

Transport Statement

**Proposed Cats' Protection Centre
Former Fire Station, Bradley Road, Wrexham**

Prepared for: Cats Protection

August 2017

Doc Ref: SS/17010/TS/0

Prepared by: Stacey Silverman / Craig Thomson

Checked by: Peter Todd

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
0	31.08.17	Final	SS/CT	PT

Colwyn Chambers
19 York Street
Manchester
M2 3BA

T: 0161 832 4400
F: 0161 832 5111



E: info@scptransport.co.uk
W: www.scptransport.co.uk

This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of SCP being obtained. SCP accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm his agreement to indemnify SCP for all loss or damage resulting there from. SCP accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

CONTENTS

1.0 INTRODUCTION 2

2.0 EXISTING CONDITIONS 5

3.0 PROPOSED DEVELOPMENT 8

4.0 ACCESSIBILITY APPRAISAL.....10

5.0 TRIP GENERATION 15

6.0 SUMMARY AND CONCLUSIONS 16

APPENDICES

1 PROPOSED SITE LAYOUT PLAN

2 PROPOSED SITE ACCESS (DRAWING SCP\17010\F05)

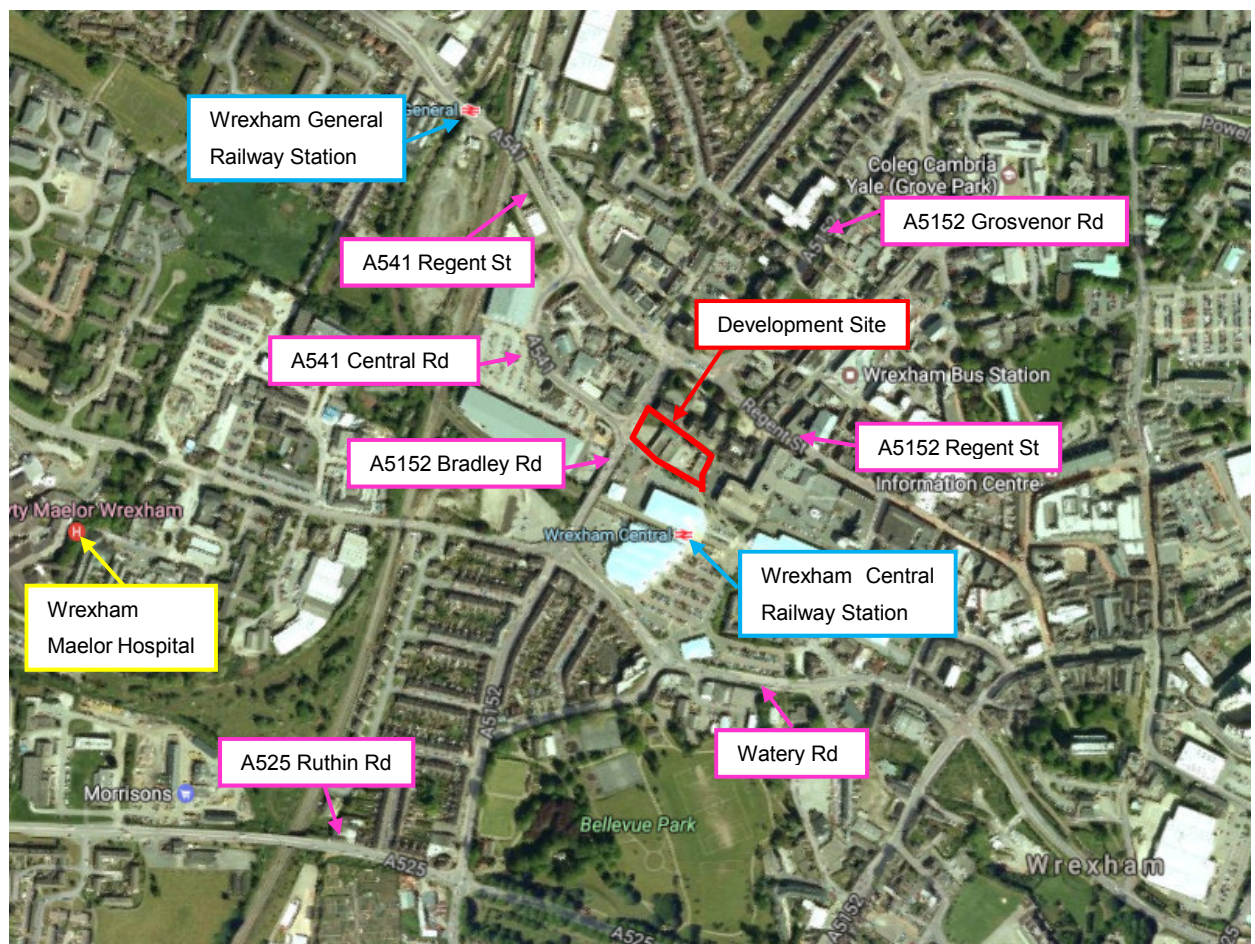
3 SWEPT PATH ANALYSIS – STANDARD REFUSE VEHICLE (DRAWING
SCP\17010\ATR03)

1.0 INTRODUCTION

Overview

- 1.1 SCP have been appointed by Cat's Protection to prepare this Transport Statement (TS) in support of a planning application for a new Cat's Protection facility on the site of the former Wrexham fire station located on the A5152 Bradley Road.
- 1.2 The redevelopment site covers around 0.83 acres and is located to the south-east of Bradley Road. **Figure 1.1** below shows the site location in relation to the wider area of Wrexham Town Centre.

