J000586TS01a
JUNE 2025

Proposed Residential Development

2 Chester Road, Wrexham

Transport Statement

Prepared on behalf of:

Wales & West Housing Association Ltd

FOCUS TRANSPORT PLANNING

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This Transport Statement (TS) has been prepared by Focus Transport Planning on behalf of Wales and West Housing Association Ltd, in support of a planning application for the development of 27 affordable residential apartments at 2 Chester Road, Wrexham.

1.1.2 The purpose of the report is to inform the Local Planning and Highway Authority, Wrexham County Borough Council (WCBC), of the anticipated highways and transport related effects associated with the proposed redevelopment scheme.

1.1.3 The scope and nature of matters considered within this report reflects the extent of issues that are understood to be of key interest to WCBC following review of their pre-application Consultation comments. The report therefore includes an assessment of the proposed site access and parking strategy, a review of the sustainability of the site and its accessibility to existing local shops & services, and the opportunity to encourage trips to / from the site to be undertaken by alternative travel modes to the private car.

1.2 Report Structure

1.2.1 The structure of this TS is as follows:

- **Section 2** provides a description of the site and existing landuse / planning position.
- **Section 3** considers the existing baseline highway network conditions.
- **Section 4** sets out the details of the development proposals.
- **Section 5** considers the anticipated private car trip demand that could be expected to be generated by the proposals along with an impact assessment.

- **Section 6** provides a summary and conclusion to the report derived from the analysis presented in the preceding chapters.

2.0 SITE LOCATION & EXISTING CONDITIONS

2.1 Site Location

2.1.1 The location of the application site is illustrated in **Figure TS1** to this report. This plan identifies the strategic location of the site within Wrexham City Centre.

2.1.2 The immediate context of the site, including the layout of the surrounding local highway network is illustrated in **Figure TS2** to this report.

2.2 Existing Site Layout and Land Use

2.2.1 The application site represents a triangular parcel of land which extends approximately 0.41 acre and was formerly occupied by an Ebeneser Chapel.

2.2.2 The site is located off the eastern side of Chester Road, and is bound by a large semi-detached residential property to the north, a discount foodstore and Wrexham Memorial Hall to the east, Cenotaph to the south and Coleg Cambria campus to the west (opposite side of Chester Road).

2.3 Relevant Site Planning History & Associated Traffic Demand

Current Planning Status

2.3.1 As identified above, the site was formerly occupied by an Ebeneser Chapel, which has now been demolished. The site is now cleared, and benefits from Planning Consent reference P/2021/0313 which provides a time extension for application reference P/2016/0337 (granted 08/04/2016) for the demolition of former chapel and erection of 23 no. Apartments over four floors with associated parking, external works and access

2.3.2 It is therefore evident that the historic chapel use of the site could have generated a level of traffic associated with the place of worship use, and that the principle of residential use at the site has been established via applications P/2016/0337 and P/2021/0313. Such baseline traffic levels are a material consideration when

reviewing the traffic demand potential of the current proposed application scheme.

3.0 REVIEW OF EXISTING LOCAL HIGHWAY NETWORK CONDITIONS

3.1 Description of the Local Highway Network to the Application Site

3.1.1 The application site represents 2 Chester Road, Wrexham, located north of Wrexham City Centre. Access to the site is currently afforded via two dropped kerb access connections to Chester Road: one at the site's northern extent and one at its southern extent.

3.1.2 Chester Road is an unclassified local road with a carriageway width of circa 6.5m serving a mix of residential and commercial properties. The route has a north-south alignment and is subject to 20mph speed limit. Parking along the route is restricted by double yellow lines, time limited short-stay parking and bus cages for the section of route towards the City Centre and continuing for at least 700m to the north to both sides of the road. Footways of 2.0m minimum width are available to both sides and the route is furnished with street lighting.

3.1.3 Chester Road becomes Chester Street circa 35m to the south of the application site (beyond its junction with Bodhyfryd, Bodhyfryd serving short- and long-stay public car parks). Approximately 200m south of Bodhyfryd, Chester Street becomes a pedestrianised route through Wrexham City Centre, at which point vehicles turn through a 90-degree turn to Holt Street, which itself connects to the A5152 which loops around much of Wrexham City Centre.

