
Project	Wrexham Glyndŵr University		
Title	Executive Summary: Highways and Transport		
Site	Regent Street Campus		
Date	03/05/19		
Author(s)	Mark Lever		
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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 satellite Regent Street campus of Wrexham Glyndŵr University. It is intended to be read alongside ITP's extensive formal assessment, which has included a Transport Statement, Framework Travel Plan and Highways Addendum, in consultation with Wrexham County Borough Council (WCBC) Highways officers.
- 1.2 The application seeks planning permission for the renovation of the existing university teaching space and the addition of approximately 100 student beds as part of a self-contained accommodation block.

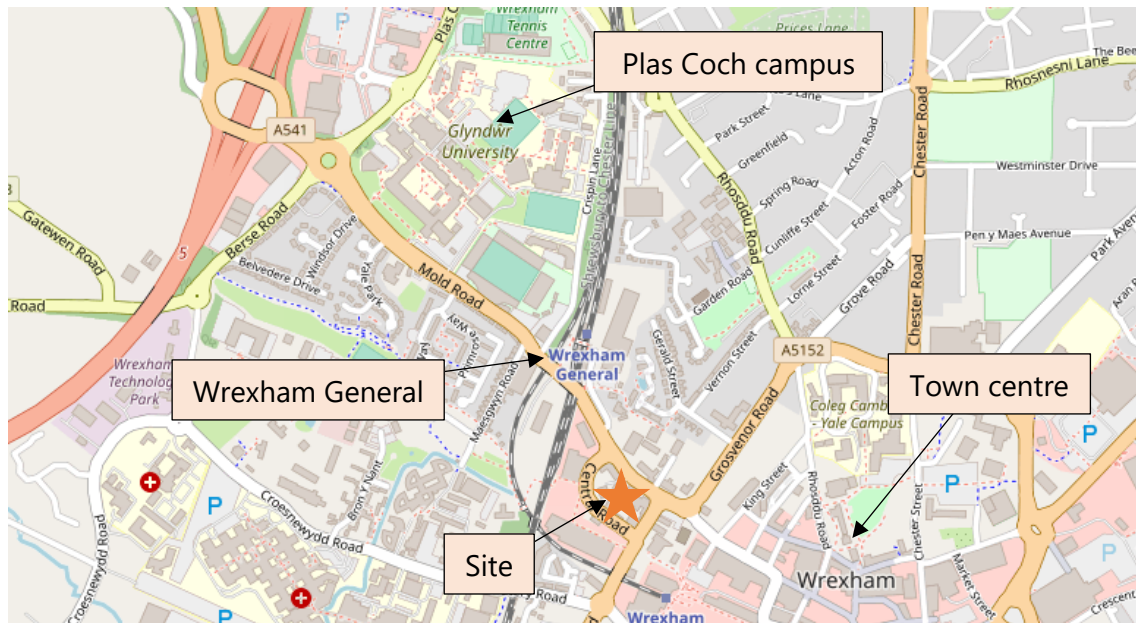
2. Location and Access

- 2.1 The Regent Street Campus is in a highly sustainable location between the main Plas Coch campus and the town centre. It is close to Wrexham General railway station and immediately opposite Central Retail Park. It is located at the centre of the A5152/A541 gyratory.
- 2.2 The campus currently has two points of access from: the main entrance on Regent Street and access to a central yard from Central Road to the rear. There are currently three areas of parking, including the central yard, a small area to the front of the main building on Regent Street, and a small area to the side of the main building.
- 2.3 It is proposed that access to the rear yard and the yard itself be removed to accommodate the proposed student accommodation block and internal landscaping. This will remove two points of access from the gyratory and help to improve traffic flow on Central Road.
- 2.4 Servicing access will be retained from Central Road with the introduction of an off-carriageway loading bay and direct access to bin stores. This will formalise the current

arrangements, whereby refuse vehicles must stop within the main carriageway and will significantly improve conditions for free-flowing traffic.

- 2.5 Refuse collections will be conducted twice per week by a private contractor. The chosen contractor will be expected to demonstrate a suitable strategy for the collection of waste, including moving bins to and from the designated bin store. Bins will therefore not be placed on the footway for any extended period of time.

