

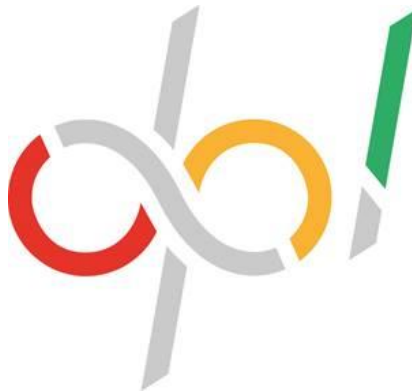


# CAR PARK MANAGEMENT PLAN

**NINE ACRES SCHOOL  
WREXHAM COUNTY BOROUGH  
COUNCIL**

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# 1. INTRODUCTION

## 1.1 BACKGROUND

- 1.1.1 Development Planning Limited have been commissioned by Wrexham County Borough Council to provide a Car Park Management Plan for the proposed new school at Nine Acres.
- 1.1.2 This Car Park Management Plan has been produced as a working document which will be operated by the school to reduce the impacts of on-street car parking relating to staff, visitors and during the school pick-up and drop-off times.

## 1.2 REDUCING CAR USAGE

- 1.2.1 The primary purpose of this Car Park Management Plan is to reduce the impacts of on-street car parking relating to staff, visitors and during the school pick-up and drop-off times. The starting point for this should be to seek to reduce car usage, before setting out the strategy for mitigating the impacts.
- 1.2.2 There are no existing accident issues relating to pupils, pedestrians or cyclists, however the provision of a new school will increase pedestrian flows within the local area, particularly during school drop-off and pick-up. The pedestrian and cycle access proposals include a suite of measures which are summarised below.
- 20mph proposal along Rhosnesni Lane;
  - 20mph proposals along Westminster Drive;
  - Supporting traffic calming measures to both 20mph proposals;
  - New raised pedestrian crossing outside the school across Rhosnesni Lane;
  - New raised pedestrian crossing outside the school across Westminster Drive;
  - New footway proposal to the southwest corner of the Chester Road/ Westminster Drive/ Foster Road Junction;
  - New dropped kerb crossing of Chester Road (south of Westminster Drive);
  - Additional footway widening on Chester Road/ Westminster Drive to 2.0m on the southeastern corner of the junction; and
  - New footway proposals linking Rhosnesni Lane to The Beeches and the residential areas to the north.
- 1.2.3 The overall Safe Routes to School package would be delivered prior to the school opening.
- 1.2.4 In addition to this Car Park Management Plan and the proposed physical measures, the school will implement a Travel Plan to encourage a modal shift away from car usage for staff and student travel. The Travel Plan forms a separate document which has been submitted as part of the planning application package.
- 1.2.5 The Travel Plan sets targets to increase the proportion of active and sustainable trips to the site by staff and students by 10% over the initial three-year period.
- 1.2.6 In addition to the Travel Plan physical measures and targets, the following measures are recommended for encouraging safe active travel:
- Promote the use of the Green Cross Code, which can be accessed online at <https://www.roadwise.co.uk/schools/using-the-road/green-cross-code/>;
  - Promote the Wrexham active travel map <https://www.sustrans.org.uk/media/3004/wrexham-web-2014.pdf>;
  - Advise parents and students to use crossing points across major roads on the network, notably, the A525, A5152, St Giles Way, Brook Street, B5425, Stryt Holt and Bridge Street;

- Where feasible, recommend that parents find a route which involves the minimum walking length along the above-named streets, aim to cross them at a suitable crossing point on as direct a route as possible;
- For parents walking from Pandy, utilise the pedestrian overbridge to the A483;
- Advise parents and students to cross away from roundabouts, where feasible and unless pedestrian crossing points are provided;
- Advise parents to consider the cycle route from their house to the school and assess the competence of their child to assess dangers along the route;
- All cyclists to the school should wear a helmet, have lights and a well maintained cycle; and
- Incorporate road safety into the curriculum and via assemblies regarding safety.

## 2. PROPOSED PARKING PROVISION

### 2.1 INTRODUCTION

- 2.1.1 The primary aim of the Car Park Management Plan is to set out the strategy for car parking across the two school sites. This chapter sets out the types of parking bays which are to be provided on the two school sites.

