND CARE

- 5.5.1 It is important to note that Barker's Lane CP School offers wrap-around care. It is estimated that around 10% to 15% of pupils could utilise this wraparound care. The school's website confirms that the wrap-around care consists of:

Before & After School club, Breakfast Club, Pre-school and Nursery Plus provision amounting to 'wrap-around care' facilities from 7.45am-5.30pm....

- 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 before 07:45 in the morning to after 17:30 in the evening.

5.6 STAFF TRAVEL PATTERNS

- 5.6.1 There are currently 38 staff employed at the site. In order to determine the number of staff who travel to the school by car, a parking beat survey was undertaken on the 5th and 6th November. This shows the following:

November 5th

- 8am – 11 on street plus 4 on site;
- 9:15am – 22 on street plus 4 on site;
- 1pm – 18 on street plus 4 on site; and
- 3:25pm – 15 on street plus 4 on site.

November 6th

- 8am – 11 on street plus 4 on site;
- 9am – 18 on street plus 4 on site;
- 1pm – 16 on street plus 4 on site; and
- 3:15pm – 18 on street (21 visible, however 3 appear to be not teacher cars) and 4 on site.

- 5.6.2 The school have provided information which helps to interpret the parking survey data, as follows:

- Two part time members of staff depart before 1pm each day;
- 1 member of staff does not work on a Thursday or Friday; and
- Two members of staff who are usually working were not on site at the time of the surveys.

- 5.6.3 Utilising the additional information, there is potential for the peak on-street parking demand to increase by two to three cars with all staff on site. This could result in a peak

on-street parking demand of 25 spaces and a peak on-site demand of four spaces, a total of 29.

5.6.4 As discussed previously, current travel patterns may not represent the 'new normal' and, as such, a secondary review has been undertaken of available satellite imagery at a point where the school car park was shown to accommodate cars. The satellite image showed the following:

- 22 on street plus 5 on site.

5.6.5 Consequently, it appears that there are currently around 27 to 29 members of staff who utilise the existing on street and on site parking bays. Of these, around 25 appear to currently park on street.

5.6.6 The mode share by car of existing staff can be calculated to be around 70%.

5.6.7 Utilising the survey data, the approximate daily vehicle movements to and from the school relating to staff, taking into account the staff members who were not present on the survey days, can be estimated as follows:

- Prior to 8am – 16 staff cars arrive;
- Between 8am and 9am – 13 staff cars arrive;
- Between 9am and 1pm – 2 staff cars depart;
- Lunchtime – 2 staff cars may depart and return;
- Between 1pm and 3:25pm – 8 staff cars depart; and
- Between 3:25pm and 5:45pm – 19 staff cars depart (note – this period is over two hours, with some staff required to stay to the end of the day to deliver the wrap-around care).

5.6.8 Whilst there may be some fluctuations in daily travel patterns, the above estimates are considered to be suitable for assessing the traffic flows associated with staff vehicle movements relating to the site.

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 30% of pupils could travel by active travel modes or bus.

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; and
- 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 pupils in the majority of areas have the opportunity to use active travel to access a nearby primary school.

5.9 SUMMARY

- 5.9.1 A survey of pupils undertaken for a nearby primary school prior to the current Covid-19 restrictions shows that 30% could currently travel by sustainable travel modes.
- 5.9.2 Of the existing pupils, around 10% to 15% are forecast to utilise the wrap-around care provided 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 A parking survey has been undertaken at the site, which shows that there are currently around 27 to 29 members of staff who utilise the existing on street and on-site parking bays. Of these, around 25 appear to currently park on street.

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 TRAVEL STATEMENT

6.2.1 In addition to the physical measures discussed within this chapter, a Travel Statement forms Chapter 7 of this Transport Statement. The Travel Statement has been designed to encourage the use of sustainable travel to the site.

6.3 PEDESTRIAN ACCESS

6.3.1 The proposed pedestrian access to the site remains via the existing pedestrian access points. Figure 6.1, Appendix A, shows the pedestrian access plan.

6.3.2 The western access point on Barker's Lane will be altered to remove the staff parking in this location. The access will be open for pedestrians and for servicing/ deliveries/ maintenance purposes. The western access point will benefit from a minor reduction in traffic flows due to the relocated staff car parking.

6.3.3 The western access point is likely to be the one which sees the largest increase in pedestrian access as it is well located for access to the nursery.

6.3.4 The eastern access points on Barker's Lane will remain unchanged and are unlikely to be utilised for access to the nursery, which is located towards the west of the site.

6.3.5 The Fernham Drive access point will remain unchanged and is likely to accommodate some additional pedestrian movements for access to the nursery.

6.3.6 The existing pedestrian infrastructure for accessing the site is considered to be appropriate for accommodating the needs of those accessing the proposed school extension.

6.4 CYCLE ACCESS

6.4.1 The development proposals include the provision of secure and covered cycle storage for two cycles. The provision of two covered and secure cycle parking spaces accords with the cycle parking standards set out within Local Planning Guidance Note 16 : Parking Standards.

6.4.2 The proposals for cycling accord with guidance and are considered to be appropriate for helping to encourage cycling to the site.

6.5 CAR PARK PROPOSALS

6.5.1 The car parking proposals include the removal of the existing four car parking spaces which are accessed from Barker's Lane and the provision of a new 46 space staff car park accessed from Lisburne Grove.

6.5.2 The access proposals include pedestrian intervisibility splays and appropriate vehicle to vehicle visibility splays, as shown in Figure 6.2, Appendix A.

6.5.3 Lisburne Grove is currently a residential cul-de-sac with approximate carriageway width of 5.5m, benefitting from lit and surfaced footways on both sides of the carriageway.

- 6.5.4 A 5.5m carriageway is typical road width of Lisburne Grove has been reviewed against the Manual for Streets guidance, which suggests that:
- 4.1m – Two cars can pass with care;
 - 4.8m – Two cars can pass with increased comfort and a car can pass a heavy vehicle; and
 - 5.5m – Two cars can comfortably pass and two heavy vehicles could pass with care.
- 6.5.5 Manual for Streets is the design guide for new streets and confirms that the 5.5m carriageway width is, therefore, considered to be appropriate for providing access to the new car park, which will predominantly be undertaken utilising private cars.
- 6.5.6 The car park is provided for the use of staff, with additional use by visitors, contractors and servicing also accommodated within the car park. Staff would be instructed
- 6.5.7 The proposed car park size is suitable for accommodating the existing 29 staff cars which are currently associated with the school, with the additional 17 spaces providing for increase in staff numbers, changes in travel patterns, visitors and contractors.
- 6.5.8 The 17 spaces could accommodate the parking needs of around 24 additional staff (utilising the estimated car usage rate of 70%).
- 6.5.9 The forecast increase in staff numbers is understood to be around 15, therefore the proposed car park can be reasonably calculated to be of a suitable size to meet with the needs of the school.
- 6.5.10 The consequential impact of the new car park would be the freeing up of the existing on-street car parking bays on Barker's Lane for use by parents during the school drop-off and pick-up.

