



Transport Statement

F Lloyd, Wrexham Industrial Estate
Wrexham, Clwyd

Client: F Lloyd Penley Ltd



Document Control		
Job Number	P22009	
Document Version	Final for Submission	
File Reference	N:\Projects 2022\P22009 - F Lloyd, Wrexham Industrial Estate\7.Reports\TS	
Date	February 2023	
Client	F Lloyd Penley Ltd	
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1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Transport Statement (TS) considers the highway and transportation implications associated with the delivery of extensions to two of the existing B8 buildings at the F Lloyd Penley Ltd (F Lloyd) site in Wrexham Industrial Estate (WIE).
- 1.1.2 Extension X will include the delivery of an additional 3,952sqm (42,500sq/ft) of B8 floorspace on a building that lies toward the western boundary of the site. Extension I will deliver an additional 1,195 sqm (12,850sq/ft) of B8 floorspace on a building that lies to the southern boundary of the site.
- 1.1.3 The delivery of these extension schemes will create additional floorspace that will help with existing on-site business activities. It is understood that no new job opportunities will be created as a result of the delivery of these schemes.
- 1.1.4 These extension schemes will be the subject of two separate planning applications, however this TS assesses the combined impact of the schemes from a highways and transportation perspective thus supporting both planning applications.
- 1.1.5 Wrexham County Borough Council (WCBC) is the Local Highway Authority (LHA), and the Local Planning Authority (LPA) for the area. Prime Transport Planning ('Prime') were appointed by FI Real Estate Management ('FIREM') on behalf of the applicant, F Lloyd to provide highways and transportation advice and production of this TS.
- 1.1.6 The document has been prepared in accordance with *Planning Policy Wales* and *Technical Advice Note 18: Transport* as well as several local policy documents. It considers the safety for all modes of transport such as walking, cycling and public transport while assessing the potential impact the development will have on the local highway network.
- 1.1.7 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.
- 1.1.8 Reasonable checks have been conducted on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.9 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

- 1.2.1 An e-mail-based scoping exercise has been undertaken with WCBC for an additional 4,942sqm (53,200sq/ft) of B8 floorspace on this site in June 2022. The initial scoping email highlighting the proposed methodology was submitted to the highway's officers at WCBC on 13th June 2022, a verbal

response was received on the same day via a phone call where the methodology set out in the scoping email was agreed. The scoping correspondence is contained in Appendix A.

1.2.2 Whilst this additional floorspace for the June 2022 scheme was contained within a new building that was located toward the northern boundary of the site, the size and nature of the current scheme compared to the June 2022 are similar. Given the above, it is suggested that the findings of the original scoping exercise are valid for these planning applications.

1.2.3 The remainder of this report is structured as follows:

- **Section 2** describes the relevant local and national transport policy and guidance;
- **Section 3** describes the existing situation in terms of the site, local highway network and traffic conditions whilst also reviewing recent accident records for the local highway network;
- **Section 4** details the development proposals;
- **Section 5** details access to the site by sustainable modes of travel which includes walking, cycling and public transport;
- **Section 6** discusses the forecasting methodology and trip generation of the site; and
- **Section 7** concludes the findings of the Transport Statement.

2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

- 2.1.1 It is essential that any new developments conform to and complement national and local planning policy. This section details the policies that are relevant to this proposed development.

2.2 Planning Policy Wales

- 2.2.1 The document *Planning Policy Wales* (PPW) sets out the land use planning policies of the Welsh Government and is supported by a series of Technical Advice Notes (TANs). The most recent version of PPW is Edition 11, published in February 2021.

- 2.2.2 Transport is considered in Chapter 3, Chapter 4, and Chapter 5 of PPW. The document sets out a primary objective, *‘to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental, and cultural well-being of Wales.’*

- 2.2.3 Chapter 3 outlines the importance of strategic placemaking, with early decisions having the greatest impact on contributing towards a sustainable development. The chapter continues to state:

‘Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys.’

- 2.2.4 The chapter addresses place-making within rural areas, with it being acknowledged that for rural areas, *‘opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas.’*

- 2.2.5 Chapter 4 highlights the importance of cohesive communities, with such considerations through placemaking contributing towards a *‘prosperous’, ‘resilient’* and *‘healthier’* Wales. The chapter discusses transport in detail, with the need for the people to access jobs and services through *‘shorter, more efficient and sustainable journeys, by walking, cycling and public transport.’*

- 2.2.6 Chapter 4 also addresses the following:

- Integrated planning and transport strategies;
- Sustainable transport and reduction in private car reliance;
- Active/social streets designed to be publicly orientated;
- Active travel and the encouragement of walking/cycling;
- Public transport and its availability;
- The encouragement of ultra-low emission vehicles;
- Traffic management and improved forecasting;
- The availability of car parking; and

- Transport Assessments as an important mechanism for considering traffic impact.

2.2.7 Chapter 5 discusses the economic components of placemaking and the creation of ‘*productive and enterprising places*’. The chapter continues to state that such enterprising places are ‘*designed and sited to promote healthy lifestyles*’ with this being done by making them ‘*easy to walk and cycle to and around,*’ and easy to access by public transport.

2.2.8 Transport infrastructure is discussed in detail, with the importance of such infrastructure towards sustainable development stated below:

‘The provision of sustainable transport infrastructure is essential in order to build prosperity, tackle the climate emergency, reduce airborne pollution and to improve the social, economic, environmental, and cultural well-being of Wales. The planning system should facilitate the delivery, decarbonisation, and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and facilitates and increases the use of active and sustainable transport.’

2.2.9 Accordingly, this TS has been structured to include an assessment of accessibility by sustainable modes including walking, cycling and public transport, road safety and the impacts of the development on the local highway network.

2.3 Technical Advice Note 18: Transport

2.3.1 TAN 18 (2007) outlines the need for, and the required content of TAs, for some classifications and scales of development in Wales. The document outlines the following aims to be considered when producing a TA/TS:

- Understand the transport impacts of the development;
- Clearly communicate the impacts to assist the decision-making process;
- Demonstrate the development is sited in a location that will produce a desired and predicted output (for example in terms of target modal split);
- Mitigate negative transport impacts through the design process and secure through planning conditions or obligations; and
- Maximise the accessibility of the development by non-car mode.

2.3.2 TAN 18 provides detailed guidance on visibility standards, and provides for visibility to be based upon the standards in the *Design Manual for Roads and Bridges* (DMRB) for roads where actual road speeds are unknown or where the speed limit is >60kph (37mph), and the standards in Manual for Streets (MfS) where speeds are known and are <60kph (37mph).

2.3.3 In relation to accessibility, TAN 18 emphasises the utility of using ‘*accessibility profiles*’, which consider whether a site has the potential to minimise travel by the private car. In accordance with this, GIS software has been utilised to generate accessibility isochrones for walking and cycling trips, while the

site's accessibility by public transport has been considered in the context of timetabled services in the area.

2.4 North Wales Joint Local Transport Plan 2015

2.4.1 The North Wales Joint Local Transport Plan (LTP) was prepared by the North Wales Local Authorities in response to the Welsh Government requirement for LTPs to be submitted by the end of January 2015. The LTP's stated 'vision' is to '*remove barriers by delivering safe, sustainable, affordable and effective transport networks*'.

2.4.2 The LTP aims to address the following key issues for North Wales:

- The ability of the strategic road and rail corridors to provide the necessary good connectivity, for people and freight, within North Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism;
- The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather;
- The need for good access to and between the three Enterprise Zones in North Wales;
- The lack of viable and affordable alternatives to the car to access key employment sites and other services; and
- The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture.

2.5 Wrexham Unitary Development Plan (1996-2011)

2.5.1 The Unitary Development Plan (UDP) 1996 - 2011 was adopted by WCBC in February 2005. The document reflects the council's corporate vision for the County Borough's future based on:

- Aspiring city status, with Wrexham centre as its civic hub;
- Rural revitalised distinct towns and villages and attractive viable hinterland;
- Modern robust economy across all sectors;
- Improve quality of life for residents with an emphasis on supporting access to a variety of education and employment opportunities; and
- Institutions of growing stature: for example, the Council itself.

2.5.2 Part 1 of the strategic policies within this document outlines policies PS1, PS2, PS3, PS4. These policies outline the broad locations of where developments should be sought as follows:

- **Policy PS1:** New development for housing, employment, and community services will be directed to within defined settlement limits/employment areas;
- **Policy PS2:** Development must not materially detrimentally affect countryside, landscape/townscape character, open space, or the quality of the natural environment;

- **Policy PS3:** Development should use previously developed brownfield land comprising vacant, derelict or underused land in preference to the use of greenfield land, wherever possible, particularly so where greenfield land is of ecological, landscape or amenity value, or comprises agricultural land of grades 1, 2 or 3a quality; and
- **Policy PS4:** Development should maintain the existing settlement pattern and character and be integrated with the existing transport network to help reduce the overall need to travel and encourage the use of alternatives to the car.

2.5.3 In addition to these, Policy PS8 outlines the development targets for transportation:

- **Policy PS8:** The transport network will be developed by providing an integrated range of travel options to and from principal residential, commercial, employment and education centres by making the best use of the existing road and rail network, including, where necessary, the provision of facilities for both passenger and freight interchange and by the encouragement of public transport, cycling and walking.

2.5.4 It is noted that the Unitary Development Plan (1996-2011) is currently outdated, however, the Wrexham Local Development Plan 2 (2013-2028) is still undergoing consultation and is yet to be released. As such, the Unitary Development Plan (1996-2011), as the only document available, shall be used for reference when completing this TS.

