

Proposed Residential Development
Land off Heritage Way | Brymbo | Wrexham

TAYLOR WIMPEY NW

Transport Statement
February 2021





REPORT

Document: Transport Statement

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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Croft have been instructed by Taylor Wimpey NW to advise on the traffic and transportation issues relating to proposals to develop a site on land off Heritage Way in the Brymbo area of Wrexham.
- 1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to assist the local planning authority in the positive determination of the forthcoming planning application.
- 1.1.3 The Local Highway Authority (LHA) responsible for Brymbo is Wrexham County Borough Council (WCBC), who are also the Local Planning Authority (LPA).
- 1.1.4 Due to the location of the site close to Wrexham town centre, Mold and Chester and all their services and facilities, the proposed development will help deliver much needed housing in a sustainable location, which is well integrated and connected to local facilities and employment opportunities.

1.2 Scope of Report

- 1.2.1 This Transport Statement (TS) has been prepared to consider the development in transport and highways terms in order to provide the local highway authority with the necessary reassurance that the proposals can be accommodated by the local transport network.
- 1.2.2 The scope of this Transport Statement conforms to the guidance provided in the Ministry of Housing, Communities and Local Government (MHCLG) Planning Practice Guidance 'Transport Evidence Bases in Plan Making'.

1.2.3 The guidance covers the following issues;

- Reducing the need to travel, especially by car – ensure at the outset that thought is given to reducing the need to travel; consider the types of uses (or mix of uses) and the scale of development in order to promote multipurpose or linked trips;
- Sustainable accessibility – promote accessibility by all modes of travel, in particular public transport, cycling and walking; assess the likely travel behaviour or travel pattern to and from the proposed site; and develop appropriate measures to influence travel behaviour;
- Dealing with residual trips – provide accurate quantitative and qualitative analyses of the predicted impacts of residual trips from the proposed development and ensure that suitable measures are proposed to manage these impacts; and
- Mitigation measures – ensure as much as possible that the proposed mitigation measures avoid unnecessary physical improvements to highways and promote innovative and sustainable transport solutions.

1.3 Structure of Report

- 1.3.1 Following this introduction, Section 2 will provide a description of the existing site and local highway network, while Section 3 will detail the development proposals. Section 4 will consider the accessibility of the site by non-car modes, including walking, cycling and public transport.
- 1.3.2 Section 5 will consider the trip generation and the traffic impact of the proposals on the local highway network, while a review of road safety and personal injury accidents in the vicinity of the site over the last 5 years will be detailed in Section 6.
- 1.3.3 Section 7 will draw together the Report's findings and conclusions.



1.4 Relevant Planning History

1.4.1 The site has been subject to various planning applications over the years, as detailed below.

- P/2005/1486 - Outline application for residential development. Refused. Appeal dismissed 29.11.11.
- P/2012/0817 - Outline application for residential development. Granted 11.7.2014.
- P/2016/0626 - Variation of conditions imposed under planning permission App ref no. P/2020/0817 (as above): Condition 2 - The period within which to submit plans and particulars of the reserved matters to be extended for a further period of 3 years. Condition 03 - The period within which to commence development be extended for a further period of 3 years or before the expiry of 1 year from the date of the approval of the last reserved matters, whichever is the later. Granted 20.3.2017.

1.4.2 The above clearly demonstrates that this location, scale of development and proposed residential land use was considered to be acceptable to WCBC, the local planning and highway authority.

1.4.3 The purpose of this report is to provide updated information, to demonstrate that the proposals should continue to be deemed acceptable in highway terms and will not have an adverse transport and highways impact.

2 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section will detail the existing site and surroundings and provide details about the existing highway network.

2.2 Existing Site

2.2.1 The site is located to the south of Brymbo and approximately 5 kilometres to the north-west of Wrexham town centre. The location of the site in relation to the surrounding local area is presented in **Plan 1**, while an approximate site boundary is shown in **Figure 2.1** below.

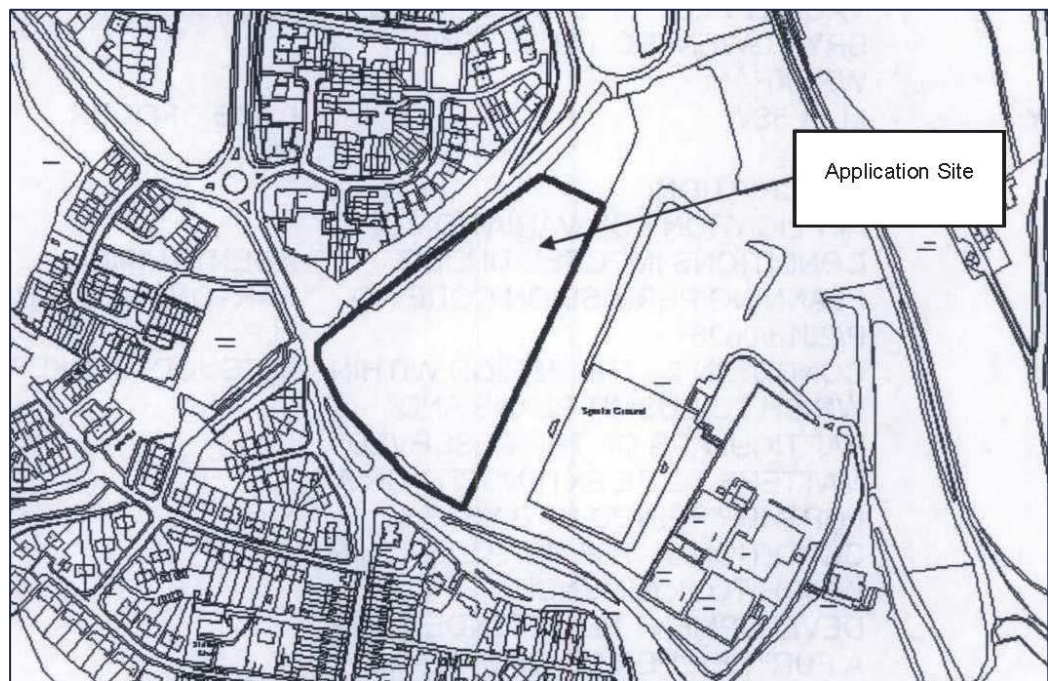


Figure 2.1 – Approximate Site Boundary



- 2.2.2 The application site formally accommodated part of the Brymbo Steelworks site.
- 2.2.3 The site is roughly rectangular in shape and is bound by Heritage Way to the south, while a former access road to the Steelworks is located immediately to the west.
- 2.2.4 Land forming part of the former Steelworks lies directly to the east, with the grounds of the Brymbo Sports & Social Complex beyond that.
- 2.2.5 The site is currently vacant and so does not generate any vehicular movements at present.

