

Project	Wrexham Glyndŵr University		
Title	Executive Summary: Highways and Transport		
Site	Northern Quarter		
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1. Introduction

- 1.1 This Executive Summary has been prepared to present the key highways and transport issues for the proposed 'Northern Quarter' residential development 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 current application seeks outline permission for approximately 400 residential apartments. We understand that the university is currently in discussions with an affordable housing association, which would seek to acquire the full development. All properties would therefore be delivered as affordable units.

2. Location and Access

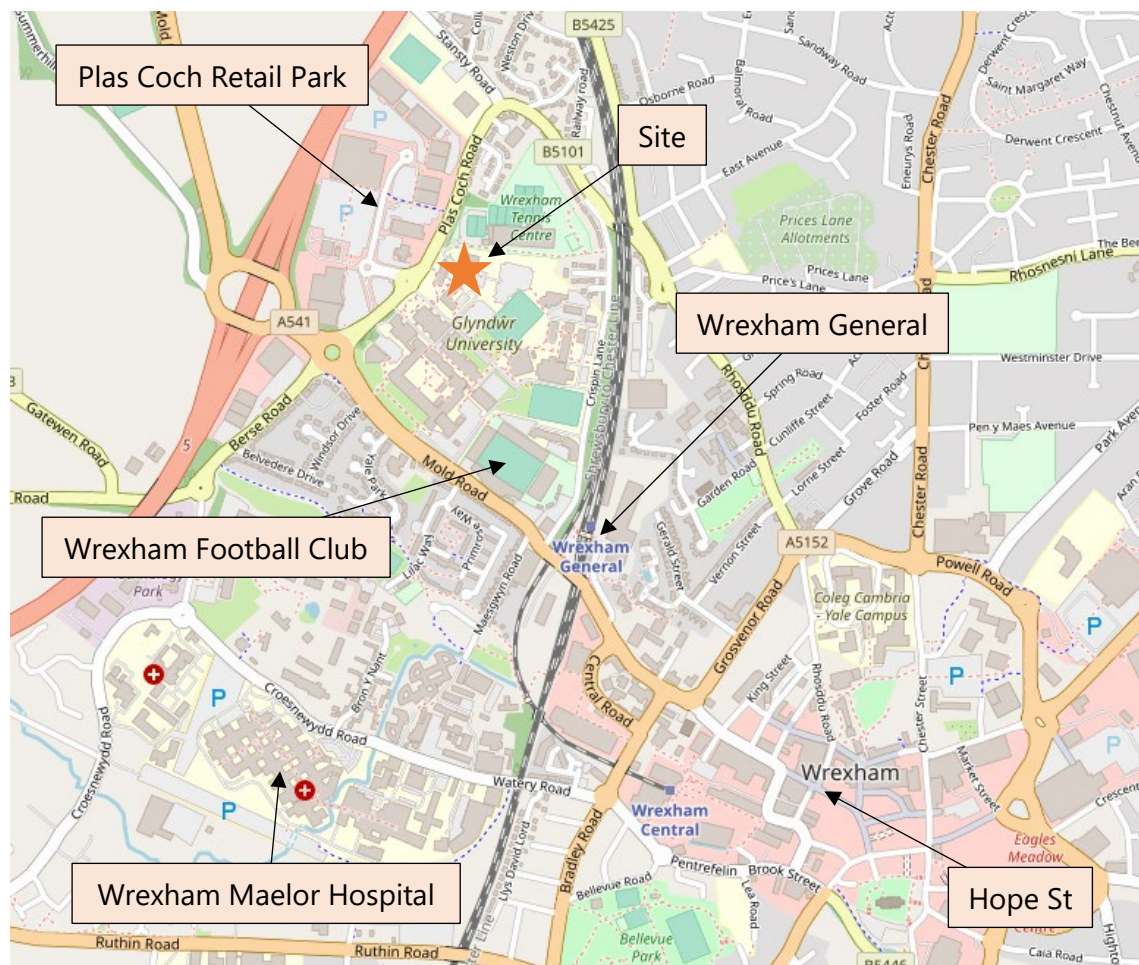
- 2.1 The Northern Quarter is in a highly sustainable location at the northern extent of the Plas Coch campus. It benefits from its proximity to the full range of services and amenities required for day-to-day living, all within easy walking distance.