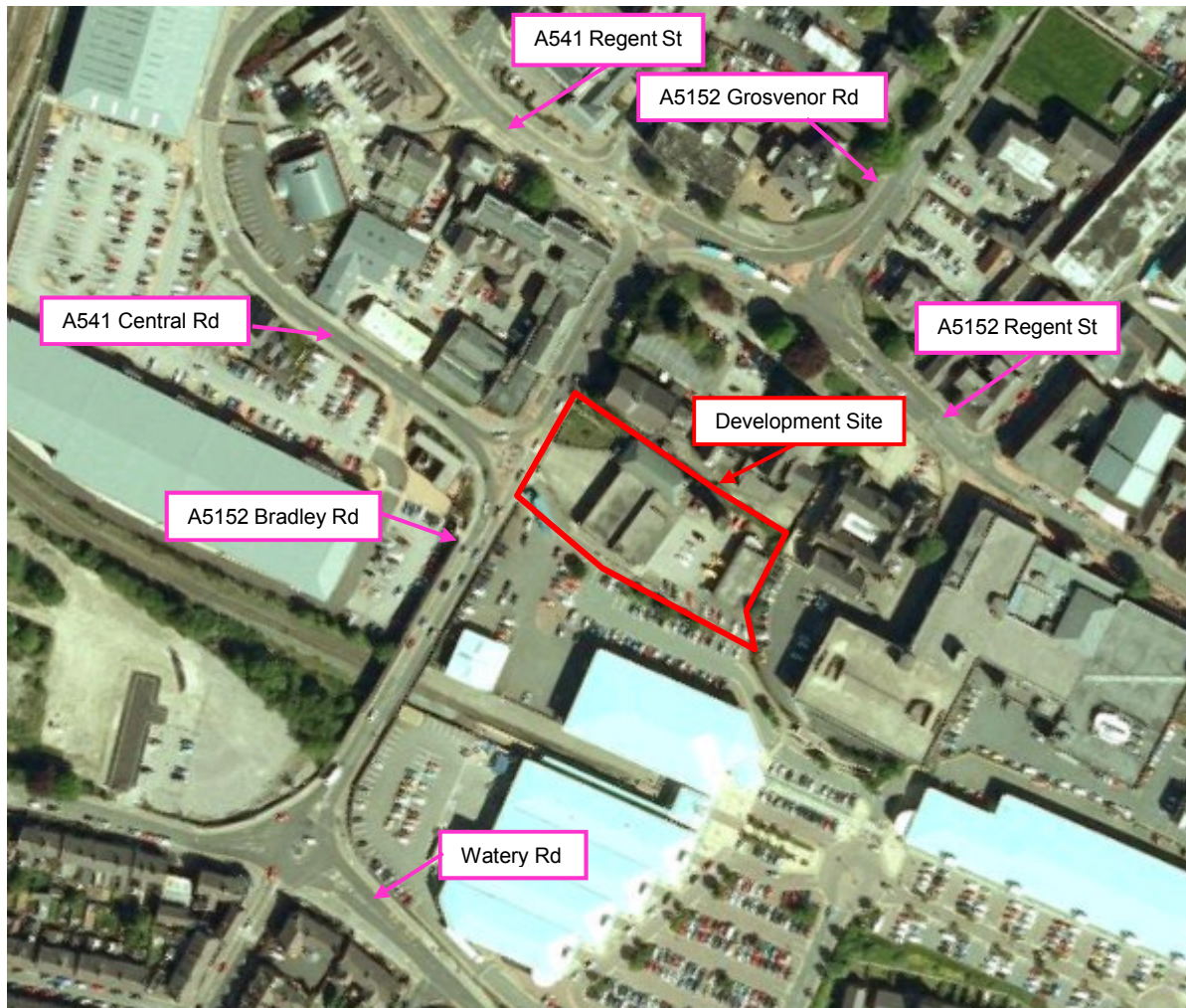
Figure 1.1 – Site Location Plan: Wider Context



Source: Google Maps

- 1.3 The site boundary is shown in relation to the local highway network on **Figure 1.2** overleaf.

Figure 1.2 – Site Location Plan: Local Context



- 1.4 The development proposals consist of a Cats' Protection facility to accommodate up to 46 cats. The site will comprise of one main building, supported by eight cat pens and one isolation pen. The vehicular and pedestrian access will adopt the current access arrangements, with minor upgrades, from the A5152 Bradley Road.
- 1.5 The site was previously in use as Wrexham fire station and fire safety training centre. The site was operational from the 1950s to around April 2016 when the station was relocated, and has been vacant since that time.
- 1.6 This TS has been developed in accordance with TAN18 as well as now superseded Department for Transport's (DfT's) March 2007 "*Guidance on Transport Assessment*" document.

Scope and Structure of this Report

- 1.7 This report demonstrates that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network, and that it can be readily accessed on foot, by bicycle and by local public transport services.
- 1.8 The report is structured as follows:
- i) Chapter 2 – describes the site location, existing uses, surrounding highway network and road safety record;
 - ii) Chapter 3 – defines the development proposals including the proposed access off Bradley Road, levels of parking, servicing arrangements and swept path analysis;
 - iii) Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - iv) Chapter 5 – estimates the number of trips generated by the proposed use of the site; and
 - v) Chapter 6 – provides the summary and conclusions to this TS.

2.0 EXISTING CONDITIONS

Site Location

- 2.1 The site comprises an irregular shaped piece of land of approximately 0.83 acres in size on the western edge of Wrexham town centre, as shown on **Figure 1.2** earlier. The site is bound by St Mary's Cathedral to the north, Wrexham County Borough Museum and Archives to the east, Island Green Retail Park to the south and the A5152 Bradley Road to the west.
- 2.2 The now vacant fire station site is accessed from the A5152 Bradley Road with two access points; the northern access comprises an out-bound route for fire vehicles, and the southern access comprises a shared route for all other vehicular movements. The southern access provides a route for two-way movements into and from the adjacent car servicing / retail unit to the south of the plot, and two-way movements associated with a car parking area for station staff. In-bound fire vehicles will also use the southern route to access the fire station yard.
- 2.3 A segregated pedestrian access is also provided from the A5152 Bradley Road, providing access to the fire station offices.