2.3 Local Highway Network

- 2.3.1 In the vicinity of the site, Heritage Way has a varying carriageway width, however in the location of the proposed site access, it has a carriageway width of approximately 7.7 metres.
- 2.3.2 It benefits from street lighting and is subject to a 40mph speed limit.
- 2.3.3 To the north of the site, Heritage Way connects the site to the rest of Brymbo and to local roads beyond that, which provide access to Mold, Deeside and Chester.
- 2.3.4 To the south, Heritage Way, connects to local roads, which in turn link the site to Wrexham town centre and the A483, which also connects to the A55 North Wales Expressway.
- 2.3.5 It is therefore considered that the site is well connected to the local highway network, and also to the wider strategic network, such as the A55 and M56 motorway.

3 DEVELOPMENT PROPOSALS

3.1 Introduction

- 3.1.1 The following paragraphs will describe the development proposals and report on proposed access arrangements and servicing.

3.2 Proposed Development

- 3.2.1 The applicant is seeking planning permission to develop the site for up to 70 residential dwellings, with associated car parking, landscaping and public open space.

- 3.2.2 The proposed site layout is provided at **Plan 2** and the proposed housing mix is as follows:

- 4 bedroom dwellings - 28 units
- 3 bedroom dwellings - 39 units
- 2 bedroom dwellings - 3 units

- 3.2.3 Car parking across the site will comply with the Councils' current car parking standards.

- 3.2.4 The introduction of a 20mph zone within the development will be considered to promote walking and cycling and create a pedestrian friendly environment. This will often negate the need for segregated cycle facilities within residential areas.

3.3 Vehicular Access

- 3.3.1 Vehicular access to the site is proposed via new priority controlled junction off Heritage Way, as shown in **Plan 3**.



- 3.3.2 This arrangement will provide a suitable 5.5 metre access road and 2 metre wide footways, which will continue into and throughout the site and tie into existing provision each side of the site access junction.
- 3.3.3 As can be seen on the plan, the access can achieve visibility splays of 2.4 metres by 65 metres, which are commensurate to roads subject to a 40mph speed limit, in line with the requirements of Manual for Streets guidance.
- 3.3.4 The access into the application site will be constructed to current adoptable standards to ensure that access to the site is suitable and appropriate to serve the proposed development.

3.4 Waste Collection & Servicing

- 3.4.1 The internal access road has been designed to accommodate waste and delivery vehicles so that they can enter the site, turn around and exit in a forward gear.
- 3.4.2 This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues.
- 3.4.3 To demonstrate this, a swept path analysis has been undertaken for a 4-axle 11.2 metre refuse vehicle, as shown in **Plan 4**.



4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

4.1.1 The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by;

"Encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration:

- *within and between different types of transport;*
- *between transport measures and land use planning;*
- *between transport measures and policies to protect and improve the environment; and*
- *between transport measures and policies for education, health, social inclusion and wealth creation".*

4.1.2 Land use planning can help to achieve the Welsh Government's objectives for transport through:

- *reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;*
- *locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;*
- *improving accessibility by walking, cycling and public transport;*
- *ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;*

- *promoting walking and cycling;*
- *supporting the provision of high quality public transport;*
- *supporting traffic management measures;*
- *promoting sustainable transport options for freight and commerce;*
- *supporting sustainable travel options in rural areas;*
- *supporting necessary infrastructure improvements; and*
- *ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.*

4.1.3 It should be noted that this section of the report makes reference to various documents and guidance in relation to preferable and acceptable walking distances to local facilities and amenities and whilst it is acknowledged these are not all specific to Wales, these measures are considered to provide a useful understanding of the sites sustainable accessibility credentials in relation to the surrounding area.

4.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.5 To demonstrate the above, the accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

4.2 Accessibility on Foot

- 4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life.
- 4.2.2 This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 4.2.3 The proposed site access will incorporate connections to the existing footways on Heritage Way, which provide pedestrian linkages to nearby residential areas and local facilities.
- 4.2.4 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", a distance of 800 metres is identified as the preferred maximum distance for town centres, whilst a distance of 2 kilometres is defined as a preferred maximum for commuting.
- 4.2.5 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DfT National Travel Survey of 2015 confirms that 76% of all trips less than a mile (1.6km) are carried out on foot.
- 4.2.6 **Plan 5** shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as pharmacies/doctor's surgeries, schools (both primary and secondary) local shops/retail outlets and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also shown in Plan 5.

- 4.2.7 As can be seen, the 800 metre catchment includes the nearby residential areas of Tanyfron along with various amenities such as Ysgol Tanyfron (School), SK News and Wine and Brymbo Sports and Social Complex.
- 4.2.8 The 2,000 metre pedestrian catchment includes the majority of Brymbo along with Rollers Arms public house, Plas Power Café, Southsea Post Office, and Forge Road Surgery.
- 4.2.9 As illustrated, the development site benefits from being located within proximity to a range of local amenities with the largest choice of facilities being located in Tanyfron.
- 4.2.10 **Table 4.1** below, shows the walking distance from the centre of the site to the key amenities in the vicinity of the site:

Local Amenity	Distance (metres)
SK News and Wine	190
Brymbo Sports and Social Complex	310
Ysgol Tanyfron	450
Rollers Arms Public House	945
Plas Power Cafe	1,050
Southsea Post Office	1,275
Forge Road Surgery	1,690

Table 4.1 - Distance from Site to Local Facilities

- 4.2.11 As can be seen in the above table, the site is located within close proximity to a number of local amenities including day to day services as well as leisure facilities.