### 2.2 ACCESS BY COACH

- 2.2.1 There are currently six full-size and one midi-size coach which serve the school. There is potential for the number of coaches to be rationalised over time to accommodate the 38 pupils who currently utilise these services.
- 2.2.2 Even so, the development proposals incorporate appropriate coach waiting provision within the school grounds to accommodate the current number of coaches. This area is highlighted as "Coaches" in figure DPL SK008, Appendix A.
- 2.2.3 The proposed coach drop-off and pick-up area would be within the proposed MUGA, fronting onto Rhosnesni Lane. The approximate area of the MUGA is 49mx43m (measured at the widest points). Discussions are being undertaken with the coach operators with regard to their proposed management regime for the pick-up and drop-off.
- 2.2.4 There are two access/ egress points provided to the coach waiting area. The first is a coach-only access/ egress point to the northeast of the MUGA. Only coaches would utilise this access/ egress.
- 2.2.5 The second access/ egress point would be shared with the access to the staff car parking area.
- 2.2.6 It is intended that coaches would operate in either a clockwise or anti-clockwise direction, both entering and exiting in a forward gear. There should be no requirement for the reversing of coaches within the school grounds.
- 2.2.7 The final management regime would be discussed in detail between the school and coach operators. The provision for coaches is considered to be appropriate for the assessed needs of the school.

### 2.3 ACCESS BY MINI-BUS

- 2.3.1 There are two to three mini-buses which serve the school. Provision for three mini-bus sized parking spaces has been made within the staff car park for these vehicles. The spaces are 2.5mx7.5m to accommodate these larger vehicles.
- 2.3.2 Each space is provided with a 1.2m accessible strip down both sides of the parking spaces, as well as a 3.0m hatched zone to the rear of the spaces for use with the tail lifts which could be utilised by these vehicles.
- 2.3.3 The mini-bus and private hire spaces are highlighted in DPL SK008, Appendix A.
- 2.3.4 The provision for mini-buses is considered to be appropriate for the assessed needs of the school.

### 2.4 ACCESS BY PRIVATE HIRE VEHICLE

- 2.4.1 There are two to three private hire vehicles which serve pupils of the existing school. Three accessible disabled bay sized spaces are to be provided within the staff car park for use by these vehicles.



- 2.4.2 A 1.2m accessible strip is to be provided to both sides of each of these spaces, as it is expected that pupils could be expected in both the offside or nearside of the vehicle.
- 2.4.3 The provision for private hire vehicles is considered to be appropriate for the assessed needs of the school.

## 2.5 DISABLED PARKING PROVISION

- 2.5.1 Three disabled car parking bays are proposed within the staff car park. This is equivalent to around 10% of full-time staff members, or 7.5% of the total staff car parking provision.
- 2.5.2 The staff car parking provision is in addition to the mini-bus and private hire vehicle/ disabled spaces discussed above.

## 2.6 ELECTRIC VEHICLE CHARGING

- 2.6.1 The three disabled parking bays within the staff car park are to be provided with electrical vehicle charging points. These spaces would be for disabled staff and visitors, whilst provided the shared-use for electric vehicle charging.
- 2.6.2 The electric vehicle charging provision is equivalent to around 10% of full-time staff members.

## 2.7 STAFF CAR PARKING PROVISION

- 2.7.1 The proposed number of staff car parking spaces is 40, which includes 37 standard and three disabled parking spaces.
- 2.7.2 The standard car parking spaces provide the equivalent of one space per full-time member of staff, 1 space per 3 members of part-time staff, plus 2 additional spaces to accommodate future need. The disabled spaces are in addition to this.
- 2.7.3 The staff car park shares an access with the coaches.
- 2.7.4 The staff car parking area is highlighted in DPL SK008, Appendix A.
- 2.7.5 This provision of staff car parking is considered to be appropriate for the assessed needs of the school.

## PARENT DROP-OFF AND PICK-UP CAR PARK

- 2.7.6 A total of 78 parent drop-off and pick-up spaces are proposed on site. The spaces are split between a northern area of 36 spaces ("Drop-off/ pick-up A" in DPL SK008, Appendix A) and a southern area of 42 spaces ("Drop-off/ pick-up B" in DPL SK008, Appendix A). The two car parking areas are to be segregated by a 3.5m footway which runs from the western side of the car parking spaces to the main school entrance.
- 2.7.7 At its western end, the 3.5m footway connects to a 2.5m footway which runs north/ south to the west of the drop-off/ pick-up car parking spaces.
- 2.7.8 The final part of the journey to school for those travelling by a parental car would be via the internal footway routes, with the 3.5m footway providing the final link to the school entrance.
- 2.7.9 The 3.5m footway would form a pedestrian priority route through the car park, whilst also linking the northern and southern sections of the car parking area. The vehicle route would be in the form of a dropped kerb across the 3.5m footway, supplemented by bollards to prevent overrunning.
- 2.7.10 The link between the northern and southern car parking areas would allow the car parks to act as one car park or two discrete car parking areas. Circulation could be north/south,

south/ north or via the separate access points onto Rhosnesni Lane and Westminster Drive.