6.6 DISABLED CAR PARKING PROVISION

- 6.6.1 The proposed new car park incorporates three extra-wide car parking spaces within the overall 46 spaces. This equates to a 6% provision for disabled spaces.
- 6.6.2 Local Planning Guidance Note 16 requires a provision of 10% of spaces to be provided as extra-wide for those with a disability and those with young children. Of the 10%, 60% shall be for the exclusive use of disabled persons i.e. a total of 6%. The proposals meet with the parking standards for the provision of disabled persons.

6.7 ELECTRIC VEHICLE CHARGING

- 6.7.1 The proposed car parking area is to be provided with passive electrical provision for the future installation of electric vehicle charging points. The provision of the passive spaces will allow the school or education department to fit suitable electric charging points, once a need arises.

6.8 LISBURNE GROVE

- 6.8.1 The forecast traffic impacts on Lisburne Grove of the new car park could be a peak of around 16 to two-way peak traffic flow movements based upon the existing number of staff at the site. This equates to 29 of the spaces being utilised.
- 6.8.2 For robustness, a pro-rata assessment of the full 46 space car park being filled during the day could result in peak traffic flow forecasts to or from the car park of less than 30 two-way vehicle trips along Lisburne Grove. This is less than one additional vehicle every two minutes at peak times.
- 6.8.3 In terms of appropriate guidance for pedestrians and vehicles sharing a space, Government guidance recommends that shared use spaces can work well with vehicle

flows of up to 100 vehicles per hour. The guidance is provided within Manual for Streets (Department for Transport, 2007) which states on Page 83 that:

A study of public transport in London Borough Pedestrian Priority Areas (PPAs) undertaken by TRL for the Bus Priority Team at Transport for London concluded that there is a self-limiting factor on pedestrians sharing space with motorists, of around 100 vph. Above this, pedestrians treat the general path taken by motor vehicles as a 'road' to be crossed rather than as a space to occupy. The speed of vehicles also had a strong influence on how pedestrians used the shared area. Although this research project concentrated on PPAs, it is reasonable to assume that these factors are relevant to other shared space schemes.

- 6.8.4 As such, if vehicle flows are forecast to be up to 100 vehicles per hour or less, pedestrians have the opportunity to view roads as a shared space and have greater ownership of the space.
- 6.8.5 There are currently around 25 properties access from Lisburne Grove and Chelston Avenue with around half of these accessed from Lisburne Grove and half from Chelston Avenue. Based upon typical traffic generation rates for residential dwellings, these properties could generate around 15 to 20 two-way peak hour vehicle movements.
- 6.8.6 Taking into account the existing properties and the car parking proposals, the overall traffic flows along Lisburne Grove would be below the 100 vehicle per hour threshold set out within Manual for Streets.
- 6.8.7 The forecast traffic impacts on Lisburne Grove are relatively minor in terms of overall traffic on a street of this nature.

6.9 PUPIL VEHICLE MOVEMENTS

- 6.9.1 The forecast increase in pupils as a result of the development proposals could be around 45. Based upon the travel information contained in Chapter 5, the 45 pupils could result in the following:
 - 14 pupils by sustainable travel modes; and
 - 31 pupils by car (70% - See Section 5.4).
- 6.9.2 Of the pupils arriving by car, the average occupancy could be two pupils per car, resulting in 15 total new cars relating to the 45 additional pupils.
- 6.9.3 Of the cars, one to two are forecast to utilise wraparound care (10% to 15%), with the residual 13 cars being at school drop-off and pick-up times.

6.10 BARKERS LANE

- 6.10.1 The proposed car park would free up the use of the on-street car parking bays for parents at school pick-up and drop-off times.
- 6.10.2 Based upon current usage of the on-street car parking bays, there could be around 12 additional on-street car parking bays available during the period before 8am, which is 9 to 10 more than the forecast increase in pupil-related cars for this period. The additional free spaces would provide additional on-street parking facilities for those utilising wrap-around care at this time.
- 6.10.3 There could also be around 25 additional on-street spaces available during the standard school drop-off times (before 9am). This is around 12 more spaces than are forecast to relate to the 45 additional pupils at the site.
- 6.10.4 These 25 spaces are likely to be utilised more than once during this period and, as such, could accommodate more than 25 additional pupil-related cars, further reducing the impact of the school drop off on the local area.

- 6.10.5 There could be around 19 additional on-street spaces available during the standard school pick-up times. These 19 spaces are likely to be utilised more than once during this period and result in a reduced impact of the school pick-up on the local area.
- 6.10.6 Overall, the provision of the new car park results in the freeing up of on-street car parking which is currently utilised by staff, resulting in a significant increase in the available drop-off and pick up spaces available to parents. The available number of spaces is forecast to be materially greater than the forecast parking requirements for the additional 45 pupils.
- 6.10.7 The additional availability of car parking on street as a result of the new staff car park mitigates for the vehicles relating to the additional pupils, with additional spaces being made available to further help reduce any existing car parking issues. This results in a beneficial impact on the local area as pupil-related vehicles would be able to park closer to the school.

6.11 SERVICING AND DELIVERIES

- 6.11.1 The existing Barker's Lane access would remain in-situ and provide opportunity for servicing and deliveries from that location.
- 6.11.2 In addition, the new car park has been designed to accommodate the swept path analysis of a large refuse vehicle (11.1m Pheonix 2-25W with Volvo FM12 chassis), which is the largest vehicle likely to utilise the car park. The swept path analysis is attached as Figure 6.3, Appendix A.
- 6.11.3 The refuse vehicle would service a new bin storage area which would be sited adjacent to the car park.
- 6.11.4 Refuse collection happens on a relatively infrequent basis (i.e. not daily) and, as Lisburne Grove must already accommodate refuse collection, there is no material change to the operation of Lisburne Grove as a result of the servicing proposals.