2.6 Wrexham Local Development Plan 2 (2013-2028)

2.6.1 WCBC is preparing the Local Development Plan (LDP) which will replace the current adopted Unitary Development Plan. The LDP will be a long-term land use and development strategy focused on achieving sustainable development and will:

- Guide development for housing, employment, retail and other uses;
- Set out policies that will be used to decide planning applications; and
- Safeguard areas of land requiring protection or enhancement.

2.7 Wrexham Connected: Our Sustainable Urban Mobility Plan 2016

2.7.1 The *Wrexham Connected* document sets a clear vision for the future of transport for the area. It brings together the Council's overall direction of transport planning.

2.7.2 The document outlines the importance of the council's *Sustainable Urban Mobility Plan* (SUMP). This is discussed in specific reference to WIE, and the Council's concern for the public's ability to connect in and around the town centre, as well as corridors outside of the town.

2.7.3 Stated within the document are the *Wrexham Connected* objectives, which are set to maximise how the Council can contribute to the national well-being goals contained within the *Future Generations Act*, being that they support a cohesive Wales and more resilient Wales. The objectives are as follows:

- **Safer Places** – working with partners to create safer environments for people to live, work and play;
- **Sustainable Places** – will embrace a ‘sustainable’ transport-first approach to new development;
- **Healthy Places** – reduce the impacts of air and noise pollution;
- **Affordable Places** – stimulate inward investment and regeneration that leads to job creation; and
- **Well Connected Places** – enhance connectivity to, from and within Wrexham to improve the attractiveness and quality of the area.

2.8 Summary

- 2.8.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. The production of this TS is consistent with the requirements which are set out in PPW, TAN 18 and the UDP for Wrexham. How the site conforms to and complements the other policies and guidance described above is discussed in the following sections of this report, where relevant.

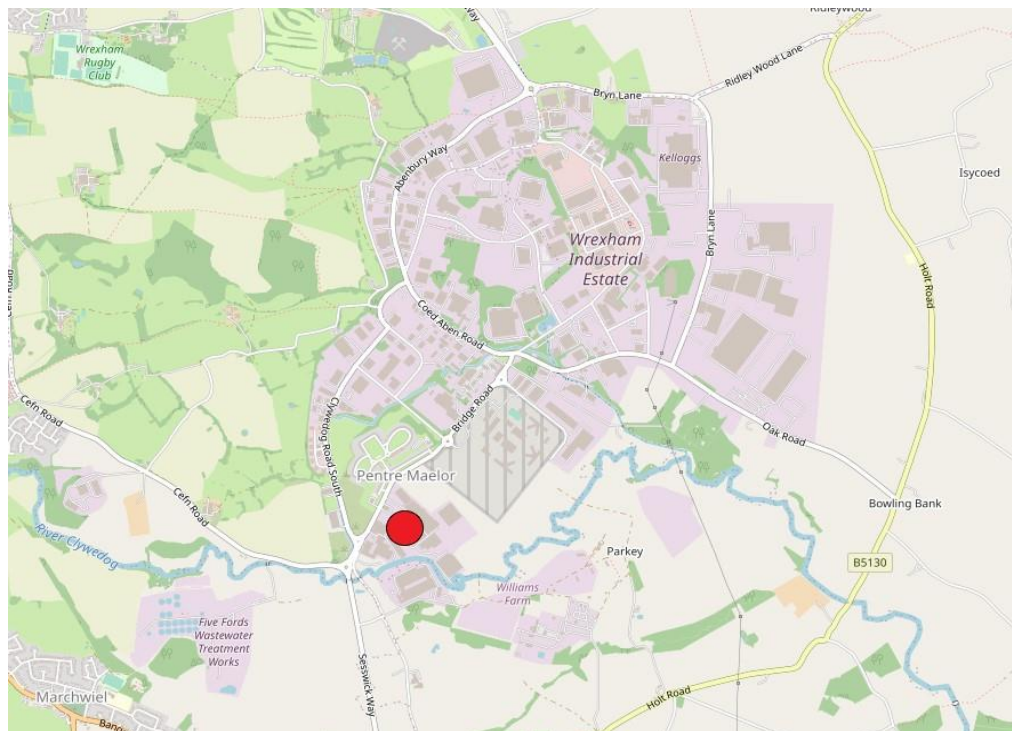
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3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 F Lloyd is a warehouse and distribution centre comprising circa 76,265m² (820,905 ft²) of B8 use warehousing, situated to the east of Bridge Road South towards the southern end of WIE. WIE is circa 5km east of Wrexham town centre, circa 4km north of Bangor-on-Dee and approximately 6km south-west of Farndon.
- 3.1.2 The site benefits from two existing access points, with Bridge Road S rising from the southern access to the north with a significant level difference between the two.
- 3.1.3 As mentioned above, this TS supports two separate planning applications for the delivery of extensions to two of the existing B8 buildings at the F Lloyd site in WIE. Extension X will include the delivery of an additional 3,952sqm (42,500sq/ft) of B8 floorspace on a building that lies toward the western boundary of the site. Extension I will deliver an additional 1,195 sqm (12,850sq/ft) of B8 floorspace on a building that lies to the southern boundary of the site.
- 3.1.4 The location of the site in the context of WIE and the local highway network is illustrated in Image 3.1.

Image 3.1: Site Location



3.2 Local Highway Network

Bridge Road South (S)

- 3.2.1 As mentioned above, Bridge Road S forms the western boundary of the F Lloyd site. The road is a single carriageway local distributor road measuring approximately 6.8m in width. It runs in a generally northeast to southwest alignment between the Bridge Road/ Clywedog Road E/ Bridge Road S/ HMP Berwyn roundabout to the north and the Bridge Road S/ Clywedog Road S roundabout to the south.
- 3.2.2 The F Lloyd site benefits from two separate vehicular access points onto Bridge Road S, with the southern access located approximately 50m north of its junction with the Clywedog Road S roundabout and the northern access being located circa 200m further north. The speed limit changes from 40mph to 30mph approximately 80m north of the Bridge Road S/ Clywedog Road S roundabout therefore the southern access falls within the 40mph zone while the northern access falls within the 30mph zone.
- 3.2.3 A bus stop known as 'Pentre Maelor' is located approximately 125m north of the northern F Lloyd access point. The services which can be accessed from these bus stops are described in more detail in Section 5.
- 3.2.4 A 4m wide cycleway is provided on the western side of Bridge Road S, with the section which falls between the two F Lloyd accesses dedicated as a segregated cycle lane/ footpath with white lining and signage. Once opposite the northern access point, the cycleway reduces to a 3m wide shared footway/ cycleway before reducing to a 2m wide footway further north. No footway is located within the eastern verge in the vicinity of the site frontage.
- 3.2.5 Street lighting is present along Bridge Road S throughout its entirety and double yellow lines exist along both sides of the carriageway to prevent on-street parking.

Bridge Road

- 3.2.6 Bridge Road forms a roundabout with Bridge Road S, Clywedog Road E and the HMP Berwyn car park access north of the site and is a continuation of the local distributor route through WIE. It runs in a generally northeast to southwest alignment and provides a connection to Coed Aben Road and the more northern sections of WIE.
- 3.2.7 Bridge Road is circa 530m in length, approximately 8m wide, with a circa 2m wide footway being provided along its south-eastern verge. A similar width footway is located along the north-western verge, separated from the carriageway by a circa 3m wide grass verge. Street lighting is provided along this section of Bridge Road.

Clywedog Road South (S)

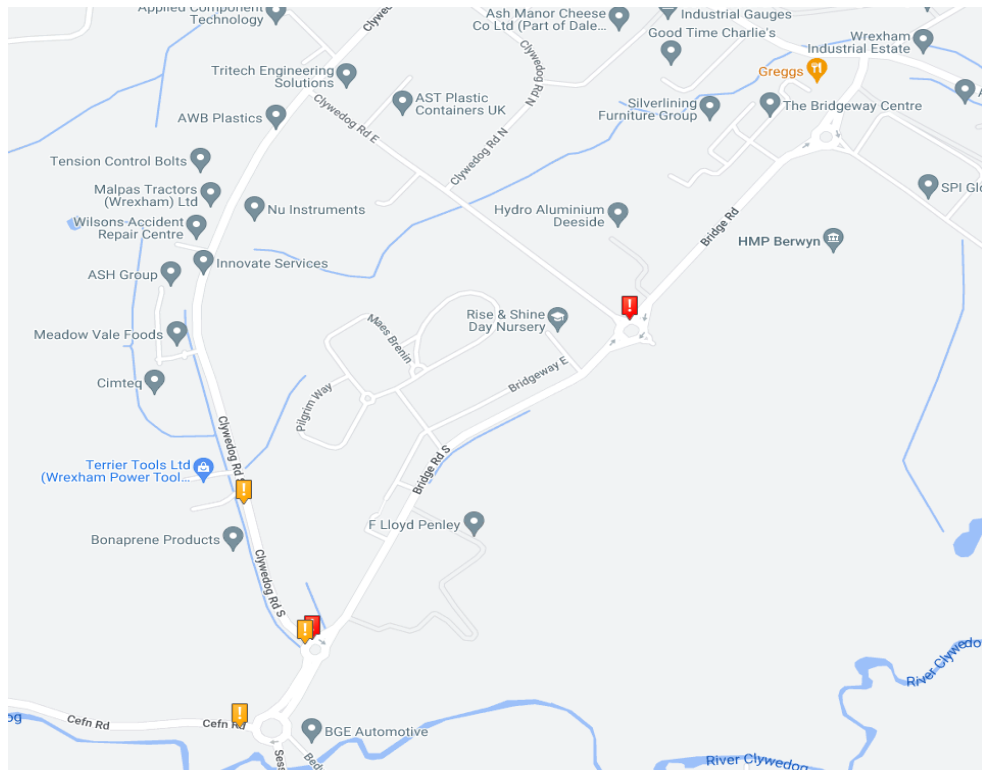
- 3.2.8 As mentioned above, Clywedog Road S meets Bridge Road S at the roundabout to the south of the F Lloyd site and provides a connection to the north-western areas of WIE.
- 3.2.9 It is a single carriageway road measuring circa 6m to 7m in width. It runs in a general north to south alignment for circa 1,200m.

