

Sustrans

Suggestions for Active Travel route Improvements

Victoria C.P. School, Wrexham

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Sustrans is the charity making it easier for people to walk and cycle. We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done. We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

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Introduction

Sustrans have been working with Victoria C.P. School since the school successfully applied to take part in the Active Journeys project in the summer of 2016. During the past year, the school have made efforts to encourage more active travel to school. However, many concerns remain amongst staff and parents with regard to pupil safety, especially on Poyser Street and directly outside the school, where many parents/guardians choose to drop-off their children.

Since Wrexham County Borough Council have succeeded in gaining funding through the Safer Routes in Communities programme we have identified some relatively small infrastructure changes which could be made, with input from pupils, staff and parents.

Making small but obvious changes to routes in the vicinity of Victoria C.P. School in order to encourage more pupils and their families to walk, scooter and cycle to school could have a very positive impact coupled with the behaviour change work the school have been promoting. We would encourage the local authority to look at 'whole journey' improvements, which would mean that families could see the possibility and benefit of either completing the whole journey actively, or, for those who live further away to see that they can be part of improving road safety in the area by parking further away from school, such as with the park and stride initiative the school supported recently.

Suggested Route Improvements:

1. Poyser Street

- Two wide build outs on the south side of the street, either side of the school entrance – at the western end of Poyser Street.
- Surface treatment to highlight crossing points

These measures would enable easier crossing of the road, where there are a high number of parked cars on the south side of the road. Ideally these would be supported by local residents, who could hopefully appreciate that making it easier for children to walk, scooter and cycle to school will reduce the overall traffic on Poyser Street, and be beneficial to residents and the school community, especially in the long run.



Fig.1 Outside of Victoria C.P. School, western end of Poyser Street

The school will continue to encourage pupils to travel actively to school, and to discourage parents and staff from driving onto Poyser Street to help create the best environment possible for pupils and their families/carers.

2. Junction of Hampden Road and Poyser Street

This junction has very wide corner radii, with no priority or good visibility for pedestrians.



Fig. 2 Junction of Hampden Road and Poyser Street

- tighten the corner radii of the junction;
- add dropped kerbs, tactile paving, and treat the surface of the road to make the crossing point obvious to drivers of motorized vehicles;
- **OR** install a raised crossing point to signal priority for pedestrians;
- Ensure all the above are as close to the desire line along Poyser Street as possible;
- Double yellow lines and bollards on the junction to ensure that vehicles do not park, hindering pedestrian visibility and movement.

3. Junction of Edward Street and Poyser Street

Although there are already dropped kerbs and tactile paving at this junction, they are set back from the preferred desire line for pedestrians walking the length of Poyser Street.



Fig. 3.1 Junction of Edward Street and Poyser Street

- Move dropped kerbs and tactiles to the desire line;
- **OR** put in a raised crossing point to signal priority for pedestrians;
- Double yellow lines and bollards to ensure that vehicles do not park on the junction, hindering pedestrian movement.

Other vehicle access points along Poyser Street could also show pedestrian priority with raised paving or surface treatment.

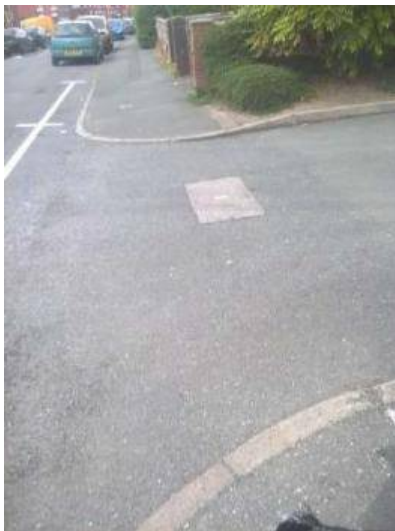


Fig. 3.2 Vehicle access point to parking at residential building on Poyser Street

4. Junction of Poyser Street and Pen y Bryn

A pedestrian crossing is to be installed on Pen y Bryn as part of the Safer Routes in Communities funding package. The area could further be improved by:

- creating a raised table which would include the junction with Poyser Street, and support the 20mph limit. This could also be used to make the area more appealing to those previously unlikely to frequent the businesses along Pen y Bryn;
- Install gateway feature to highlight that there is a school access nearby.