6.12 SUMMARY

- 6.12.1 The forecast increase in pupils as a result of the development proposals could be around 45. The 45 pupils could result in the following:
- 14 pupils by sustainable travel modes; and
 - 31 pupils by car (70% - See Section 5.4).
- 6.12.2 Of the pupils arriving by car, the average occupancy could be two pupils per car, resulting in 15 total new cars relating to the 45 additional pupils.
- 6.12.3 Of the cars, one to two are forecast to utilise wraparound care (10% to 15%), with the residual 13 cars being at school drop-off and pick-up times.
- 6.12.4 In mitigation of the impacts of the additional pupil-related vehicles a new 46-space staff car park is proposed, accessed via Lisburne Grove. The staff car park could reduce on-street parking by staff by around 25 spaces at the busiest times of the school day. The resultant impact of the proposals is for the staff car park to free up more on-street spaces than the additional 45 pupils are forecast to utilise, resulting in a beneficial impact on the local area as pupil-related vehicles would be able to park closer to the school.

7. TRAVEL STATEMENT

7.1 INTRODUCTION

7.1.1 This Travel Statement would be adopted by the school and aims to encourage sustainable travel. This Travel Statement has been written to align with existing policies at the school, which include:

- Policy for ESDGC (Education for Sustainable Development & Global Citizenship); and
- Food & Fitness Policy.

7.1.2 These policies are discussed below, followed by the recommended measures for the school to deliver a successful Travel Statement.

7.2 POLICY FOR ESDGC

7.2.1 The ESDG policy sets out aims to ensure children:

- *care for themselves, each other and their environment;*
- *are aware that their response to environmental issues will affect their quality of life.*
- *appreciate their role, making links between the school community, the local community and the global community;*
- *discover that, whatever they are studying, there are connections with the “big picture” of the wider world;*
- *gain skills and explore issues in ways which will enable them to make up their own minds and decide how to act – critically evaluating their own values and attitudes;*
- *develop skills which will enable them to challenge injustice, prejudice and discrimination;*
- *are ethically informed and ready to be active citizens of Wales and the wider world.*

7.2.2 The adoption of this Travel Statement aligns with core elements of the policy for ESDGC, most notably caring for the environment and being aware of environmental issues.

7.3 FOOD AND FITNESS POLICY

7.3.1 The aim of the Food and Fitness Policy is to:

To improve the health and wellbeing of Barker’s Lane school and community, ensuring all aspects of food and fitness are promoted to pupils, staff and visitors and establish and maintain a supportive environment conducive to the promotion of physical activity and good health.

7.3.2 The adopted of this Travel Statement aligns with the aim of the Food and Fitness Policy in promoting active travel to and from the school, which can help to promote physical activity, thereby improving health and wellbeing.

7.4 TRAVEL STATEMENT CO-ORDINATOR

7.4.1 Building on the policies discussed above, the role of Travel Statement Co-ordinator for the school can be encompassed within the wider Policy for ESDGC and the Food and Fitness Policy.

7.4.2 Encouraging pupils to work with the Travel Statement Co-ordinator would support the curriculum requirements set out in the policies discussed above.

7.5 HEAD TEACHER

- 7.5.1 The head teacher should actively engage with the Travel Statement Co-ordinator and provide the support and empowerment required to help increase active travel and reduce any residual parking issues.
- 7.5.2 The head teacher will be responsible for ensuring that the Travel Statement is delivered and for undertaking or delegating tasks which require external input or assistance alongside the Travel Statement Co-ordinator.

7.6 PUPIL TARGET

- 7.6.1 The Travel Survey (discussed in Chapter 5) estimates that 30% of pupils currently travel to school by sustainable travel modes, consisting of:
- 27% by walking;
 - 2% by bus; and
 - 1% by cycle.
- 7.6.2 A reasonable short-term target for increasing travel by sustainable travel modes is 5%, with a 10% target or more in the longer term.
- 7.6.3 The following targets are being set to assess the success of the Travel Plan:
- On opening – 30% of pupils by sustainable travel modes;
 - Within 1 year of opening – 32% of pupils by sustainable travel modes; and
 - Within 3 years of opening – 34% of pupils by sustainable travel modes.
- 7.6.4 The progress towards the targets is to be monitored with an annual hands-up survey of pupils.

7.7 STAFF TARGET

- 7.7.1 There is no base data available for staff. A staff travel survey will be undertaken prior to the opening of the new facility with staff being asked how they intend to travel.
- 7.7.2 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.
- 7.7.3 The progress towards the targets is to be monitored with annual staff surveys.

7.8 MEASURES

- 7.8.1 The following measures are to be assessed by the head teacher and Travel Statement Co-ordinator, for consideration at the site:
- Car sharing (Staff) – provision of staff car sharing spaces within the site, giving priority to car sharers;
 - Car sharing (Parents) – provide information on the cost and time benefits of car sharing to parents to encourage a reduction in vehicle use to and from the site;
 - Electric vehicle charging – review the requirement for electric vehicle charging at the site and provide charging spaces, where required;
 - Cycle proficiency – discuss options for this with the Healthy 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 pupil'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/>.

7.9 SUMMARY

7.9.1 A Travel Statement would be adopted by the school and aims to encourage sustainable travel. The Travel Statement has been written to align with existing policies at the school, which include:

- Policy for ESDGC (Education for Sustainable Development & Global Citizenship); and
- Food & Fitness Policy.

7.9.2 The Travel Statement sets targets to increase the proportion of active and sustainable trips to the site by staff and pupils by 10% over the initial three-year implementation period.

8. HIGHWAY SAFETY 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.
- 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 8.6 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 pupils 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 pupils 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 HIGHWAY SAFETY OBSERVATION

8.5.1 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.

8.5.2 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/>.

8.6 HIGHWAY SAFETY DETAILED REVIEW

8.6.1 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.

8.6.2 Due to the size of the study area, further subareas have been reviewed. These are shown in Figure 8.1, Appendix A.

8.6.3 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.

8.6.4 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.