- 2.7.11 The final management of the car park would be a decision for the school and allows flexibility of the layout to meet with changing demands over time.
- 2.7.12 The drop-off/ pick-up car parking area has been designed for the ease of use by parents to encourage its use. The car parking spaces have been designed to be oversized at 2.7mx5.0m. These spaces are 300mm wider and 200mm longer than a standard space. The additional width, in particular, is proposed to aid parents with opening of car doors and account for parents needing access to child seat buckles.
- 2.7.13 The car park aisle width has similarly been designed for ease of manoeuvring. The proposed aisle width is 8.3m, which is 2.3m in excess of a standard car parking aisle. The additional aisle width is designed to ensure that spaces can be easily accessed and egressed, without vehicles manoeuvring too close to each other.
- 2.7.14 With the proposed extra-size spaces and aisle, the proposed drop-off/ pick-up car park has been designed with the users in mind, to encourage the use of the car park for those who wish to do so.
- 2.7.15 The provision of 78 car parking spaces for parents is considered to be suitable for the location, whilst acknowledging that some parents would wish to drop-off and pick-up on the street.
- 2.7.16 Based upon the assessment in Chapter 5, the peak demand of parents could equate to around 112 cars relating to pupils. However, this does not appear to account for the pupils arriving by mini-bus and by private hire. As such, the actual number of pupil-related cars could be lower than this, at around 100.
- 2.7.17 Of these 100 vehicles, it is likely that the 78 space car park could accommodate the full demand in the morning drop-off as parents will drop-off over an extended period of time in the morning. Many of the spaces in the drop-off/ pick-up car park could reasonably be utilised more than once during drop-off.
- 2.7.18 For the pick-up, the afterschool sports clubs account for 2 to 3 days a week where the pick-up demand is reduced. This is around half of the pick-ups during a week.
- 2.7.19 For days with an afterschool sports club, the peak pick-up demand could be around 90 pupil-related cars. For other days the peak demand could be around 112 pupil-related cars. Both of these are before the mini-bus and private hire vehicles are accounted for, therefore these could be an overestimate (as discussed in Paragraph 6.9.15 above).
- 2.7.20 Consequently, there is forecast to be a residual demand for on-street car parking as a result of the development proposals. It is expected that this demand would occur regardless of the size of the drop-off/ pick-up car park as some parents will not wish to enter the school grounds, preferring to drop-off/ pick-up on street. This provision is proposed on Westminster Drive and is discussed below.

## 2.8 WESTMINSTER DRIVE

- 2.8.1 In order to free-up spaces at school drop-off and pick-up, time-limited parking is proposed along the northern side of Westminster Drive. The details of the time-limiting would be agreed with the highway authority, however initially are suggested to be:
- 20 minute parking limit from 7am to 9:30am; and
  - 20 minute parking limit from 2:30pm to 4pm.
- 2.8.2 In addition, a 2 hour limit could be imposed during the day (Monday to Friday) to align with the existing time limits on the southern side of Westminster Drive.



## 3. MANAGING THE CAR PARKS

### 3.1 INTRODUCTION

- 3.1.1 In order to manage the car parking areas, the areas have been zoned for ease of reference. The zoning plan is attached as DPL SK008, Appendix A.

### 3.2 STAFF CAR PARK

- 3.2.1 The staff car park of 40 spaces and would be for staff and visitors only.

### 3.3 COACH

- 3.3.1 Only coaches would be allowed to utilise the coach area. No other vehicles would be allowed within this area. It is intended that coaches would operate in either a clockwise or anti-clockwise direction, both entering and exiting in a forward gear. There should be no requirement for the reversing of coaches within the school grounds.
- 3.3.2 The final management regime would be discussed in detail between the school and coach operators. This Car Park Management Plan will be updated with the operational management measures to be implemented.

