
Project	Wrexham Glyndŵr University		
Title	Executive Summary: Highways and Transport		
Site	Plas Coch Campus		
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1. Introduction

- 1.1 This Executive Summary has been prepared to present the key highways and transport issues for the package of proposed works at the main Plas Coch campus of Wrexham Glyndŵr University. It is intended to be read alongside ITP's extensive formal assessment, which has included a Transport Assessment, Framework Travel Plan and Highways Addendum, in consultation with Wrexham County Borough Council (WCBC) Highways officers.
- 1.2 The various applications seek planning permission for a reorganisation of the university campus, replacement of key buildings and the extension of the recently-acquired Wrexham Village student accommodation.

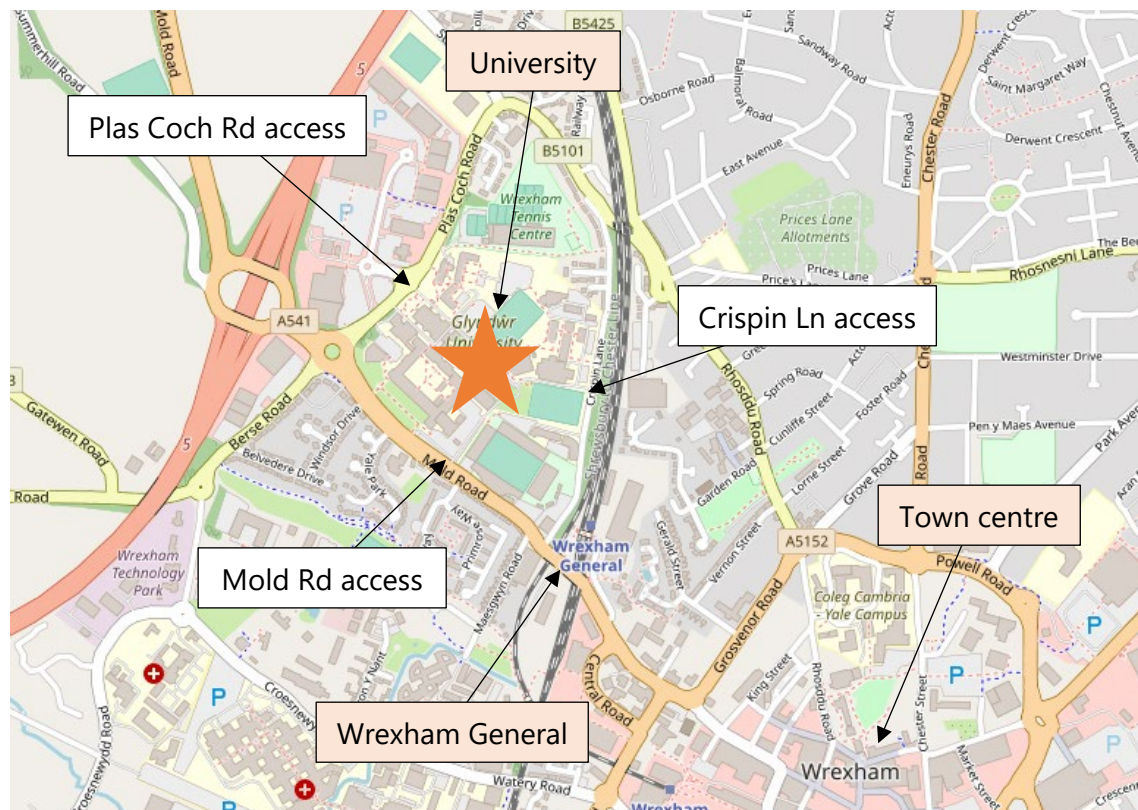
2. Location and Access

- 2.1 The Plas Coch Campus is in a highly sustainable location close to Wrexham General railway station and the wider offering of the town centre. It is a gateway to Wrexham when travelling in from the A483 and its clock tower is a local landmark.
- 2.2 The campus currently has three points of access from: Mold Road, Plas Coch Road and Crispin Lane. These are accessible by vehicles, pedestrians and cyclists and will remain so with the proposed changes to the campus.
- 2.3 With the Plas Coch Road access being utilised by the proposed Northern Quarter development, the University's boundary will shift into the campus with the shared section put forward for adoption by WCBC. A barrier or similar access controls will be introduced on this university access to prevent residential trips routing through the campus, however legitimate users of the campus will continue to be admitted at this point.
- 2.4 It has been proposed to amend the current access point on Mold Road to provide a combined in/out priority junction at the location of the existing exit. This will facilitate

greater visibility of the access for approaching vehicles from the direction of the A483, whilst retaining the ability for drivers to turn left or right out of the access.