Local Highway Network

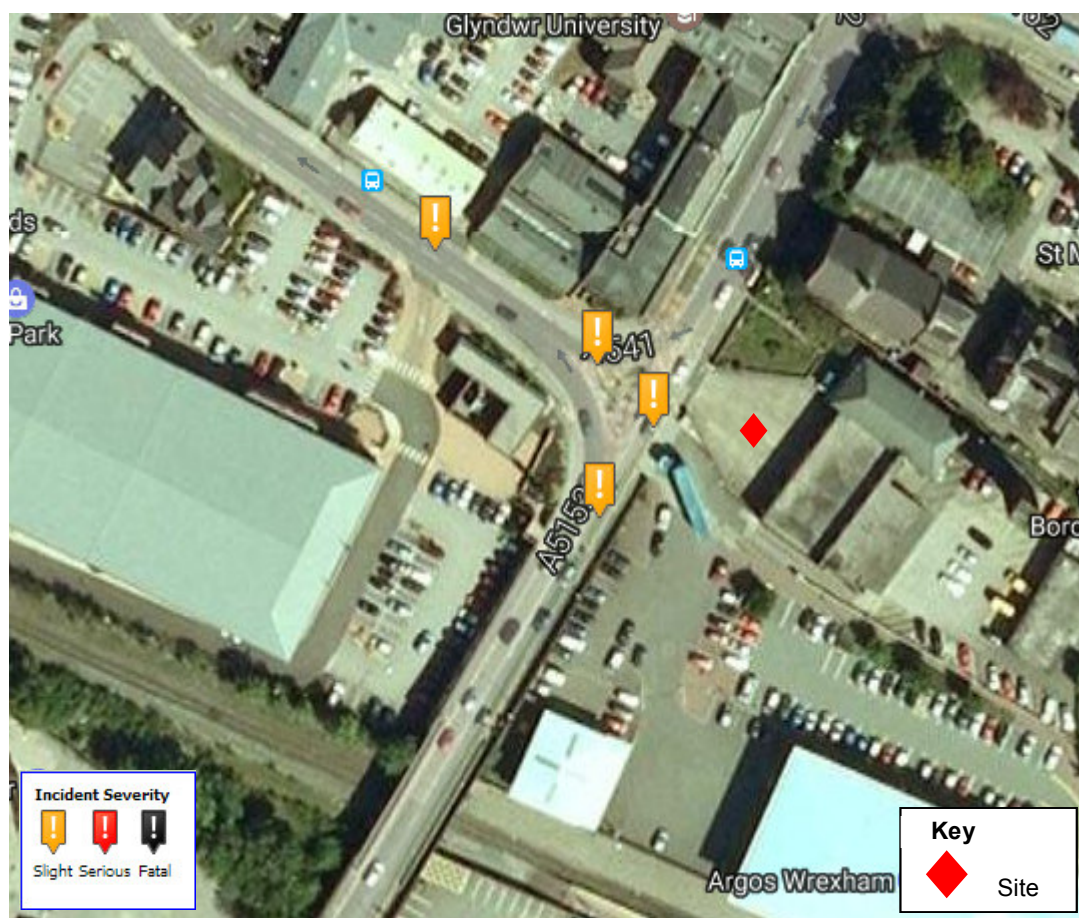
- 2.4 The A5152 Bradley Street is a one-way road adjacent to and to the north-east of the site access, with traffic routing in a north-east to south-west direction from the A5152 Regent Street towards the A541 Central Road. Two lanes are present in this direction, with one running in a south-westerly direction towards Ruthin for the A525, and one routing in a westerly direction to provide access to the A541 and A483 for Mold, Chester and Oswestry.
- 2.5 A contraflow is also present along this section of the A5152 for buses, running in a south-west to north-east direction. From the south of the junction of the A541 and A5152, traffic resumes a two-way flow.
- 2.6 Where the A5152 two-way flow resumes, just southwest of the site access, the carriageway has a width of approximately 7.5m and benefits from wide footways and street lighting. The A5152 is subject to a 30mph speed limit and is subject to Traffic Regulation Orders (TRO's) with double yellow lines prohibiting vehicles from waiting at any time.

- 2.7 The A541 Central Road to the west of the site is also a one-way road, routing in a westerly direction before joining up with the A541 Regent Street to the north and east. The A541 has a carriageway width of approximately 7.0m and also benefits from wide footways, street lighting, a 30mph speed limit and double yellow lines.
- 2.8 The A5152 provides access to the A525 Ruthin Road to the south and A541 Mold Road to the north, both of which provide onward access to the A483 which links Wrexham with Chester.

Road Safety

- 2.9 In order to identify critical locations on the local highway network which may have an underlying highway safety problem, SCP has interrogated the last 5 years of Department for Transport (DfT) data available (from 1st January 2012 – 31st December 2016) through the CrashMap website www.crashmap.co.uk.
- 2.10 The location and severity of any accidents within the study area during this period, are shown in **Figure 2.1** below.

Figure 2.1 – Recorded Road Accident Locations around Site – 2012-2016 Inclusive



- 2.11 The road safety record demonstrates that three slight accidents occurred on the local highway network close to the junction of A5152 Bradley Road and the A541 Central Road within this time period.
- 2.12 Two of the accidents occurred at the junction of the A5152 and A541, and a further accident took place just to the south of the junction.
- 2.13 Due to the location of the site in close proximity to the highway network, it is not considered that these incidents present a concern, given that it is a town centre junction which experiences high volumes of traffic. As such road safety is not considered to be a material concern.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The planning application features a development to accommodate a Cat's Protection facility for up to 46 cats. The site will be comprised of one main building, supported by eight cat pens and one isolation pen.
- 3.2 The proposed site layout plans are contained in **Appendix 1** for reference.