- 4.2.12 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Access by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys.
- 4.3.3 This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Brymbo, Wrexham, New Broughton, Coedpoeth and Gwersyllt.
- 4.3.4 While there are no formal cycle routes within close proximity of the site, National Cycle route 85 is located just outside the 5 kilometre catchment, meaning cycling would still be a viable option for sustainable travel to and from the site.

4.4 Access by Bus

- 4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.
- 4.4.2 The nearest bus stops to the site are located to the west of the site on the Heritage Way, approximately 165 metres from the centre of the site, consisting of bus stop road markings.
- 4.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.2** below.

Service No	Route	Monday – Friday Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
14	Wrexham Bus Station - Brymbo	1	1	1	0	1	0

Table 4.2 - Existing Bus Services Operating Past the Site

- 4.4.4 As can be seen from Table 4.2, the nearest bus stops to the site provide up to 1 service in peak periods to destinations such as Wrexham and Caego.
- 4.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from before 6.56am and run until after 19:00pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 4.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.3** below.

Destination	Duration
Caego	7 mins
Wrexham	15 mins

Table 4.3 - Example Bus Journey Times from the Site

- 4.4.7 The above table demonstrates that Caego is a 7 minute bus journey and Wrexham is a 15 minute bus journey from the site.
- 4.4.8 It is therefore concluded that the proposed development site is accessible by bus.

4.5 Accessibility by Rail

4.5.1 The most accessible train station to the site is Wrexham General train station. Even though it is located outside of the 2km pedestrian catchment, it can be accessed by a bus journey on the no. 11 service, which takes around 12 minutes.

4.5.2 Wrexham General train station is managed by Transport for Wales and has 4 platforms, offering 3 services per hour to destinations such as Chester and Liverpool.

4.5.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

4.6 Accessibility Summary

4.6.1 The application site has been considered in terms of its accessibility by non-car modes for the proposed residential development.

4.6.2 The following conclusions can be drawn from this section of the Report:

- The site is accessible on foot and these connections will be improved as part of the works on the development site.
- The services from the bus stops on the Heritage Way, travelling to Wrexham and Caego, shows that the proposed development can be accessed by bus.
- The site is accessible via rail with Wrexham General train station located just outside the 2km pedestrian catchment, offering 3 services per hour to Liverpool and Chester.

4.6.3 In light of the above, it is considered the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

5 TRAFFIC IMPACT ANALYSIS

5.1 Introduction

5.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

5.2 Assessment Criteria

5.2.1 Given the proposed residential land use, it is assumed reasonable to consider the AM and PM weekday peak hours, as being those with the greatest impact on the local highway network.

5.3 Proposed Development

5.3.1 The development proposals are likely to consist of up to 70 new residential dwellings.

5.3.2 In order to establish the number of trips which the proposed development is forecast to generate the TRICS database has been used for the 'Residential – Houses Privately Owned' range of sites.

5.3.3 The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Range between 0 and 300 dwellings
- Monday to Friday surveys
- Sites in Greater London and Eire excluded.

- 5.3.4 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development comprising 70 units is included in **Table 5.1**, below, with the TRICS output being provided at **Appendix 1**.

Period	Trip Rate		Trips	
	Arr	Dep	Arr	Dep
AM Peak Hour	0.146	0.377	10	26
PM Peak Hour	0.344	0.160	24	11

Table 5.1 Proposed Development Trip Rates and Trips (70 Units)

- 5.3.5 As can be seen, the proposed residential development is forecast to generate a total of 36 two-way trips in the Weekday AM peak and 35 two-way trips in the Weekday PM peak.
- 5.3.6 Furthermore, it has already been demonstrated in other transport documents submitted as part of the earlier wider outline application for the site, namely the Traffic Assessment Update document. The Report stated that:
- "As the housing application is only in outline, the number of properties to be introduced is uncertain at this stage. The site extends to some 5.6 acres (developable) so at a density of 12 dwellings/acre the proposal would relate to approx. 65-70 dwellings".*
- 5.3.7 In that regard, the quantum and scale of development now proposed is within these limits.



5.3.8 The document goes on to say that:

"In the context of the former steelworks redevelopment, this relatively small scale proposal represents the only potential development which falls outside the originally envisaged development area. Whilst intended uses may have been modified in certain areas (and may well be further modified in the future), it was always the intention to see the whole of the former steelworks site developed. Assessments relating to this overall development at the outset envisaged no significant impact in terms of traffic generation.

The local road network had been substantially improved at the time of the construction of the new Billet Mill with the formation of the link road between the site and the Ruthin Road. The numbers of employees passing to and from the site when fully operational (particularly at peak times) far exceeded anything which is currently envisaged".

5.3.9 In conclusion, the report advises that:

"In the intervening years, other small scale housing developments in the area have been proposed and approved and their associated traffic assimilated into the existing flows with no apparent problems. Additional traffic assessments were not considered necessary in these cases".

5.3.10 Furthermore, the most recent of three formal traffic assessments carried out in connection with the former Brymbo Steelworks Reclamation and Redevelopment Scheme, concluded that:

"The land proposed is served by a highway network which was designed for a very substantial flow when the steelworks was running at its peak".

5.3.11 On that basis, it can be considered reasonable to assume that the current proposals should continue to be deemed acceptable from a highways perspective.



5.4 Traffic Impact Summary

- 5.4.1 This section of the Report has considered the potential impact of the proposals in transport terms.
- 5.4.2 The assessment undertaken has demonstrated that the proposals will not have a material impact on the local highway network.

6 ACCIDENT ANALYSIS

- 6.1.1 In order to consider the potential impact of the development on road safety, a brief review of the Crashmap website (www.crashmap.co.uk) has been undertaken.
- 6.1.2 The information provided on the website covered the five-year period 2015 to 2019 in the vicinity of the development site.
- 6.1.3 According to the data provided there have been a total of 8 recorded accidents within the study area, which in this instance comprises Heritage Way, Tanyfron Road, St Alban's Road and other local residential roads in the area, as shown in **Figure 6.1** below. The corresponding accident data is provided at **Appendix 2**.

