

INITIAL TRAVEL PLAN

INCLUDING ADDENDUM 16TH May
2012

Proposed new Welsh Medium School,
Delamere Avenue, Gwersyllt



Report Compiled By:
Anna Andrewes
Education & Environment Officer
Groundwork North Wales

CONTENTS

1. Introduction

2. Aims and Objectives

3. Methodology

4. Results

Transport method used for journey to school

Car Sharing

Car Ownership

Traffic Survey

Morning Survey

Afternoon Survey

Perceived Dangers

Solutions to Dangers

Bicycle Ownership / Cycling to School

5. Recommendations

Car Use

Cycling

Walking Options

Other Options

Appendix

Addendum

1. Introduction.

In May 2010, Wrexham County Borough Council put forward a bid to the Schools Buildings Improvement Grant, for funding to provide a new build Welsh medium school. A survey carried out by Opinion Research Services in 2007, indicated that there was demand for Welsh medium education in the Gwersyllt, Bradley and Llay communities. Real demand has been proven by the increased intake at Ysgol Plas Coch, Stansty Road, Wrexham, over the last 3 years. Ninety additional places have been provided by the school, however these additional places are housed in temporary accommodation on the school site. As Ysgol Plas Coch continue to cope with more than double the yearly admission numbers, an increasing number of pupils are moving into temporary accommodation. The proposed new build on Delamere Avenue in Gwersyllt, would provide a 210 place school which would meet the demand for Welsh medium education in the local area and reduce the high admission numbers at Ysgol Plas Coch.

A new school build on Delamere Avenue will have many different impacts in the local community. Firstly there will be increased traffic to the area as the pupils travel to and from the school. An increased number of pedestrians will be using the footpaths as pupils living close enough will be walking to and from school. This can result in a high vehicle to pedestrian ratio which can lead to safety issues, especially where young children are concerned. Ysgol Plas Coch currently experience this problem on a daily basis with the road outside the school becoming severely congested as pupils make their way to and from school. This problem is only exacerbated by the current high demand for places at the school and the amount of pupils that travel to school by car. The nature of Welsh medium schools often means pupils travel from further afield to attend them as there may not be this facility available locally. This results in a higher number of pupils having to travel to school by car. The proposed new school is also likely to have a large catchment area and in order to keep congestion outside the new school premises to a minimum there are options that can be looked at and provisions put into place prior to the school opening. Keeping congestion to a minimum outside the school is paramount for pupils safety and will also reduce the impact the new school will have on local residents.

Working in conjunction with Wrexham County Borough Council and Ysgol Plas Coch, Groundwork North Wales have produced a Travel Plan to look at the possible implications the new school will have both at the Gwersyllt site and outside Ysgol Plas Coch. As pupils from Plas Coch will fill some of the available places at the new school, Groundwork staff spent time in Ysgol Plas Coch gathering information from pupils and parents and monitoring traffic patterns. Groundwork staff also investigated the proposed site on Delamere Avenue, monitoring traffic patterns and looking at public transport. Whilst working in Ysgol Plas Coch, project officers spent time discussing with children ways to reduce traffic outside schools, the problems that congestion causes outside their school and promoting walking to school where it is possible for the pupils to do so.

2. Methodology.

To look at all travel options to Delamere Avenue, public transport from various areas around Wrexham were looked at to assess their viability as a travel method to the proposed school. Along with this, the routes to and from bus stops and train stations were also investigated to check their suitability. Traffic surveys were also carried out on Delemere Avenue to look at the current flow of traffic that passes the proposed site. The footpaths and street lighting on Delamere Avenue that pupils would use on their journey to school were also looked at. Traffic and pedestrian surveys took place on Delamere Avenue at the proposed site of the new school. The surveys were undertaken during school drop off and pick up times. All pedestrians and vehicles passing the site were recorded along with any parked cars in the vicinity.

As some of the current pupils of Ysgol Plas Coch will be taking up places at the proposed school, Groundwork Project Officers spent time in the school gathering relevant information. Following an introductory assembly presentation to the whole school, each year class throughout the school was allocated an hour long session with Groundwork staff. During the session information from each pupil about their school journey was recorded on a large-scale map of the local area, including the proposed site of the new school. Coloured stickers were used to log where each pupil travels from and their method of travel. (See Fig.1) Questionnaires relating to their school journey were also completed. The pupils were also given worksheets relating to transport methods, road safety, health issues, and pollution to complete while individual school journeys were being recorded. (Examples are contained in the Appendix).

Pupils in Years 3 and 4 were involved in an art activity during which a large-scale 3D model of their school environment was constructed and material produced to create a frieze within the school. The 3D model was used during a second session with Years 5 & 6 as part of a 'Planning for Real' exercise. The frieze was designed to continually stimulate the children to think about their school journey and to raise awareness to any visitors and governors at the school. (See plates 1&2) All children throughout the school also made a badge, which was used to further promote the project, to act as a talking point at home with parents and grandparents. The children were asked to design their own badge, showing themselves walking to school.

A further lesson was undertaken with Years 5 & 6, when the pupils were asked to think about and map their journey to school. Each child had to consider areas which were dangerous on their current journey, and include them on the map, with an explanation of what the danger was. Further questionnaires were also completed during this session, which concentrated on asking the pupils about their journey, the danger areas, and what the children felt could be done to improve the situation. Finally each child was given a flag, to undertake the 'Planning for Real Exercise'. During this session pupils were asked to write down what they considered possible solutions to the traffic problems on a flag. Having thought about the problems and solutions that currently exist outside Ysgol Plas Coch, the

pupils were then asked to consider what could be done outside the new school to prevent the congestion and dangers happening here. These flags were then placed in the 3D model for the whole school to see.

Having spent an intensive week working with all the pupils at the school to get their input into the project, further questionnaires were then sent out to the parents. Copies of the questionnaire, which covered issues including the method of transport, perceived dangers, solutions, alternative transport methods and questions about how their child would travel to the new school if they were offered a place there, were sent out one per family. There was an excellent return rate from the parents questionnaire, with 107 being returned out of a potential 267 families. This amounts to a return rate of 40%. A copy of the questionnaire is contained in the Appendix.

Groundwork staff undertook traffic surveys in order to monitor and record the traffic in the immediate area of the school. The traffic monitoring took place between 8.15a.m and 9a.m. All pedestrians passing the school were recorded along with all those gaining access to the school via the two pedestrian gates. All traffic passing the school was recorded, along with those accessing the staff car park and parking on the side of the road. This activity was repeated in the afternoon between 2:45pm and 3:30pm.

3. Results.

Delamere Avenue

The site for the proposed new school is currently part of Alyn Waters Country Park and is used recreationally by the general public. The new school will have an access road leading from Delemere Avenue, which runs from the A541 Mold Road, Gwersyllt, before becoming Park Wall Road and leading to the Llay Main Road. Delamere Avenue can easily be accessed by main trunk roads running in and out of Wrexham and is also easily accessible by public transport. It is a residential area with many houses and housing estates along the stretch of the road. In places, residents use the road to park their vehicles. Opposite the proposed site there is a childrens play area and The Wauns Recreational Ground, which is well used by the general public, especially dog walkers. The road has a steady flow of traffic which is a mixture of cars, lorries and buses. It is used as a commuter route by local residents and also as a 'cut through' from Gwersyllt to Pandy leading to the A483 and currently has a 30mph speed limit with no parking restrictions or double yellow lines.

The pavements along Delamere Avenue appear to be in a good condition and are of a reasonable width. The footpath runs along the length of Delamere Avenue on both sides of the road, with the exception of the entrance to the children's playground opposite the site where there is no footpath (see plate 3). There is street lighting along the length of Delamere Avenue, though in places there are only lampposts on one side of the road, despite this, the area is still well lit. There are no designated crossing places along Delamere Avenue. There is a footpath that runs from Alyn Waters past the proposed school site leading to Delamere

Avenue, and it is here that many people cross the road over to The Wauns Recreation Ground (see plate 4)

Public Transport to Delamere Avenue

Bus Route

There is a bus stop situated very close to the proposed site known as 'Gwersyllt, Park Wall'. This is certainly close enough for parents and children to be able to then walk to the school. It is served by the no.32/33 Llay/Wrexham Circular bus which runs approximately every 15 minutes. Pupils living in the areas of Wrexham Town Centre, Rhosddu, Rhosrobin, Llay and Bradley would easily be able to gain access to the school via this bus route and at appropriate times. This is also the case for the end of the school day, with this bus service running regularly, it would be possible for pupils to return home on this bus route. There are also other bus routes to Gwersyllt that stop at the Wheatsheaf on the A541 Mold Road. The 'Gwersyllt, Wheatsheaf' bus stop is approximately 1 mile away from the proposed school site and many pupils will walk this distance to school on a daily basis. If the catchment area was to extend into some of the closer Flintshire villages, pupils would be able to use the no.40 Mold-Wrexham bus route which serves Abermorddu, Cefnybedd and Tanyrallt Estate at appropriate times to get pupils to and from school. The villages of Cefn Y Bedd and Caergwrle are also served by the no.26 Mold – Wrexham bus. There is a morning service that arrives at the Wheatsheaf in time for pupils to then walk to the school, however the return provision would mean pupils having to wait a short amount of time for a return service at 15:55pm. The 21A Wrexham Summerhill bus route also stops at the Wheatsheaf in Gwersyllt, this would provide a convenient service to travel to and from school from the areas of Wrexham Town Centre, Maelor Hospital, Pendine Way and Summerhill.

The route to the proposed site from both the 'Gwersyllt, Park Wall' and 'Gwersyllt, Wheatsheaf' bus stops have a footpath throughout the entire journey. There is a short walk from the Park Wall bus stop and this is well lit all the way to the proposed site. However there is no current designated crossing that pupils could use to cross Delamere Avenue near the bus stop or the proposed site. The journey from the Wheatsheaf bus stop is also well lit and there is a pedestrian crossing that pupils would be able to use to get them across the busy A525 Mold Road as well as a subway. Pupils would then have to cross High Street and Delamere Avenue, neither of which have crossings of any kind. High Street has a 30mph speed limit and appears to be a quiet road mainly used by local residents and has traffic calming measures along stretches of the road. High Street then leads to a roundabout at the junction with Delamere Avenue. This is where most traffic would be encountered by pupils making their way to school, and where the subway emerges, though there is no crossing here to help pupils safely across the road. (see plate 5)

Train Service

Gwersyllt train station is less than one mile from the proposed site making this a possible mode of transport to school. The Gwersyllt train station is on the Wrexham to Bidston line, making this a viable option for pupils who may access

the school from such places as Wrexham Town Centre, Cefn Y Bedd, Caergwrle, Hope and Penyffordd. Pupils from these areas will be able to catch the service to Gwersyllt, arriving at a convenient time to start the school day. The service has a train leaving Gwersyllt heading to Cefn Y Bedd, Caergwrle, Hope and Penyffordd at an ideal time to return pupils home, however for pupils wishing to use the train to return to Wrexham there would not be a train from Gwersyllt until 4:20pm meaning a wait for pupils after the school day has ended.

The train station also has well-lit footpaths leading to the proposed site. There are no busy main roads that pupils would have to cross, they would travel to the school via High Street and Delemere Avenue which have both been described above.

Transport method used for journey to Ysgol Plas Coch.

At Ysgol Plas Coch each child was asked how they travelled to school. This information was recorded using coloured stickers on two large-scale maps, one of Ysgol Plas Coch and the surrounding area of Wrexham and the other the proposed new school site and the surrounding area of Gwersyllt including Brynteg and Summer Hill (see Fig 1). For those children who travel to school by car, a yellow dot was placed on the map where they travel from, children who travel to school by bus are represented on the map by red dots, pupils who walk to school have a star on the map, pupils who travel by bike are represented by green dots, and black dots represent those who use a taxi. Written on each sticker is the year group the pupil is currently in. The maps provide a good visual indication of where pupils live and how they travel to Ysgol Plas Coch. The map also shows how many pupils live in the vicinity of the proposed site. Many of these pupils currently travel to school by car, however, if they were to take up places at the proposed new school, many would then be able to walk to school.