3.3 Existing Traffic Conditions

- 3.3.1 Prime has provided input to many FIREM schemes on WIE over a number of years, this input having required many visits to WIE at varying times of the day and different months of the year. We are therefore very familiar with traffic conditions on WIE.
- 3.3.2 Specific visits were made to the F Lloyd site in mid to late 2022 to help in the evolution of a previous scheme on this site. It was observed during these visits that trips in and out of the F Lloyd site were minimal, however the northern access appeared slightly more heavily trafficked than the southern access, this being the main access which serves the development.
- 3.3.3 During the site visits, traffic was observed to move freely throughout WIE with no issues noted at the majority of the key junctions with no safety concerns with the operation of the existing highway network being observed. Whilst it was noted that the southern access fell within the 40mph speed limit, speeds were observed to be low, particularly in a northbound direction given the proximity to the roundabout and gradient of the hill when heading north.

3.4 Road Safety

- 3.4.1 To allow for this road safety review to be undertaken, the highways officers at WCBC were approached to supply the required data. It should be noted that at the time of writing this TS no response to our request for this data had been received. In the absence of this data, Crashmap has therefore been utilised to undertake the following review.
- 3.4.2 Crashmap data covering the last 5 years i.e. 2017 and 2021 (the latest data available) has been reviewed for the local highway network. This review includes Bridge Road S, Bridge Road and Clywedog Road S. The data shows that there were five collisions in the study area within the last 5 years, two of which resulted in serious injuries being sustained, the other three resulting in slight injury being sustained. The Crashmap outputs are provided in Appendix B of this report.
- 3.4.3 The locations of these collisions are shown in Image 3.2 below:

Image 3.2: Collision Locations

Bridge Road S/ Bridge Road/ Clywedog Road E roundabout

- 3.4.4 One of the serious accidents occurred at the Bridge Road S/ Bridge Road/ Clywedog Road E roundabout to the north. This involved a collision between a car and a motorcycle resulting in serious injuries being sustained by the rider of the motorcycle. It would appear from the data contained within Crashmap that the driver of the car entered the roundabout and was in collision with the motorcyclist on the circulatory carriageway of the roundabout. The accident occurred in August 2020 while the road surface was dry and the weather conditions were fine.

Bridge Road S/ Clywedog Road S roundabout

- 3.4.5 The second serious collision occurred at the Bridge Road S/ Clywedog Road S roundabout to the south. This incident occurred in February 2021, again in fine and dry conditions and involved two vehicles. There are no further details contained within Crashmap.
- 3.4.6 One of the slight injury accidents also occurred at this junction in July 2017. The accident involved a single motorcyclist losing control of their vehicle while negotiating the roundabout in wet weather conditions.

Other Locations

- 3.4.7 Another incident which resulted in slight injuries occurred in June 2019 when a HGV collided with a parked car on Clywedog Road S, resulting in the driver and passenger of the car sustaining slight injuries.

- 3.4.8 The third slight injury accident occurred in darkness in September 2020 at the roundabout with Cefn Road to the south of the site and involved a single motorcycle.

Summary

- 3.4.9 An examination of the above shows that within the study area, five accidents in the latest 5-year period have occurred, with two resulting in serious injuries being sustained and three in slight injuries being sustained.
- 3.4.10 The above review shows that of these incidents, one is likely to have occurred due to adverse weather conditions, another whilst it was dark and another likely down to driver error due to a parked vehicle. Furthermore, it is important to note that no incidents have occurred at the site access points or indeed alongside the site frontage. It should also be noted that no observations were made during the site visit that suggested highway condition or layout were unsafe.
- 3.4.11 From a review of the data provided, it is therefore concluded that there are no deficiencies in the existing highway network, or existing safety issues within the vicinity of the site, that would be exacerbated by the development proposals.

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4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 As mentioned above, this TS supports two separate planning applications for the delivery of extensions to two of the existing B8 buildings at the F Lloyd site in WIE. Extension X will include the delivery of an additional 3,952sqm (42,500sq/ft) of B8 floorspace on a building that lies toward the western boundary of the site. Extension I will deliver an additional 1,195 sqm (12,850sq/ft) of B8 floorspace on a building that lies to the southern boundary of the site.

4.1.2 The site plan produced by DMWR Architects will be available on the WCBC planning portal to review.

4.1.3 The delivery of these extension schemes will create additional floorspace that will help with existing on-site business activities. It is understood that no new job opportunities will be created as a result of the delivery of these schemes.

4.2 Site Access

4.2.1 Access to these units from the highway network will be via the existing northern F Lloyd entrance point onto Bridge Road S. This measures circa 8m wide, has a deceleration taper on the northern side measuring circa 90m long, a corner taper on the southern side, and circa 8m junction radii. The physical geometries of the site access are deemed acceptable to support the development proposals given they have operated successfully for a number of years without incident. No physical changes to the access are therefore proposed as part of the development proposals.

4.2.2 Once within the site, vehicles will access these extension schemes via the existing internal road network, this internal road network having facilitated access by HGV's since on-site operations began.

4.3 Pedestrian / Cycle Access

4.3.1 Pedestrians/cycle access to the site will be via the main site access onto Bridge Road S and will remain unchanged.

4.4 Parking Provision

4.4.1 There are 33 car parking spaces currently on the F Lloyd site. As no new job opportunities are expected to be delivered as part of these development proposals on-site parking provision will remain unchanged.

4.4.2 Cycle parking will remain unchanged.

4.5 Summary

- 4.5.1 The proposed extension schemes will create additional floorspace that will help with existing on-site business activities. It is understood that no new job opportunities will be created as a result of the delivery of these schemes.
- 4.5.2 As such, the main site access onto the highway network, the internal and the number and locations of parking spaces will remain unchanged.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. The *National Design Guide* (2021) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.’

- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

5.2 Access By Foot

- 5.2.1 As mentioned in Section 3, the site benefits from a footway/ cycleway opposite the site frontage which allows pedestrians access to the local bus stops as well as the amenities located at the Bridgeway Centre which is located off Bridge Road to the northeast of the site. The existing footways/ cycleway are well lit with street lighting and dropped kerbs with tactile paving are provided over junctions.
- 5.2.2 The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. This guidance suggests a preferred maximum walking distance of 1.2km for local service trips and 2km for commuting trips.
- 5.2.3 Based on the above figures, it is reasonable to suggest that the site is accessible by the vast majority of WIE, including the residential development located off Bridge Road S to the northwest of the F Lloyd site.
- 5.2.4 Existing facilities such as a Greggs, other cafes and retail establishments are located at the Bridgeway Centre are within 1.2km from the site. These are subject to refurbishment as per planning application P/2022/0065. Having such local amenities reduces the trip numbers and distances for ancillary retail use, such as lunchtime meals, tea/coffee breaks and convenience shopping, which is more sustainable than staff and visitors having to travel further distances, particularly by car, for such trip types.
- 5.2.5 The nearest northbound bus stop is located on the western side of Bridge Road S, approximately 125m north of the existing northern F Lloyd access point. This is well within the 400m threshold which CIHT advises is the recommended walking distance to bus services as per its document *Planning for Public Transport in Development*. An advisory bus stop is also indicated on the eastern side of Bridge Road S

to provide access to southbound services, however it should be noted that no bus stop infrastructure is provided at this location. An additional pair of bus stops are however located on Bridge Road, 380m further north. The services provided by these bus stops are detailed in Section 5.4 below.

- 5.2.6 Given the evidence presented above, walking can be considered a realistic method of travel to/from the site to access the surrounding area of WIE and vice versa.

5.3 Access by Cycle

- 5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, but also as part of longer journeys by public transport.

- 5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

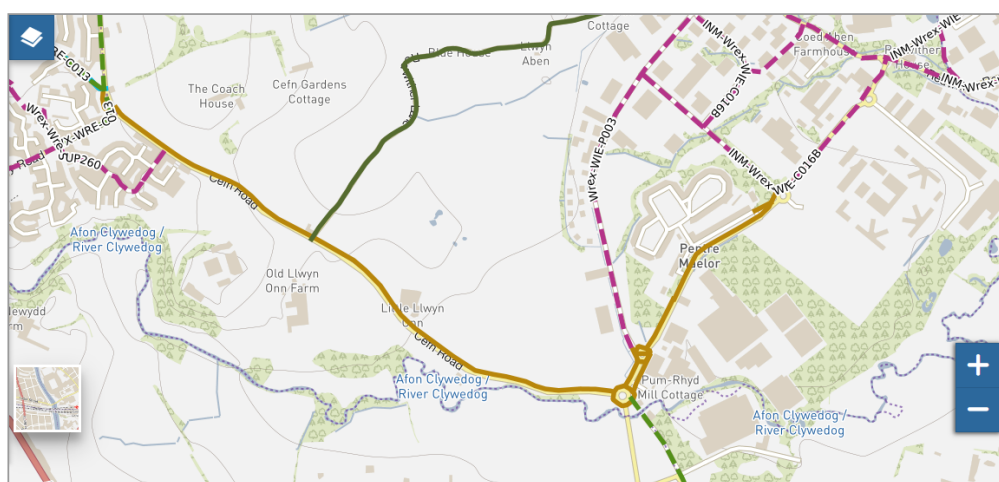
‘Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.’