3.2 Road Safety: Review of Personal Injury Accident Records

3.2.1 Personal Injury Accident data (PIA) for the local highway network in the immediate vicinity of the application site has been obtained via reference to the CrashMap.co.uk database. The data held in this reference tool is approved by the National Statistics Authority and reported on by the Department for Transport each year. Data has been collected for the most recently available 5-year period 2019-2023, for the length of Chester Road to the site frontage and a circa 150m section either side. The results of this accident search are illustrated in **Figure TS3** to this report.

3.2.2 Review of **Figure TS3** shows that 8 accident incidents have been recorded within the search area over the course of the 5-year search period. A summary of the incidents is provided below, with accident reports provided in **Appendix TS1**:

Chester Road / A5152 Powell Road

- 27/03/2019, 08:10, dry / daylight, serious, involving 1 car proceeding normally along the carriageway, injury to driver.
- 23/05/2020, 14:29, dry / daylight, slight, involving a car proceeding normally and a pedal cyclist in the act of turning right, resulting in slight injury to cyclist.
- 02/05/2021, 12:56, wet or damp / daylight, slight, incident involving a car proceeding normally and a pedal cyclist proceeding normally, resulting in slight injury to cyclist.
- 06/12/2021, 22:23, dry / dark, slight, involving 2 cars changing lane to the right, resulting in slight injury to a passenger.

Chester Road (north of Bodhyfryd)

- 07/11/2019, 19:50, wet or damp / dark, serious, involving pedal cycle proceeding normally along the carriageway and car turning left, resulting in serious injury to cyclist and slight injury to driver.
- 17/01/2020, 15:45, dry / daylight, slight, involving car proceeding normally along the carriageway and pedestrian in the carriageway, resulting in slight injury to pedestrian.
- 10/12/2020, 16:21, wet or damp / dark, slight, involving a car proceeding normally along the carriageway, not on a bend, resulting in slight injury to driver.

Chester Road (south of Bodhyfryd)

- 13/06/2019, 13:33, dry / daylight, serious, involving 1 car proceeding normally along the carriageway and 1 pedestrian crossing on pedestrian crossing facility, injury to pedestrian.

3.2.3 From the brief description available it appears that the recorded accidents are the result of road user error. Whilst any accident is regrettable, it can be concluded that there are no clear & substantive prevailing road safety issues that would call

the proposed redevelopment proposals into question or require direct additional highway safety mitigation measures funded by the proposals.

3.3 Sustainable Transport Connections

3.3.1 Development of the application site at Chester Road for residential land use would need to satisfy key planning and transport related sustainability objectives set out in national and local planning policy, viz:

- Reducing the need to travel, especially by private car.
- Ensuring accessibility to a range of sustainable travel options.

3.3.2 The nature of local sustainable transport connections available within the immediate catchment of the application site are summarised in the paragraphs below.

3.4 Accessibility to Local Facilities (Walking and Cycling)

3.4.1 The location of the application site is anticipated to offer excellent opportunities for a range of journeys to be undertaken on foot or by cycle, being located close to everyday local facilities.

3.4.2 National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km. Guidance produced by CIHT also notes that 800m represents an 'acceptable' walking distance to community facilities and shops, with 1.2km representing a 'preferred maximum'. 2km has been identified as a suitable walk distance for regular commuting trips and journeys to and from school.

3.4.3 **Figure TS4** to this report illustrates a 2km walking catchment from the site. The 2km walking catchment encompasses the whole of central Wrexham, extending to the A483 dual carriageway to the north into the residential suburbs to the east south and west of Wrexham.

3.4.4 The application site is within the commercial centre of Wrexham bounded by the A5152 where local 'everyday' services are available, including:

- Primary schools and nursery /preschool provision.
- Local shopping / community facilities including foodstores.
- Bus and Rail stations.
- Medical surgeries and pharmacy.
- Play parks / recreation ground and sports clubs.
- Library and Leisure Centre with pool.
- Public houses / restaurants / takeaways.
- Commercial / Office / Employment Zones.