Proposed Site Access Arrangements

- 3.3 Pedestrian access to the development will be available from the A5152 Bradley Road to the north-west of the site and will be separate from the vehicular access.
- 3.4 Vehicular access to the development will utilise the existing access arrangement with staff and visitors using the main access along the sites frontage to access the car park and service vehicles using the shared access with the adjacent car servicing / retail unit to the south.
- 3.5 Junction visibility splays of 2.4m x 43m is achievable from the proposed site access, as shown on drawing SCP\17010\F05 presented in **Appendix 2**, which is in accordance with the standards set out in TAN18 for a 30mph road.

Servicing

- 3.6 Servicing of the proposed development will take place via the southern access road, off the A5152 Bradley Road, where refuse collection can take place in the courtyard with a turning head provided.
- 3.7 The proposed turning head is not of a sufficient size to accommodate Wrexham Council's standard refuse vehicle. This issue has been discussed with the highway officer with it being agreed that refuse would be collected via a private contractor, which was the arrangement adopted when the Fire Station was operational.
- 3.8 SCP drawing SCP\17010\ATR03 is presented in **Appendix 3** and demonstrates that a 9m long refuse vehicle can enter the site via the access road, turn within the site, and exit the site in a forward gear. It is proposed that this size vehicle, or smaller, will be used to collect refuse from the site which can be dealt with by an appropriately worded planning condition.

Parking

- 3.9 As noted above, the proposed development will provide a staff and customer car park to the front of the site which will provide a total of 18 parking spaces including fourteen car parking spaces, two disabled parking spaces and two Cat's Protection van parking spaces.
- 3.10 Whilst the Council do not provide specific standards for the type of development proposed, based on the trip generation estimated presented later in the report, the proposed parking provision is considered sufficient and acceptable for a development in sustainable town centre location.

4.0 ACCESSIBILITY APPRAISAL

General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 4.2 Access between the site and local areas by non-motorised modes has been assessed by comparison with the following widely used threshold distances:

Threshold Distance	Significance
800m	Motorised modes are rarely used for trips of around 800m or less
2km	Walking offers the greatest potential to replace short car trips, particularly those under 2km
5km	Cycling also has potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport

Pedestrian Accessibility

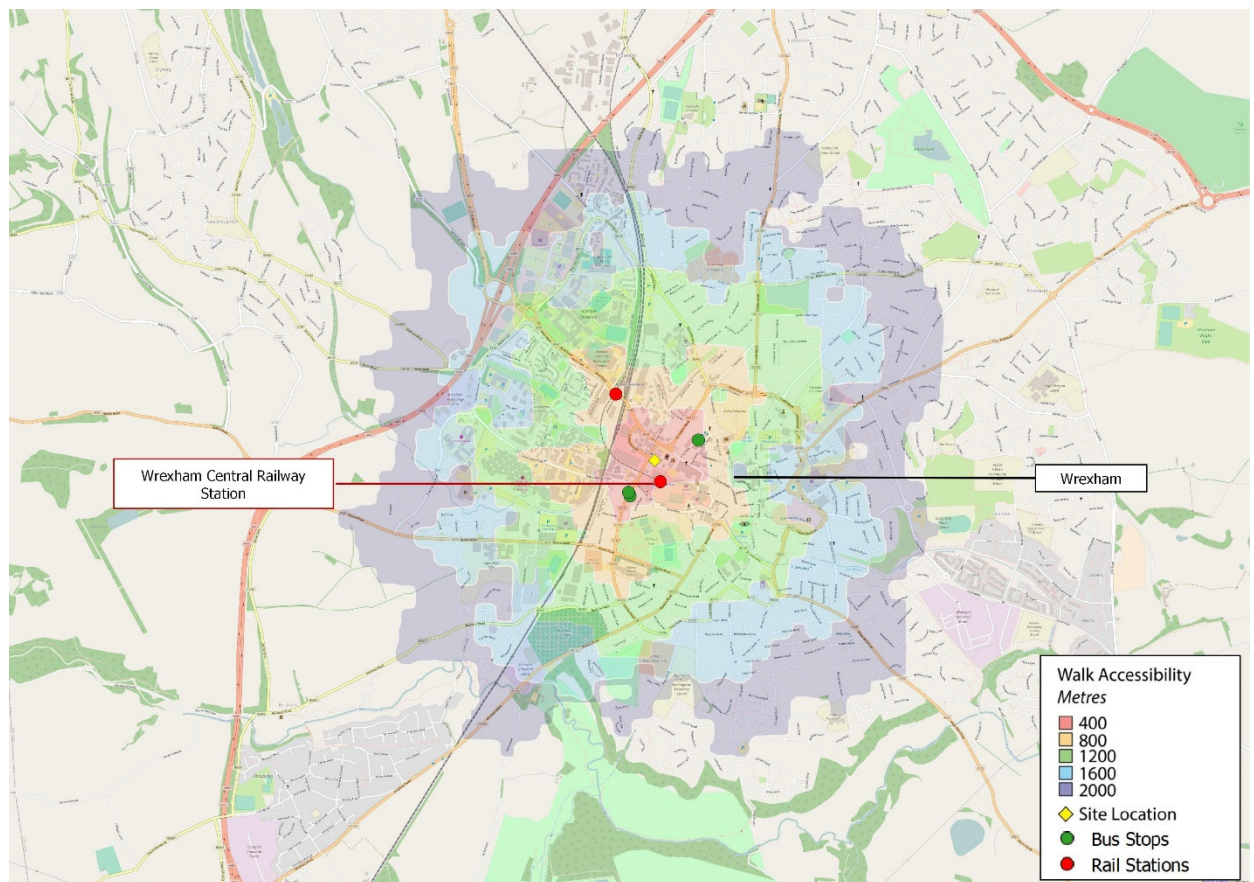
- 4.3 Pedestrian facilities in the area are good, with footways provided along both sides of Bradley Road, Central Road and Regent Street. Dropped kerbs are provided at junctions, along with tactile paving in some locations. Street lighting is provided along all local roads.
- 4.4 A signalised pedestrianised crossing is in place at the junction of Bradley Road and Regent Street, with a further signalised crossing available on Bradley Street just to the south of the development site access.
- 4.5 The good level of pedestrian infrastructure surrounding the site provides linkages to the town centre to the east of the site as well as to Island Green Retail Park to the south-east, where a number of shops and services can be accessed. A small number of the available services are identified in **Table 4.1** overleaf:-