- 5.3.3 Local Transport Note 1/20 *Cycle Infrastructure Design* states similar, that:

‘Two out of every three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people’.

- 5.3.4 In terms of cycling, there are both on-road and off-road/ traffic free cycle routes within WIE, these being highlighted in **Image 5.1** below which has been extracted from the WCBC’s Active Travel Network Map. Walking and cycling routes are shown in purple, roads suitable for cycling are shown in green and off-road cycling routes are shown in yellow.

Image 5.1: WCBC Active Travel Network Map



Source: <https://wrexhamatnm.commonplace.is/proposals/wrexham/step1>

- 5.3.5 As mentioned previously a footway/cycleway is located opposite the site frontage, and the image above shows that the site is located on a recognised off-road cycling route, this providing a direct connection to Wrexham town centre.
- 5.3.6 A 10-minute and 25-minutes journey time equates to approximately a 2,000m and 5,000m catchment range respectively, with these being based on the somewhat conservative cycle speed of 12kph. Commuting cyclists are in fact more typically considered to travel at speeds between 15-20kph so a greater catchment may be more realistic. On this basis, the whole of WIE, eastern parts of Wrexham, Marchwiel and smaller residential areas such as Nant Clwyd Park are within the 5,000m catchment to the site. Whilst parts of Wrexham are outside of the 5,000m distance, the site may still be within a reasonable cycling distances for many staff who live there given CIHT and DfT advice.
- 5.3.7 Given the evidence presented above, cycling can be considered a realistic method of travel to/from the site and to access the surrounding area of WIE and vice versa.

5.4 Access by Public Transport

- 5.4.1 The CIHT document *Planning for Public Transport in Developments* (1999) recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately a 1.4m/s walking speed.
- 5.4.2 As mentioned above, the nearest northbound bus stop known as 'Pentre Maelor' is located circa 125m north of the northern F Lloyd access point, therefore well within the recommended CIHT distance. Whilst an advisory bus stop is also indicated on the eastern side of Bridge Road S to provide access to southbound services, it should be noted that no bus stop infrastructure is provided at this location. An additional pair of bus stops are however located on Bridge Road, 380m further north.
- 5.4.3 All stops offer the 41/41B service from Redwither Tower to Wrexham, and vice versa, with the northbound 'Pentre Maelor' bus stop consisting of a layby, bus stop 'flag' and raised kerbs to aid access for the mobility impaired. The southbound 'Bridge Road' bus stop consists of a shelter with seating, bus stop 'flag' and raised kerbs.
- 5.4.4 Tables 5.1 below summarises the service/s that can be accessed at these bus stops. The information below has been obtained from Traveline (<https://www.traveline.info>).

Table 5.1: Summary of Bus Services Accessed via Pentre Maelor, Bridge Road South

Bus Service	Route	Weekday			Weekend	
		AM	Inter	PM	Saturday	Sunday
41	Wrexham – Wrexham Industrial Estate	2/hr	1/hr	2/hr	1/hr	No Service
41B	Wrexham – HMP Berwyn	No Service	No Service	No Service	No Service	1/hr
42W	Wrexham – Wrexham Industrial Estate	2/day			2/day	No Service

- 5.4.5 The 41 bus route shown in Table 5.1 above provides services to and from Wrexham with a frequent service of approximately two services per hour in the weekday peak periods and one service per hour in the weekday off peak periods and on Saturday, this service being a viable option for commuters and visitors. Wrexham town centre can be reached in circa 15 minutes from the nearest bus stops, with a similar journey time from the town to WIE.
- 5.4.6 The 41B runs on Sundays, thereby providing a service to Wrexham from WIE and vice versa throughout the entire week. In light of existing service times and frequencies, it is considered that existing bus services provide a realistic travel option for staff to travel to work during typical weekday working hours and also on a Saturday, and Sundays although at reduced hours.
- 5.4.7 In respect of rail travel, Wrexham General train station can be reached via the abovementioned services with a short, circa 7-minute, walk from Wrexham bus station for the weekday and Saturday service or directly via the Sunday service. The train station provides access to a wider range of locations, with Cardiff Central, Holyhead, Bidston, Birmingham International, Shrewsbury, Chester and Manchester all having services from this station. The station provides 20 bicycle storage spaces with 68 car parking spaces also provided¹.
- 5.4.8 The North Wales Metro project intends to enhance rail service frequencies across North Wales, with significant improvements to Wrexham's stations being part of the plans, which should further encourage travel by rail in the area.
- 5.4.9 In summary, both bus and rail services, combined with walking/cycling as part of a multimodal commute are likely to provide realistic travel options for commuters and visitors to the site at peak times and throughout the day.

5.5 Summary

- 5.5.1 This section of the report has demonstrated that the site is in a reasonably sustainable location where access to public transport is available and where local amenities fall within reasonable walking and

¹ <https://www.nationalrail.co.uk/stations/WRX/details.html> accessed 29/09/22

cycling distances. Ancillary facilities in WIE such as hot food takeaways and other convenience retail are available within a reasonable walking distance of the site.

- 5.5.2 The site is accessible via bicycle from the wider WIE and surrounding residential areas including Wrexham and Marchwiel.
- 5.5.3 The local bus services provide connections both locally around the site and towards Wrexham town centre at traditional working times and throughout the day, making bus travel a viable option to and from the proposed development. As such, the development proposals accord with the context and thinking as outlined in *Wrexham Connected: Our Sustainable Urban Mobility Plan* (2016) and the *Wrexham Unitary Development Plan* (1996-2011).
- 5.5.4 The PPW, at chapter 8, sets out the aim of '*extending choice in transport and securing accessibility*', in ways which '*supports sustainable development*'. The document states that these aims can be achieved in numerous ways, such as reducing the need to travel, locating developments near other related used to encourage multi-purpose trips and supporting sustainable travels options in rural areas. In light of the location of the site and the existing walking, cycling and public transport infrastructure it is considered that there is good opportunity for access to the site by sustainable modes.
- 5.5.5 In light of the location of the site and the existing walking, cycling and public transport infrastructure, it is considered that there are opportunities to access to the site by sustainable modes of travel. It should also be noted that the level of accessibility of WIE by sustainable modes of transport has been accepted by WCBC Highways in their recent approval of numerous recent applications on WIE.

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6 TRIP GENERATION

6.1 Introduction

- 6.1.1 This section of the report details the methodology used to predict the vehicular demand associated with the extension of two of the existing units and determine if capacity assessments of the existing access or any off-site junctions are required as part of the proposed development proposals.
- 6.1.2 As mentioned above, this TS supports two separate planning applications for the delivery of extensions to two of the existing B8 buildings at the F Lloyd site in WIE. Extension X will include the delivery of an additional 3,952sqm (42,500sq/ft) of B8 floorspace on a building that lies toward the western boundary of the site. Extension I will deliver an additional 1,195sqm (12,850sq/ft) of B8 floorspace on a building that lies to the southern boundary of the site. This provides a total of 5,147sqm (55,250sq/ft) of additional B8 floorspace on the F Lloyd site.
- 6.1.3 The delivery of these extension schemes will create additional floorspace that will help with existing on-site business activities. It is understood that no new job opportunities will be created as a result of the delivery of these schemes.
- 6.1.4 The Department for Transport's (DfT) Guidance on Transport Statement (GTA) suggests that an increase of 30 two-way trips is a useful point of reference regarding traffic impact at junctions, implying that any increase in trips less than this figure is unlikely to cause a detrimental impact. In absence of any more recent guidance as to when a capacity assessment is required, this has been applied as an appropriate threshold as the basis for assessment.
- 6.1.5 Whilst the proposed GFA has changed since the original pre-app took place, the methodology described below was agreed with WCBC Highways during the scoping exercise.

6.2 Vehicular Trip Generation

Traffic Surveys

- 6.2.1 To determine the existing trips generated by the site, Automatic Traffic Count (ATC) surveys were undertaken at the two access points on Bridge Road S, running from Tuesday 10th May 2022 to Monday 16th May 2022, for 24 hours a day. The traffic surveys were undertaken by external traffic data collection specialist 360TSL Traffic Data Collection, on behalf of Prime. The ATC data is provided in Appendix C of this report.

Trip Rates

- 6.2.2 The area of the existing warehouse floorspaces associated with the existing F Lloyd site is 76,265sqm (820,905sq/ft).

- 6.2.3 Table 6.1 below provides a summary of the average 5-day ATC results as well as the resultant trip rates which have been calculated using the existing GFA (per 100 sqm floor area as per TRICS methodology). For the purpose of the exercise, both the northern and southern access ATC results have been combined to derive trip rates associated with the development as a whole.