Out of a total of 332 pupils asked

- 245 stated they travelled by car, which was 74% of the total
- 39 stated they walked to school everyday, equating to 11.5%
- 46 stated they travel to school by bus, equating to 13.8%,
- The remaining 2 stated they cycled to school, equating to less than 1%

By asking each pupil throughout the school it was noticed that there was a strong preference in all classes for children to travel to school by car. Generally it is expected the older the child, the more likelihood that they will walk to school with friends. However, it can be seen in Table 1, that this is not the case at Ysgol Plas Coch, with the amount of pupils walking to school varying throughout the year groups.

<u>CLASS</u>	No. of children travelling by CAR	No. of children WALKING to school	No. of children travelling by BUS	No. of children travelling by BIKE
NURSERY	49	7	0	0
RECEPTION	41	4	9	0
YEAR 1	47	5	6	0
YEAR 2	40	8	4	0
YEAR 3	16	6	6	0
YEAR 4	25	1	4	0
YEAR 5	14	5	7	0
YEAR 6	13	3	10	2
<u>TOTALS</u>				
Total No. of children	245	39	46	2

Table 1: Shows the method of transport recorded for each pupil in Ysgol Plas Coch.

It has to be acknowledged that some pupils live outside the close vicinity of the school, with pupils recorded as living in villages such as Brynteg, Caego, Gresford, Llan-Y-Pwll, Borrass, Rhostyllen, Brymbo and Pandy. Therefore some children will always have to travel to school by car. Encouragement amongst the children who live close to the school to choose walking as an option will reduce a great percentage of the traffic volume in the vicinity of this school. Car sharing amongst groups of parents who travel from the outlying villages could also be encouraged by the school.

This high percentage of pupils travelling to school by car means that there is a lot of congestion outside the school at both drop off and pick up times. The school bus service stops in the car park for the passengers to alight, however parents bringing their children to school by car are not permitted to use the staff car park. Parents bringing their children to school by car use the Stansty Road to park and drop children off. With the sheer volume of traffic bringing pupils to school, coupled with commuter traffic that also uses this route, Stansty Road becomes very congested. There are two lay-by's on the Stansty Road, and once these have been filled, parents then resort to parking in any possible space along the length of the road and also on Colliery Road which is opposite the school. The amount of parked cars and often the fact that they park inconsiderately and the fact that there are no designated crossings makes crossing the road for pupils and parents very dangerous.

In the afternoon, it was noted at 2.45 pm, which is half an hour before the end of the school day a number of parents were already parked outside the school premises in order to make sure they could secure a parking space. These parents

could park further away from the school premises and walk into the school to reduce the amount of congestion outside the school at the end of the day. The volume of traffic using Stansty Road whilst pupils are in the area to access or leave the school is also quite concerning. Parents need to be very virulent whilst their children are in this area to make sure they are safe at all times. The volume of traffic near the school concerns some parents so much they choose to bring their children by car, which further accentuates the problems of congestion.

Many pupils live too far away from the school to be able to walk, however, there are some pupils who live within the close vicinity of the school who still travel by car. It is likely that many pupils attending the new school will also travel by car. Although it has been proven that there is demand for Welsh medium education in the locality of the new school, it is likely to have a larger than average catchment area as not every village has access to such a facility.

As many pupils travel some distance to the school, Wrexham County Borough Council provides transport for those who are eligible. There are currently three bus routes to transport pupils living further away to the school. One covers Gresford, Marford and Llay, another covers Gwersyllt and Summerhill, and the third covers Brymbo, Tanyfron, Southsea, New Broughton and Rhosddu. The bus service is used by many pupils travelling to Ysgol Plas Coch, if it were not in place, many more pupils would be travelling to school by car adding extra pressure on the area outside school.

It is obvious that the amount of pupils travelling to Ysgol Plas Coch causes dangers outside the school premises. This would not be a good situation to replicate at the new school. As there will be a number of pupils travelling to the school by car, it has been incorporated into the plans that there will be available room within the school premises for children who travel by car to be dropped off and collected. This should stop any congestion forming on Delamere Avenue as pupils make their way to and from the school. A drop off point will also be available for school busses to use. Many pupils currently use the bus service at Ysgol Plas Coch, and if it was to be made available to pupils at the new school, it is also likely to have some uptake. A bus service for the new school will also help to reduce the amount of traffic travelling to the school on a daily basis.

Car Sharing

The pupils in Years 1 – 6 who travel to school by car were also asked ‘How many people are in your car on your journey to school’, to assess the extent of cars currently being shared during the journey (see Table 2).

From a total of 155 pupils asked;

- 49 stated the car contained only themselves and the driver, which is 32% of the total
- 66 stated the car contained two passengers, which in the main would be two siblings, and the driver, which is 42% of the total

- 40 stated the car contained three or more passengers and the driver, which is 26% of the total

CLASS	No. of children questioned	No. in car including driver 2	No. in car including driver 3	No. in car including driver 4 or more
YEAR 1	47	19	21	7
YEAR 2	40	15	14	11
YEAR 3	16	3	12	1
YEAR 4	25	5	9	11
YEAR 5	14	2	5	7
YEAR 6	13	5	5	3
<u>Totals</u>	155	49	66	40

Table 2: Shows the number of cars containing two, three or more people whilst making the school journey to Ysgol Plas Coch

Table 2 shows that car sharing currently is not taking place to any great extent, with up to 74% of cars potentially containing only one family. This fact was further confirmed from the parents' questionnaire where in answer to the question 'Have you considered car sharing', the results showed from the parents who returned questionnaires;

- 54 answered - No, have not considered it
- 6 answered - No, have already got a car full
- 3 answered – No, no-one lives in the same area

this compared with;

- 7 who answered - Yes, have considered it – but who were not actually car sharing
- and 1 who answered - Yes, already do so.

This shows that parents that car share are very much in the minority. A car sharing scheme within the school would help promote the benefits of car sharing both on the situation outside the school and on the local environment. A car sharing scheme is also something that could be implemented at the new school once it is opened. This would help to lessen the impact the new school will have on the local area and also improve safety by having fewer cars in the vicinity.

Car Ownership

A change in society over the last twenty years, with many families with two parents working and needing to own two cars was also considered. Pupils from Year 1 to Year 6 were therefore asked how many cars their family owned. The results showed amongst the families at Ysgol Plas Coch a percentage of 30% had no car or only one car per family. This meant that two thirds of the pupils attending the school had two or more cars within their immediate family. The results were then looked at to see if there was any correlation between the 70% of families who had two or more vehicles, and the method used to travel to school. (See Tables 3&4).

<u>CLASS</u>	No. of children asked	No. of Cars 0	No. of Cars 1	No. of Cars 2	No. of Cars 3
Year 1	58	1	16	40	1
Year 2	52	3	13	33	3
Year 3	28	1	11	13	3
Year 4	30	0	8	17	5
Year 5	26	0	5	17	4
Year 6	28	0	8	20	0
<u>Totals</u>	222	5	61	140	16

Table 3: Shows car ownership amongst pupils at Ysgol Plas Coch

Of the 222 pupils asked;

- 5 children stated they had no car – 2% of the total
- 61 children stated they had 1 car – 27% of the total
- 156 children stated they had two or more cars – 70% of the total

<u>CLASS</u>	No. of children with 2 or more cars in the family	No. of children travelling to school by car	No. of children walking to school	No. of children travelling to school by bike	No. of children travelling to school by bus
Year1 pupils	41	36	2	0	3
Year 2 pupils	36	29	4	0	3
Year 3 pupils	16	9	2	0	5
Year 4 pupils	22	18	1	0	3
Year 5 pupils	21	12	3	0	6

Year 6 pupils	20	10	1	1	8
<u>Totals</u>	156	114	13	1	28

Table 4: Shows the method of transport used for the school journey by pupils with two or more cars in the family.

By then looking at how the 156 children with two or more cars travelled to school;

- 114 travelled by car, which is 73% of the total
- 28 travelled by bus, which is 18% of the total
- compared to 14 who walked or cycled, which is 9% of the total

These results also reflect the fact that in some instances parents are bringing their children to school en route to their workplace. Again this fact was reiterated from the results of the parents' questionnaire, where people were asked to state why they were using the car to transport their children to school. From the 82 parents who returned the questionnaire, who were car users;

- 35 stated they were dropping their children off en route elsewhere, mainly work, which equates to 43%
- The next highest recorded categories were 'too far to walk' with 30 giving this as the reason for using the car (27%), and 'Concern about child's safety' with a further 11 stating this was the reason, which equates to 13%.

Other reasons given were convenience, dropping other children off elsewhere and picking another child up afterwards.

The findings shown above are also likely to be the case at the new school. Parents of children who attend the new school are likely to be dropping their children off on their way to work, etc. 13% of parents who currently drive their children to Ysgol Plas Coch, stated they do so due to concern about their child's safety. If the area around the new school can be made a safe place for pupils to walk to it will hopefully reduce the amount of pupils being brought to school by car.

Traffic Survey, Plas Coch Site, Stansty Road

Morning Survey.

On the morning of Tuesday 11th October 2011, Groundwork staff undertook a traffic survey to look at the volume of traffic passing and parking outside the school on Stansty Road. Pedestrians passing the school and accessing the school via the two pedestrian gates were also counted. The purpose was to assess the extent of traffic and pedestrians near the school environment between 8.15 a.m.

and 9 a.m., and see what changes in traffic flow occurred during the scheduled 'school journey' period.

Results were collected:

1. At the main school pedestrian entrance.
2. At the pedestrian gate by the exit of the school staff car park.

In each instance there was an increase in the number of vehicles and pedestrians passing the monitoring point between the 8.15 a.m. to 9 a.m. period. The last quarter of an hour between 8.45 a.m. and 9 a.m. saw the sharpest rise in total numbers, with a highest ratio of pedestrians to cars. The area outside the school becomes very congested. There are no yellow lines of any description on the roads directly outside the school, leaving parents to park wherever they can find a spot on the road. There are two lay by's close to the school entrance which fill with parked cars very quickly. Once all the lay by parking space is taken, parents then start to park on the roadside. Parents are not permitted to park in the staff car park, so those who drop their children off by car need to find space to park on the road. There is a high percentage of pupils who travel to school by car, making the school drop off time very busy outside the school with a high pupil to car ratio. Pupils who travel by bus are taken directly into the school grounds onto the staff car park. Crossing the road is made dangerous by the sheer volume of traffic attempting to park on the side of the road. The speed bumps help to slow the traffic down, however they add an extra danger as many pupils treat them as designated crossing points and expect the traffic to stop for them to cross. The traffic does not see the speed bumps as crossings, so often does not stop, leaving pupils in a potentially dangerous situation. Cars park in any available place all along Stansty Road, making it very difficult for pupils and parents to cross the road safely. Parents also use the road opposite the school, Colliery Road, as parking space causing yet more congestion for local traffic. Parents and children have no designated crossing point, meaning there are pedestrians attempting to cross the road in many different places. Despite not being able to use the staff car park, some parents do still enter the area, and many use the entrance and exits to the staff car park as turning space. Despite Stansty Road having speed bumps, traffic still travels at some speed along the road. The speed limit on the road changes from unrestricted to 30mph just yards away from the school. This means that some traffic, despite the traffic calming measures on the road, still are not travelling at a low speed going past the school. Many cars use the Stansty Road as a shortcut into Wrexham from the A541 Mold Road. This increases the amount of traffic using the road during school drop off time as it is used by commuters, probably on the way to work in Wrexham itself. At 9am the vast majority of parked cars leave the vicinity of the school as parents continue their journey, this also creates congestion outside the school as a mass volume of traffic leaves the area at the same time.