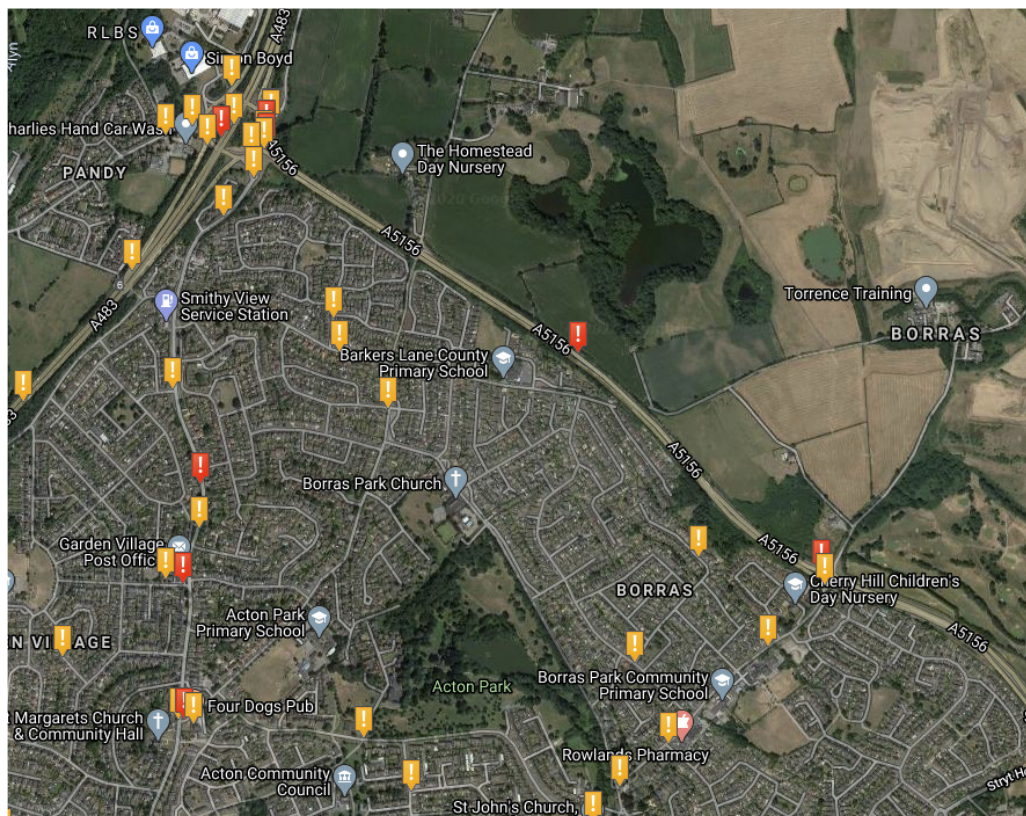
8.6.5 The accident details are provided in Appendixes B to J.

AREA 1 – CLOSE TO THE SITE

8.6.6 The Area 1 study area is that closest to the site, defined by Borrás 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).

8.6.7 The study area is shown within the extract below.

Extract 8.1 Road Traffic Accidents – Area 1



8.6.8 There have been no recorded accidents within the study period on Barker's Lane or the residential roads to the south or west of the site.

8.6.9 Three slight accidents were recorded in the streets to the west of Barker's Lane. These occurred on Box Lane, Smithy Lane and Ffordd Llywelyn.

8.6.10 The first accident occurred in 2015 and involved a van and a car. The second occurred in 2016 and involved two cars.

8.6.11 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.

8.6.12 One slight accident occurred on Borrás Park Road, close to Borrás Park 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.

8.6.13 Two further slight accidents were recorded on Borrás Park Road in 2016 and 2017, close to the shopping parade and at the junction with Jefferys Road. The first accident involved

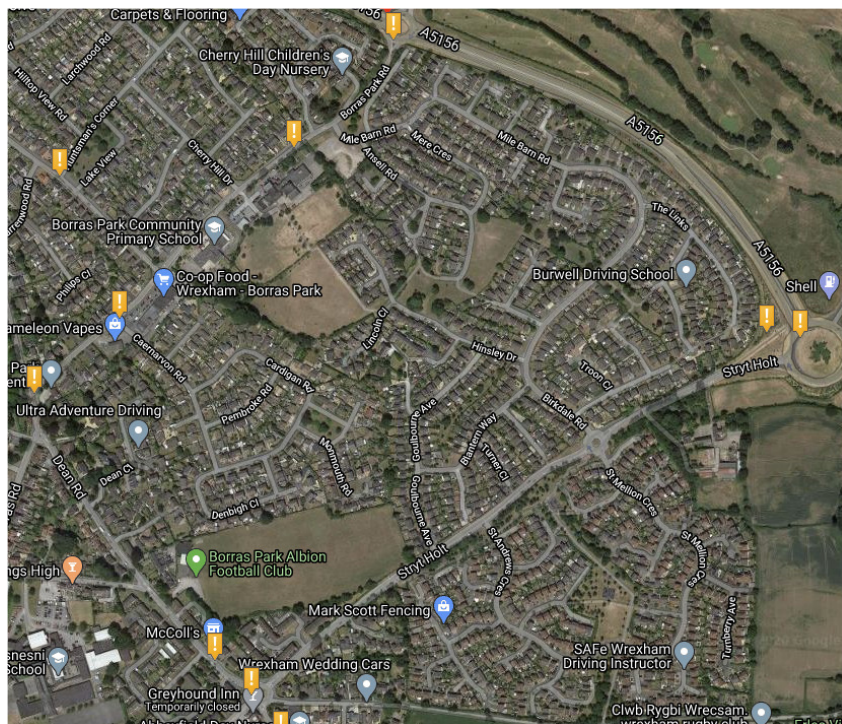
a motorcycle and a car, the second involved a car striking a cyclists, similarly not of school age.

- 8.6.14 There were no accidents at all recorded on Borrás 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.
- 8.6.15 Two further slight accidents have been recorded within Borrás in 2016 and 2017, the first on Norfolk Road and the second on Huntsman's Corner.
- 8.6.16 The first accident involved two cars and the second a car striking a cyclists of secondary school age.
- 8.6.17 There were no accidents at all recorded within Borrás in 2015, 2018 or 2019. There were no accidents at all recorded in the 32 consecutive months at the end of the study period.
- 8.6.18 Two slight accidents have been recorded in the study period on Herbert Jennings Lane.
- 8.6.19 The first accident occurred in 2017 close to Acton Park Way and involved two cars. The second occurred 2018 close to Borrás Road and involved a pedal cyclist hitting the kerb whilst a car passed. The cyclist was not of school age.
- 8.6.20 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.
- 8.6.21 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.
- 8.6.22 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.
- 8.6.23 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 2 - SOUTH OF THE SITE

- 8.6.24 The Area 2 study area is that south of the site, defined by Borrás Park Road (exclusive) to the north, Bryn Estyn Road to the south, the A5156 to the east and Dean Road to the west.
- 8.6.25 The study area is shown within the extract below.