3.4.5 National planning guidance also notes that cycling has the potential to substitute for short car trips, particularly those of less than 5km or which could form part of a longer journey by public transport. A 5km cycle journey from the application site allows access across all of Wrexham and extends to include New Broughton, Summerhill, Bradley and Gresford to the north and Rhostyllen to the southwest. Wrexham Industrial Estate, to the east of the city centre, is just beyond the 5km cycle catchment boundary (see **Figure TS5**).

3.4.6 The Active Travel Routes within central Wrexham are illustrated on **Figure TS6** which shows that there are several advisory / traffic free cycle routes in close proximity to the application site.

3.5 Access to Public Transport

Bus Links

3.5.1 The closest bus stop to the application site is directly opposite the site frontage on Chester Road. This northbound stop comprises a flagpost with service information board and on carriageway bus cage markings. The corresponding southbound bus stop is located circa 75m to the north of the site on Chester Road although no bus stop infrastructure is present.

3.5.2 Arriva bus operates the majority of bus routes within Wrexham. Services 7 and 8 operate a half hourly daytime frequency service on Chester Road, Monday – Saturday, through the city centre and the residential area of Caia Park to the east. This service reduces to a two-hourly provision on Sundays.

3.5.3 Wrexham Industrial Estate and Redwither Business Park can be accessed via service 41 which operates a half hourly service in the morning and evening peak periods (Monday to Saturday) with an hourly service between the peaks.

3.5.4 Service 42 provides an hourly daytime (Monday – Saturday) circular connection to the residential suburb of Highfield via the city centre.

3.5.5 Stagecoach provides a service (Route 5) from Wrexham to Chester Railway Station and City Centre. This service operates with a daytime (Monday – Saturday) frequency of 90 minutes with the journey taking approximately an hour.

3.5.6 Wrexham Bus and Coach station is circa 500m (some 6-7 minutes' walk) to the west of the application site where further services are available. **Figure TS7** illustrates the bus routes serving Wrexham along with a summary of the service frequency.

Rail Links

3.5.7 In addition to these immediate local bus connections, Wrexham Central and Wrexham General Train Stations are located 800m and just under a kilometre walk (11 – 15 minutes) from the application site respectively. These stations lie on the Borderlands Rail Line, and as such services from these stations provide regular (at least hourly) services to key employment and leisure destinations such as Chester, Holyhead, Liverpool, Birmingham and Cardiff.

3.6 Accessibility Summary

3.6.1 Overall, it is concluded that the application site at Chester Road represents a suitable location to encourage sustainable residential development, being located within an acceptable walk / cycle catchment of everyday destinations and is accessible by bus and rail services.

3.6.2 Such locational characteristics should assist in meeting the key sustainable residential planning objectives of promoting opportunities for the use of alternative travel modes to the private car and thereby help manage the overall traffic impact associated with new development.

4.0 DESCRIPTION OF THE DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The application scheme envisages the redevelopment of the site of the former Ebeneser Chapel at 2 Chester Road, Wrexham, to deliver a modern apartment building comprising 27 affordable residential apartments. All apartments would provide 1-bedroom.

4.1.2 A masterplan drawing of the application scheme is provided for reference in **Appendix TS2** to this report. This plan also identifies the proposed location and nature of site access and car parking arrangements.

4.2 Highway Access Arrangements

4.2.1 It is proposed that a new vehicular access is delivered off Chester Road (northern extent of site frontage to this route) providing access to a car parking area at the eastern side of the proposed new apartment building.

4.2.2 It is proposed that the access would comprise a dropped kerb footway crossover, with the internal access route providing 4.8m shared surface. Visibility splays from the proposed access to Chester Road is available at 2.0m x 25m in both directions (measured to the centreline of the carriageway in the case of the northbound splay), suitable for access to a route operating under 20mph, such as High Street, along with 2m x 2m pedestrian intervisibility (see **FTP Drawing J000586/SK102**).