Table 6.1: Local Bespoke Trip Rates based on ATC for the Existing GFA (76,265sqm)

Time	ATC Survey (5-day Average)			Trip Rates		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
00:00-01:00	3	4	7	0.0039	0.0052	0.0092
01:00-02:00	6	4	10	0.0079	0.0052	0.0131
02:00-03:00	3	5	8	0.0039	0.0066	0.0105
03:00-04:00	2	3	5	0.0026	0.0039	0.0066
04:00-05:00	4	2	6	0.0052	0.0026	0.0079
05:00-06:00	9	5	14	0.0118	0.0066	0.0184
06:00-07:00	10	13	23	0.0131	0.0170	0.0302
07:00-08:00	15	9	24	0.0197	0.0118	0.0315
08:00-09:00	18	17	35	0.0236	0.0223	0.0459
09:00-10:00	16	16	32	0.0210	0.0210	0.0420
10:00-11:00	19	16	35	0.0249	0.0210	0.0459
11:00-12:00	15	17	32	0.0197	0.0223	0.0420
12:00-13:00	16	13	29	0.0210	0.0170	0.0380
13:00-14:00	19	15	34	0.0249	0.0197	0.0446
14:00-15:00	23	23	46	0.0302	0.0302	0.0603
15:00-16:00	13	18	31	0.0170	0.0236	0.0406
16:00-17:00	11	13	24	0.0144	0.0170	0.0315
17:00-18:00	9	10	19	0.0118	0.0131	0.0249
18:00-19:00	10	12	22	0.0131	0.0157	0.0288
19:00-20:00	8	9	17	0.0105	0.0118	0.0223
20:00-21:00	10	11	21	0.0131	0.0144	0.0275
21:00-22:00	7	9	16	0.0092	0.0118	0.0210
22:00-23:00	6	8	14	0.0079	0.0105	0.0184
23:00-24:00	5	5	10	0.0066	0.0066	0.0131
12HR	184	179	363	0.2413	0.2347	0.4760
24HR	257	257	514	0.3370	0.3370	0.6740

Trip Generation

- 6.2.4 The bespoke trip rates shown above have been applied to the proposed GFA of 5,147sqm (55,350sq/ft) to determine the resultant trip generation of the proposed units/ extensions as shown in Table 6.2 below. As mentioned above, the trip rates have been calculated per 100 m² in accordance with TRICS methodology.

Table 6.2: Likely Trip Generation based on Proposed Additional Unit Space (5,147sqm)

Time	Trip Rates			PROPOSED Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
00:00-01:00	0.0039	0.0052	0.0092	0	0	0
01:00-02:00	0.0079	0.0052	0.0131	0	0	0
02:00-03:00	0.0039	0.0066	0.0105	0	0	0
03:00-04:00	0.0026	0.0039	0.0066	0	0	0
04:00-05:00	0.0052	0.0026	0.0079	0	0	0
05:00-06:00	0.0118	0.0066	0.0184	1	0	1
06:00-07:00	0.0131	0.0170	0.0302	1	1	2
07:00-08:00	0.0197	0.0118	0.0315	1	1	2
08:00-09:00	0.0236	0.0223	0.0459	1	1	2
09:00-10:00	0.0210	0.0210	0.0420	1	1	2
10:00-11:00	0.0249	0.0210	0.0459	1	1	2
11:00-12:00	0.0197	0.0223	0.0420	1	1	2
12:00-13:00	0.0210	0.0170	0.0380	1	1	2
13:00-14:00	0.0249	0.0197	0.0446	1	1	2
14:00-15:00	0.0302	0.0302	0.0603	2	2	4
15:00-16:00	0.0170	0.0236	0.0406	1	1	2
16:00-17:00	0.0144	0.0170	0.0315	1	1	2
17:00-18:00	0.0118	0.0131	0.0249	1	1	2
18:00-19:00	0.0131	0.0157	0.0288	1	1	2
19:00-20:00	0.0105	0.0118	0.0223	1	1	2
20:00-21:00	0.0131	0.0144	0.0275	1	1	2
21:00-22:00	0.0092	0.0118	0.0210	0	1	1
22:00-23:00	0.0079	0.0105	0.0184	0	1	1
23:00-24:00	0.0066	0.0066	0.0131	0	0	0
12HR	0.2413	0.2347	0.4760	13	13	26
24HR	0.3370	0.3370	0.6740	17	18	35

6.2.5 Table 6.2 highlights that the proposed scheme is likely to generate a low increase in traffic levels throughout the day, with just an additional 2 trips in both the AM and PM peak periods which equates to approximately 1 additional trip every half an hour.

6.2.6 Based on the results of Table 6.2, no capacity assessments of either site access or any off-site junctions have been undertaken, as was agreed with WCBC during the scoping exercise.

6.3 Summary

6.3.1 This section has explained the vehicular trip forecasting methodology for the development proposal.

6.3.2 The above demonstrates that the proposed new unit would generate minimal additional volumes of traffic during the peak periods and throughout the day. As such, it is expected that the proposed development will not have a detrimental impact on the surrounding road network.

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7 SUMMARY AND CONCLUSION

7.1 Summary

- 7.1.1 This TS has been produced by Prime to consider the highways and transportation implications associated with two separate planning applications for the delivery of extensions to two of the existing B8 buildings at the F Lloyd site in WIE. Extension X will include the delivery of an additional 3,952sqm (42,500sq/ft) of B8 floorspace on a building that lies toward the western boundary of the site. Extension I will deliver an additional 1,195 sqm (12,850sq/ft) of B8 floorspace on a building that lies to the southern boundary of the site.
- 7.1.2 The delivery of these extension schemes will create additional floorspace that will help with existing on-site business activities. It is understood that no new job opportunities will be created as a result of the delivery of these schemes. As such, the main site access onto the highway network, the internal and the number and locations of parking spaces will remain unchanged.
- 7.1.3 This document has been prepared in accordance with *Planning Policy Wales* and *Technical Advice Note 18: Transport* as well as a number of local policy documents. It considers the accessibility of the site and safety for all modes of travel from the private car to more sustainable modes such as walking, cycling and public transport.
- 7.1.4 A review of personal injury accidents that have occurred on the local highway network has been undertaken for the most recent five-year period. An analysis of those accidents showed that there does not appear to be a proliferation of accidents at any one location suggesting that highway safety is not an issue that would preclude the development of the site.
- 7.1.5 An assessment has been undertaken of the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist for access to local residential areas and local amenities on foot, by cycle and by public transport.
- 7.1.6 A trip generation exercise based on existing flows at the site demonstrates that the proposed extensions would generate minimal additional volumes of traffic during the peak periods and throughout the day, with just 2 additional trips in both the AM and PM peaks. As such, it is expected that the proposed development will not have a detrimental impact on the surrounding road network.

7.2 Conclusion

- 7.2.1 This report and the associated appendices conclude that that there are no highway safety concerns that would preclude the delivery of the development proposals, the site is accessible by a variety of modes of transport, an appropriate level of car and cycle parking will be provided, and that the development would have a negligible impact on the operation of the surrounding highway network.

- 7.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted. Should the highway authority have any concerns, we are happy to consult further with them.

APPENDIX A

SCOPING CORRESPONDENCE

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Vanessa Blackburn

From: Vanessa Blackburn
Sent: 13 June 2022 13:54
To: Phil Palmer
Cc: Dave Schumacher
Subject: F Lloyd, Wrexham Industrial Estate - Scoping exercise

Hi Phil,

I hope you're well and thank you for your time on the phone last week.

We have been appointed to provide highways input to another scheme in Wrexham Industrial Estate therefore we wanted to engage with you to determine the level of highways input required for the scheme.

Proposals

The client is looking to submit a planning application for the delivery of circa 100,000 sq/ft of B8 accommodation to provide one new unit and extend some of the existing units at the F Lloyd site located to the east of Bridge Road South.

Given the existing occupier on site will not be changing and it is this occupier who is investing in the changes on site, we have undertaken ATC surveys at the 2 existing access points to determine local bespoke trips rates and the number of trips which are likely to be generated by the proposals. The results of this analysis (shown in more detail below) indicates that just 3 additional two-way trips would occur in both the AM and PM peak hours.

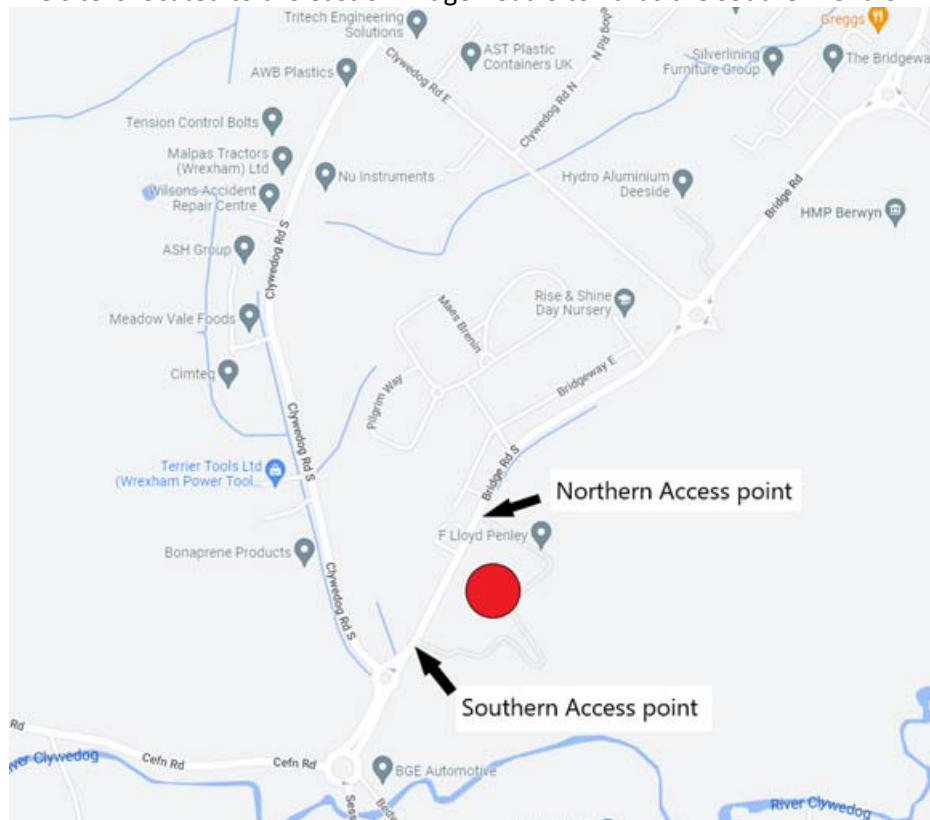
On this basis, and given we will be generating well below the 30 two-way threshold which would warrant capacity assessments being undertaken, we are proposing to produce a Transport Statement without capacity assessments of the accesses or any off-site junctions.