Table 4.1 - Accessibility to Local Facilities from the Development Site

Facility	Name	Distance from the Development Site
Bus Stops	Bradley Road	20m
	Regent Street	140m
Railway Station	Wrexham Central Railway Station	160m
	Wrexham General Railway Station	450m
Pharmacy	Superdrug, Regent Street	300m
Food Retail	Co-operative Food, Lord Street	350m
ATM	HSBC, Regent Street	350m
Medical Centre	St George's Crescent Surgery	900m

4.6 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown in **Figure 4.1** below:-

Figure 4.1 – 2km Walk Accessibility Plan

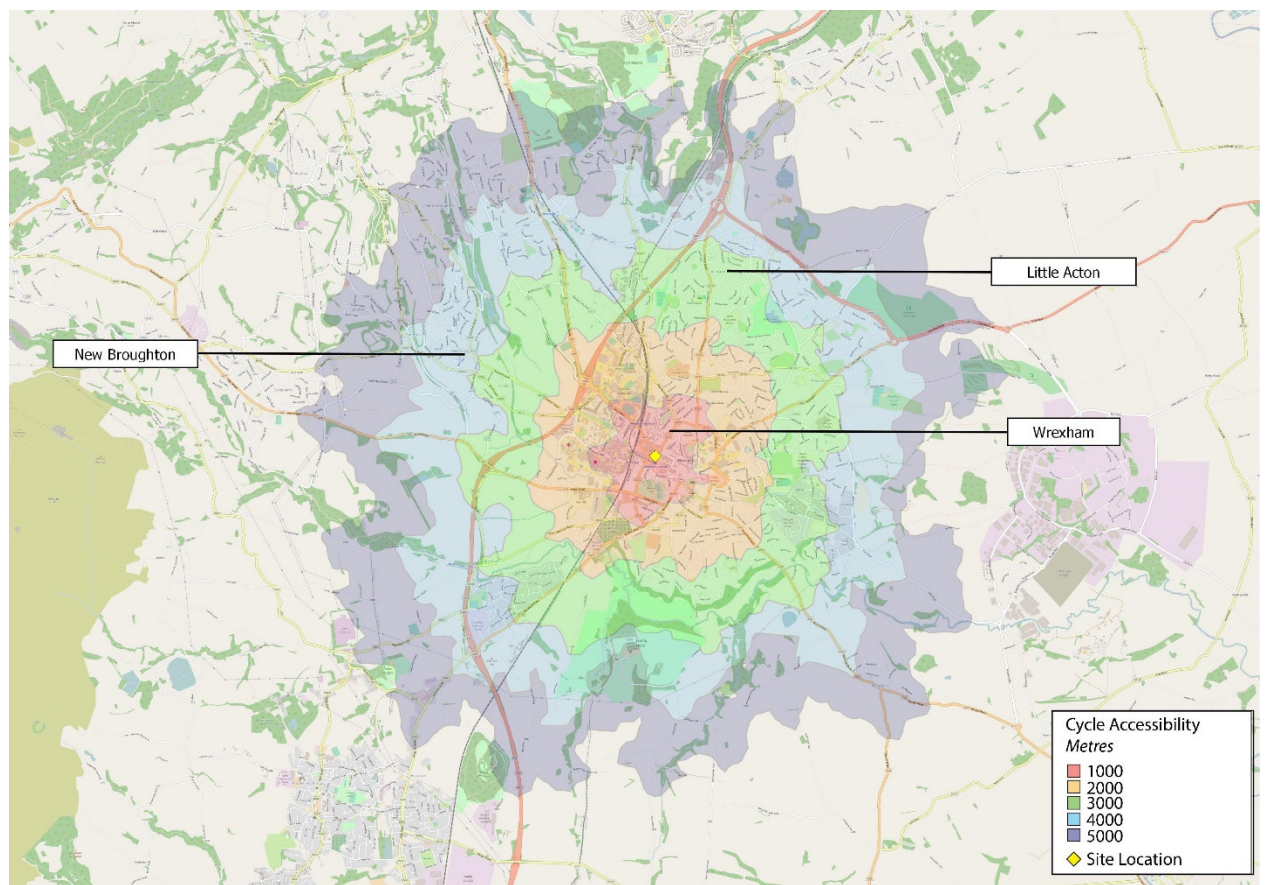


- 4.7 The plan shows the reachable areas within 2km of the site and demonstrates that the entirety of Wrexham town centre is within 2km, indicating that the site is in a favourable location for journeys made on foot.
- 4.8 Generally, the topography of the area is conducive to walking, with natural surveillance present in the area by virtue of the commercial and industrial properties abutting the local roads.