4.3 Vehicle Servicing

4.3.1 Servicing requirements are likely to comprise weekly refuse collection and occasional deliveries. It is proposed that small deliveries could occur within the on-site parking areas, with larger deliveries / refuse collection occurring on-street. A designated refuse store is provided at the southern side of the building, with a separate pedestrian access point provided between the bin store and Chapel Street frontage for ease of access.

4.4 Car Parking

4.4.1 The application scheme would be served by 9 car parking spaces, including 2 spaces to mobility standard. All spaces are provided at a minimum of 2.4m x 4.8m, with additional access zone provided for disabled spaces, and additional width at the bay provided alongside the internal sub-station. A 6m aisle width is available for all parking spaces.

4.4.2 WCBC Car Parking Standards for new developments (as set out in their Local Planning Guidance Note No.16: Parking Standards), sets out the following maximum parking standards:

- C3 Dwellings 1-bedroom: 1.5 car spaces per unit

4.4.3 WCBC's standards also state the following with reference to reduced reliance/ car-free housing:

"Proposals for reduced reliance/car free housing, as supported by TAN 18 - Transport, will be considered on their own merits. It is likely that only small-scale sites will be suitable for such developments where they are demonstrated to be within walking distance to frequent public transport and accessible to a range of employment, shopping and leisure facilities. Where reduced reliance/car free developments are proposed, the Council will need to be satisfied that they will not cause or exacerbate parking problems."

4.4.4 In the case of the application site, the proposed 9 car parking spaces is considered appropriate owing to the accessible location of the application site, noting excellent opportunities for access by modes other than the private car, with city centre shops/services/public transport opportunities being a short walk away. Furthermore, local streets to the application site are subject to strict parking controls, which will ensure that overspill on-street parking would not occur.

4.5 Cycle Parking

4.5.1 An area within the building (ground floor) would be set aside for cycle parking, providing secure covered parking.

5.0 PREDICTED DEVELOPMENT RELATED TRAVEL DEMAND

5.1 Introduction

5.1.1 This section of the Transport Statement seeks to identify the levels of traffic demand anticipated to be generated by the application scheme. This exercise has been carried out via reference to vehicle trip rates derived for suitable example private residential development sites held within the TRICS database. TRICS is a nationally regarded source of historical trip demand data, containing observed traffic data for a large variety of development-type sites. As such, the database can be considered to produce reliable base trip rates.

5.2 Predicted Trip Demand Levels

5.2.1 As noted in section 4.1 to this report, the application scheme is proposed to deliver a modern apartment building comprising 27 * 1-bed affordable apartments.

5.2.2 Trip demand associated with the application scheme have been calculated with reference to the TRICS trip rate database. It is considered that the retirement flats land use within the TRICS database is most comparable to the proposed landuse.

5.2.3 Details of the reference sites chosen from the TRICS database to inform the review of the proposed affordable apartments land use are set out in **Appendix TS3** to this report, with sites selected for general locational characteristics similar to the Ebeneser Chapel site, i.e.:

- Affordable/LA flat development size of 6-50 dwellings,
- Town centre and edge of town centre sites; and,
- Not including sites in Greater London or Eire.

5.2.4 The chosen sites provide a varying level of parking, with an average of around 68%. Such average level of parking is in excess of what is proposed at the application scheme, and accordingly the trip demand assessment presented below can be considered highly robust. Indeed, given the highly accessible city centre location

of the application site and level of parking proposed, the trip generation of the proposal scheme could be expected to be circa 50% of that presented in the following paragraphs.

5.2.5 Average trip rates (per dwelling) for the traditional AM / PM 'rush hour' time periods and 12-hour period are illustrated in **Table TS5.**1.

Table TS5.1: Calculated Average Affordable Apartments Trip Rates from TRICS

Time Period	Average Trip Rates (per dwelling)		
	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.031	0.068	0.129
PM Peak (17:00-18:00)	0.095	0.149	0.244
12h hour (07:00-19:00)	1.034	1.068	2.102

Trip Rate (Per dwelling)

5.2.6 The above average trip rates have been applied to the total residential development size proposed at the application site (27 dwellings), with the results set out in **Tables TS5.2** below.