For instance

- Between 8.15 am and 8.45 am 229 vehicles were recorded as travelling past the school. During the same period 112 pedestrians were recorded as being in the vicinity.

- Between 8.45 a.m. and 9 a.m. 178 vehicles were recorded as travelling past the school. During the same period 163 pedestrians were recorded as being in the vicinity, nearly all being pupils and parents/grandparents making their way into school.
- After 9am a further 85 cars passed the monitoring point, mainly cars moving having been parked by the side of the road to drop pupils off, whilst 40 pedestrians were recorded in the vicinity.

Afternoon Survey

A similar traffic survey was undertaken during the same day Tuesday 11th October 2011 between 2.45p.m. and 3.45p.m. The same monitoring stations were used during this survey period. It was noted that before the traffic count began, cars had already begun to park on the road outside the school in readiness to collect pupils, some time before school itself finished.

- Between 2:45p.m. and 3p.m. 7 pedestrians were recorded as passing or entering the school premises via the pedestrian gates. During the same period 58 vehicles passed the monitoring points.
- Between 3pm and 3.15pm 75 pedestrians were counted passing or using the main school pedestrian gate. This number does include a class of pupils entering back into school having visited the tennis centre. At the same time, 38 pedestrians were recorded passing or using the pedestrian gate by the school's staff car park exit. These pedestrians in the main being parents/carers of pupils at the school. During this same time period 72 cars were counted in the vicinity. At this time more and more cars were jostling for a parking space outside the school, with approximately 30 cars already parked on Stansty Road, and a further 12 parked on Colliery Road. There was a substantial amount of congestion in the area with a full 15 minutes to go before the school day ended.
- Between 3.15 pm and 3.30pm a further 156 pedestrians were recorded passing or entering the main school gate, with a further 80 also being recorded passing or entering the pedestrian gate by the exit of the staff car park. This compares to 165 vehicles being counted in the same vicinity. At this point every possible parking space had been taken on both Stansty Road and on Colliery Road. At one point over 60 cars were parked in the vicinity of the school. This made crossing the road very difficult and often dangerous for both parents and pupils. With no designated crossing point, it meant that pedestrians were continually attempting to cross the road at varying points along Stansty Road. It was also noted as earlier in the morning, that many people use the speed bumps as designated crossings which they are not. Also as with the morning traffic survey, many cars used the staff car park entrance and exits as turning points and pick up points.

- Between 3:30pm and 3:45pm many of the parked cars began to move away from the school. 98 cars were recorded moving in the vicinity and the number of parked cars rapidly decreased. 190 pedestrians were recorded passing the 2 monitoring points, mainly pupils and parents leaving the school premises and either walking home or to their parked cars. At this time staff also started to leave the staff car park, by this point, most cars that use the car park exit as a turning point had moved away so did not add to the congestion for staff leaving the premises though this would have the potential to do so.

Traffic Survey, Proposed Site, Delamere Avenue, Gwersyllt

Both morning and afternoon traffic surveys were also carried out at the proposed site in Gwersyllt.

Morning Survey

The monitoring point for this survey was directly opposite the site of the proposed new school. The monitoring times for this site were slightly longer than at Ysgol Plas Coch to gain better overview of traffic patterns in the area. The following was found:

- Between 8am and 8:15am 51 cars passed the monitoring point, along with 10 other vehicles and 9 pedestrians. 4 parked cars were recorded.
- Between 8:15am and 8:30am, 33 cars, 13 pedestrians and 13 other vehicles passed the monitoring point. 2 parked cars were also in the vicinity.
- 8:30am to 8:45am saw the sharpest increase in traffic movements, with 61 cars and 15 vehicles being recorded. 16 pedestrians also passed the monitoring point, namely pupils walking to Ysgol Bryn Alyn.
- 8:45am to 9am saw 45 cars, 6 pedestrians and 6 other vehicles pass the monitoring point. Only one car now remained parked in the vicinity.
- Between 9am and 9:15 pm there was a slight increase in traffic with 50 cars being recorded. This increase could be due to parents returning home or en route to work having just dropped children off at school. 8 other vehicles and 5 pedestrians were also recorded.

Afternoon Traffic Survey

The same monitoring point was used for the afternoon survey on Delamere Avenue. The results were as follows:

- Between 2:30pm and 2:45pm 44 cars, 10 other vehicles, 3 pedestrians and 1 parked car were recorded.
- Between 2:45pm and 3pm 42 cars, 14 other vehicles, 4 pedestrians and 2 parked cars were recorded.

- 3pm to 3:15pm saw 42 cars, 10 other vehicles and 6 pedestrians pass the monitoring point. 1 parked car was also recorded.
- 3:15pm to 3:30pm saw 51 cars, 10 other vehicles and 7 pedestrians pass the monitoring point. 2 parked cars were also recorded.
- Between 3:30pm and 3:45pm 48 cars, 6 other vehicles and 22 cars were recorded.

If the figures for the traffic surveys at Ysgol Plas Coch and Delamere Avenue are compared, it can be seen that there is an obvious difference. Whilst Delamere Avenue has a steady flow of traffic, a substantial increase and decrease during school drop off and pick up times cannot be seen. If the new school was to be built here, there is bound to be an increase in traffic in the vicinity. With the new school allowing parents to use the school car park as a drop off point, some of the congestion that is seen outside of Ysgol Plas Coch will be avoided, however, this will mean a high vehicle to pedestrian ratio within the school grounds. Safe crossing places and designated safe pathways to lead pupils away from the car park and into the school must be in place to ensure pupils safety in the car park at all times. It can be seen from the results of the survey that some parked cars were recorded. These were a combination of cars parked outside residents houses and dog walkers also parking on the road outside the proposed site to gain quick access to either Alyn Waters Country Park, or the playing field on the opposite side of the road. There are currently no yellow lines of any sort to stop anyone parking here.

It can be seen from the results above that Delamere Avenue is used by many other vehicles, often large HGV vehicles. Delamere Avenue is by no means a main road, and vehicles of this size have an impact whilst travelling on this road in numbers. It is possible that such vehicles use Delamere Avenue as a shortcut to avoid busier main roads through Wrexham.

Whilst undertaking the traffic surveys it was noted that many vehicles travel at speed along Delamere Avenue. Travelling from the Mold Road direction there is an obvious downward hill in the road just before the school site which seems to encourage vehicles to travel at speed. Delamere Avenue is currently a 30mph zone, which during the survey time, was obvious many vehicles did not adhere to. It was observed during the surveys that many pedestrians cross the road very close to the proposed school site. There is a footpath that leads out of Alyn Waters onto Delamere Avenue directly opposite the play ground and playing fields. Many dog walkers and other pedestrians regularly used the same point to cross the road.

Perceived Dangers.

During lessons undertaken with the pupils in Years 5 & 6 children aged 9 –11 years were asked to consider dangerous and safe areas on their school journey. This information was recorded on their school journey map and on questionnaires. The children were asked to consider dangers to them, and also to smaller children

in the school who often do not have such well-developed road safety awareness. The pupils were also asked to consider what potential dangers may occur at the proposed new school and how they think these could be resolved. A total number of 54 pupils undertook this exercise, and a range of dangers were recorded including the following:-

<u>Perceived Dangers</u>	<u>No. of pupils expressing concern</u>
Congestion outside the school gates	12
Cars speeding past the school	9
Cars using the staff car park entrance and exits as turning points	8
Staff car park is dangerous when parents drive through as pupils get off the buses	7
Road outside school is very difficult to cross	3

The same question appeared in the parent's questionnaire asking them to consider where the danger spots on their child's journey to school were. Very similar results were collected from the parents, in so far as the same areas and concerns were expressed as follows: -

<u>Perceived Danger Areas</u>	<u>No. of parents expressing concern</u>
Congestion outside the school.	58
Crossing road outside school is very dangerous as no school crossing	26
Cars speeding on Stansty Road	9
Parents using staff car park	7
Cars parking on entrance and exit of staff car park	4
Cars parking inconsiderately along Stansty Road	2

It can be clearly seen that both parents and pupils share the same concerns about dangers outside Ysgol Plas Coch. The main concern centres on the congestion outside the school on Stansty Road. As the vast majority of Plas Coch Pupils are brought to school by car, it means there is a vast amount of traffic trying to find a place to drop off and collect children from school. Stansty Road is a relatively narrow road, and parents park on both sides of the road at busy times. This further accentuates the congestion and makes the road very difficult to cross, which is also another major concern. Both parents and children are concerned by the fact that there is no distinct crossing point or lollipop person. Both parents and pupils attempt to cross the road at varying points outside the school. Many pedestrians use the speed bumps as a crossing place, this causes confusion as vehicles do not see these as crossing points and do not always stop. This can become dangerous where children use the bumps to cross and expect cars to stop. Speeding along Stansty Road is also a concern despite traffic calming measures being in place.

Solutions to Dangers.

During one of the lessons undertaken with Year 5 & 6, pupils were also asked to consider how they felt the problems encountered on their school journey could be solved and what they would like to see outside the new school to prevent the same problems from happening.

- 26% of the pupils felt that having either a lollypop person or a designated crossing of some kind outside the school would make a significant difference to the safety of all pedestrians outside the school premises.
- A further 19% thought that reducing the amount of parked cars would help the problems experienced outside the school. Pupils suggested that more parking spaces close to the school would help the congestion.
- The 18% of pupils that thought speeding was a problem outside the school, suggested reducing the speed limit, installing speed cameras and more speed bumps would help the situation.
- 9% felt that putting barriers along the footpaths outside the school would make the area much safer for pedestrians.
- 8% thought installing a bike shelter and a cycle lane would help relieve the congestion by encouraging more pupils to cycle to school.
- A further 8% thought more school signs on the approach to the school would help to warn drivers.
- A further 12% thought engineering works such as traffic lights, better pavements and flashing signs would improve the situation outside the school.

In order to reduce the car parking issue at the school, schemes to encourage more pupils to walk need to be established. The school needs to encourage parents using their cars to park further away from the school and walk the last part of the journey. A 'walking bus' scheme could also be established which will need a group of volunteer parents to run the scheme, and a number of collection points around the school. Parents who have to use the car for the school journey could be encouraged to car share more, and again park further away from the school. Ysgol Plas Coch is close to Plas Coch Retail park, which certainly has no shortage of parking spaces. If parents could be encouraged to use this area to park, and then walk the short distance to the school, much of the current congestion could be avoided.

It was the general consensus amongst the Year 5 & 6 pupils that they would not like to see as much congestion or speeding traffic outside a new school. The response to asking them how this could be prevented at the new school is as follows:

- 19% thought having a large car park at the new school where pupils can be dropped off would go a long way to reducing congestion outside the school.
- 15% suggested having a designated safe walking route to the school for pupils and parents to use.
- 11% of pupils suggested a lollypop person to help pupils cross the road would make the area much safer for pedestrians.
- A further 11% thought that putting access gates and railings around the school entrance would help to keep pupils safe.
- 9% of pupils thought speed bumps should be installed to stop traffic from speeding outside the school.
- 9% suggested reducing the speed limit and installing speed cameras around the new school would help to stop traffic speeding.
- 8% of pupils thought that having a designated crossing for pupils to use would make travelling to school safer.
- 6% thought installing a bike shelter at the school would encourage pupils to cycle to school and reduce the amount of traffic outside the school.
- The remaining 12% suggested such things as lay by's around the school, stopping parents from parking in the school grounds, lots of school signs and traffic lights to help make the outside of the new school safe for all those travelling to it.