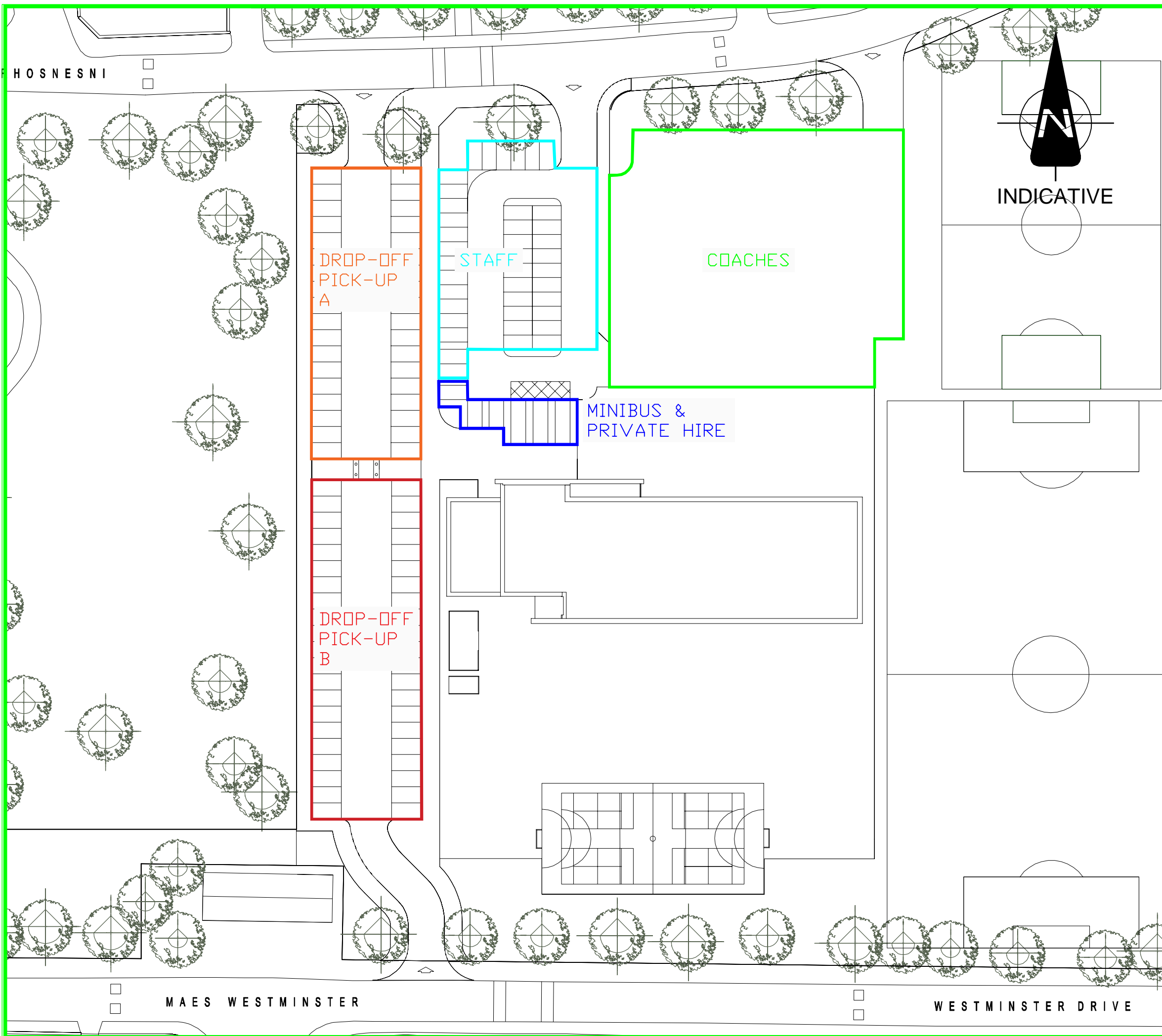
### 3.4 DROP-OFF/ PICK UP CAR PARKS

- 3.4.1 The drop-off/ pick-up car parking area has been designed to be flexible to meet with the needs of the school over time. The link between the northern and southern car parking areas would allow the car parks to act as one car park or two discrete car parking areas. Circulation could be north/south, south/ north or via the separate access points onto Rhosnesni Lane and Westminster Drive.
- 3.4.2 The management regime would be operated by the school to meet with their demands. This Car Park Management Plan will be updated with the operational management measures to be implemented.

### 3.5 MINI-BUS & PRIVATE HIRE

- 3.5.1 These spaces would be available for school travel vehicles only and not for general use by private hire vehicles.

## APPENDIX A



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CLIENT: WREXHAM COUNTY BOROUGH COUNCIL

PROJECT: NINE ACRES SCHOOL

TITLE: CAR PARK MANAGEMENT PLAN AREAS

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