Fig. 4 Junction of Poyser Street and Pen y Bryn

5. Pen y Bryn

The road is a busy route for both motorized traffic and active travel. The road could be improved for active travellers through the following changes, which could again be beneficial to businesses as well as the school communities in the area.

- Junctions of Bath and Wellington Roads could be improved to provide pedestrian priority on Pen y Bryn through paving, raised crossing points, or surface treatment;
- Other side streets and access points along Pen y Bryn could also be adapted to provide pedestrian priority;
- Double yellow lines on Wellington Road would benefit pedestrians by not allowing cars to park as close to the junction with Pen y Bryn as can be seen in Fig. 5.1;
- Improve directness of footway on eastern side of Pen y Bryn near junction with Chapel Street (Fig.5.2);
- Where there are tactiles and dropped kerbs along Pen y Bryn, surface treatment could be used to highlight these crossing point to drivers (Fig. 5.3);



Fig. 5.1 Junction of Wellington Road and Pen y Bryn



Fig. 5.2 Lack of direct route for pedestrians along eastern footway of Pen y Bryn near junction with Chapel Street



Fig. 5.3 Tactiles and dropped kerbs could be highlighted to drivers with surface treatment

6. Park and Stride

On June 22nd, Victoria C.P. School organised a walking bus from the RAFA club on Ruthin Road, and 40 pupils took part. The school hope to be able to support parents to use the car park at the RAFA club to either drop off their children or leave their car and walk to school on a regular basis. Along the short route from the RAFA club to there are a few minor improvements which could be made:

- amend or removal of visi-rail on the pavement (Fig 6.1) of Ruthin Road as it narrows the footway;
- Pedestrian priority at entrance to Speedy rental forecourt on Ruthin Road (Fig 6.2);
- improve visibility for pedestrians crossing the access to Speedy rental forecourt as it is currently very difficult to see whether a vehicle is going pull out from the forecourt coming from the west to the access (Fig. 6.2);
- Pedestrian priority at access to parking off Victoria Road, opposite the school (Fig.6.3).



Fig 6.1 Visi-rail on footway at Ruthin Road



Fig. 6.2 Entrance to Speedy rentals forecourt on Ruthin Road



Fig. 6.3 Entrance to parking used by staff and parents off Victoria Road

7. Signalised crossroads at Junction of A525 and A5152

The traffic signals at the crossroads of Ruthin Road and the A5152 could allow pedestrians to cross diagonally in one go if more time was allocated. This would allow a whole class to cross by only pressing the lights once. The school use the crossing often to enter Belle Vue Park and marking the crossing so as to give the impression that it is wider would also allow more children to cross side by side. Also, there should be as little delay as possible to the lights changing once a pedestrian has pressed the button to reduce waiting time.



Fig. 7 Crossing point most used by the school to access Belle Vue Park

8. Other suggestions for improvements in the vicinity

Many other junctions with side streets in the vicinity could be improved to provide pedestrians priority by using raised paving or surface treatment. For example the streets to the north west of the school where many pupils live:

Cobden Road, Bright Street, Villiers Street, Peel Street, Gibson Street.

9. School's pupil parking facilities

The school would be pleased to be able to increase their parking facilities for cycles and scooters. 50 extra spaces would allow for 30 scooters and 20 bikes to be parked. This suggestion is mainly to take into account the lack of either dedicated cycle lanes or reduced motorized traffic in the area of the school. Most parents would not be content to allow their children to cycle in the area beyond the quiet streets of Hampden Road, Edward Street and Poyser Street. However, scooters are a novel mode of travel for many children, and can be used on pavements, and be relatively safe from the use of motorized vehicles.