Parents were asked to make suggestions on how the school journey to Ysgol Plas Coch could be made safer. A range of solutions were put forward, which can be grouped into the categories below as follows: -

<u>Solution to Dangers</u>	<u>No. of parents</u>
Installing safe crossing place to avoid the confusion over crossing at the speed bumps	20
Having a lollypop person to safely get pupils and parents across the road	8
Reduce speed limit to 20mph	8
More space for parents to park around the school	6
Install pavements where there currently aren't any on Stansty Road/Stansty Chain Road	5
Double yellow lines by the school to prevent inconsiderate parking	4
Speed bumps or pedestrian crossing on busy road by Sainsbury's	3

Widen Stansty Chain Road or make one way system	3
---	---

From examination of the parents questionnaires the predominate solutions focussed on having a safe place for pupils to cross the road and resolving the speeding and congestion issues.

The parents questionnaire included a question about how their child would travel to the new school should they be offered a place there.

Out of the 92 parents who answered this question:

- 71 said they would travel by car, 77% of the total.
- 11 said that they would walk to school, 12% of the total
- 10 said they would travel by bus, 11%

Parents were also asked if a safe walking route were to be implemented, would they be more inclined to walk to school. 61 parents responded 'No', which is 66% of the total, 31 parents responded 'Yes', which is 34% of the total. As with the results collected at Ysgol Plas Coch, many parents use the car to drop their children off at school on route to work. This will also be the case for many pupils who will attend the new school. Also the catchment area may be such that for some pupils it will be too far for them to walk to school necessitating the need for them to be taken to school by car. Most of the parents who said they would be happy for their child to use a safe walking route to school, live within the locality of the school site. 11% of parents stated that they would prefer for their children to travel to the new school by bus. This shows that there may be demand for a school bus service to the new school. A bus service for pupils would reduce the amount of cars travelling to the school and there for reduce the traffic outside the school.

Bicycle Ownership / Cycling to School.

Cycling proficiency training does not currently take place at Ysgol Plas Coch. Although cycling would certainly alleviate some of the traffic congestion the school experiences, the road that many pupils would have to travel along are very busy routes in and out of Wrexham, making it potentially very dangerous for them to use this method of transport. Children in years 3,4,5 & 6 were asked in the initial survey about the number of bicycles their families own. This proved that there was certainly no shortage of available bicycles, with a total of 395 bicycles recorded from 112 pupils.

The question of whether the parents would be happy to allow their children to cycle to Ysgol Plas Coch was raised on the questionnaire. For a number of reasons there was a strong negative response to this question.

- 93% stated they would not allow their children to cycle.

- Compared with 7% who said this was a method of transport they would consider.

The majority of parents who would not allow their child to cycle stated their reason as being

- The child was too young to be on the roads alone – 53, which equates to 49%
- There was too much traffic on the roads – 42, which equates to 39%
- No safe parking at school – 6, which equates to 6%
- Distance from home was too far – 4, which equates to 4%
- No safe cycling route to school – 2, which equates to 2%

Despite parents having a strong negative response, the pupils in year 5 & 6 responded to the question ‘How would you prefer to travel to school?’ was very differently.

Out of 53 pupils

- 27 stated they would prefer to cycle which equates to 51%
- 12 stated they would prefer to walk, which equates to 23%
- 9 stated they would prefer to travel by bus, equating to 17%
- 5 stated they would prefer to travel by car, which equates to 9%

Although cycling to Ysgol Plas Coch may not be a safe option, it may be a possible mode of transport to the new school. It can be seen from the result above, that over half of the pupils who were asked, said they would like to be able to travel to school by bike and this is also likely to be the case with pupils in the new school. If the area around the school were to have a cycle route installed, and a safe place for pupils to keep their bikes, helmets and lights etc, encouraging the older pupils to cycle to school would certainly help to reduce some cars travelling to the school.

5. Recommendations

Having collated all the information from both pupils and parents at Ysgol Plas Coch and looked at the proposed site for the new Welsh Medium School, a number of recommendations to help prevent traffic congestion and promote pupil safety at the new school and to ease some of the problems currently seen outside Ysgol Plas Coch are contained in this section of the report. It is unrealistic to think that it will be possible to remove all the car journeys being made to both Ysgol Plas Coch or the new school to bring pupils to school as some children live in neighbouring villages, as the Welsh medium provision at the school attracts a larger catchment area than normal.

The recommendations contain a section on Car Use, Cycling, Walking and other options that could be considered to make the children's school journey more pleasant.

Proposed school site Delamere Avenue, Gwersyllt

OPTION	DESCRIPTION	SUPPORT
Traffic Calming	The current speed limit on Delamere Avenue is 30mph. It was noted during the traffic surveys undertaken at the site that some cars travel at speed on the road. If a 20mph zone was introduced to the area, this would help to slow the traffic down in the vicinity of the school. Currently there are only speed limit signs at either end of Delamere Avenue, if more signs showing the reduced speed limit were erected along with school signs in the area this would help to draw drivers attention to the fact that there is a school nearby and the potential dangers that this brings. Speed bumps or some similar traffic calming method would also help to reduce the speed traffic travelling along Delamere Avenue. Currently there are no parking restrictions along Delamere Avenue. It is hoped that parents would not need to park on the road to drop off/collect children as they will be able to enter the school car park to do this. Introducing double yellow lines or yellow zigzag lines on the road directly outside the school, would discourage parents parking outside the school and causing possible congestion and dangers for pupils attempting to cross the road.	The 20mph zone and possible speed bumps should be introduced as part of the school build before pupils start to attend the school. Parking restrictions should be put in place prior to the school being opened.
Car Sharing	Car sharing can help to reduce the amount of cars that travel to the school each day. It can be seen	With support of teachers, governors and parents all working together, a working car

	from the findings at Ysgol Plas Coch that car sharing does not take place to any great extent. The opening of the new school would be an ideal time to launch a car sharing scheme. Perhaps holding a parents coffee morning would be a good way for parents to get an idea of who they could potentially car share with.	sharing scheme could be a great success.
--	---	--

5.2 Cycling

OPTION	DESCRIPTION	SUPPORT
Cycle parking	The new school should be developed with bike parking spaces incorporated. If this is available, it may well encourage those who are able to cycle to school to do so.	WCBC Highways & Transportation Dept. can provide advice on implementing safe cycle parking at the school.
Cycle path	There is potential to incorporate a safe cycling route along Delamere Avenue to the school. This would make cycling to school a safer option for the older pupils.	WCBC Highways & Transportation Dept. can provide advice on this matter. There would also need to be consultation and support from parents to ensure their child's safety on the road along with being provided the correct equipment to travel on their bikes safely.
Cycle Proficiency Training	Cycle proficiency training could be undertaken with Year 6 pupils, which would give them the road safety awareness needed for bicycle journeys they may make.	WCBC Road Safety Officers can provide the school with help and advice to undertake cycle proficiency training with Year 6 pupils.
Parents cycling with children schemes	In the results from Ysgol Plas Coch, it could be seen that in many families both parents and children own bicycles. Perhaps encouraging parents to cycle alongside their children is something that could be promoted within the school.	The school would need to promote such a scheme through a cycling campaign. This could be done in a similar manor to promoting car sharing.

5.3 Walking Options.

OPTIONS	DESCRIPTION	SUPPORT
Individuals	Walking to the new school needs to be made as safe as possible to encourage pupils to walk to school as often as possible. Currently there are no crossings near the proposed school site. A safe crossing place is definitely needed directly outside the school. This could take the form of a zebra or pelican crossing. This can also be used by pupils using the bus service at Park Wall. A crossing by the roundabout where Delamere Avenue meets High Street and Mold Road would also help children to walk to school safely. Children who may travel to the school by train, or gain access via the subway could make use of a crossing in the vicinity of the roundabout. Many parents from Ysgol Plas Coch mentioned they would like to see a lollypop person to help children across Stansty Road. A lollypop person employed to help pupils cross Delamere Avenue to the school may well encourage more parents to regularly walk their children to school. There are good footpaths along Delamere Avenue, however there is currently no footpath at the entrance to the play area opposite to proposed site. This stretch is likely to be well used by parents and children making their way to the school, so if possible, the creation of a foot path in this gap will help to improve the safety of those walking to school. <u>Walking Bus Scheme</u> It is often the case that children are brought to school by car because their parents then need	Safe places for pupils to cross should be implemented as part of the school build and should be ready to use for the opening of the school. WCBC Road Safety Officers

	to travel on to work. A walking bus scheme operating in the locality of the school can help remove a lot of the shorter car journeys parents are making. <u>Road Safety Training</u> Raising road safety awareness amongst pupils will increase the child's confidence to walk their school journey, which may involve crossing roads. Educating the pupils to be safety conscious also reduces the threat of traffic accidents, and gives them a much needed life skill ready for when they make the journey to secondary school alone.	may be able to give additional advice on how to set such a scheme up. WCBC Road Safety Officers have a Kerb Craft Campaign they can undertake with Key Stage 1 pupils to raise awareness in very young children of the potential dangers of road traffic.
Walking to School Campaigns	<u>National Walk To School Week</u> This campaign runs twice a year in Oct and May, and its aim is to encourage as many children as possible to make all or part of their school journey on foot. Having seen the enjoyment of being able to chat with friends, rather than be contained in a vehicle experiencing traffic congestion and pollution, pupils may be encouraged to continue walking following the campaign.	Support for such a campaign needs to come from the school, parents and governors. WCBC can provide advice on campaign dates, and help organising events to promote the campaign. Stationery can be obtained via websites to use in conjunction with the campaigns.

5.4 Other Options.

OPTIONS	DESCRIPTION	SUPPORT
School Bus Service	At present there is a school bus service taking many pupils to Ysgol Plas Coch. The results from the parents questionnaire also showed that many parents would like their children to travel to the new school by bus. A bus service that collects pupils from outlying villages who would normally travel to school by car, would help to reduce the amount of congestion the new school could potentially create. There will be a bus drop off area created at the new school which will ensure pupils safety when getting on and off the busses.	If a bus service to the new school is carefully considered, it could greatly reduce the traffic in the vicinity of the school.
Curriculum Work	By including such topics as road safety, health and environmental issues within curriculum work pupils will have a wider knowledge of the problems being created by increased traffic related to their school journey. The problem with increased traffic and congestion is set to get worse nationally over the next quarter century, unless there is a sea change in attitudes to transport methods. By educating the younger generation about the problems being created, and related health risks associated with taking less exercise, they will be able to influence their choice of lifestyle.	Inclusion of road safety training, health issues, environmental, and pollution problems into curriculum work undertaken by the school on an annual cycle, as part of the general teaching programme. WCBC Road Safety Officers can provide road safety training. Health Promotion Service Officers and WCBC Sports Officers can provide information and training on health issues and physical exercise.

Ysgol Plas Coch, Stansty Road, Wrexham

Car Use

OPTION	DESCRIPTION	SUPPORT
Car Sharing	Having established that 74% of the pupils are brought to school by car, and most of these cars contain only one family, a very low percentage currently car share. This is something that could be promoted within the school, using the pupil address database to establish which areas clusters of children might be travelling from.	As the school has such a large catchment area, pupils who live in villages some distance from the school have no choice but to travel by car. A scheme to get parents to bring each other's children in rotation initiated by the school would alleviate some of the congestion.
Traffic Calming	The current speed limit on Stansty Road is 30 mph, and experiences high volumes of traffic during the mornings and afternoons as a large number of children are brought to school by car. This makes dangerous road conditions for the pupils who are walking to and from school. Stansty Road already has traffic calming measures along it, though these seem to do little to help the issues experienced outside the school. If there was to be a 20mph zone introduced to the school, it would reduce the speed of the traffic that travels along Stansty Road.	Implementation of some traffic calming by WCBC has already been undertaken. However if more parents could be encouraged to walk it would reduce a lot of the traffic travelling towards the school at peak times.