Table TS5.2: Predicted Average Affordable Apartments Trip Demand for Proposed Apartments at the Application Site (27 beds)

Time Period	Trip Demand (16 apartments)		
	Arrive	Depart	Total
AM Peak (08:00-09:00)	2	2	4
PM Peak (17:00-18:00)	3	4	7
12h hour (07:00-19:00)	28	29	57

All vehicle movements

5.2.7 The above exercise demonstrates that the application scheme is not anticipated to generate a substantive level of travel demand during traditional 'rush hour periods', with maximum two-way (in + out) vehicle demand associated with the proposals predicted to be no more than 7 two-way vehicles per hour during the traditional highway peak hours of 08:00-09:00 & 17:00-18:00. Such demand is the equivalent of less than 1 development vehicle trip movement every 8 minutes and is considered unlikely to result in a severe impact on prevailing local highway network operating conditions, especially when considering the former place of worship use of the site and consented 23-unit residential apartment scheme. Indeed, hourly traffic demand is anticipated to be broadly similar for the 23-unit scheme when compared to the current proposals.

5.3 Impact Statement

5.3.1 Traditionally the review of highway link impact suggests that more detailed assessment is typically only required, should traffic flow changes exceed the following guideline thresholds:

- Traffic to / from the development exceeds 10% of existing two-way traffic on the adjoining highway; or,

- Where traffic to / from the development exceeds 5% of the existing two-way traffic flow on the adjoining highways at locations where traffic congestion exists within the assessment period or in other sensitive locations.

5.3.2 March 2007 Welsh Government Guidance TAN18 Annex E (para E4) further reinforces the 5% threshold as a reasonable starting point for the identification of likely material increases in traffic demand.

5.3.3 In practice it is considered unlikely that the predicted additional development related traffic levels highlighted above (no more than 7 additional vehicles per hour), would give rise to any material detrimental change in local highway network conditions. Indeed, it is likely that the operational effects of the small volume of additional development traffic movements associated with the scheme would be virtually indistinguishable from day-to-day variations in general baseline traffic levels (typically + or – 10%).

6.0 SUMMARY

6.1 This Transport Statement has been prepared by Focus Transport Planning on behalf of Wales and West Housing Association Ltd to consider highways and transport matters related to the redevelopment of the site of the former Ebeneser Chapel, 2 Chester Road, Wrexham, to provide a modern apartment building comprising 27 1-bed affordable apartments. The report has been prepared to inform the Local Planning & Highway Authority of the design and nature of the proposed site access arrangements and any highway network operational impacts associated with the residential development proposals.

6.2 This report has demonstrated that the application scheme would represent appropriate and sustainable development when considered in highways and transport terms. The site is located within Wrexham City Centre, offering excellent potential to encourage access by alternative sustainable travel modes to the private car for day-to-day journeys, being within walking distance of key shops, services, and employment opportunities, and adjacent to frequent public transport connections. The proposals incorporate a suitable level of car and cycle parking in lieu of the city centre location.

6.3 There is no evidence to suggest that the application scheme would give rise to a severe detrimental impact on local highway network operation, especially when considering the previous place of worship land use, also noting that the site has historically received planning permission for a similar residential development. Development traffic increases would be of a strictly limited scale and would not require the provision of specific network capacity improvements.

6.4 Focus Transport Planning would therefore commend the proposals to the Council.



DRAWINGS

2.4m x 25m visibility splay

84.1m

FFORDD CAER / CHESTER ROAD

2.0m

2.0m

sub station

dis.

dis.