Please confirm if this is acceptable.

We also anticipate that a Travel Plan will not be required. Please confirm if this is acceptable?

Site Location

The site is located to the east of Bridge Road S towards the southern end of WIE.



Access & Layout

No amendments will be made to the access points however there may be some slight amendments to the internal layout to accommodate the new unit and warehouse extensions. Parking will be delivered in accordance with the operator's needs.

Transport Statement Content

The Transport Statement will contain the following content:

- Introduction;
- Review of relevant transport planning policy & guidance including:
 - Planning Policy Wales
 - TAN 18: Transport
 - North Wales Joint Local Transport Plan
 - Wrexham Unitary Development Plan (1996-2011)
 - Wrexham Local Development Plan 2 (2013-2028)
 - Local Planning Guidance Note 16 – Parking Standards
 - Wrexham Connected: Our Sustainable Urban
- Existing situation review of key local roads and road safety review using Crashmap accident data for the southern section of WIE, including Bridge Road S up to the roundabout with Bridge Road to the north, and Clywedog Road South (please confirm if accident study area is appropriate);
- Development description;
- Accessibility review – walking, cycling and public transport.
- Trip Generation exercise based on recorded ATC flows at the existing access points; and
- Summary and conclusion.

A summary of the bespoke trip rates which have been determined from the ATC results as well as the resultant trip generation for the proposed GFA of the new unit/ units extensions is shown below:

Local Bespoke Trip Rates based on ATC for the Existing GFA (820,905sqft)

Time	ATC Survey (5-day Average)			Trip Rates		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
00:00-01:00	3	4	7	0.0039	0.0052	0.0092
01:00-02:00	6	4	10	0.0079	0.0052	0.0131
02:00-03:00	3	5	8	0.0039	0.0066	0.0105
03:00-04:00	2	3	5	0.0026	0.0039	0.0066
04:00-05:00	4	2	6	0.0052	0.0026	0.0079
05:00-06:00	9	5	14	0.0118	0.0066	0.0184
06:00-07:00	10	13	23	0.0131	0.0170	0.0302
07:00-08:00	15	9	24	0.0197	0.0118	0.0315
08:00-09:00	18	17	35	0.0236	0.0223	0.0459
09:00-10:00	16	16	32	0.0210	0.0210	0.0420
10:00-11:00	19	16	35	0.0249	0.0210	0.0459
11:00-12:00	15	17	32	0.0197	0.0223	0.0420
12:00-13:00	16	13	29	0.0210	0.0170	0.0380
13:00-14:00	19	15	34	0.0249	0.0197	0.0446
14:00-15:00	23	23	46	0.0302	0.0302	0.0603
15:00-16:00	13	18	31	0.0170	0.0236	0.0406
16:00-17:00	11	13	24	0.0144	0.0170	0.0315
17:00-18:00	9	10	19	0.0118	0.0131	0.0249
18:00-19:00	10	12	22	0.0131	0.0157	0.0288
19:00-20:00	8	9	17	0.0105	0.0118	0.0223
20:00-21:00	10	11	21	0.0131	0.0144	0.0275
21:00-22:00	7	9	16	0.0092	0.0118	0.0210
22:00-23:00	6	8	14	0.0079	0.0105	0.0184

23:00-24:00	5	5	10	0.0066	0.0066	0.0131
12HR	184	179	363	0.2413	0.2347	0.4760
24HR	257	257	514	0.3370	0.3370	0.6740

Likely Trip Generation based on Proposed Additional Unit Space (101,000 sqft)

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
00:00-01:00	0.0039	0.0052	0.0092	0	0	0
01:00-02:00	0.0079	0.0052	0.0131	1	0	1
02:00-03:00	0.0039	0.0066	0.0105	0	1	1
03:00-04:00	0.0026	0.0039	0.0066	0	0	0
04:00-05:00	0.0052	0.0026	0.0079	0	0	0
05:00-06:00	0.0118	0.0066	0.0184	1	1	2
06:00-07:00	0.0131	0.0170	0.0302	1	2	3
07:00-08:00	0.0197	0.0118	0.0315	2	1	3
08:00-09:00	0.0236	0.0223	0.0459	2	2	4
09:00-10:00	0.0210	0.0210	0.0420	2	2	4
10:00-11:00	0.0249	0.0210	0.0459	2	2	4
11:00-12:00	0.0197	0.0223	0.0420	2	2	4
12:00-13:00	0.0210	0.0170	0.0380	2	2	4
13:00-14:00	0.0249	0.0197	0.0446	2	2	4
14:00-15:00	0.0302	0.0302	0.0603	3	3	6
15:00-16:00	0.0170	0.0236	0.0406	2	2	4
16:00-17:00	0.0144	0.0170	0.0315	1	2	3
17:00-18:00	0.0118	0.0131	0.0249	1	1	2
18:00-19:00	0.0131	0.0157	0.0288	1	1	2
19:00-20:00	0.0105	0.0118	0.0223	1	1	2
20:00-21:00	0.0131	0.0144	0.0275	1	1	2
21:00-22:00	0.0092	0.0118	0.0210	1	1	2
22:00-23:00	0.0079	0.0105	0.0184	1	1	2
23:00-24:00	0.0066	0.0066	0.0131	1	1	2
12HR	0.2413	0.2347	0.4760	22	22	44
24HR	0.3370	0.3370	0.6740	30	31	61

Based on these figures (i.e. 3 additional trips in the AM and PM peak) capacity assessments are not proposed to be undertaken.

I would be grateful for your thoughts on the above.

Kind regards,

Vanessa Blackburn
Senior Transport Planner

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9 Hurricane Court, Liverpool International Business Park
Estuary Boulevard, Liverpool, L24 8RL

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APPENDIX B

CRASH MAP OUTPUTS

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crashmap.co.uk

Validated Data

Crash Date: Monday, August 17, 2020 **Time of Crash:** 1:11:00 PM **Crash Reference:** 202060Y120493

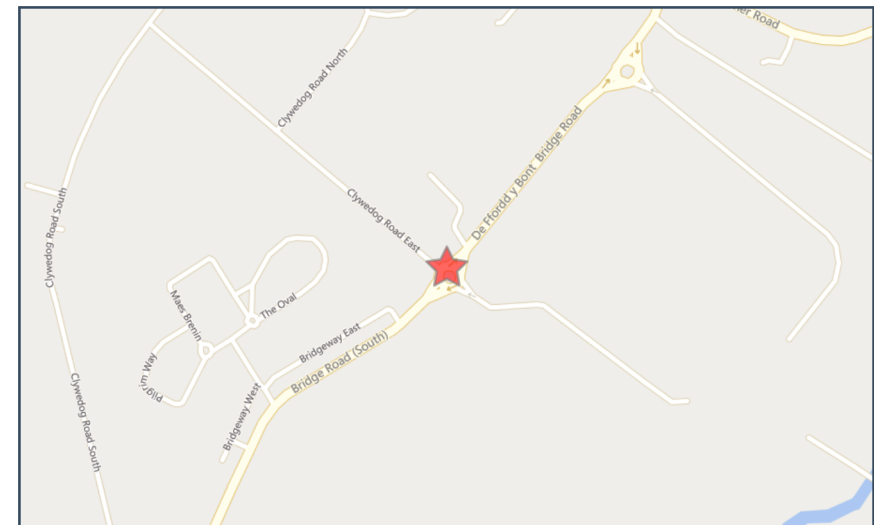
Highest Injury Severity: Serious
Highway Authority: Wrexham
Local Authority: Wrexham County Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 337621 349095



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Motorcycle of unknown engine capacity	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Provisional Data does not include vehicle and casualty records

Crash Date: Monday, February 15, 2021

Time of Crash: 2:45:00 PM

Crash Reference: 202160Z021555

Highest Injury Severity: Serious

Road Number: U0

Number of Casualties: 1

Highway Authority:

Number of Vehicles: 2

Local Authority:

OS Grid Reference: 337167 348582

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

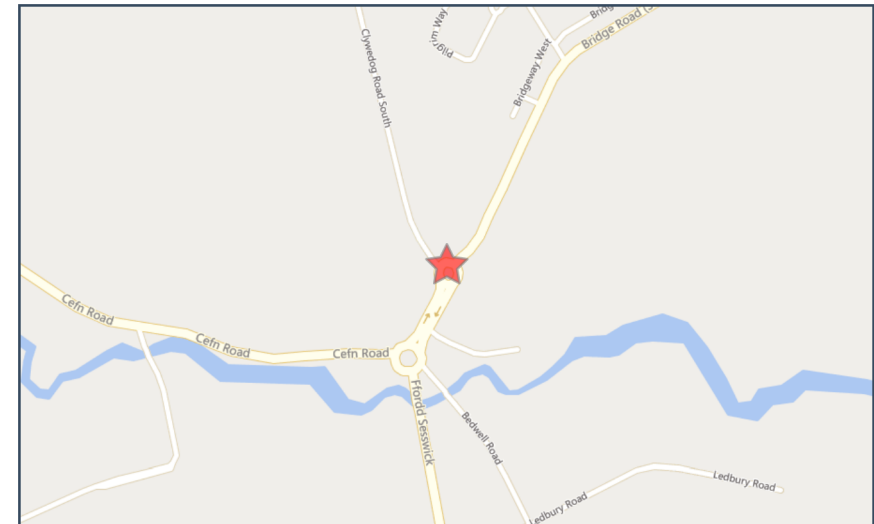
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Provisional Data does not include vehicle and casualty records

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Friday, June 02, 2017 **Time of Crash:** 6:00:00 PM **Crash Reference:** 201760V080595

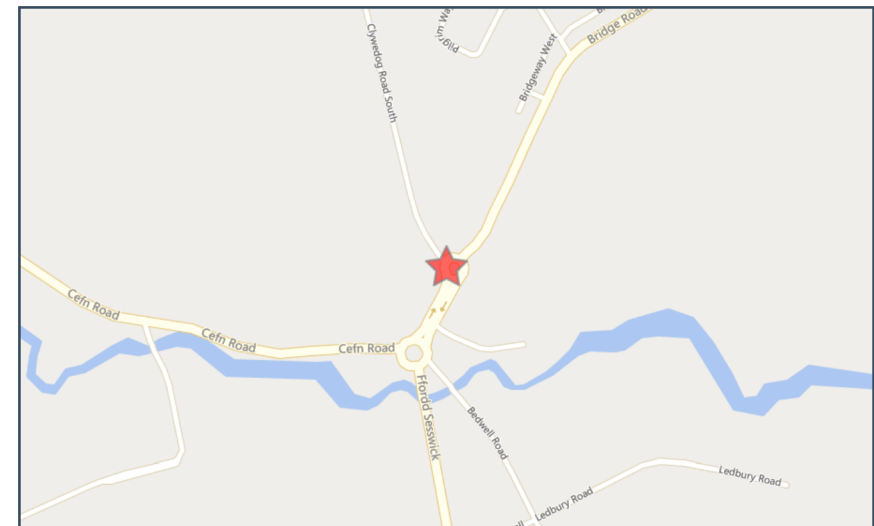
Highest Injury Severity: Slight
Highway Authority: Wrexham
Local Authority: Wrexham County Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 337157 348573



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

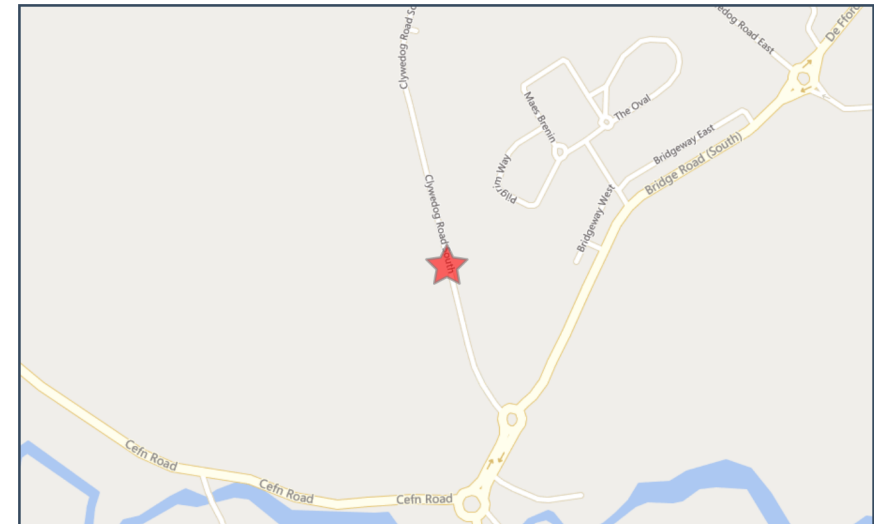
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Validated Data

Crash Date: Tuesday, June 25, 2019 **Time of Crash:** 1:30:00 PM **Crash Reference:** 201960X088129

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Wrexham	Number of Vehicles:	2	OS Grid Reference:	337073 348803
Local Authority:	Wrexham County Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Good vehicles of unknown weight	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	Parked vehicle	None
2	Car (excluding private hire)	-1	Female	16 - 20	Vehicle is parked in the carriageway	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

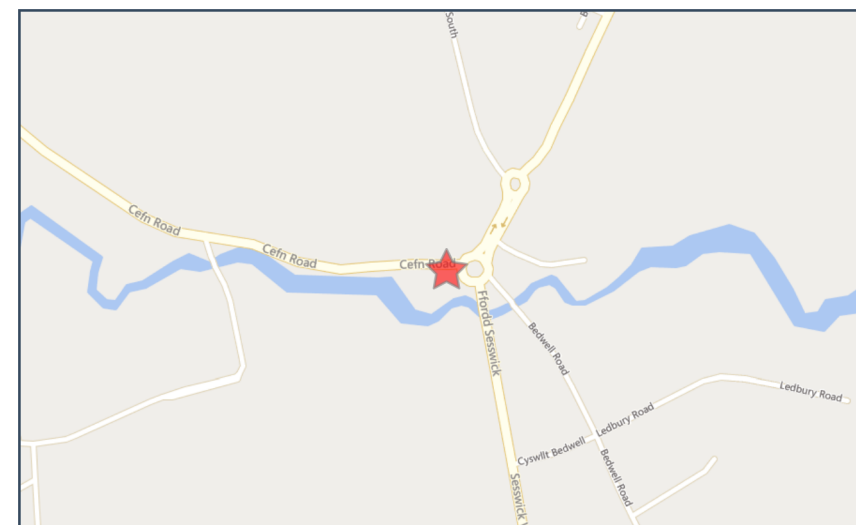
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Crash Date:	Sunday, September 13, 2020	Time of Crash:	5:46:00 AM	Crash Reference:	202060Y135108
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Highest Injury Severity:	Slight	Road Number:
Highway Authority:	Wrexham	
Local Authority:	Wrexham County Borough	
Weather Description:	Fine without high winds	
Road Surface Description:	Dry	
Speed Limit:	30	
Light Conditions:	Darkness: street lights present and lit	
Carriageway Hazards:	None	
Junction Detail:	Roundabout	
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres	
Road Type:	Single carriageway	
Junction Control:	Give way or uncontrolled	

Number of Casualties:	1	
Number of Vehicles:	1	
OS Grid Reference:	337063	348438



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX C

ATC DATA

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Wrexham ATC, Northern Access

Direction: Inbound

Hour Beginning	Tue 10/05/2022	Wed 11/05/2022	Thu 12/05/2022	Fri 13/05/2022	Sat 14/05/2022	Sun 15/05/2022	Mon 16/05/2022	5-Day Ave.	7-Day Ave.
00:00	5	4	1	3	8	0	0	3	3
01:00	8	6	4	8	0	3	6	6	5
02:00	5	1	3	1	3	0	5	3	3
03:00	2	0	0	4	1	0	4	2	2
04:00	7	7	4	0	6	5	4	4	5
05:00	11	6	9	9	6	7	11	9	8
06:00	10	10	13	9	6	3	7	10	8
07:00	14	14	12	14	5	5	10	13	11
08:00	9	9	14	14	7	6	11	11	10
09:00	11	10	10	11	7	1	9	10	8
10:00	10	10	13	18	9	4	13	13	11
11:00	10	19	12	10	7	9	10	12	11
12:00	10	21	5	7	3	11	7	10	9
13:00	13	15	13	8	0	11	15	13	11
14:00	10	12	23	15	4	9	18	16	13
15:00	10	12	8	10	2	6	9	8	8
16:00	12	11	3	2	2	5	10	8	6
17:00	8	5	11	11	4	7	10	9	8
18:00	14	7	2	5	0	10	12	8	7
19:00	7	9	6	6	5	7	10	8	7
20:00	7	6	11	11	2	5	8	9	7
21:00	2	7	5	13	3	0	3	6	5
22:00	4	3	8	7	3	4	7	6	5
23:00	4	5	5	2	0	4	7	5	4
Total									
12H(7-19)	131	145	126	125	50	84	131	132	113
16H(6-22)	157	177	161	164	66	99	159	164	140
18H(6-24)	165	185	174	173	69	107	173	174	149
24H(0-24)	203	209	195	198	93	122	203	202	175
AM Peak	07:00 14	11:00 19	08:00 14	10:00 18	10:00 9	11:00 9	10:00 13	07:00 13	10:00 11
PM Peak	18:00 14	12:00 21	14:00 23	14:00 15	19:00 5	12:00 11	14:00 18	14:00 16	14:00 13