5.2 Cycling

OPTION	DESCRIPTION	SUPPORT
Cycle Proficiency Training	Currently very few children cycle to school, and cycling proficiency training is not undertaken by the school. The roads surrounding the school are very busy, and it is the opinion of both parents and teachers that it is a dangerous place for youngsters to be cycling alone.	If a safe cycle route were to be implemented in the vicinity of the school, cycling may become an option for pupils. If this were to be implemented, cycling proficiency training could be offered to pupils to ensure their safety on the roads.

Parents cycling with children schemes	Much concern arose from the volume of traffic on the school journey, and the fact that the children were considered too young to cycle alone. However, as there are a number of families who all own bikes in the school, perhaps encouraging parents to cycle alongside their children is something that could be promoted. For this to happen, a safe cycling route would need to be implemented.	If there were a safe cycling route parents and children could access, the school could promote such a scheme through a cycling campaign..

5.3 Walking Options.

OPTIONS	DESCRIPTION	SUPPORT
Individuals	Currently only 11.5% of pupils at Ysgol Plas Coch are walking to school. This is a low percentage, mainly due to many pupils living too far away from school to walk. Some pupils are also brought to school by car due to concern over safety. With the numbers at the school set to increase over the coming years, the situation outside the school has the potential to worsen. There are a number of ways the dangers outside the school could be improved. <u>Traffic calming measures</u> Traffic calming measures, which include speed bumps, have already been installed on Stansty Road. However the speed bumps cause confusion as many pedestrians treat them as crossings. Developing a designating crossing outside the school or employing a lollypop person would substantially improve the situation. This coupled with a reduced speed limit would perhaps improve the safety of pupils enough to	

	encourage more parents to walk to school. <u>Road Safety Training</u> Raising road safety awareness amongst pupils will increase the child's confidence to walk their school journey, which may involve crossing roads. Educating the pupils to be safety conscious also reduces the threat of traffic accidents, and gives them a much needed life skill ready for when they make the journey to secondary school alone.	WCBC Road Safety Officers have a Kerb Craft Campaign they can undertake with Key Stage 1 pupils to raise awareness in very young children of the potential dangers of road traffic.
Walking to School Campaigns	<u>National Walk To School Week</u> This campaign runs twice a year in Oct and May, and its aim is to encourage as many children as possible to make all or part of their school journey on foot. Having seen the enjoyment of being able to chat with friends, rather than be contained in a vehicle experiencing traffic congestion and pollution, pupils may be encouraged to continue walking following the campaign.	Support for such a campaign needs to come from the school, parents and governors. WCBC can provide advice on campaign dates, and help organising events to promote the campaign. Stationery can be obtained via websites to use in conjunction with the campaigns.

5.4 Other Options.

OPTIONS	DESCRIPTION	SUPPORT
Encouraging parents to park further away from the school	Many problems outside the school are caused by the sheer volume of parents parking. If parents were to be encouraged to park further away from the school, and walk a short distance, it could make a huge difference to pupils safety. There is plenty of parking space in Plas Coch Retail Park which is next door to Ysgol Plas Coch. If parents could be given permission to park here by the retail park, it would only be a short walk to the school.	If the school could work in partnership with the retail park and then encourage parents to use this parking facility, hopefully a big difference could be made to the congestion outside the school.

Curriculum Work	By including such topics as road safety, health and environmental issues within curriculum work pupils will have a wider knowledge of the problems being created by increased traffic related to their school journey. The problem with increased traffic and congestion is set to get worse nationally over the next quarter century, unless there is a sea change in attitudes to transport methods. By educating the younger generation about the problems being created, and related health risks associated with taking less exercise, they will be able to influence their choice of lifestyle.	Inclusion of road safety training, health issues, environmental, and pollution problems into curriculum work undertaken by the school on an annual cycle, as part of the general teaching programme. WCBC Road Safety Officers can provide road safety training. Health Promotion Service Officers and WCBC Sports Officers can provide information and training on health issues and physical exercise.
------------------------	--	--

APPENDIX

Examples of worksheets and questionnaires used during project with pupils

Example of Parents questionnaire

Addendum

Disabled Users/Visitors

To ensure disabled users and visitors can gain easy access to the school, the following will be incorporated:

- 3No Disabled Parking spaces are to be provided.
- Drop/Flush kerbs are to be provided between footway and disabled parking area.
- Level road crossings are to be provided on Delamere Avenue.
- Drop/Flush kerbs are to be provided at junction of parking area entrance and Delamere Avenue.
- All the school entrances are to have level access.
- Help will be freely given by School Staff to assist with any additional disability issues.

Public Transport

This is a Welsh Medium School and as such caters for Welsh speaking pupils from throughout the Borough rather than just local area children. More parking spaces than actual numbers of school staff are being provided to allow for parental/visitor parking for school meetings, parental evenings etc., and also for public use of adjacent facilities (football pitches, cricket and bowls club etc). However, car sharing for school staff will be encouraged by promoting it in school via notice board and staff meetings.

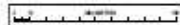
Dedicated cycle storage for 5No bicycles is to be provided adjacent to main school entrance (as shown on attached dwg 11701/D/1100/A). Changing facilities are provided in three separate rooms which each contain WC, wash hand basin, shower, 2No lockers and a seating bench.

To provide pleasant pedestrian and public transport waiting areas lighting to the site is as attached Atkins dwg No 6006.pdf and landscaping as attached dwg No's 02/107/01, 02 & 03 by The Ark Company Landscape Architects.

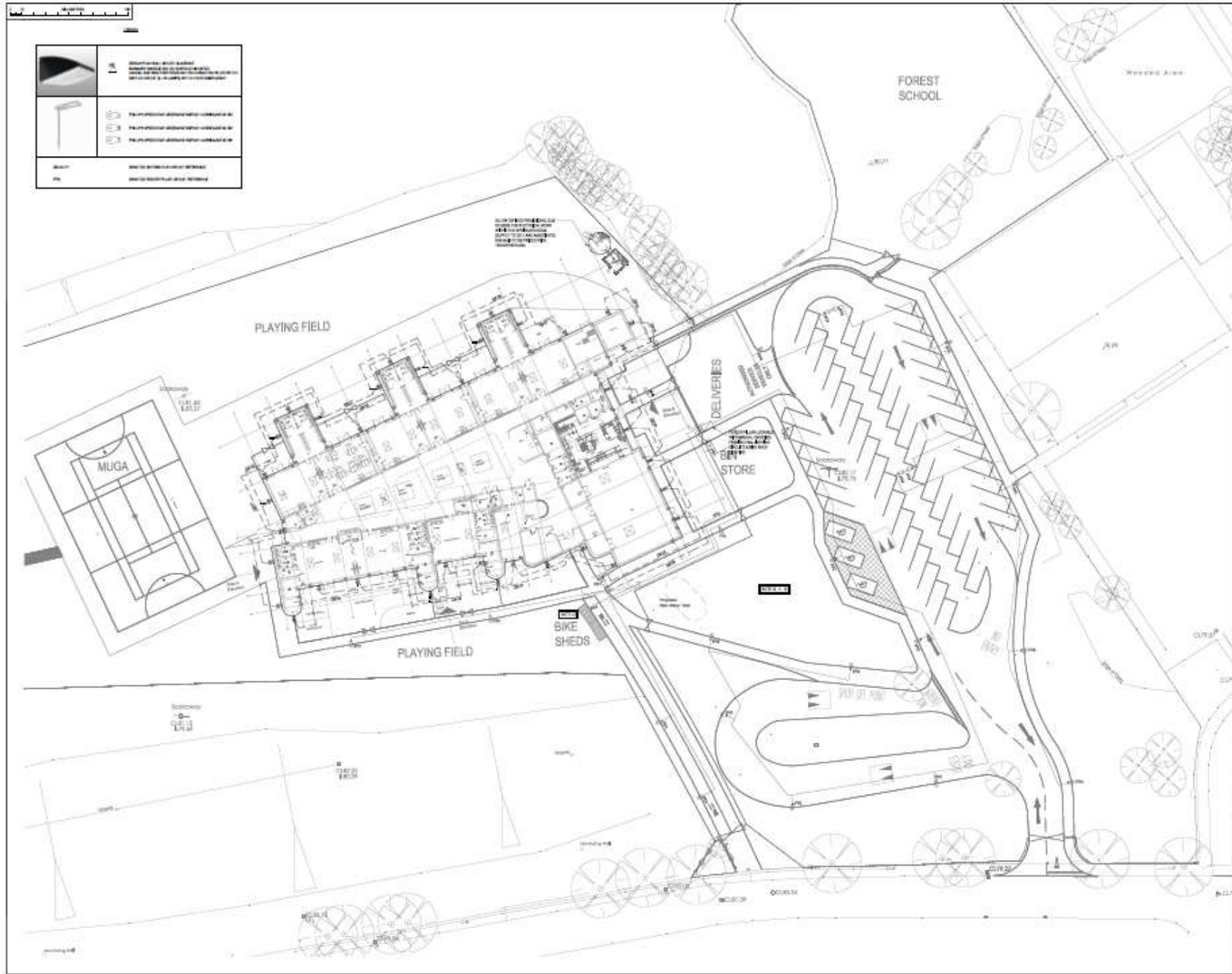
Negotiations with local bus services will be undertaken and a dedicated bus service will be provided for pupils.

Restrictions on car parking spaces have not been carried out for reasons as noted above. It is not current Council policy to charge school staff for parking on site. The proposed car park will reduce congestion outside the school on Delamere Avenue which is a residential area and provides a safer area for pupils to be dropped off.

School entrance/lobby area will have notice boards which will display information about public transport and requests/information on car sharing. Details of bus stops and bus timetables are included at the back on the addendum.



	100mm diameter drain cover
	150mm diameter drain cover
	200mm diameter drain cover
	300mm diameter drain cover
	400mm diameter drain cover
	500mm diameter drain cover
	600mm diameter drain cover
	700mm diameter drain cover
	800mm diameter drain cover
	900mm diameter drain cover
	1000mm diameter drain cover



ATKINS

GENERAL NOTES

1. DO NOT SCALE THIS DRAWING. ALL DIMENSIONS ARE TO BE GIVEN BY ITS DIMENSIONS UNLESS OTHERWISE SPECIFIED.
2. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.
3. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.
4. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.
5. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.
6. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.
7. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.
8. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.
9. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.
10. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.
11. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.
12. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.
13. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.
14. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.
15. THE CONTRACTOR IS TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND PERMISSIONS FROM THE LOCAL AUTHORITY AND OTHER AGENCIES IN CONNECTION WITH THE WORK.

ATKINS

PROJECT INFORMATION

PROJECT NAME: [REDACTED]

CLIENT: [REDACTED]

DATE: [REDACTED]

SCALE: [REDACTED]

BY: [REDACTED]

CHECKED BY: [REDACTED]

APPROVED BY: [REDACTED]

REVISIONS

NO.	DESCRIPTION	DATE
1	[REDACTED]	[REDACTED]
2	[REDACTED]	[REDACTED]
3	[REDACTED]	[REDACTED]
4	[REDACTED]	[REDACTED]
5	[REDACTED]	[REDACTED]
6	[REDACTED]	[REDACTED]
7	[REDACTED]	[REDACTED]
8	[REDACTED]	[REDACTED]
9	[REDACTED]	[REDACTED]
10	[REDACTED]	[REDACTED]
11	[REDACTED]	[REDACTED]
12	[REDACTED]	[REDACTED]
13	[REDACTED]	[REDACTED]
14	[REDACTED]	[REDACTED]
15	[REDACTED]	[REDACTED]

5/16/2023 E / P / 1000 / A

[illegible]

Jan 10 – Feb 2012 – Layout on-line
Jan 10 – Dec 2011 – Layout on-line



a

The Ark Company Landscape Architects
1 The Highway, Newstead, 780644, CH 53D TEL 01294 234943
www.thearkcompany.co.uk info@thearkcompany.co.uk

Wrexham County Borough Council
Land at Delamere Avenue - Gwersylt

Proposed new school
Hard and soft landscape layout

Dwg. No. 02/107/01 v3 A1 @ 1/500 Feb 2012

Planting & Afforestation Specification

Timing

The planting scheme is to be implemented within the first available planting season (October to March) after the first use of the development.