Cycle Accessibility

- 4.9 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below:-

Figure 4.2 – 5km Cycle Accessibility Plan



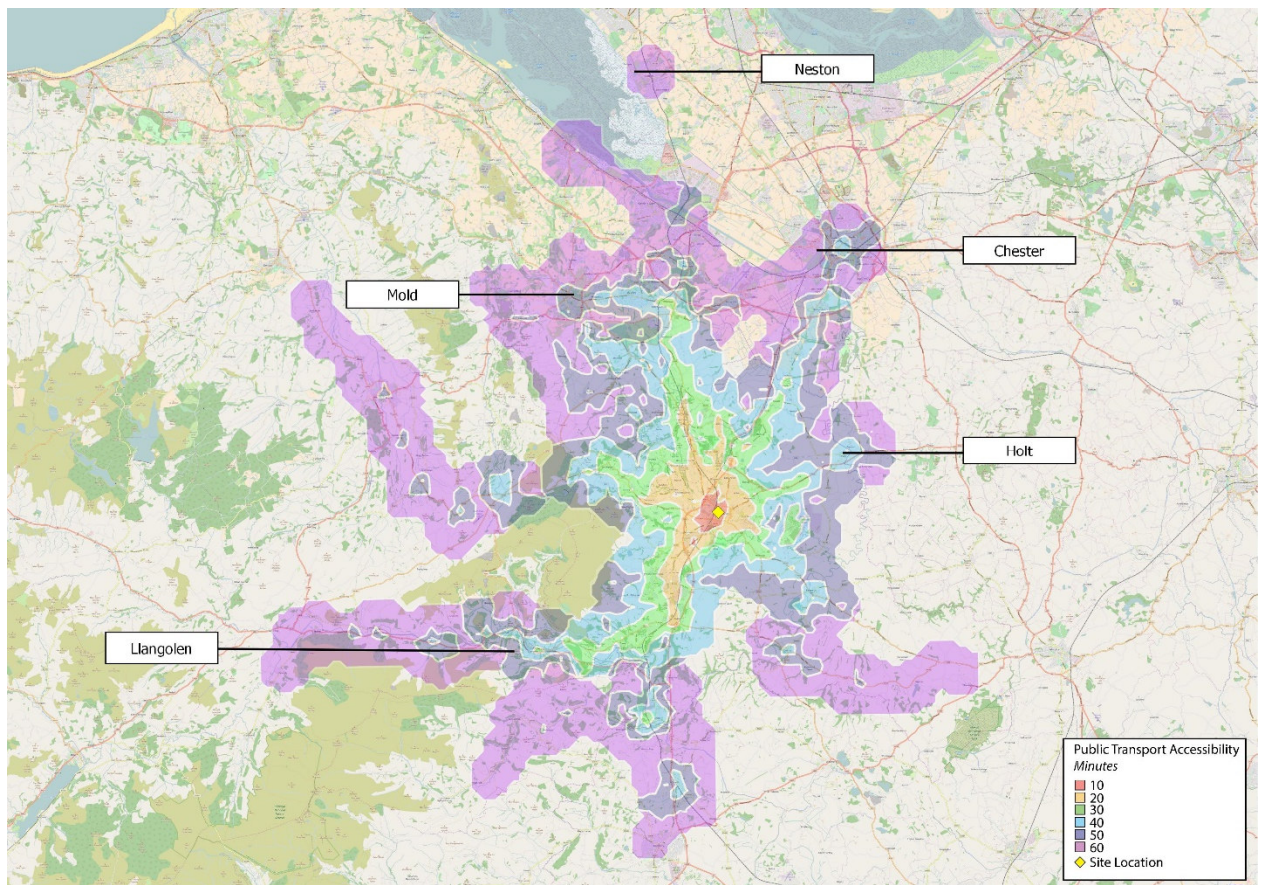
- 4.10 The plan demonstrates that a range of locations can be reached within 5km of the site, including Caego, Little Acton, Rhosnesni, Bersham and Tanyfron, amongst others. A number of local on and off-road cycle routes are present within this area, along with a shared cycle and footway along Regent Street. Wrexham General Station and Wrexham Central Railway Stations are also within acceptable cycle distance.

- 4.11 The topography of the area is generally conducive to cycling and the cycle facilities accessible within the acceptable 5km cycle distance provide significant opportunities for prospective employees to travel by cycle.

Public Transport

- 4.12 The nearest bus stop to the site is located on Bradley Road, within 20m of the site frontage, with a further stop on Regent Street approximately 140m from the site access. Both stops are therefore within an acceptable distance of 400m, as identified by the Institute of Highways and Transportation. The bus stops provide shelter and timetable information.
- 4.13 In the region of 24 separate bus services utilise the two bus stops, operating to a range of destinations including Denbigh, Oswestry, Summer Hill, Llangollen, Mold, Penycae, Summerhill and Minera, thereby providing good accessibility to a range of local and regional towns and villages.
- 4.14 The site is also within 160m of Wrexham Central Railway Station, and within 450m of Wrexham General Railway Station.
- 4.15 Wrexham Central provides rail access to stations on the line to Bidston. Wrexham General provides rail access to stations including Bidston, Birmingham International, Shrewsbury, Holyhead, Llandudno and Cardiff Central. In the region of four services for per hour operate from the above station.
- 4.16 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.3** overleaf. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.3 – 60 Minute Public Transport Accessibility Plan



- 4.17 The analysis demonstrates that it is possible to reach areas such as Chester, Holt, Llangollen, Mold and Flint, amongst others, in an acceptable 60 minute commute time.

Conclusion

- 4.18 Overall, the site is considered to be well located in terms of its accessibility by all the major non-car modes of transport. These findings demonstrate that future site users will not be reliant on private cars in order to access the site.

5.0 TRIP GENERATION

General

- 5.1 This Chapter provides an estimate of the vehicular trips that could be generated by the proposed Cats' Protection Centre development.
- 5.2 As detailed earlier, the site was previously in use as Wrexham fire station and fire safety training centre. The site was operational from the 1950s to around April 2016 when the station was relocated, and has been vacant since that time. This use would have generated a significant number of trips throughout the course of the day, a number of which would have been blue light movements. However, as the number of staff etc. is unknown, detailed traffic generation estimates have not been undertaken which provides a robust estimate of the highway impact of the development, as detailed later in this Chapter.