Figure 1 Location



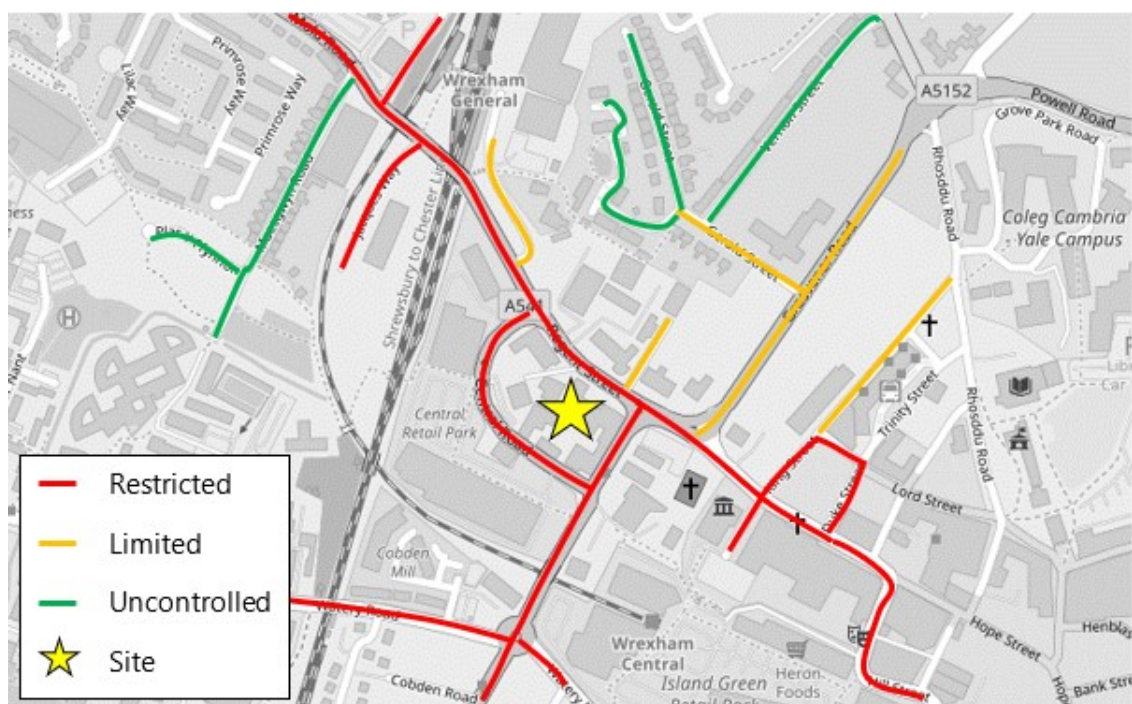
Source: Open Street Map contributors

3. Car Parking

- 3.1 Car parking provision for the site has needed to respond to the constrained nature of the site. It is also considered that within adopted policy the town centre location of the site and its excellent accessibility make it eligible for minimal levels of on-site parking.
- 3.2 A limited amount of car parking will be retained on-site to serve individuals with disabilities and key members of staff. Other staff and students will foremost be encouraged to travel to the site sustainably, however will also be given the option to park in the main Plas Coch campus.
- 3.3 A formal car parking and servicing management strategy will be prepared and could be enforced through a planning condition. The following items have been agreed with the University as a way of controlling parking demand:

- Student residents will sign a tenancy agreement that confirms that they will not park a car within one mile of the accommodation and that breaching this condition of tenancy will result in their tenancy being terminated.
 - Student residents will be offered a permit to park at the Plas Coch campus, which is a short walk from the accommodation – but equally promotes the use of sustainable modes as a more attractive alternative.
 - Of the limited number of parking spaces provided at Regent Street, those for accommodation use (non-academic) are for disabled or student pick up and drop off (loading and unloading) at the start and end of term time.
 - At the start and end of term time, students will be allocated a managed 15-minute slot to drop off or pick up belongings. Beyond that, parents etc will be allowed to then park for a longer period at the Plas Coch campus.
 - Student accommodation staff will be offered a permit to park at the Plas Coch campus – again promoting the use of more attractive sustainable modes such as rail or bus.
 - Students attending the Arts Faculty Building but not resident at the on-site accommodation, will also be offered a permit to park at the Plas Coch Campus.
- 3.4 In response to specific concerns regarding the potential for overspill parking, ITP has prepared the following map, which shows that there are already extensive on-street parking controls across the surrounding streets.

Figure 2 Existing parking restrictions



Source: Open Street Map contributors

- 3.5 The labelling on the figure above shows that restrictions existing on all surrounding streets (shown as red or yellow lines). Those without restrictions (shown as green lines) are a significant distance from the site and therefore it is likely in this case for drivers to park at the Plas Coch campus where they are guaranteed a space.
- 3.6 The University would support the introduction of additional on-street restrictions; however it is considered that the strategy being put in place effectively deals with the University's parking demand, whilst promoting important travel planning objectives that ultimately reduce congestion.

4. Trip Generation

- 4.1 In regard to the academic space at the Regent Street campus, it is considered that the proposed renovation will not result in a material increase in trip generation above that which is currently possible through the extant permission. On this basis, no further assessment of the academic space has been carried out.
- 4.2 In regard to the student accommodation, given that it will have very limited parking on-site, and will therefore likely attract students who do not rely on car travel, it is considered that the vehicle trip generation will be negligible and therefore no further assessment had been carried out.
- 4.3 As with both the Northern Quarter and Plas Coch campus developments, it is considered that the highly sustainable location of the site provides real opportunity for travel by sustainable modes, particularly rail with the increasing level of service from Wrexham General.
- 4.4 The introduction of further residential uses on the edge of the town centre also promotes greater footfall through the nearby town centre, helping to revitalise struggling retail without attracting more cars and congestion.