Extract 8.2 – Road Traffic Accidents – Area 2

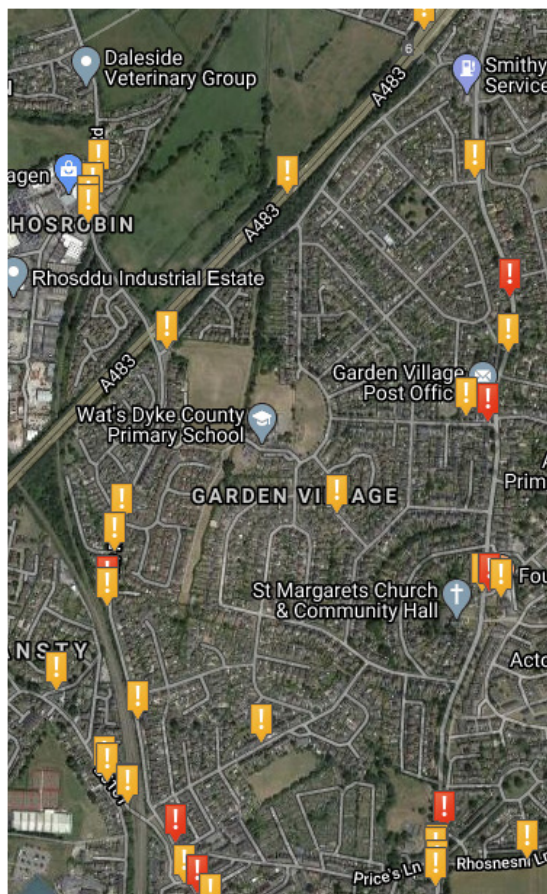


- 8.6.26 There have been three recorded accident in the study area within the five-year study period. These are located to the southwest of the study area on Dean Road and its roundabout with Stryt Holt.
- 8.6.27 Of the accidents, one involved a pedestrian being struck by a reversing heavy vehicle. The other two accidents involved cyclists, one being struck on the circulatory carriageway and the second being hit from behind by a driver setting off.
- 8.6.28 None of the accidents involved primary or secondary school age children.
- 8.6.29 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 2.

AREA 3 – A 5152 AND GARDEN VILLAGE

- 8.6.30 The Area 3 study area is that of the Garden Village, Rhosddu and Croes Eneurys, 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.
- 8.6.31 The study area is shown within the extract below.

Extract 8.3 Road Traffic Accidents – Area 3



- 8.6.32 The A5152 (Chester Road) would need to be crossed by residents of Area 3 to access Area 2 and Area 4.
- 8.6.33 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.
- 8.6.34 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.
- 8.6.35 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.
- 8.6.36 Further to the south is Kenyon Avenue, which provides the opportunity to cross the A5152 towards Glyndwr Road.
- 8.6.37 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).
- 8.6.38 There was a slight accident recorded in 2015 on Kenyon Avenue around 50m from the junction with the A5152. The accident involved two cars.
- 8.6.39 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.

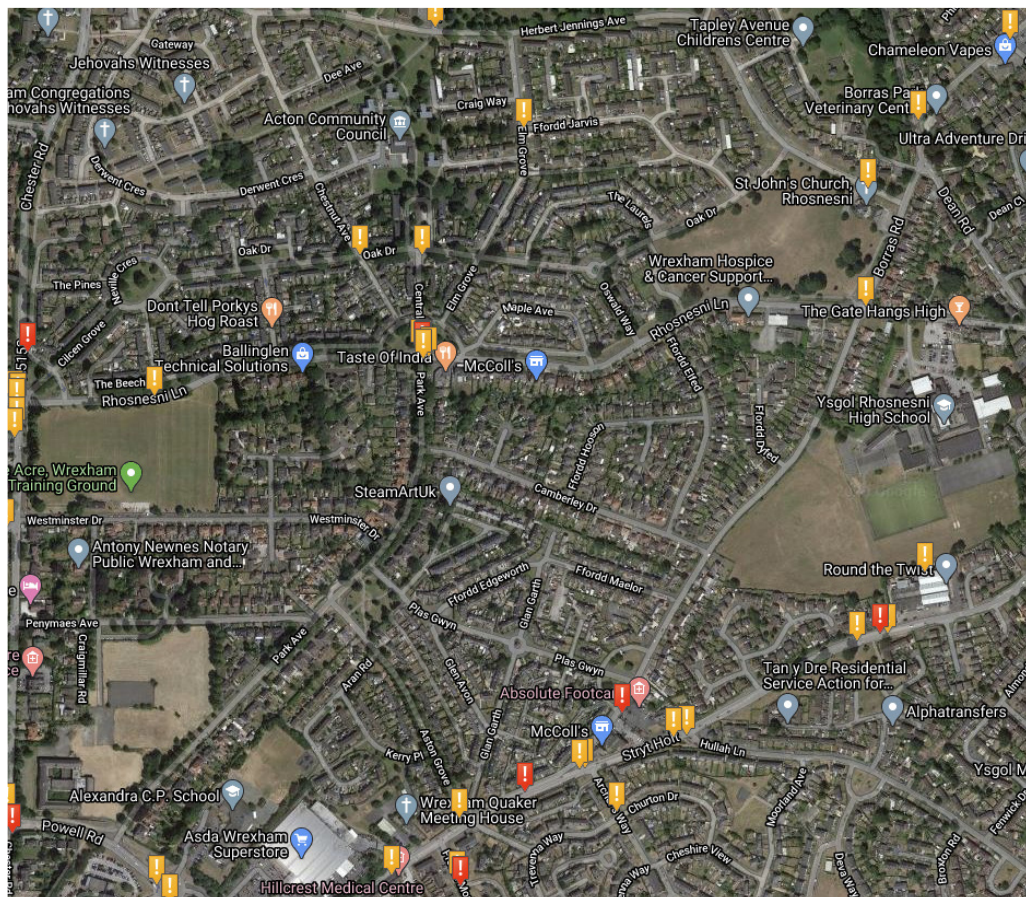
- 8.6.40 A zebra crossing is in place around 40m south of Kenyon Avenue which could be utilised to access the school via Herbert Jennings Avenue.
- 8.6.41 The next route from Garden City towards the A5152 is at Egerton Walk. There have been no recorded accidents at all close to Egerton Walk in the five-year study period.
- 8.6.42 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.
- 8.6.43 No accidents at all have been recorded within the five-year study period close to Acton Gate (N).
- 8.6.44 Acton Gate (S) forms a crescent with Acton Gate north and exits onto the A5152 around 275m south of Acton Gate (N).
- 8.6.45 No accidents at all have been recorded within the five-year study period close to Acton Gate (S).
- 8.6.46 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.
- 8.6.47 No accidents at all have been recorded within the five-year study period close to Eneurys Road.
- 8.6.48 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.
- 8.6.49 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.
- 8.6.50 All four accidents involved a cyclist and a car. None of the cyclists were of school age.
- 8.6.51 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.
- 8.6.52 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.
- 8.6.53 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.
- 8.6.54 To the west of the residential area is New Road, to the west of which is a small residential area comprising Bryn-Y-Glyn, Fford Meirionnydd, Ffordd Mon and associated side roads from the larger main residential areas of Area 3.
- 8.6.55 Along the frontage of this western residential area two slight accidents have been recorded within the five-year study period. One occurred in 2015 at the junction of New Road/ Westleigh Way and the second in 2016 at the junction of New Road/ Bryn-Y-Glyn.
- 8.6.56 The accident in 2015 occurred as a car rear end shunted a pedal cyclist. The cyclist was not of school age.