Trip Generation – Proposed Cats' Protection Facility Use

- 5.3 Due to the specialised nature of the intended use of the site as a Cats' Protection Facility, trip rate data for the proposed use is not included within the TRICS Database. As such, footfall data from the existing Cats protection facility located off Barnfield Road in Wrexham has been obtained from December and January 2016 / 17.
- 5.4 This data recorded all staff, visitor and delivery movements and demonstrates that the highest footfall figure occurred in December where 70 two-way movements occurred. Assuming that this is spread evenly though the course of an 8 hour working day then the development will generate in the region of 4 to 5 arrivals and departures during the typical highway peak hours.
- 5.5 Volumetrically, this equates to 1 additional vehicle movement every 6 to 7 minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 5.6 Having regard to this, it is therefore considered that no further detailed assessment of the local highway network is required and that the traffic impact of the scheme is acceptable in planning terms.

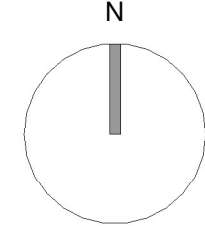
6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been appointed by Cats Protection to prepare this Transport Statement (TS) in support of a planning application for a Cat's Protection facility on the site of the former Wrexham fire station located on the A5152 Bradley Road.
- 6.2 The 0.83 acre development site is located to the south-east of Bradley Road. The site has previously been used as a fire station however has been vacant since April 2016 since the station was relocated. The site is proposed for demolition and redevelopment.
- 6.3 The personal injury accident data for the most recently available five year period has been reviewed and does not represent a material concern in the context of the proposed development.
- 6.4 Pedestrian access to the development will be available from the A5152 Bradley Road to the north-west of the site and will be separate from the vehicular access.
- 6.5 Vehicular access to the development will utilise the existing access arrangement with staff and visitors using the main access along the sites frontage to access the car park and service vehicles using the shared access with the adjacent car servicing / retail unit to the south. The required junction visibility splays from the site access complies with the requirement set out in TAN18 .
- 6.6 Servicing of the proposed development will take place via the southern access road, off the A5152 Bradley Road, where refuse collection can take place in the courtyard with a turning head provided. The proposed turning head is not of a sufficient size to accommodate Wrexham Council's standard refuse vehicle. This issue has been discussed with the highway officer with it being agreed that refuse would be collected via a private contractor, which was the arrangement adopted when the Fire Station was operational. Swept path analysis demonstrates that a 9m long refuse vehicle can enter the site via the access road, turn within the site, and exit the site in a forward gear. It is proposed that this size vehicle, or smaller, will be used to collect refuse from the site which can be dealt with by an appropriately worded planning condition
- 6.7 As noted above, the proposed development will provide a staff and customer car park to the front of the site which will provide a total of 18 parking spaces including fourteen car parking spaces, two disabled parking spaces and two Cat's Protection van parking spaces. Whilst the Council do not provide specific standards for the type of development proposed, based on the trip generation estimates, the proposed parking provision is considered sufficient and acceptable for a development in sustainable town centre location.

- 6.8 The accessibility of the site has been assessed by foot, cycle, bus and train modes. Overall, the site has a high level of accessibility by non-car modes of transport given its proximity to Wrexham town centre. The site is also located within reasonable walking distance of bus stops and local services. The highly accessible nature of the site will ensure that a high proportion of staff and site users travel by sustainable modes.
- 6.9 The development is estimated to generate in the region of 4 to 5 arrivals and departures during the typical highway peak hours. Volumetrically, this equates to 1 additional vehicle movement every 6 to 7 minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 6.10 Having regard to the analysis presented in this TS, it is therefore concluded that there can be no highway-related reason to withhold planning permission and the scheme is commended for approval.