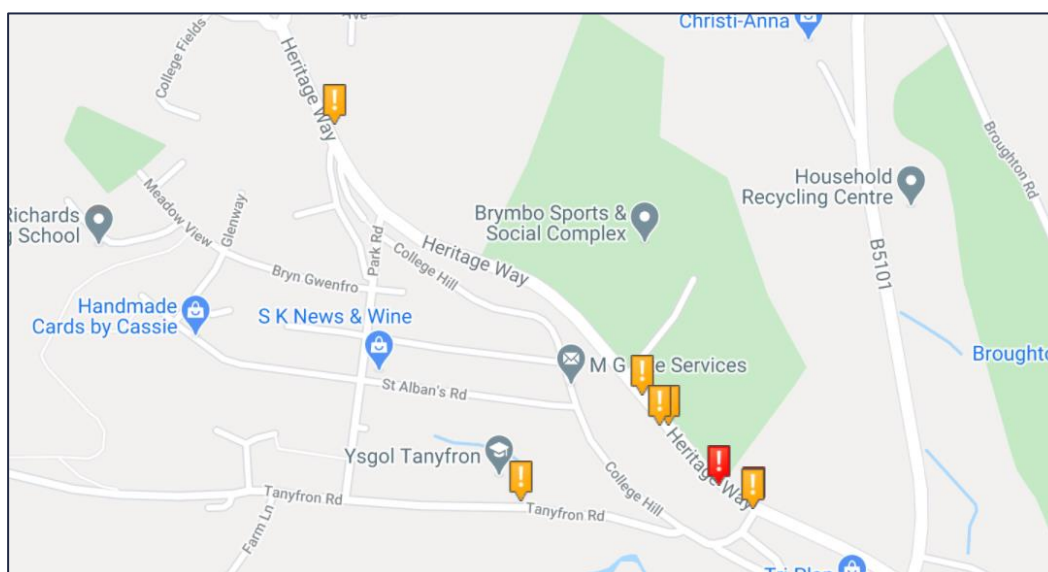


Figure 6.1 - CrashMap Accident Plot

6.1.4 All recorded accidents identified in the data are detailed below in **Table 6.1**.

Date	Severity	Light Conditions	Weather	Road Conditions	Manoeuvre
15/11/2015	Slight	Daylight	Rain	Wet/Damp	Shunt
18/11/2015	Slight	Daylight	Rain	Wet/Damp	Loss of control
26/11/2015	Serious	Darkness	Fine	Wet/Damp	Collision
30/11/2015	Serious	Darkness	Rain/High Winds	Wet/Damp	Collision
02/10/2015	Slight	Daylight	Fine	Dry	Loss of control
07/09/2017	Slight	Darkness	Fine	Dry	Loss of control
05/09/2018	Slight	Daylight	Fine	Dry	Collision
18/11/2018	Serious	Daylight	Fine	Wet/Damp	Collision

Table 6.1 - Accident Summary

- 6.1.5 The data reviewed has not identified any untypical accidents.
- 6.1.6 While no further detail is available, such incidents would suggest that the drivers were not paying sufficient attention to other road users or one or all of them were travelling in excess of the speed limit or road conditions and failed to react in time to the situation.
- 6.1.7 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts.
- 6.1.8 It is not considered that the proposals for a residential development will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.



- 6.1.9 In view of this information, it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record, and it is highly unlikely that this situation should be materially worsened as a consequence of the development proposals.

7 CONCLUSIONS

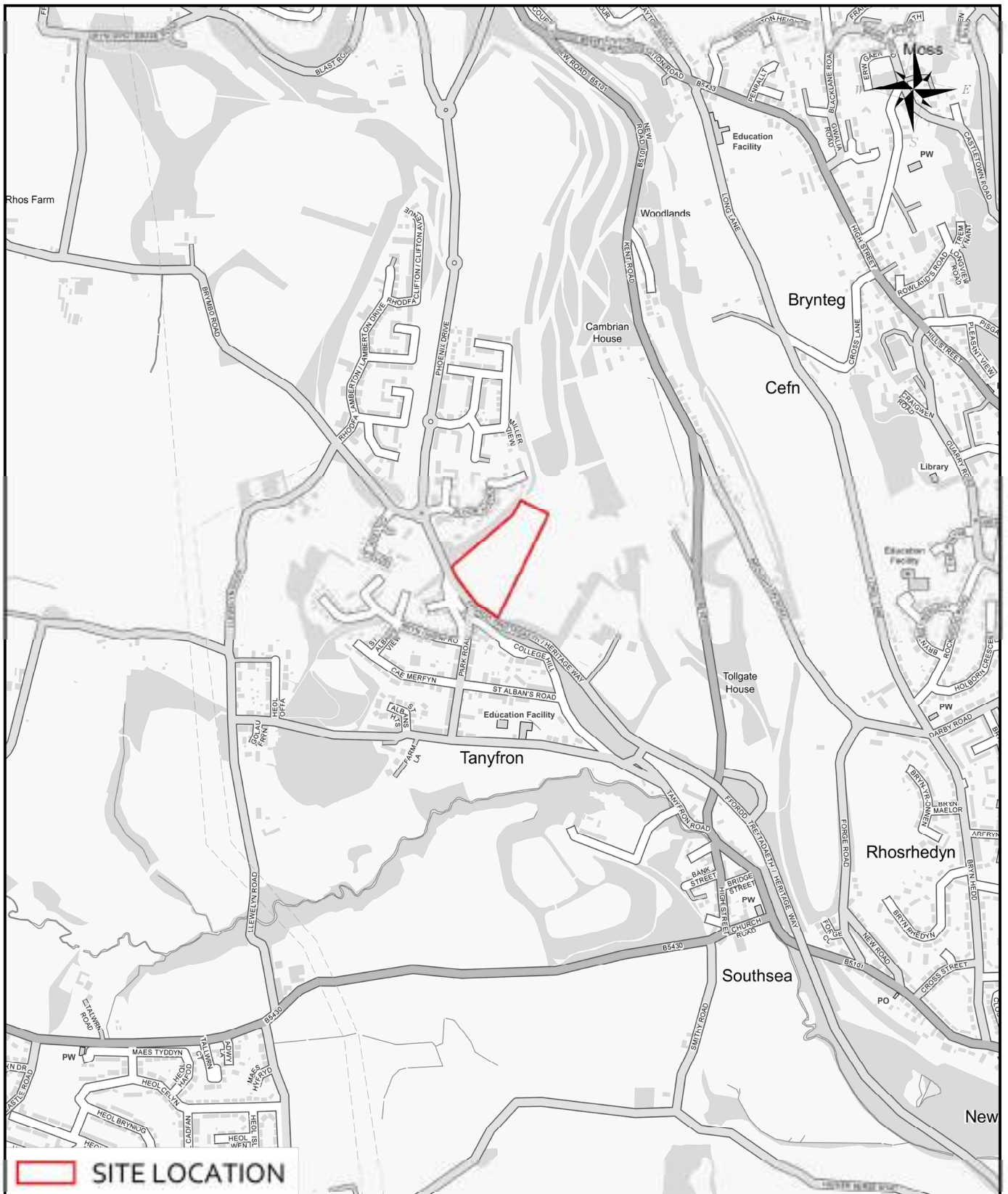
7.1.1 Croft have been instructed by Taylor Wimpey NW to advise on the traffic and transportation issues relating to proposals to develop a site on land off Heritage Way in Brymbo for residential purposes.