- 8.6.57 The accident in 2016 involved a pedestrian of school age (11 to 15) being struck by a car as it overtakes a stationary bus. There were no other similar accidents close to this location.
- 8.6.58 Pedestrian 'D' islands are present on New Road to the north of Bryn-Y-Glyn and Ffordd Meirionnydd. A further dropped crossing is present to the north of Ffordd Mon. It would be recommended that the walk route utilises the crossing points which are provided.

AREA 4 – ACTON AND RHOSNESNI

- 8.6.59 The Area 4 study area is that of Acton and Rhosnesni, defined by the A5152 (exclusive) to the west, Stryt Holt (exclusive) to the south, Herbert Jennings Avenue to the north and Dean Road to the east.
- 8.6.60 The study area is shown within the extract below.

Extract 8.4 Road Traffic Accidents – Area 4



- 8.6.61 Within the residential area with Herbert Jennings Avenue to the north and Rhosnesni Lane to the south there have been three slight accidents recorded within the study period.
- 8.6.62 One accident occurred in 2015 on Elm Grove and two accidents on Oak Drive in 2017 and 2018.
- 8.6.63 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.
- 8.6.64 The accidents in 2016 and 2017 both involved two cars.
- 8.6.65 To the east of the study area one slight accident was recorded at the junction of Borrass Road/ Rhosnesni Lane. The accident occurred in 2015 with a pedal cyclist hitting the rear

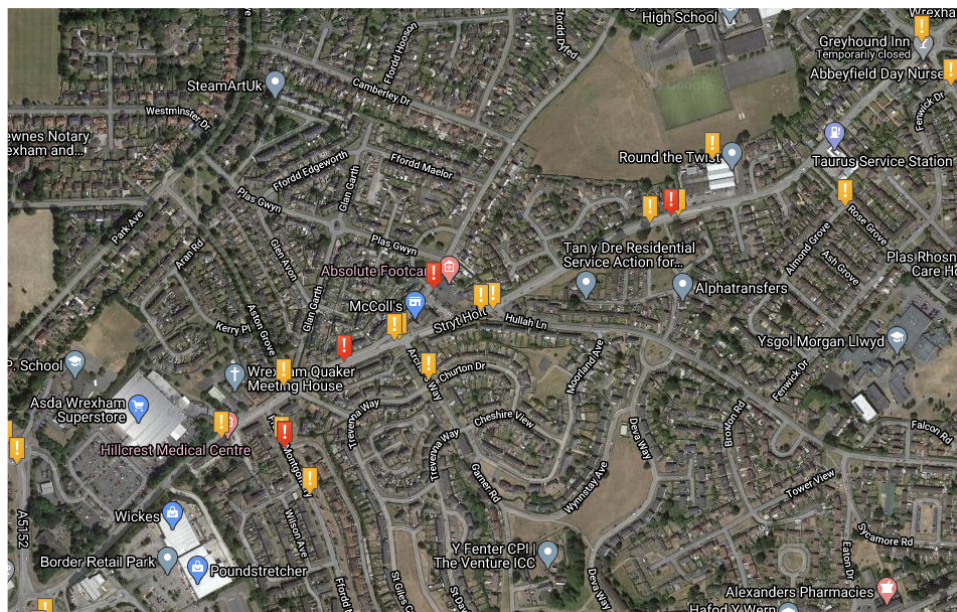
of a car. There have been no other accidents at all recorded at the junction in 2016, 2017, 2018 or 2019. There were no accidents at all recorded in the 51 consecutive months at the end of the study period.

- 8.6.66 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.
- 8.6.67 The serious accident occurred as a car struck a cyclist at the junction. The cyclist was not of school age.
- 8.6.68 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.
- 8.6.69 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.
- 8.6.70 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 Borrass 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

- 8.6.71 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.
- 8.6.72 The study area is shown within the extract below.

Extract 8.5 Road Traffic Accidents – Area 5



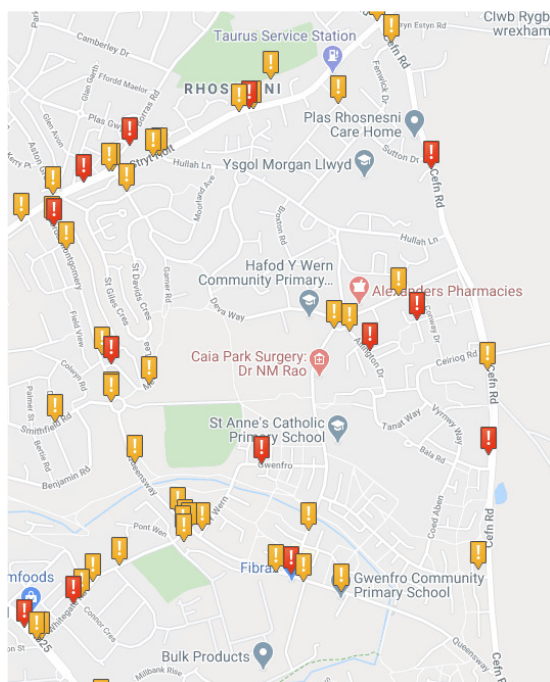
- 8.6.73 A total of 11 accidents were recorded along this 1.5km length of Stryt Holt during the five-year study period. These are discussed below from west to east.
- 8.6.74 The westernmost accident occurred close to the Hillcrest Medical Centre in 2015 and involved a pedestrian being struck by a car 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.

- 8.6.75 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.
- 8.6.76 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.
- 8.6.77 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.
- 8.6.78 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.
- 8.6.79 The accident in 2018 involved two cars.
- 8.6.80 Two slight and a serious accident occurred on Stryt Holt close to the signalised pedestrian crossing point, located around 100m west of Chanticleer Close.
- 8.6.81 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 at the crossing facility.
- 8.6.82 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.
- 8.6.83 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.
- 8.6.84 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

- 8.6.85 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.
- 8.6.86 The study area is shown within the extract overleaf.