360 TSL Ltd

Direction: Outbound

Hour Beginning	Tue 10/05/2022	Wed 11/05/2022	Thu 12/05/2022	Fri 13/05/2022	Sat 14/05/2022	Sun 15/05/2022	Mon 16/05/2022	5-Day Ave.	7-Day Ave.
00:00	4	6	3	6	6	0	2	4	4
01:00	7	4	2	4	2	1	2	4	3
02:00	6	1	4	6	4	2	8	5	4
03:00	3	0	2	6	3	0	2	3	2
04:00	3	1	1	0	4	1	7	2	2
05:00	8	4	3	4	6	5	6	5	5
06:00	12	13	14	12	6	6	12	13	11
07:00	7	9	7	7	7	6	5	7	7
08:00	12	11	16	10	6	4	10	12	10
09:00	9	13	7	11	3	5	8	10	8
10:00	8	11	7	13	5	5	10	10	8
11:00	14	16	14	6	6	7	11	12	11
12:00	7	11	8	8	5	7	10	9	8
13:00	13	14	15	5	9	5	8	11	10
14:00	19	14	13	19	0	7	17	16	13
15:00	5	15	17	12	4	10	13	12	11
16:00	11	10	7	14	2	7	8	10	8
17:00	11	18	5	3	0	1	10	9	7
18:00	12	7	15	11	6	11	12	11	11
19:00	12	6	4	9	0	7	12	9	7
20:00	4	11	3	11	7	12	11	8	8
21:00	2	6	12	12	1	5	6	8	6
22:00	4	8	5	7	2	2	9	7	5
23:00	7	4	7	4	3	5	5	5	5
Total									
12H(7-19)	128	149	131	119	53	75	122	130	111
16H(6-22)	158	185	164	163	67	105	163	167	144
18H(6-24)	169	197	176	174	72	112	177	179	154
24H(0-24)	200	213	191	200	97	121	204	202	175
AM Peak	11:00 14	11:00 16	08:00 16	10:00 13	07:00 7	11:00 7	06:00 12	06:00 13	06:00 11
PM Peak	14:00 19	17:00 18	15:00 17	14:00 19	13:00 9	20:00 12	14:00 17	14:00 16	14:00 13

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Tue 10/05/2022	Wed 11/05/2022	Thu 12/05/2022	Fri 13/05/2022	Sat 14/05/2022	Sun 15/05/2022	Mon 16/05/2022	5-Day Ave.	7-Day Ave.
00:00	9	10	4	9	14	0	2	7	7
01:00	15	10	6	12	2	4	8	10	8
02:00	11	2	7	7	7	2	13	8	7
03:00	5	0	2	10	4	0	6	5	4
04:00	10	8	5	0	10	6	11	7	7
05:00	19	10	12	13	12	12	17	14	14
06:00	22	23	27	21	12	9	19	22	19
07:00	21	23	19	21	12	11	15	20	17
08:00	21	20	30	24	13	10	21	23	20
09:00	20	23	17	22	10	6	17	20	16
10:00	18	21	20	31	14	9	23	23	19
11:00	24	35	26	16	13	16	21	24	22
12:00	17	32	13	15	8	18	17	19	17
13:00	26	29	28	13	9	16	23	24	21
14:00	29	26	36	34	4	16	35	32	26
15:00	15	27	25	22	6	16	19	22	19
16:00	23	21	10	16	4	12	18	18	15
17:00	19	23	16	14	4	8	20	18	15
18:00	26	14	17	16	6	21	24	19	18
19:00	19	15	10	15	5	14	22	16	14
20:00	11	17	14	22	9	17	19	17	16
21:00	4	13	17	25	4	5	9	14	11
22:00	8	11	13	14	5	6	16	12	10
23:00	11	9	12	6	3	9	12	10	9
Total									
12H(7-19)	259	294	257	244	103	159	253	261	224
16H(6-22)	315	362	325	327	133	204	322	330	284
18H(6-24)	334	382	350	347	141	219	350	353	303
24H(0-24)	403	422	386	398	190	243	407	403	350
AM Peak	11:00 24	11:00 35	08:00 30	10:00 31	00:00 14	11:00 16	10:00 23	11:00 24	11:00 22
PM Peak	14:00 29	12:00 32	14:00 36	14:00 34	13:00 9	18:00 21	14:00 35	14:00 32	14:00 26

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Wrexham ATC, Southern Access

Direction: Inbound

Hour Beginning	Tue 10/05/2022	Wed 11/05/2022	Thu 12/05/2022	Fri 13/05/2022	Sat 14/05/2022	Sun 15/05/2022	Mon 16/05/2022	5-Day Avg.	7-Day Avg.
00:00	0	1	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
07:00	3	4	2	1	0	0	2	2	2
08:00	7	6	7	12	0	0	2	7	5
09:00	3	0	12	11	0	0	3	6	4
10:00	3	11	8	6	0	0	4	6	5
11:00	5	0	5	2	0	0	5	3	2
12:00	3	7	6	6	0	0	6	6	4
13:00	12	3	8	1	0	0	4	6	4
14:00	1	6	7	10	0	0	10	7	5
15:00	3	2	7	2	0	0	5	4	3
16:00	6	5	1	1	0	0	2	3	2
17:00	2	0	0	0	0	0	0	0	0
18:00	6	0	3	0	0	0	0	2	1
19:00	0	1	0	0	0	0	0	0	0
20:00	1	1	5	0	0	0	0	1	1
21:00	0	0	4	0	0	0	0	1	1
22:00	1	0	0	0	0	0	0	0	0
23:00	0	1	1	0	0	0	0	0	0
Total									
12H(7-19)	54	44	66	52	0	0	43	52	37
16H(6-22)	55	46	75	52	0	0	43	54	39
18H(6-24)	56	47	76	52	0	0	43	55	39
24H(0-24)	56	48	76	52	0	0	43	55	39
AM Peak	08:00	10:00	09:00	08:00	00:00	00:00	11:00	08:00	09:00
	7	11	12	12	0	0	5	7	5
PM Peak	13:00	12:00	13:00	14:00	12:00	12:00	14:00	14:00	14:00
	12	7	8	10	0	0	10	7	5

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Direction: Outbound

Hour Beginning	Tue 10/05/2022	Wed 11/05/2022	Thu 12/05/2022	Fri 13/05/2022	Sat 14/05/2022	Sun 15/05/2022	Mon 16/05/2022	5-Day Avg.	7-Day Avg.
00:00	0	1	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
07:00	1	2	2	1	0	0	3	2	1
08:00	2	5	6	10	0	0	2	5	4
09:00	4	0	12	11	0	0	3	6	4
10:00	5	7	8	6	0	0	4	6	4
11:00	5	2	7	5	0	0	5	5	3
12:00	4	5	1	4	0	0	4	4	3
13:00	3	3	7	3	0	0	6	4	3
14:00	4	6	10	4	0	0	9	7	5
15:00	5	4	9	8	0	0	5	6	4
16:00	4	5	2	0	0	0	2	3	2
17:00	7	0	0	0	0	0	0	1	1
18:00	2	1	2	0	0	0	0	1	1
19:00	1	0	0	0	0	0	0	0	0
20:00	4	4	6	0	0	0	0	3	2
21:00	2	1	4	0	0	0	0	1	1
22:00	3	0	0	0	0	0	0	1	0
23:00	0	0	0	0	0	0	0	0	0
Total									
12H(7-19)	46	40	66	52	0	0	43	49	35
16H(6-22)	53	45	76	52	0	0	43	54	38
18H(6-24)	56	45	76	52	0	0	43	54	39
24H(0-24)	56	46	76	52	0	0	43	55	39
AM Peak	10:00	10:00	09:00	09:00	00:00	00:00	11:00	09:00	09:00
	5	7	12	11	0	0	5	6	4
PM Peak	17:00	14:00	14:00	15:00	12:00	12:00	14:00	14:00	14:00
	7	6	10	8	0	0	9	7	5

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Direction: Total Flow

Hour Beginning	Tue 10/05/2022	Wed 11/05/2022	Thu 12/05/2022	Fri 13/05/2022	Sat 14/05/2022	Sun 15/05/2022	Mon 16/05/2022	5-Day Avg.	7-Day Avg.
00:00	0	2	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
07:00	4	6	4	2	0	0	5	4	3
08:00	9	11	13	22	0	0	4	12	8
09:00	7	0	24	22	0	0	6	12	8
10:00	8	18	16	12	0	0	8	12	9
11:00	10	2	12	7	0	0	10	8	6
12:00	7	12	7	10	0	0	10	9	7
13:00	15	6	15	4	0	0	10	10	7
14:00	5	12	17	14	0	0	19	13	10
15:00	8	6	16	10	0	0	10	10	7
16:00	10	10	3	1	0	0	4	6	4
17:00	9	0	0	0	0	0	0	2	1
18:00	8	1	5	0	0	0	0	3	2
19:00	1	1	0	0	0	0	0	0	0
20:00	5	5	11	0	0	0	0	4	3
21:00	2	1	8	0	0	0	0	2	2
22:00	4	0	0	0	0	0	0	1	1
23:00	0	1	1	0	0	0	0	0	0
Total									
12H(7-19)	100	84	132	104	0	0	86	101	72
16H(6-22)	108	91	151	104	0	0	86	108	77
18H(6-24)	112	92	152	104	0	0	86	109	78
24H(0-24)	112	94	152	104	0	0	86	110	78
AM Peak	11:00	10:00	09:00	08:00	00:00	00:00	11:00	10:00	10:00
	10	18	24	22	0	0	10	12	9
PM Peak	13:00	12:00	14:00	14:00	12:00	12:00	14:00	14:00	14:00
	15	12	17	14	0	0	19	13	10

360 TSL Ltd