7.1.2 The following conclusions have been drawn with regard to the proposed development:

- The existing and proposed pedestrian infrastructure located in the vicinity of the site will enable safe pedestrian movement between the site and the local area.
- The site is located close to numerous day to day amenities within the area to reduce reliance on the private car.
- The site benefits from being located within close proximity of bus stops which provide services travelling to various local destinations including Wrexham town centre.
- The site can be accessed by rail via a short bus journey to Chester and Liverpool and beyond.
- The proposed development can be adequately accessed and serviced in a safe and efficient manner.
- The proposed development will have a minimal impact on the operation of the local highway network.
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.

7.1.3 Based on the above it is the conclusion of this Report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

PLANS



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DRAWING TITLE: HERITAGE WAY, BRYMBO SITE LOCATION					DRAWING NUMBER: 3258-01	
DRAWN: LG DATE: 12.01.21 CHECKED: MR DATE: 12.01.21 SCALES: NTS @ A4					REVISION: -	
 Incorporating 						

Heritage Way, Brymbo.

Allotment
Gardens

9 to 21

22 to 33

INGOT CLOSE
CLOS INGOT

BLOOM AVENUE

RHODFA FLODEUOG

Site Access to engineers details.
Refer to dwg PROP-F01

Posts

Proposed dry attenuation
basin to engineers detail.

HERITAGE WAY, BRYMBO - ACCOMMODATION SCHEDULE						
PRIVATE SALE	HOUSE TYPE	BED NO.	NAME	NO.	SQFT (GROSS)	TOTAL SQFT
	ND40	4	COLTHAM	10	1259	12590
	PA40	4	LYDFORD DET	8	1099	8792
	PD30	3	AMERSHAM	5	990	4950
	PA40	4	LYDFORD SEMI	10	1099	10990
	NB31	3	BRAXTON	14	1092	15288
	PT36	3	EASEDALE DET	3	931	2793
	PT36	3	EASEDALE SEMI	3	931	2793
	PA34	3	GOSFORD SEMI	17	886	14722
	TOTAL				70	
				PLOTS		SQFT
Gross Site Area - Red Edge (Acres)						5.84
Open Space, Attenuation Basin, Pump Station, 1 sided road (small portion) (Acres)						1.06
Nett Site Area (Acres)						4.78
SQFT PER NET DEVELOPABLE ACRE						15255

LEGEND

- Denotes type code & plot handing.
- 1.8m high closed boarded screen fence (Refer to standard detail reg no. BF01)
- 1.2m high post & three rail fence (Refer to standard detail reg no. BF03)
- Indicative hedge planting
- Denotes gate position to rear gardens (Refer to standard detail reg no. BF10)
- Denotes indicative waste & recycling bin storage position
- Proposed 2.4m x 65m visibility splay to site access highway junction
- Existing trees to be retained. Existing trees to the rear boundary of Plots 6-27 to be crown lifted and cut back to development boundary where possible (Refer to Arboricultural report for details)
- Existing tree route protection areas (Refer to Arboricultural report for details)
- Existing trees to be removed (Refer to Arboricultural report for details)
- Proposed pumping station compound with 15m stand off from wet well

Rev	Date	Description	By
E	13.01.21	Plot 51-53 re-configured trees to be removed amended	ad
D	11.01.21	Plot 53-52 re-configured & Heritage boundary treatment amended	ad
C	05.01.21	Highway turning heads increased and re-configured for future design loading	ad
B	17.12.20	Layout amended to reflect internal comments & plot boundaries & specific plots reconfigured	ad
A	16.12.20	Layout amended to reflect latest plot substitutions, boundary treatments and road alignment	ad

Client
Taylor Wimpey

Drawing Title
SITE LAYOUT

Project
Heritage Way, Brymbo.