Planting material

Proposed trees to comply with BS 3882 (2007) Minimum Tree and shrub planting standard to be A1.5 (Proven) and tree free planting and mulching completed in accordance with the standard at time of manufacture. Generally allow for 2 years (up to 1 year) planting company, A1 (Proven) from Afforestation Land Services (Tel: 01552 841 545).

Proposed amenity grass areas to comprise 100mm depth free draining soil (depth 100mm, 150mm depth proposed topsoil cover). Proposed amenity grass areas to be free of imported topsoil but planted according to adjacent public areas.

Allow for min. 400 mm depth topsoil cover for all proposed native amenity shrubs and ground cover beds after formation (depth of 100mm / 150mm material) and broken up to min. 150mm depth to allow rainwater.

Planting

Planting materials to comply with BS3882 (Specification for Nursery stock, Part 1, 1982) and BS3882 (Recommendations for the production of trees in the Large Nursery Stock Category) unless otherwise approved. Digging, handling, delivery and temporary storage of plant material will be the responsibility of the Contractor and shall be carried out in accordance with the Plant Handling Specification issued by the Committee for Plant Supply and Distribution, prior to planting. Allow for watering of trees and shrubs, particularly in green areas in full ground recently at time of planting. Newly sown / sowed grass areas should be kept adequately watered until satisfactorily established.

Ground Anchors

All tree anchors are to be Helix tree anchoring system R11P or other approved type including HelixMats. Steel plate tree anchor system is to be Helix Tree Anchor or other approved type used to suit local soil. All anchors from Afforestation Land Services (Tel: 01552 841 545).

Mulch

Mulch for trees (unarmoured shrubs / groundcover) is to be an approved type. Bark mulch (range 5 - 25mm) to be spread throughout all planted areas to a depth of 75mm and topped up annually.

Watering grass areas

Establish and maintain rough. Unmanaged and enhanced grassland areas are to be established and managed with reference to consulting ecologists recommendations.

Tree stakes and ties

Tree stakes are to be untreated softwood, straight pointed at one end, free of bark and without any projections. Stakes are to vary according to the species of tree being supported as shown on the drawings. All stakes are to be long enough to project 600mm into the ground and to be of a depth to project above ground after filling. Tree stakes are to be set to the shortest size of trees in a species of planting unless otherwise requested. Stakes should be driven to a minimum depth of 600mm (depth of 100mm above ground as follows):

Heavily laden trees (Low stake 800mm), Selected Standard trees (Low stake 800mm), Tall Standard trees (Tall stake 1000mm) Heavy Standard trees (Tall stake 1000mm).

Tree ties are to be Greenflex medium braided tie or other tie in accordance with ecologists recommendations.

3 year establishment period

Each year check monthly (March to October) the health and vigor of all trees, shrubs and groundcover and prune to remove dead branches, maintain good form and encourage flowering once annually at an appropriate time.

Allow for watering of trees, shrubs, groundcover, green screens and newly sown grass areas to 100mm depth as required, checking weekly during first season of drought, and watering to 100mm depth in each season.

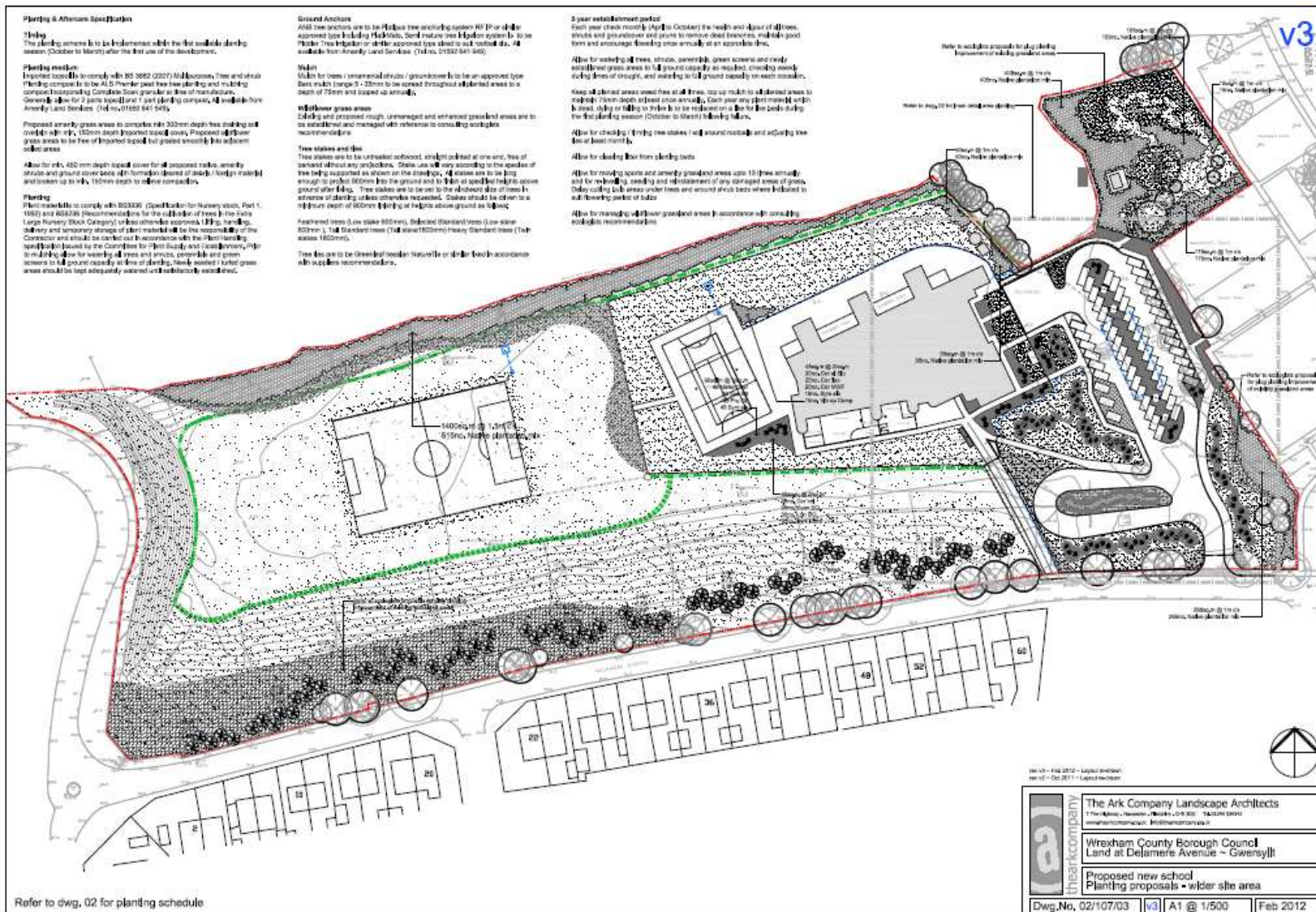
Keep all cleared areas weed free at all times, top up mulch to established areas to maintain 75mm depth at least once annually. Each year any plant material within 1m of trees, shrubs or other trees is to be removed or a tie for the beds during the first planting season (October to March) following below.

Allow for checking / tying tree stakes / soil ground roots and adjusting tree ties at least monthly.

Allow for checking tree free planting beds

Allow for mowing sports and amenity grassland areas after 10 (trees annually) and for mowing, seeding and replacement of any damaged areas of grass. Delay cutting beds areas under trees and around shrub beds where indicated in all flowering periods of below.

Allow for managing / enhancing grassland areas in accordance with consulting ecologists recommendations.



Refer to dwg. 02 for planting schedule

W3-10 - Feb 2012 - Layout revision
W3-10 - Feb 2012 - Layout revision

 the ark company landscape architects	The Ark Company Landscape Architects 1 The Arkway, Wrexham, Cheshire, CH1 2JG www.thearkcompany.co.uk
	Wrexham County Borough Council Land at Delamere Avenue ~ Gwersyllt
	Proposed new school Planting proposals - wider site area
	Dwg.No. 02/107/03 | v3 | A1 @ 1/500 | Feb 2012



26 WREXHAM - MOLD

ARRIVA

Maelor Hospital - Pendine - Cefn-y-Bedd - Caergwrle - Leeswood

Monday to Saturday except Bank Holidays

Llun i Sadwrn heblaw Gwyliau Cyhoeddus

Wrexham Bus Station (S4)	5:20	6:15	7:00	7:45	8:45	9:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45
Maelor Hospital	5:24	6:19	7:04	7:49	8:49	9:49	10:49	11:49	12:49	13:49	14:49	15:49	16:49	17:49
The Meadows/Pendine Way	5:27	6:22	7:07	7:52	8:52	9:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:52
Gwersyllt, Wheatsheaf	5:32	6:27	7:12	7:57	8:57	9:57	10:57	11:57	12:57	13:57	14:57	15:57	16:57	17:57
Cefn y Bedd	5:36	6:31	7:16	8:01	9:01	10:01	11:01	12:01	13:01	14:01	15:01	16:01	17:01	18:01
Caergwrle Station	5:41	6:36	7:21	8:06	9:06	10:06	11:06	12:06	13:06	14:06	15:06	16:06	17:06	18:06
Leeswood	5:54	6:49	7:34	8:19	9:19	10:19	11:19	12:19	13:19	14:19	15:19	16:19	17:19	18:19
Mold Bus Station	6:06	7:01	7:46	8:31	9:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	17:31	18:31

26 MOLD - WREXHAM**Leeswood - Caergwrle - Cefn-y-Bedd - Pendine - Maelor Hospital**

Monday to Saturday except Bank Holidays

Llun i Sadwrn heblaw Gwyliau Cyhoeddus

Mold, Bus Station	6:15	7:05	7:50	8:35	9:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35
Leeswood, Bryn Estyn	.....	7:17	8:02	8:47	9:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	18:47
Caergwrle, Station	6:31	7:30	8:15	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
Cefn-y-Bedd, Hollybush	6:34	7:33	8:18	9:03	10:03	11:03	12:03	13:03	14:03	15:03	16:03	17:03	18:03	19:03
Summerhill, New Street	6:41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gwersyllt, Wheatsheaf	6:47	7:39	8:24	9:09	10:09	11:09	12:09	13:09	14:09	15:09	16:09	17:09	18:09	19:09
Pendine Estate	6:49	7:41	8:26	9:11	10:11	11:11	12:11	13:11	14:11	15:11	16:11	17:11	18:11	19:11
Maelor Hospital	6:53	7:47	8:32	9:17	10:17	11:17	12:17	13:17	14:17	15:17	16:17	17:17	18:17	19:17
Wrexham Bus Station	6:57	7:51	8:36	9:21	10:21	11:21	12:21	13:21	14:21	15:21	16:21	17:21	18:21	19:21

Service Information / Gwybodaeth am y gwasanaethau

Service 26 operates Monday to Saturday except Bank Holidays between Wrexham Bus Station (Stand 4) & Mold and includes the following stops:

Mae gwasanaeth 26 yn gweithredu bob dydd rhwng Gorsaf Fysiau Wrecsam (Arhosfan 4) a Mold ac yn casglu/gadael teithwyr o'r manau canlynol:

The Maelor Hospital - Pendine Estate - The Wheatsheaf - Cefn y Bedd - Caergwrle
Pontblydyn - Leeswood

This service commenced on 31/03/2008 and is operated by ARRIVA
Dechreuodd y gwasanaeth hwn ar 31/03/2008 a/ac fe'i ddarparu gan ARRIVA

Further information / Gwybodaeth bellach

Wrexham BusLine: 01978 266166 - www.wrexham.gov.uk/bus
Llinell fysiau Wrecsam: 01978 266166- www.wrecsam.gov.uk/bws
Traveline Cymru: 0871 200 22 33 - www.traveline.org.uk
ARRIVA : 0870 120 10 88 - www.ARRIVA.co.uk

Disclaimer / Ymwadiad

The services and times listed on this website are subject to change at short notice.
Wrexham County Borough Council will not be held responsible for any loss, damage or inconvenience as a result of any inaccuracy.
Gallai'r gwasanaethau a'r amseroedd a restrir ar y wefan hon newid ar fyr rybudd. Ni fydd Cyngor Bwrdeistref Sirol Wrecsam yn gyfrifol am unrhyw golledion, ddifrod neu anghyfleustra o ganlyniad i unrhyw anghywirdeb

28 WREXHAM - FLINT

Townlynx



Amserlen Cludiant Cyhoeddus - a ddarparwyd gan Gyngor Bwrdeistref Sirol Wrecsam

via / trwy Maelor Hospital - Caergwrle - Hope - Penyfford - Buckley - Mold

Monday to Friday except Bank Holidays / Llun i Gwener heblaw Gwyliau Cyhoeddus

Wrexham Bus Station [S4]	8:00	11:22	13:22	14:22	17:22
Maelor Hospital	8:05	11:27	13:27	14:27	17:27
Caergwrle Station	8:15	11:37	13:37	14:37	17:40
Hope Church	8:17	11:39	13:39	14:39	17:42
Penyffordd	8:22	11:44	13:44	14:44	17:47
Dobshell	8:26	11:48	13:48	14:48	17:51
Buckley Cross	8:32	11:54	13:54	14:54	17:57
Mold Bus Station[S3]	8:48	12:05	14:05	15:05	18:10
Northop, Red Lion	.....	12:14	14:14	15:14	18:19
Flint	.....	12:27	14:27	15:27	18:32

28 FLINT - WREXHAM

Townlynx



Amserlen Cludiant Cyhoeddus - a ddarparwyd gan Gyngor Bwrdeistref Sirol Wrecsam

via / trwy Mold - Buckley - Penyfford - Hope - Caergwrle - Maelor Hospital

Monday to Friday except Bank Holidays / Llun i Gwener heblaw Gwyliau Cyhoeddus

Flint Station	6:45	8:45	10:45	12:45	14:45	.....
Northop Red Lion	6:50	8:55	10:55	12:55	14:55	.....
Mold, Bus Station[S6]	7:20	9:10	11:10	13:10	15:10	15:50
Buckley Cross	7:28	9:18	11:18	13:18	.....	15:58
Dobshell	7:32	9:23	11:23	13:23	.....	16:03
Penyffordd	7:36	9:27	11:27	13:27	.....	16:07
Hope Church	7:41	9:33	11:33	13:33	.....	16:13
Caergwrle Station	7:43	9:35	11:35	13:35	.....	16:15
Maelor Hospital	7:52	9:44	11:44	13:44	.....	16:24
Wrexham Bus Station	7:57	9:50	11:50	13:50	.....	16:30

Service 28 operates Monday to Saturday except Bank Holidays between Wrexham Bus Station (Stand 4) & Flint and includes the following stops:

Mae gwasanaeth yn gweithredu bob dydd rhwng Gorsaf Fysiau Wrecsam (Arhosfan 4) a Flint ac yn casglu/gadael teithwyr o'r manau canlynol:

Maelor Hospital - Rhosddu - Llay - Caergwrle - Hope - Penyfford - Buckley - Mold - Northop

This service commenced on 01/11/2008 and is operated by TownLynx
Dechreuodd y gwasanaeth hwn ar 01/11/2008 a/ac fe'i ddarparu gan TownLynx

Further information / Gwybodaeth bellach

Wrexham BusLine: 01978 266166 - www.wrexham.gov.uk/bus

Llinell fysiau Wrecsam: 01978 266166- www.wrecsam.gov.uk/bws

Traveline Cymru: 0871 200 22 33 - www.traveline.org.uk

TownLynx : 01352 710489

Disclaimer / Ymwadiad

The services and times listed on this website are subject to change at short notice.
Wrexham County Borough Council will not be held responsible for any loss, damage or inconvenience as a result of any inaccuracy.
Gallai'r gwasanaethau a'r amseroedd a restrir ar y wefan hon newid ar fyr rybudd. Ni fydd Cyngor Bwrdeistref Sirol Wrecsam yn gyfrifol am unrhyw golledion, ddifrod neu anghyfleustra o ganlyniad i unrhyw anghywirdeb

32 / 33 WREXHAM - LLAY ARRIVA

Rhosddu - Rhosrobin - Gwersyllt - Bradley

Monday to Saturday except Bank Holidays

Llun i Sadwrn heblaw Gwyliau Cyhoeddus

	NS												
	33	32	33	32	33		32	33	32	33		33	32
Wrexham Bus Station (St3)	6:45	7:15	7:30	7:45	8:00		15	30	45	00		17:00	17:15
Rhosddu Park Street	6:47	7:17	7:32	7:47	8:02	then	17	32	47	02		17:02	17:17
Rhosrobin PO	....	7:21	7:36	7:51	8:06	at	21	36	51	06		17:06	17:21
Gwersyllt, Dodds Lane	....	7:24	7:39	7:54	8:09	these	24	39	54	09		17:09	17:24
Gwersyllt, Park Wall	....	7:26	7:41	7:56	8:11	mins	26	41	56	11	until	17:11	17:26
Bradley Circle	....	7:28	7:43	7:58	8:13	past	28	43	58	13		17:13	17:28
Bradley, Lindops	6:55	7:30	7:45	8:00	8:15	hour	30	45	00	15		17:15	17:30
Llay, British Legion	6:59	....	7:48	....	8:18		....	48	....	18		17:18	....
Llay, Pentre Street		7:34	....	8:04	....		34	....	04	....		....	17:34
Llay, First Avenue	7:01	7:38	7:51	8:08	8:21		38	51	08	21		17:21	17:38

	33	32	33	32	33	32	33
Wrexham Bus Station (St3)	17:30	17:45	18:00	18:30	19:30	20:30	22:45
Rhosddu Park Street	17:32	17:47	18:02	18:32	19:32	20:32	22:47
Rhosrobin PO	17:36	17:51	18:06	18:36	19:36	20:36	22:51
Gwersyllt, Dodds Lane	17:39	17:54	18:09	18:39	19:39	20:39	22:54
Gwersyllt, Park Wall	17:41	17:56	18:11	18:41	19:41	20:41	22:56
Bradley Circle	17:43	17:58	18:13	18:43	19:43	20:43	22:58
Bradley, Lindops	17:45	18:00	18:15	18:44	19:44	20:44	22:59
Llay, British Legion	17:48		18:18	18:48		20:48	23:03
Llay, Pentre Street		18:04			19:46		21:46
Llay, First Avenue	17:51	18:08	18:21	18:50	19:50	20:50	23:05

Code / Cód

NS - Not Saturday / Dim Sadwrn

32 / 33 LLAY - WREXHAM ARRIVA

Bradley - Gwersyllt - Rhosrobin - Rhosddu

Monday to Saturday except Bank Holidays

Llun i Sadwrn heblaw Gwyliau Cyhoeddus

	NS											
	33	32	33	32	33	32	33	32	33	32	33	
Llay, First Avenue	7:01	7:38	7:51	8:08	8:21	8:38	8:51	9:08	9:21	9:38	9:51	
Llay, Pentre Street	7:05		7:55		8:25		8:55		9:25		9:55	
Llay, British Legion		7:41		8:11		8:41		9:11		9:41		
Bradley Circle	7:08	7:45	7:58	8:15	8:28	8:45	8:58	9:15	9:28	9:45	9:58	
Gwersyllt, Park Wall	7:12	7:47	8:02	8:17	8:32	8:47	9:02	9:17	9:32	9:47	10:02	
Gwersyllt, Dodds Lane	7:14	7:49	8:04	8:19	8:34	8:49	9:04	9:19	9:34	9:49	10:04	
Rhosrobin	7:17	7:52	8:07	8:22	8:37	8:52	9:07	9:22	9:37	9:52	10:07	
Rhosddu Park Street	7:21	7:56	8:11	8:28	8:43	8:56	9:11	9:26	9:41	9:56	10:11	
Wrexham Bus Station	7:23	7:58	8:13	8:33	8:48	8:58	9:13	9:28	9:43	9:58	10:13	

		32	33	32	33		32	33	32	33	32	33
Llay, First Avenue		08	21	38	51		18:08	18:21	18:50	19:50	20:50	21:50
Llay, Pentre Street	then		25		55		18:25	18:52		20:52		23:07
Llay, British Legion	at	11		41			18:11			19:53		21:52
Bradley Circle	mins	15	28	45	08	until	18:15	18:31	18:57	19:57	20:57	21:57
Gwersyllt, Park Wall	past	17	32	47	02		18:17	18:33	18:59	19:59	20:59	21:59
Gwersyllt, Dodds Lane	hour	19	34	49	04		18:19	18:35	19:01	20:01	21:01	22:01
Rhosrobin		22	37	52	07		18:22	18:37	19:04	20:04	21:04	22:04
Rhosddu Park Street		26	41	56	11		18:26	18:41	19:08	20:08	21:08	22:08
Wrexham Bus Station		28	43	58	13		18:28	18:43	19:10	20:10	21:10	22:10

32 / 33 WREXHAM - LLAY ARRIVA

Rhosddu - Rhosrobin - Gwersyllt - Bradley

Sundays & Bank Holidays

Suliau a Gwyliau Cyhoeddus

	33	32	33	32	33	32	33	32	33
Wrexham Bus Station (St3)	10:05	11:05	12:05	13:05	14:05	15:05	16:05	17:05	18:05
Rhosddu Park Street	10:07	11:07	12:07	13:07	14:07	15:07	16:07	17:07	18:07
Rhosrobin PO	10:11	11:11	12:11	13:11	14:11	15:11	16:11	17:11	18:11
Gwersyllt, Dodds Lane	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14
Gwersyllt, Park Wall	10:16	11:16	12:16	13:16	14:16	15:16	16:16	17:16	18:16
Bradley Circle	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18	18:18
Bradley, Lindops	10:19	11:19	12:19	13:19	14:19	15:19	16:19	17:19	18:19
Llay, British Legion	10:23		12:23		14:23		16:23		18:23
Llay, Pentre Street		11:22		13:22		15:22		17:22	
Llay, First Avenue	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:25
Llay, Pentre Street	10:28		12:28		14:28		16:28		18:28
Llay, British Legion		11:27		13:27		15:27		17:27	
Bradley Circle	10:32	11:32	12:32	13:32	14:32	15:32	16:32	17:32	18:32
Gwersyllt, Park Wall	10:34	11:34	12:34	13:34	14:34	15:34	16:34	17:34	18:34
Gwersyllt, Dodds Lane	10:37	11:37	12:37	13:37	14:37	15:37	16:37	17:37	18:37
Rhosrobin	10:39	11:39	12:39	13:39	14:39	15:39	16:39	17:39	18:39
Rhosddu Park Street	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43	18:43
Wrexham Bus Station	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45

Service Information / Gwybodaeth am y gwasanaethau

Service 32 / 33 operates Monday to Saturday except Bank Holidays between Wrexham Bus Station (Stand 3)

& Llay and includes the following stops:

Mae gwasanaeth 32 / 33 yn gweithredu bob dydd rhwng Gorsaf Fysiau Wrecsam (Arhosfan 3) a Llay

ac yn casglu/gadael teithwyr o'r mannau canlynol:

Rhosddu - Rhosrobin - Gwersyllt - Parkwall - Bradley - Llay, Watts Dyke - Llay Village

This service commenced on 30/03/2008 and is operated by ARRIVA

Dechreuodd y gwasanaeth hwn ar 30/03/2008 a/ac fe'i ddarparu gan ARRIVA

Further information / Gwybodaeth bellach

Wrexham BusLine: 01978 266166 - www.wrexham.gov.uk/bus

Llinell fysiau Wrecsam: 01978 266166 - www.wrecsam.gov.uk/bws

Traveline Cymru: 0871 200 22 33 - www.traveline.org.uk

ARRIVA : 0870 120 10 88 - www.ARRIVA.co.uk

Disclaimer / Ymwadiad

The services and times listed on this website are subject to change at short notice.