Extract 8.6 Road Traffic Accidents – Area 6



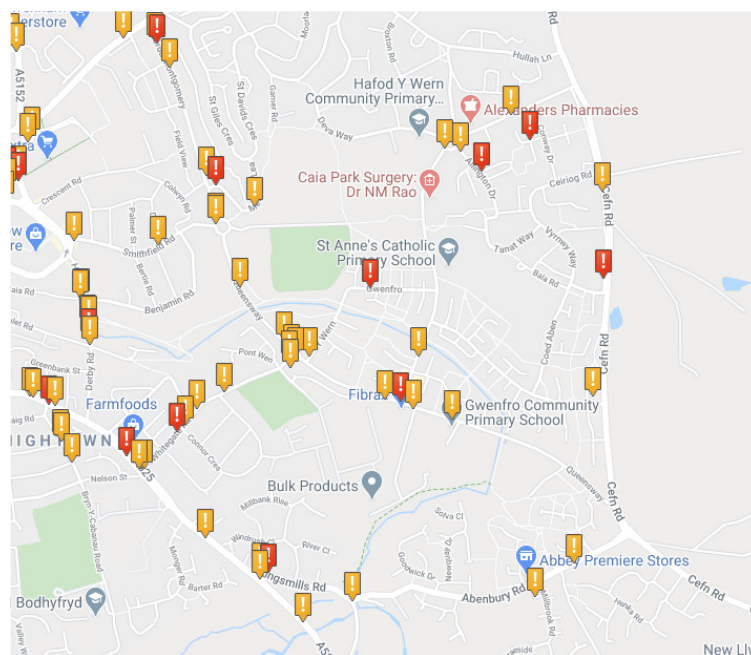
- 8.6.87 Within the north of the study area, there has been two slight accidents recorded. The first accident was on Archer's Way in 2015 and involved a van and a car. The second accident was on Rose Grove and also occurred in 2015. The accident involved a total of four cars, with one of the moving cars striking two parked cars.
- 8.6.88 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.
- 8.6.89 The slight accident occurred in 2018 and involved two cars colliding head on.
- 8.6.90 Within the south of the study area there have been three accidents recorded. One serious and two slight.
- 8.6.91 The serious accident occurred on Gwenfro and involved a single motorcycle. The accident occurred in 2016.
- 8.6.92 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.
- 8.6.93 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.
- 8.6.94 To the east of the study area there have been nine recorded accidents, of which four were on Cefn Road.
- 8.6.95 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.
- 8.6.96 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.

- 8.6.97 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.
- 8.6.98 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.
- 8.6.99 Of the five residual accidents, these occurred within the residential areas west of Cefn Road.
- 8.6.100 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.
- 8.6.101 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.
- 8.6.102 A further serious accident in 2015 was recorded on Erlas Grove and involved a reversing car striking the offside of a stationary car.
- 8.6.103 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

- 8.6.104 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.
- 8.6.105 The study area is shown within the extract below.

Extract 8.7 Road Traffic Accidents – Area 7



- 8.6.106 Six accidents have been recorded along Ffordd Montgomery in the five-year study period. Of these one was serious and five were slight.
- 8.6.107 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.
- 8.6.108 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.
- 8.6.109 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.
- 8.6.110 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.
- 8.6.111 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.
- 8.6.112 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.
- 8.6.113 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.
- 8.6.114 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.
- 8.6.115 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.
- 8.6.116 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.
- 8.6.117 The accident in 2018 involved a car striking a cyclist. The cyclist was not of school age.
- 8.6.118 The accident in 2019 involved a cyclist striking a parked car.
- 8.6.119 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.
- 8.6.120 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.
- 8.6.121 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.

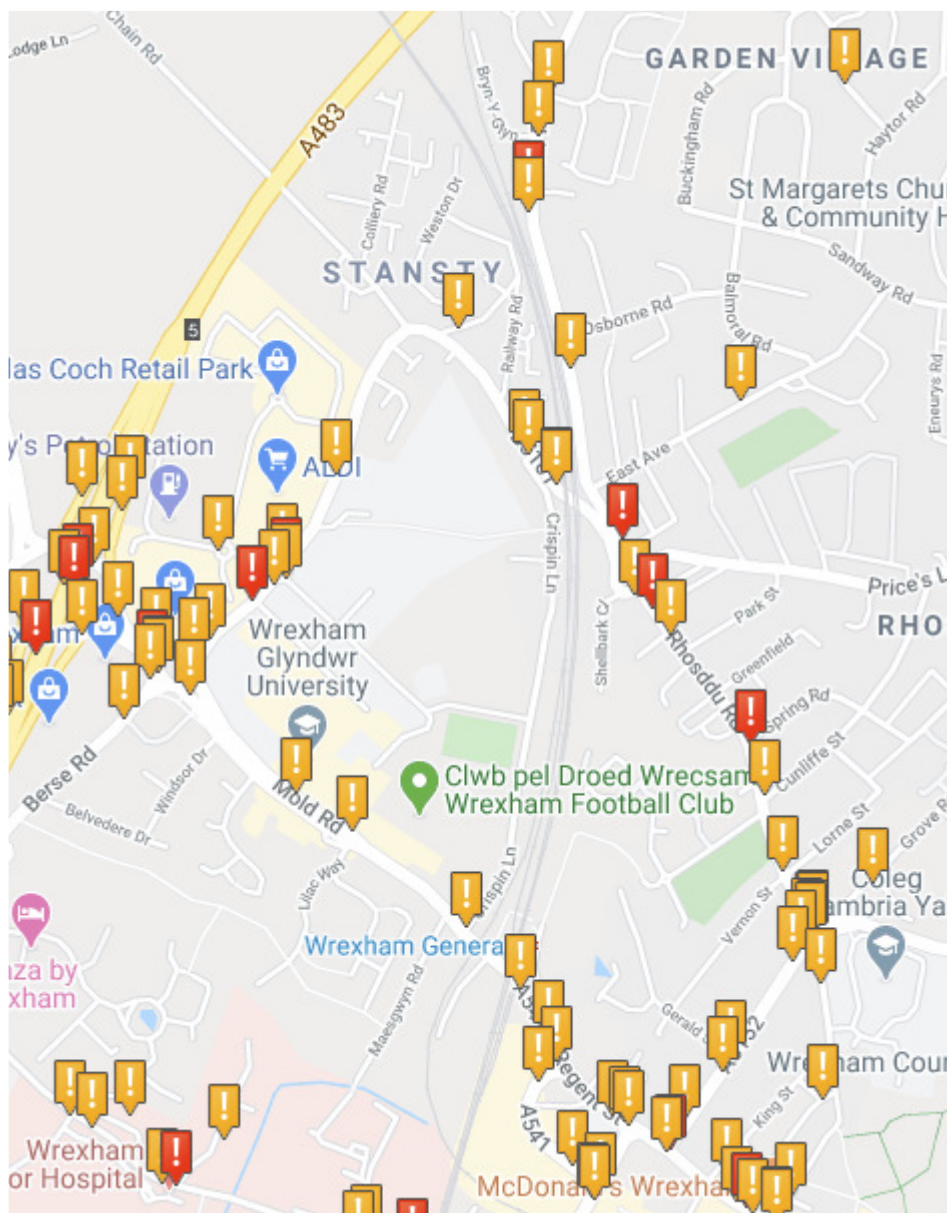
- 8.6.122 The easternmost accident on Queensway was a slight accident and occurred along the frontage of Gwenfro Primary School. The accident occurred as a heavy goods vehicle was reversing and struck a stationary car. The accident occurred in 2015.
- 8.6.123 Within the north of Study Area 7 there have been two slight accident recorded on Smithfield Road and six accidents recorded on Hightown Road, of which five were slight and one serious.
- 8.6.124 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.
- 8.6.125 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.
- 8.6.126 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.
- 8.6.127 Three accidents occurred on the stretch of Hightown Road between Benjamin Road and Rivulet Road. Of these one was serious and two were slight.
- 8.6.128 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.
- 8.6.129 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.
- 8.6.130 The second accident occurred in 2017 and involved a cyclist hitting the rear of a slowing car. The cyclist was not of school age.
- 8.6.131 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.
- 8.6.132 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.
- 8.6.133 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.
- 8.6.134 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.
- 8.6.135 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.
- 8.6.136 Three slight accidents were recorded to the south of Area 7. Of these, two were on Abenbury Road and one on Westfield Court.
- 8.6.137 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.