Job No	Orig No	Drawn	Rev
20069	01	AC	E
Scale	Date	Stage	
1:500 @ A1	25.11.2020	PLANNING	

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NOTES
THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS

LOCAL AUTHORITY: WREXHAM COUNCIL
TOTAL AREA OF SITE: 2.49Ha



SITE LAYOUT NTS

C B A	REVISED SITE LAYOUT REVISED SITE LAYOUT MINOR AMENDMENT	LB LB LB	MC MC MC	JAN 21 JAN 21 DEC 20
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
TAYLOR WIMPEY NW

PROJECT:
**HERITAGE WAY,
BRYMBO**

DRAWING TITLE:
POTENTIAL SITE ACCESS PLAN

SCALES:
1:500 @ A3

DRAWN:	LB	CHECKED:	MC	DATE:	DEC 20
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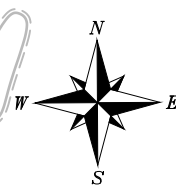
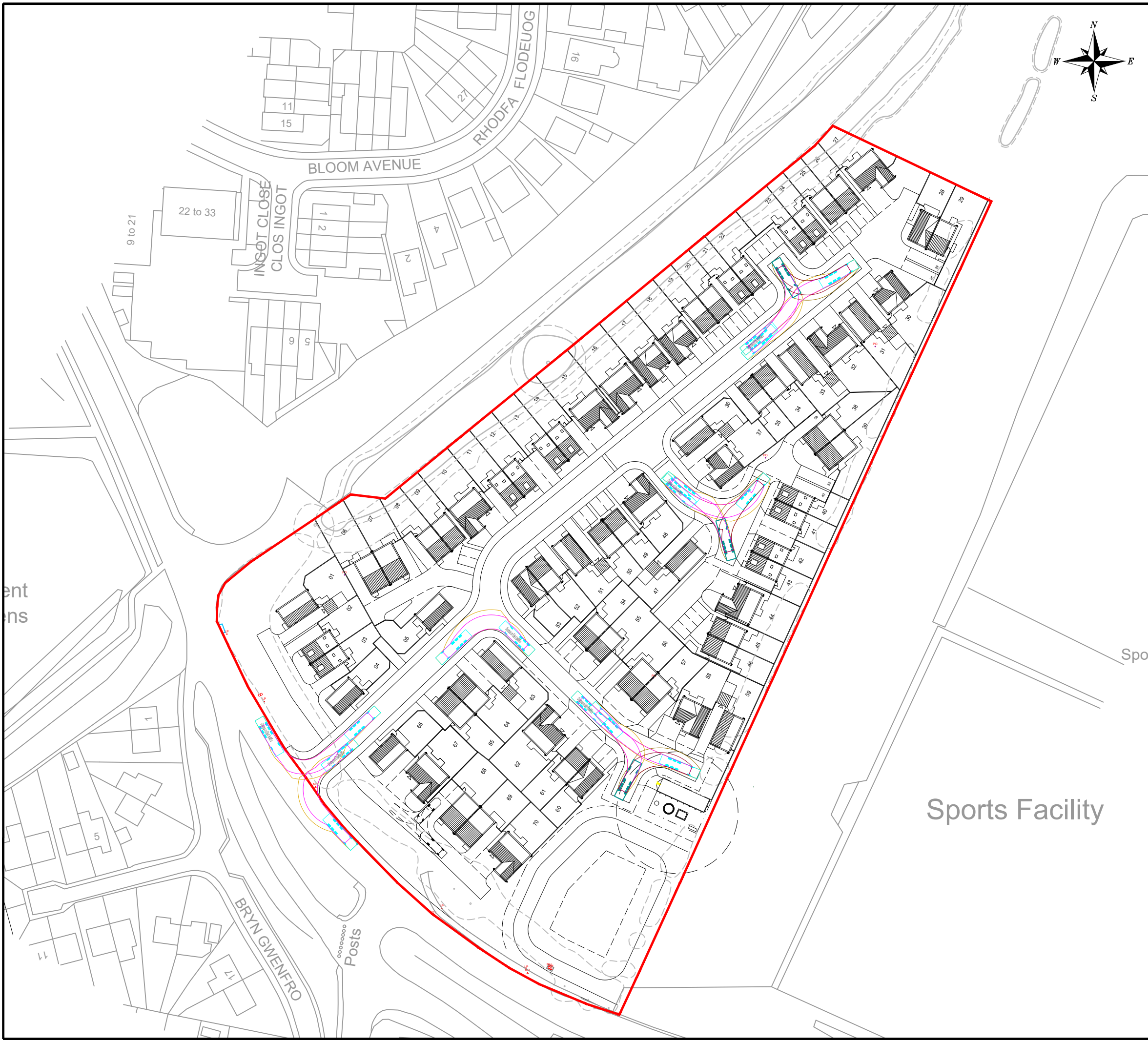
Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	3258-F01	REVISION:	C
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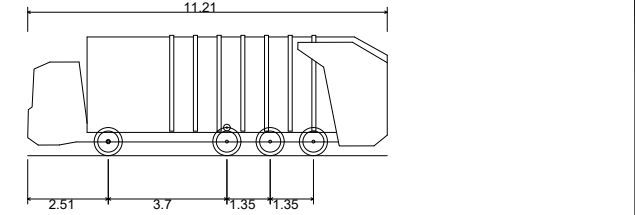
NORTH SOUTH AERIAL VIEW

Z:\projects\3258 Heritage Way, Brymbo\CAD\Drawings\3258-SP01_Rev C.dwg

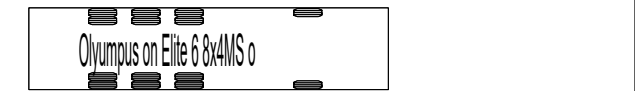


NOTES
THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

LOCAL AUTHORITY: WREXHAM COUNCIL



Olympus on Elite 6 8x4MS o
Overall Length 11.210m
Overall Width 2.550m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.50s
Kerb to Kerb Turning Radius 10.329m



C B A	REVISED SITE LAYOUT REVISED SITE LAYOUT REVISED SITE LAYOUT	LB LB LB	MC MC MC	JAN 21 JAN 21 JAN 21
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

TAYLOR WIMPEY NW

PROJECT:

**HERITAGE WAY,
BRYMBO**

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

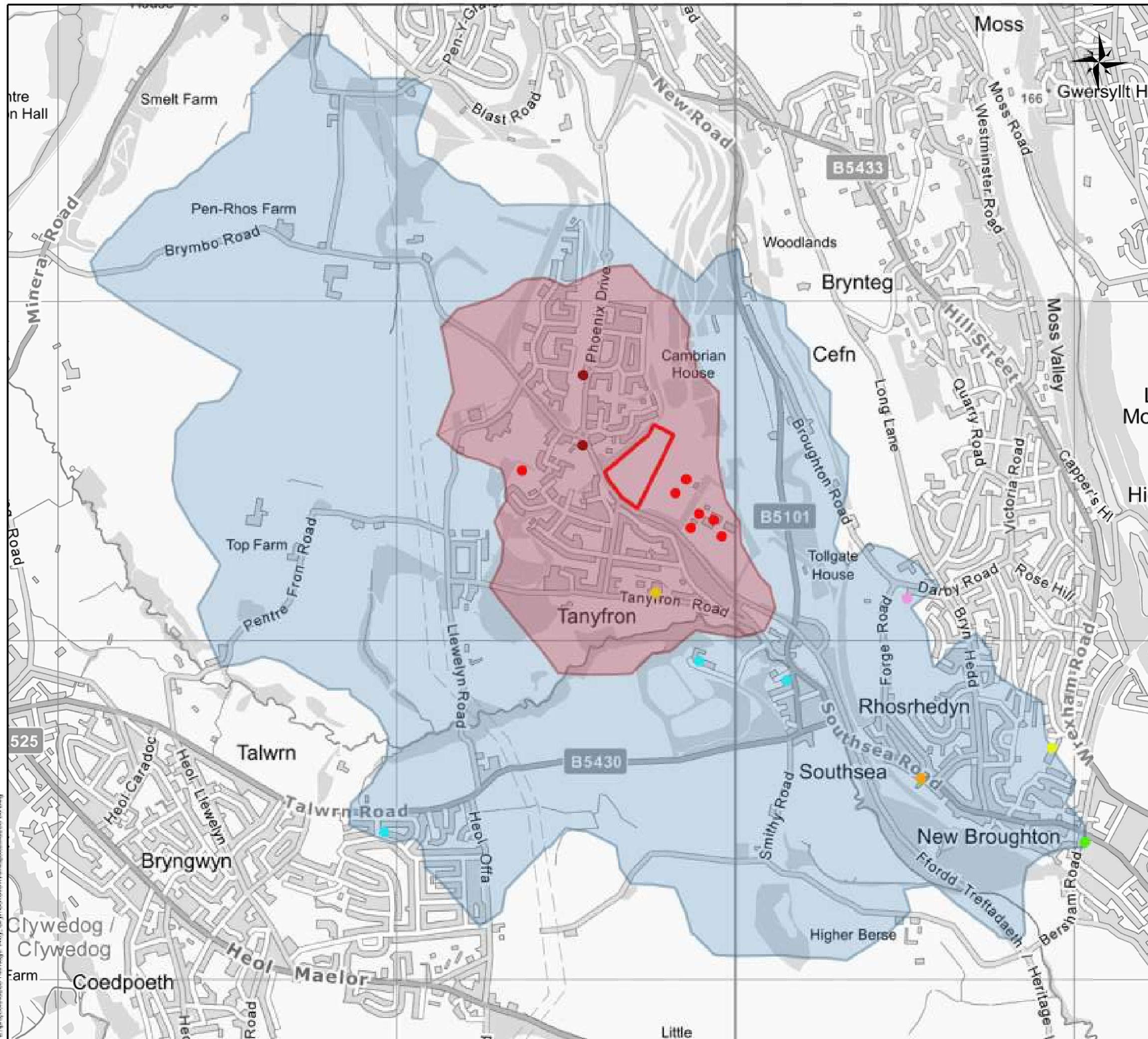
1:1000 @ A3

DRAWN:	LB	CHECKED:	MC	DATE:	JAN 21
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Croft Transport Planning & Design
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Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	3258-F01	REVISION:	C
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NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stops
- Cafe/Takeaway/Public House
- Education
- Healthcare/Medical
- Post Office
- Retail
- Sport/Leisure

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

TAYLOR WIMPEY NW

PROJECT:

HERITAGE WAY, BRYMBO

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALE:

NTS @ A3

DRAWN	CHECKED	DATE
LG	MR	JAN 21

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
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DRAWING NUMBER	REVISION
3258-03	-

Eddisons | Incorporating Croft

APPENDICES

APPENDIX 1

TRICS Output for Residential Use

Calculation Reference: AUDIT-851401-210111-0104

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	2 days
	SC SURREY	2 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	7 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 10 to 297 (units:)
 Range Selected by User: 5 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 08/10/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	8 days
Tuesday	5 days
Wednesday	11 days
Thursday	9 days
Friday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	36 days
Directional ATC Count	3 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	36
Out of Town	2
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	39 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	10 days
10,001 to 15,000	13 days
15,001 to 20,000	6 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	6 days
50,001 to 75,000	5 days
75,001 to 100,000	8 days
100,001 to 125,000	1 days
125,001 to 250,000	11 days
250,001 to 500,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	30 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	14 days
No	25 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	38 days
2 Poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-09	TERRACED HOUSES	CESHIRE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
2	CH-03-A-10	SEMI-DETACHED & TERRACED	CESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
3	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	BOURNEMOUTH		
	CASTLE LANE WEST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
4	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
5	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
6	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD		
	CAMBER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
7	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD		
	NEAR EASTBOURNE		
	STONE CROSS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
8	EX-03-A-02	DETACHED & SEMI-DETACHED	ESSEX
	MANOR ROAD		
	CHIGWELL		
	GRANGE HILL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	97	
	Survey date: MONDAY	27/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
10	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
11	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
12	IW-03-A-01	DETACHED HOUSES	ISLE OF WIGHT
	MEDHAM FARM LANE		
	NEAR COWES		
	MEDHAM		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total No of Dwellings:	72	
	Survey date: TUESDAY	25/06/19	Survey Type: MANUAL
13	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
14	KC-03-A-07	MIXED HOUSES	KENT
	RECULVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
15	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
16	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-04	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD			
	NORTH WALSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: WEDNESDAY	18/09/19		Survey Type: MANUAL
18	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	19/09/19		Survey Type: MANUAL
19	NF-03-A-06	MIXED HOUSES		NORFOLK
	BEAUFORT WAY			
	GREAT YARMOUTH			
	BRADWELL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	275		
	Survey date: MONDAY	23/09/19		Survey Type: MANUAL
20	NF-03-A-07	MIXED HOUSES & FLATS		NORFOLK
	SILFIELD ROAD			
	WYMONDHAM			
	Edge of Town			
	Out of Town			
	Total No of Dwellings:	297		
	Survey date: FRIDAY	20/09/19		Survey Type: DIRECTIONAL ATC COUNT
21	NF-03-A-10	MIXED HOUSES & FLATS		NORFOLK
	HUNSTANTON ROAD			
	HUNSTANTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	17		
	Survey date: WEDNESDAY	12/09/18		Survey Type: DIRECTIONAL ATC COUNT
22	NF-03-A-16	MIXED HOUSES & FLATS		NORFOLK
	NORWICH COMMON			
	WYMONDHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	138		
	Survey date: TUESDAY	20/10/15		Survey Type: DIRECTIONAL ATC COUNT
23	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
24	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	71		
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL	
26	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	207		
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL	
27	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:	18		
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL	
28	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED / TERRACED		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	54		
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL	
29	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	16		
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL	
30	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:	33		
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL	
31	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	248		
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL	
32	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	26		
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