Wrexham County Borough Council will not be held responsible for any loss, damage or inconvenience as a result of any inaccuracy. Gallai'r gwasanaethau a'r amseroedd a restrir ar y wefan hon newid ar fyr rybudd. Ni fydd Cynor Bwrdeistref Sirol Wrecsam yn gyfrifol am unrhyw golledion, ddifrod neu anghyfleustra o ganlyniad i unrhyw anghywirdeb

34 WREXHAM - TREVALYN - WREXHAM

GHA Coaches

Amserlen Cludiant Cyhoeddus - a ddarparwyd gan Gyngor Bwrdeistref Sirol Wrecsam

via / trwy Pandly - Bradley - Llay - Burton

Monday to Saturday except Bank Holidays / Llun i Sadwrn heblaw Gwyliau Cyhoeddus

	SDO	SSH				
Wrexham Bus Station (St7)	8:00	8:27	10:40	12:40	14:40	16:30
Garden Village Shops	8:06	8:33	10:46	12:46	14:46	16:36
Pandy Plas Acton Rd	8:09	8:35	10:48	12:48	14:48	16:38
Gwersyllt, Dodds Lane	8:13	----	10:52	12:52	----	16:43
Gwersyllt, Park Wall	8:17	----	----	----	----	----
Bradley PO	----	----	10:54	12:54	----	16:45
Bradley Circle	8:21	----	----	----	----	----
Bradley, Lindops	8:23	8:38	10:55	12:55	14:51	16:46
Llay, New Road	8:29	8:42	10:58	12:58	14:55	16:50
Gresford Road Estate	8:31	8:44	11:01	13:01	14:59	16:54
Burton	8:37	8:50	11:07	13:07	15:05	17:00
Rossett, The Park	8:44	8:57	11:14	13:14	15:09	17:04
Trevalyn	8:59	8:59	11:16	13:16	15:11	17:06

Code / Côd

SDO: School Days only / Dyddiau ysgol yn unig

SSH: Saturday & School Holidays /

Gwelw ysgol a Dyddiau Sadwrn

NS: Not Saturday / Dim Sadwrn

			SSH	SDO		
Trevalyn	9:00	11:18	13:18	15:13	----	17:08
Rossett The Park	9:02	11:20	13:20	15:15	15:38	17:10
Burton	9:06	11:24	13:24	15:19	15:42	17:14
Gresford Road	9:14	11:32	13:32	----	15:50	17:22
Llay New Road	9:16	11:34	13:34	15:29	15:52	17:24
Bradley Circle	----	----	----	----	15:57	----
Bradley Post Office	9:21	11:39	13:39	15:34	----	17:28
Gwersyllt, Park Wall	----	----	----	----	15:58	----
Gwersyllt, Dodds Lane	9:23	11:41	13:41	15:36	15:59	17:31
Pandy Plas Acton Rd	9:28	11:46	13:46	15:41	16:04	17:36
Acton Smithy	9:32	11:50	13:50	15:43	16:06	17:38
Wrexham Bus Station	9:36	11:54	13:54	15:49	16:12	17:44

Service Information / Gwybodaeth am y gwasanaethau

Service 34 operates Monday to Saturday except Bank Holidays between Wrexham Bus Station (Stand 7) & Trevalyn and includes the following stops: Mae gwasanaeth 34 yn gweithredu bob dydd rhwng Gorsaf Fysiau Wrecsam (Arhosfan 7) a Trevalyn ac yn casglu/gadael teithwyr o'r manau canlynol:

Garden Village - Pandly - Gwersyllt - Bradley - Llay - Llay, Gresford Road - Burton - Rossett

This service commenced on 31/10/2007 and is operated by GHA Coaches : Dechreuodd y gwasanaeth hwn ar 31/10/2007 a/ac fe'i ddarparu gan GHA Coaches. Operated on behalf of Wrexham Council / Gweithredwyd ar ran Cyngor Wrecsam

**Further information / Gwybodaeth bellach**Wrexham BusLine: 01978 266166 - www.wrexham.gov.uk/busLinell fysiau Wrecsam: 01978 266166- www.wrecsam.gov.uk/bwsTraveline Cymru: 0871 200 22 33 - www.traveline.org.uk

GHA Coaches : 01978 820 820

Disclaimer / Ymwadiad : The services and times listed on this website are subject to change at short notice. Wrexham County Borough Council will not be held responsible for any loss, damage or inconvenience as a result of any inaccuracy. Gallai'r gwasanaethau a'r amseroedd a restrir ar y wefan hon newid ar fyr rybudd. Ni fydd Cyngor Bwrdeistref Sirol Wrecsam yn gyfrifol am unrhyw golledion, ddifrod neu anghyfleustra o ganlyniad i unrhyw anghywirddet

40 WREXHAM - MOLD

GHA Coaches

Amserlen Cludiant Cyhoeddus - a ddarparwyd gan Gyngor Bwrdeistref Sirol Wrecsam

via / trwy Plas Coch, Gwersyllt, Tanyrallt, Cymau, Treuddyn & Nercwys

Monday to Saturday except Bank Holidays / Llun i Sadwrn heblaw Gwyliau Cyhoeddus

		SSH	SDO	S	NS			NS	S			
WREXHAM Bus Station (S4)	07:00	.....	.....	08:45	08:50	10:45	12:45	14:35	14:45	15:45	16:45	17:45
Mold Road, Glyndwr University	07:04	.....	.....	08:49	08:54	10:49	12:49	14:39	14:49	15:49	16:49	17:49
Plas Coch Retail Park	.....	.....	.....	08:50	08:55	10:50	12:50	14:40	14:50	.....	16:50	17:50
Gwersyllt, The Wheatsheaf	07:08	.....	.....	08:55	09:00	10:55	12:55	14:45	14:55	15:55	16:55	17:55
Tanyrallt Estate	.....	.....	.....	08:57	09:02	10:57	12:57	.....	.....	15:57	16:57	17:57
Cefn y Bedd	07:11	.....	.....	09:03	09:08	11:03	13:03	14:48	14:58	16:03	17:03	18:03
Abermorddu School	07:12	08:09	08:09	09:04	09:09	11:04	13:04	14:49	14:59	16:04	17:04	18:04
Cymau	07:16	08:13	08:13	09:08	09:13	11:08	13:08	14:53	15:03	16:08	17:08	18:07
Ffrith	07:19	08:16	08:16	09:10	09:15	11:10	13:10	14:55	15:05	16:10	17:10	18:09
Llanfynydd	07:22	08:19	08:19	09:12	09:17	11:12	13:12	14:57	15:07	16:12	17:12	18:11
Treuddyn	07:26	08:24	08:24	09:17	09:22	11:17	13:17	15:02	15:12	16:17	17:17	18:15
Nercwys	07:33	08:32	08:32	09:25	09:30	11:25	13:25	15:10	15:20	16:22	17:25	18:22
Mold Campus	.....	.....	08:40	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mold Bus Station	07:40	08:39	08:45	09:33	09:38	11:33	13:33	15:18	15:28	16:30	17:33	18:30

40 MOLD - WREXHAM

GHA Coaches

Amserlen Cludiant Cyhoeddus - a ddarparwyd gan Gyngor Bwrdeistref Sirol Wrecsam

via / trwy Nercwys, Treuddyn, Cymau, Tanyrallt, Gwersyllt & Plas Coch

Monday to Saturday except Bank Holidays / Llun i Sadwrn heblaw Gwyliau Cyhoeddus

Code / Côd	S	NS		SDO	S	NSD					
Mold Bus Station [St6]	07:45	09:35	09:40	11:35	13:35	15:22	15:30	15:40	16:35	18:00	18:30
Mold Campus						15:25					
Nercwys	07:54	09:44	09:49	11:44	13:44	15:49	15:39	15:49	16:44	18:09	18:39
Treuddyn	08:02	09:52	09:57	11:52	13:52	15:57	15:47	15:57	16:52	18:17	18:47
Llanfynydd	08:05	09:57	10:02	11:57	13:57	16:02	15:52	16:02	16:57	18:20	18:50
Ffrith	08:07	09:59	10:04	11:59	13:59	16:04	15:54	16:04	16:59	18:22	18:52
Cymau	08:10	10:01	10:06	12:01	14:01	16:06	15:56	16:06	17:01	18:25	18:55
Abermorddu School	08:14	10:05	10:10	12:05	14:05	16:10	16:00	16:10	17:05	18:29	18:59
Cefnybedd	08:15	10:06	10:11	12:06	14:06	16:11	16:01	16:11	17:06	18:30	R
Tanyrallt Estate	08:19	10:10	10:15	12:10	14:10	.....	.....	.....	17:10	.....	.....
Gwersyllt, The Wheatshaf	08:23	10:14	10:19	12:14	14:14	16:14	16:04	16:14	17:14	18:34	R
Plas Coch Retail Park	.....	10:16	10:21	12:16	14:16	16:16	16:06	16:16	17:16	18:38	.....
Mold Road, Glyndwr University	08:31	10:17	10:22	12:17	14:17	16:17	16:07	16:17	17:17	18:39	R
WREXHAM Bus Station	08:38	10:24	10:29	12:24	14:24	16:24	16:14	16:24	17:24	18:45	R

SDO : School days only / Dyddiau ysgol yn unig

SSH : Saturday & School Holiday only / Gwelia ysgol a Dyddiau Sadwrn

R : Calls at these stops on request / Gan ofyn yn unig

NSD : Non School days / Dim dyddiau ysgol

Service Information / Gwybodaeth am y gwasanaethau

Service 40 operates Monday to Saturday except Bank Holidays between Wrexham Bus Station (Stand 4) &

Mold and includes the following stops / Mae gwasanaeth 40 yn gweithredu bob dydd rhwng Gorsaf Fysiau

Wrecsam (Arhosfan 4) a Yr Wyddgrug ac yn casglu/gadael teithwyr o'r manau canlynol :

Glyndwr University - Plas Coch - Gwersyllt - Tanyrallt - Cefn y Bedd - Abermorddu

Cymau - Ffrith - Llanfynydd - Nercwys

This service commenced on 04/09/2010 and is operated by GHA Coaches.

Dechreuodd y gwasanaeth hwn ar 04/09/2010 GHA Coaches.

Further information / Gwybodaeth bellach

Wrexham BusLine: 01978 266166 - www.wrexham.gov.uk/busLlinell fysiau Wrecsam: 01978 266166- www.wrecsam.gov.uk/bwsTraveline Cymru: 0871 200 22 33 - www.traveline.org.ukGHA Coaches: 01978 820 820 - www.ghacoaches.co.uk