Table 1 Walking distances

Destination	Distance	Walking duration*
Plas Coch Retail Park (Aldi)	200 m	2 min
Wrexham Football Club	300 m	4 min
Wrexham General railway station	700 m	8 min
Wrexham Maelor Hospital	1.1 km	13 min
Town centre (Hope St)	1.3 km	15 min

* Based on typical walking speed of 1.4 metres per second

Figure 1 Location



Source: Open Street Map contributors

- 2.2 The site and its surroundings are open to pedestrian movement, with pedestrian access proposed from two points along Plas Coch Road, as well as permissive access being available across the academic campus, providing a direct route towards the town centre.
- 2.3 The development is particularly well located to benefit from and indeed encourage further improvements to train services from Wrexham General, helping the business case for strategic investment for Wrexham as a rail hub. This is already being seen with recent improvements to rail services towards Liverpool.
- 2.4 There are also clear benefits to increasing the number of residential properties close to the town centre, with the uplift that this will bring to footfall, ultimately helping to support and reinvigorate the town centre's leisure and retail offering. This without the associated increase in traffic and congestion associated with attracting trips from a wider catchment.
- 2.5 The development will be accessed by vehicles from the existing roundabout arm off Plas Coch Road. Improvements to this access are proposed to allow it to become

adopted by WCBC, however these are limited to changes within the current university boundary and therefore will not result in disruption to current users of the highway network.

3. Car Parking

- 3.1 WCBC's adopted parking standards for residential development are presented as a maximum provision – the proposed parking provision complies with this policy. This range allows for greater car dependency in more rural settings, however in suburban locations, such as this, the reliance on cars as an essential way of getting around is reduced due to the number of alternative modes available (bus, train, walking and cycling).
- 3.2 A balance must, however, be reached such that the development can be effectively managed and to avoid overspill of parking onto the surrounding streets. It is on this basis that each unit has been allocated one parking space, therefore complying with adopted policy and simplifying the management of the development.
- 3.3 It is considered likely that many of the eventual occupants will choose not to own a car, and many of those that do will not use them to commute, particularly if they work within Wrexham or commute via train to places such as Chester or Liverpool. The proposed car parking provision is therefore considered to be robust.
- 3.4 Plas Coch Road itself has existing double yellow line waiting restrictions along the full frontage of the development, therefore allowing for effective enforcement in the unlikely event that overspill parking is observed.

4. Trip Generation

- 4.1 Trip generation for the development has taken a robust approach and it has been assumed that all properties would be sold at market rates, therefore not considering the lower trip rates and car ownership levels generally observed for affordable residential properties. The trip rates presented within ITP's assessment are therefore higher than what would be seen in reality for an affordable development.
- 4.2 Whilst any residential development of this scale will generate a significant peak hour trip generation, the specific location of this site provides real opportunity for residents to choose to travel sustainably, that would not occur in more rural settings. Those choosing to live in this area will likely do so having been attracted by the connectivity of the site.

- 4.3 Outside of peak hours, residential trip generation also quickly reduces – something that would not be observed for other possible uses for the site, such as a retail park that would be busy throughout the day.

5. Junction Capacity

- 5.1 Junction capacity assessments have been conducted across the immediate highway network. Detailed vehicle simulation modelling has additionally focused on junction 5 of the A483 and the adjoining Plas Coch Road / Mold Road Roundabout. The latest results of this work are summarised in the Highways Addendum.
- 5.2 In all cases, it was determined that whilst there was existing peak hour congestion observed, the proposed development had a negligible percentage impact. At the request of WCBC, future year assessments were carried out for the year 2035, despite significant uncertainty in travel behaviour changes over this timescale.
- 5.3 In the AM peak, the predominant direction of flow for residents is away from the development, whilst the existing congestion is caused by drivers entering Wrexham. The reverse is observed in the PM peak. Because of this, the additional trips generated by the development are added to the least congested arms of the junction meaning that their impact is not directly proportional.
- 5.4 Drivers on the current network will retain priority over those exiting the development and therefore any additional queuing will largely be captured within the site.
- 5.5 Ultimately, the congestion observed currently and in our modelling is because of capacity constraints on the existing network. It would not be reasonable to expect the proposed development to solve these pre-existing problems when it has been shown that the marginal impact of the development is minimal. This has been agreed with WCBC Highways and Planners.
- 5.6 Several options have been discussed with WCBC, and ITP are aware of the ongoing work being carried out by the Welsh Government on the A483 corridor, however this is in its infancy and no design solution currently exists. WCBC has confirmed that they would not seek contributions to an undefined scheme.
- 5.7 Promoting residential development in sustainable locations, such as this, where residents are not forced to use their cars to travel is therefore seen as the most logical way to support the economic growth of Wrexham and increase the housing supply without making increased congestion an inevitability.