33	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	Survey date:	MONDAY	08/05/17	Survey Type: MANUAL
34	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		17	
	Survey date:	THURSDAY	17/10/13	Survey Type: MANUAL
35	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		49	
	Survey date:	FRIDAY	27/09/19	Survey Type: MANUAL
36	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		151	
	Survey date:	THURSDAY	11/12/14	Survey Type: MANUAL
37	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		180	
	Survey date:	THURSDAY	19/04/18	Survey Type: MANUAL
38	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURREINGTON	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		197	
	Survey date:	THURSDAY	05/07/18	Survey Type: MANUAL
39	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		79	
	Survey date:	WEDNESDAY	07/11/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	96	0.099	39	96	0.313	39	96	0.412
08:00 - 09:00	39	96	0.146	39	96	0.377	39	96	0.523
09:00 - 10:00	39	96	0.152	39	96	0.188	39	96	0.340
10:00 - 11:00	39	96	0.136	39	96	0.165	39	96	0.301
11:00 - 12:00	39	96	0.139	39	96	0.161	39	96	0.300
12:00 - 13:00	39	96	0.164	39	96	0.158	39	96	0.322
13:00 - 14:00	39	96	0.175	39	96	0.162	39	96	0.337
14:00 - 15:00	39	96	0.172	39	96	0.203	39	96	0.375
15:00 - 16:00	39	96	0.285	39	96	0.185	39	96	0.470
16:00 - 17:00	39	96	0.291	39	96	0.174	39	96	0.465
17:00 - 18:00	39	96	0.344	39	96	0.160	39	96	0.504
18:00 - 19:00	39	96	0.292	39	96	0.173	39	96	0.465
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.488			2.492			4.980

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 10 - 297 (units:)
 Survey date range: 01/01/12 - 08/10/20
 Number of weekdays (Monday-Friday): 43
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 2

Personal Injury Accident Data



crashmap.co.uk

No

Crash Date: Sunday, November 15, 2015 **Time of Crash:** 12:45:00 PM **Crash Reference:** 201560S175499

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Wrexham			Number of Vehicles:	2
Local Authority:	Wrexham County Borough			OS Grid Reference:	329934 352200
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
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
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

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	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	-1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	Wall or fence

Casualties

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

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No

Crash Date:	Wednesday, November 18, 2015	Time of Crash:	11:45:00 AM	Crash Reference:	201560S177041
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Wrexham			Number of Vehicles:	1
Local Authority:	Wrexham County Borough			OS Grid Reference:	329925 352200
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
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				



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No

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	Female	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	Entered ditch

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

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No

Crash Date: Thursday, November 26, 2015 **Time of Crash:** 9:45:00 PM **Crash Reference:** 201560S181313

Highest Injury Severity: Serious
Highway Authority: Wrexham
Local Authority: Wrexham County Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 40
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
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: 3

Number of Vehicles: 2

OS Grid Reference: 330017 352118



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	None
2	Car (excluding private hire)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	3	Serious	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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No

Crash Date: Monday, November 30, 2015 **Time of Crash:** 6:17:00 PM **Crash Reference:** 201560S183240

Highest Injury Severity: Serious
Highway Authority: Wrexham
Local Authority: Wrexham County Borough
Weather Description: Raining with high winds
Road Surface Description: Wet or Damp
Speed Limit: 40
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Other junction
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: 5

Number of Vehicles: 3

OS Grid Reference: 329983 352141



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	None
2	Car (excluding private hire)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None
3	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is waiting to turn right	Did not impact	Other	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	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	3	Serious	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other
2	5	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other

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No

Crash Date: Sunday, October 02, 2016 **Time of Crash:** 3:40:00 PM **Crash Reference:** 201660U150203

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Wrexham			Number of Vehicles:	1
Local Authority:	Wrexham County Borough			OS Grid Reference:	329909 352231
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:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

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	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Wall or fence

Casualties

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

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No

Crash Date: Thursday, September 07, 2017 **Time of Crash:** 1:10:00 AM **Crash Reference:** 201760V136635

Highest Injury Severity: Slight
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: Other junction
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: 329609 352500



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No

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	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Other permanent object

Casualties

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

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No

Crash Date:	Wednesday, September 05, 2018	Time of Crash:	8:11:00 AM	Crash Reference:	201860W126749
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Wrexham			Number of Vehicles:	2
Local Authority:	Wrexham County Borough			OS Grid Reference:	329788 352125
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
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				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	36 - 45	Vehicle is parked in the carriageway	Offside	Taking pupil to/from school	None	None
2	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of 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	Female	36 - 45	Unknown or other	Unknown or other

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No

Crash Date: Sunday, November 18, 2018 **Time of Crash:** 12:25:00 PM **Crash Reference:** 201860W164783

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Wrexham			Number of Vehicles:	2
Local Authority:	Wrexham County Borough			OS Grid Reference:	330016 352115
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	66 - 75	Vehicle is in the act of turning right	Nearside	Other	None	None
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

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