- 2.5 In order to avoid disruptive works to the central reservation it is not currently proposed to provide a right turn into the site on Mold Road with vehicles more likely to use Crispin Lane or continue to the roundabout and turn towards Plas Coch Road or back along Mold Road. This setup has been tested in all future junction modelling scenarios which confirms there is sufficient capacity for the junction to operate efficiently.

Figure 1 Location



Source: Open Street Map contributors

3. Car Parking

- 3.1 Car parking requirements and provision for the campus has been determined based on surveys conducted in Spring 2018. The surveys demonstrated that the campus currently operates with significant spare car parking capacity, largely with spaces available at the rear of the site. The majority of the parking pressure is felt at the front of the campus which gives the incorrect impression that current parking provision is less than satisfactory.
- 3.2 It has also become apparent that because no formal control over parking currently exists on the campus, parking closest to the station and town centre is being abused

by commuters looking to avoid expensive car parks, therefore potentially further inflating the apparent parking demand on the campus.

- 3.3 In response to these issues, it is proposed that a formal car parking management strategy and enforcement policy is brought in alongside the development. This will ensure that only authorised users are able to park at the site. This could be secured as a planning condition.
- 3.4 Possible management could also include restricting local students from bringing their cars to campus, as is often found in other university campuses, such as nearby Keele University. This could be a way of reducing existing congestion, whilst ensuring that those who rely on their cars to travel to the site are guaranteed a place to park.
- 3.5 To account for the loss of parking within the proposed Northern Quarter, a new area of car parking is also proposed on the redundant hockey pitches alongside the Wrexham Village student accommodation. This will ensure that the university retains enough parking to avoid any overspill onto the surrounding highway network.
- 3.6 A small amount of parking is being proposed for the sole purpose of serving the student accommodation extension. Most students living here would, however, have no reason to require a car as part of their day-to-day lives therefore this is likely to only serve those with mobility issues or students who need to regularly travel off-site as part of their studies.
- 3.7 Students will be strongly discouraged from bringing cars to university with them. Full student turnover occurs every 3-4 years, therefore allowing for the rapid introduction of new policies restricting the use of private cars without having to confront habitual behaviour and expectations. As a period of considerable change for young people, the transition to university is also a key opportunity to encourage a switch to sustainable transport. This will be encouraged further through the University's travel planning activities.

4. Trip Generation

- 4.1 For the purposes of our assessment, it has been assumed that the changes to the campus will be neutral in terms of trip generation. The new student accommodation will be offset by that lost through the Northern Quarter development, and whilst the improvements to the campus will help in attracting new talent to the university, the same could theoretically be achieved under the existing approved use of the site.
- 4.2 In future year scenarios a nominal 10% uplift in the surveyed trip generation of the university has been applied to our junction modelling inputs to account for a level of growth associated with the University's aspirations, notwithstanding our belief that this

could be achieved within extant permission for the site and would therefore not usually require assessment if not associated with wider changes at the campus.

- 4.3 Trip generation has been calculated using surveys conducted across all access points simultaneously during Spring 2018, therefore reflect the true operation of the existing university. Since the net impact of the proposed development is considered to be negligible, no specific impact on any local junction has been highlighted, however an assessment of the full package of applications has been presented in order to offer a cumulative view of the likely future situation.

5. Crispin Lane / Mold Road Junction

- 5.1 Upgrades to the junction of Crispin Lane with Mold Road were previously sought alongside the original development of the Wrexham Village student accommodation, however these were not progressed for various reasons. It should be noted that Wrexham Glyndŵr University has only just acquired Wrexham Village and therefore was not responsible for the planning history of the site.
- 5.2 WCBC Highways officers have requested that the junction upgrade works be completed in support of the current applications. It is understood that this is on the basis that existing visibility splays are limited for vehicles turning right out of Crispin Lane.
- 5.3 ITP has prepared a preliminary design for an upgrade that would realign Crispin Lane to the west and therefore provide increased visibility, however the level of predicted impact upon the junction is relatively small and therefore it is suggested that this work should instead accompany the redevelopment of the adjacent parcel of land for which the University is currently seeking expressions of interest. This area of land is not currently included within the scope of the current application.