- 8.6.138 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.
- 8.6.139 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

- 8.6.140 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.
- 8.6.141 The study area is shown within the extract below.

Extract 8.8 Road Traffic Accidents – Area 8



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

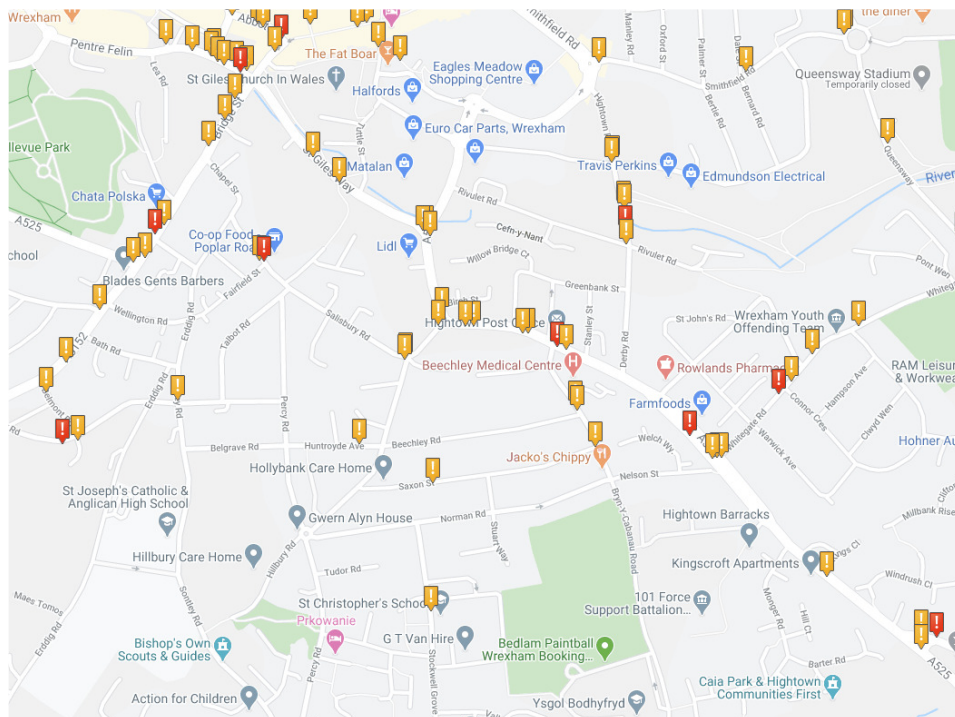
- 8.6.143 Two of the slight accidents were recorded just to the west of the railway underpass. Both occurred in 2015. The first occurred as a moving car struck the rear of a waiting car. The second occurred as a van hit the rear of a waiting car. There have been no further accidents recorded in that 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.
- 8.6.144 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.
- 8.6.145 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.
- 8.6.146 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.
- 8.6.147 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.
- 8.6.148 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.
- 8.6.149 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.
- 8.6.150 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.
- 8.6.151 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.
- 8.6.152 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.
- 8.6.153 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.
- 8.6.154 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.
- 8.6.155 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.

- 8.6.156 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

- 8.6.157 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.
- 8.6.158 Residents from this area are likely to need to cross the A525 or St Giles Way to access the school
- 8.6.159 The study area is shown within the extract below.

Extract 8.9 Road Traffic Accidents – Area 9



- 8.6.160 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.
- 8.6.161 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.
- 8.6.162 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.
- 8.6.163 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.
- 8.6.164 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.

- 8.6.165 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.
- 8.6.166 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.
- 8.6.167 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.
- 8.6.168 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.
- 8.6.169 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.
- 8.6.170 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.
- 8.6.171 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.
- 8.6.172 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.
- 8.6.173 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).
- 8.6.174 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.
- 8.6.175 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.
- 8.6.176 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.
- 8.6.177 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.

- 8.6.178 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.
- 8.6.179 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.
- 8.6.180 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.
- 8.6.181 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.
- 8.6.182 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.
- 8.6.183 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.
- 8.6.184 There have been seven recorded accidents along this length within the five-year study period. Of these one was serious and six were slight.
- 8.6.185 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.
- 8.6.186 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.
- 8.6.187 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.
- 8.6.188 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.
- 8.6.189 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.
- 8.6.190 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.
- 8.6.191 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.
- 8.6.192 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.
- 8.6.193 Within the residential areas to the east of Bridge Street, eight further accidents have been recorded within the five-year study period.

- 8.6.194 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.
- 8.6.195 The slight accident occurred when a car reversed into a parked car. The accident occurred in 2017.
- 8.6.196 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.
- 8.6.197 The remaining three accidents were slight and were recorded on Bryn-Y-Cabanau Road.
- 8.6.198 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.
- 8.6.199 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.

8.7 SUMMARY

- 8.7.1 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.

- 8.7.2 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 pupils 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 pupils 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.



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