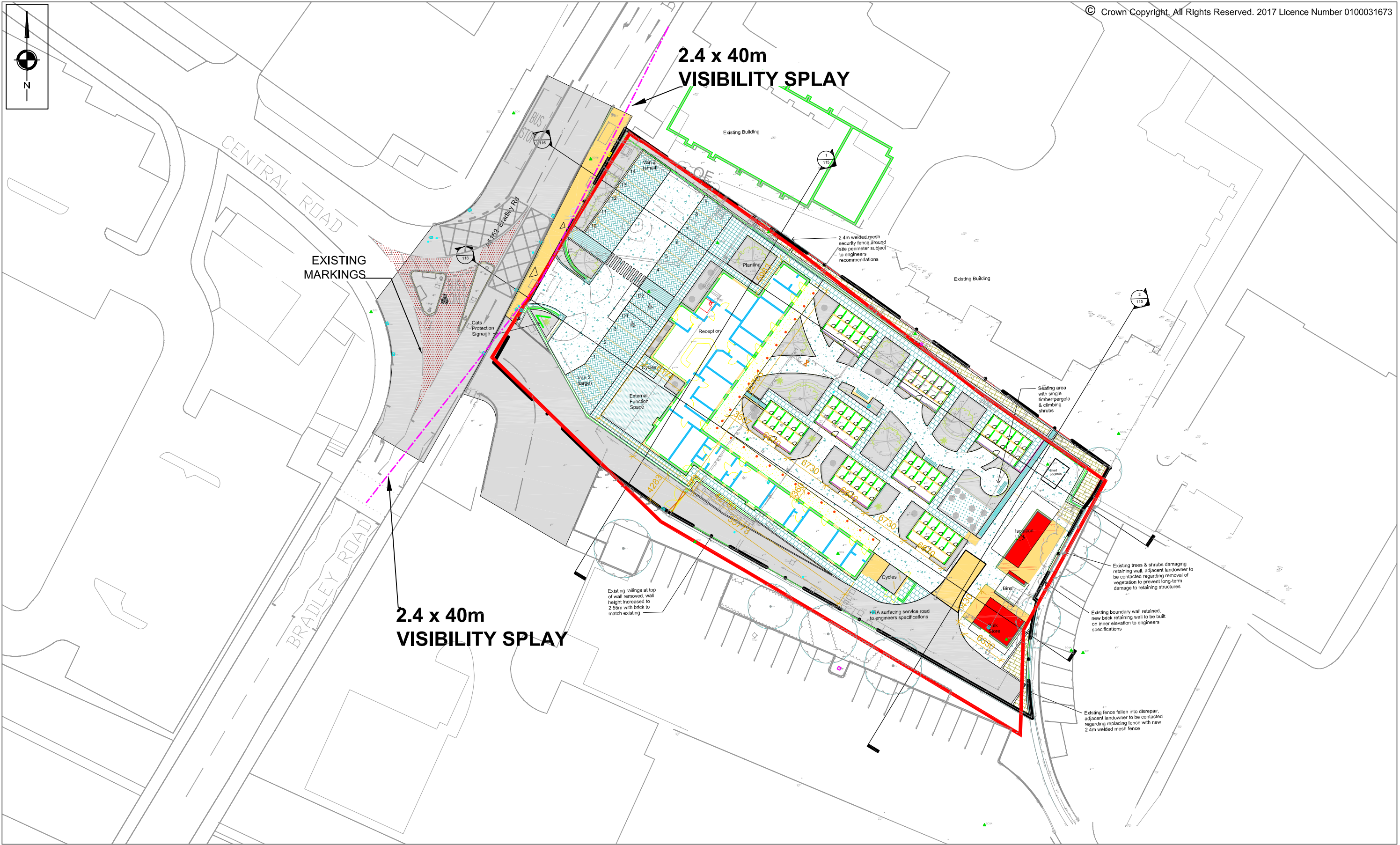
S|C|P

APPENDIX 1



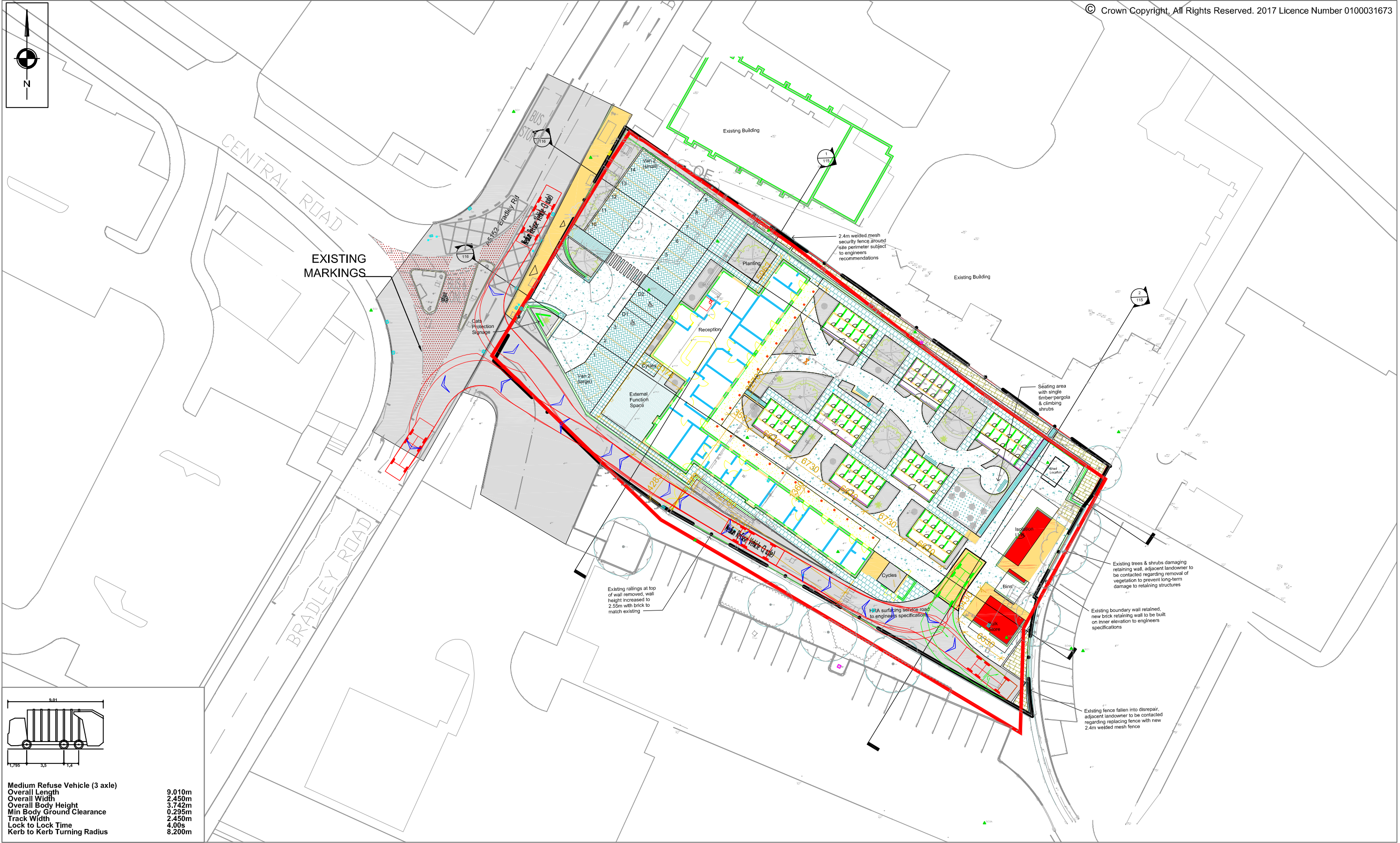
S|C|P

APPENDIX 2



S|C|P

APPENDIX 3



Client	CATS PROTECTION
Project Title	CATS PROTECTION, WREXHAM

Drawing Title	SWEPT PATH ANALYSIS REFUSE VEHICLE
---------------	---------------------------------------

Scale	1:500 @ A3
Date	31.08.2017
Approved/ Unapproved	-

By	WD
Checked	CT / PT
Status	PLANNING

Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Drawing No.	SCP/17010/ATR03
Revision	-