9No parking spaces

1800mm high fence surroun station

1800mm high timb fence to eastern boundary

215mm tick ground retaining walls

existing trees along eastern boundary to be removed

2.4m x 25m visibility splay

metal boundary fence

Revision:
A -
-

Client:
Wales & West Housing Association

Project:
Proposed Residential Development
2 Chester Road, Wrexham

Drawing Title:
Available Visibility Splays

Drawing Number: J000586-SK102
Revision: -

Date: 11.06.2025
Scale: 1:500@A3

Drawn By: KG
Checked By: KG

Status:
Information

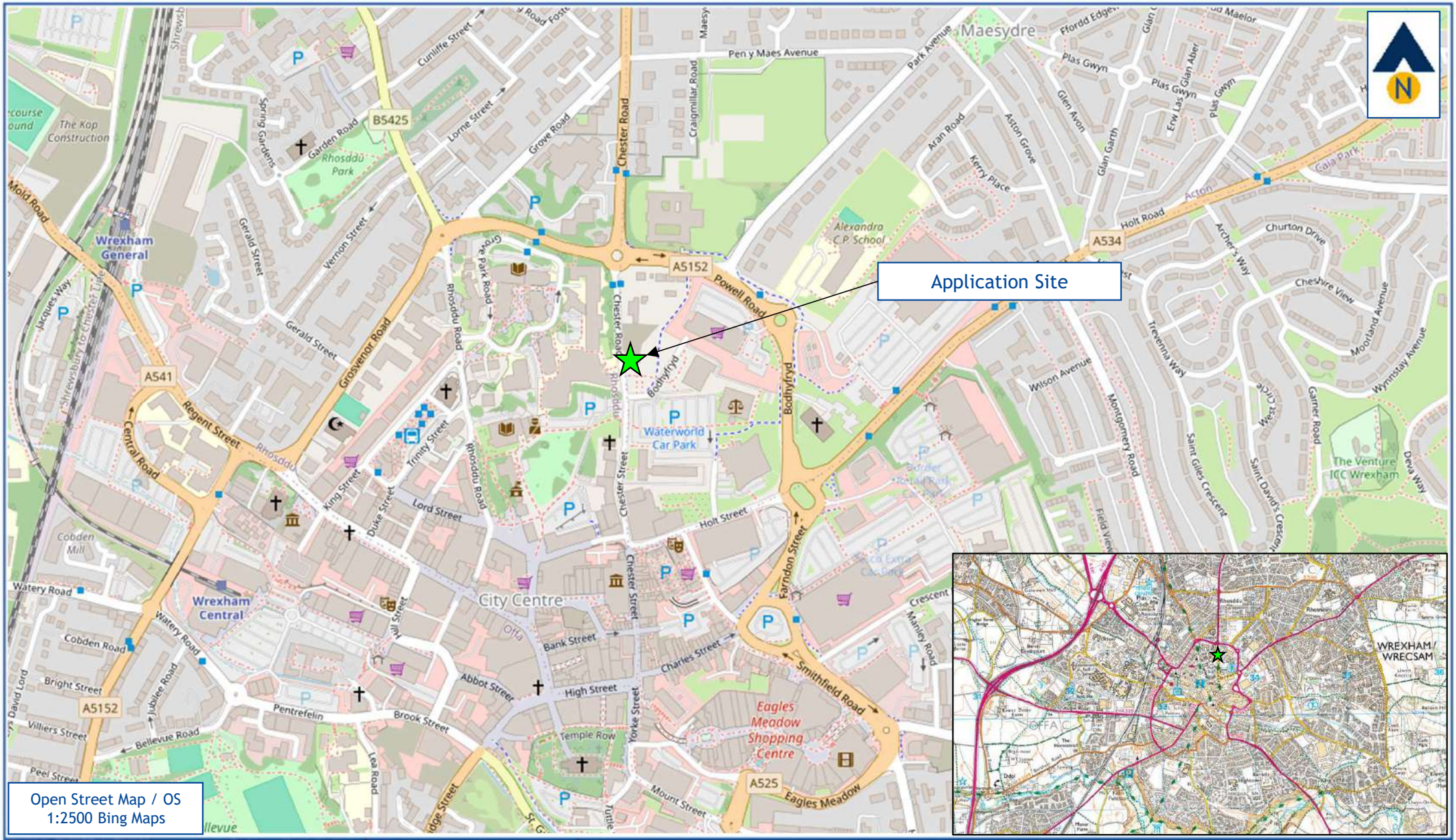
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DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

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FIGURES



FOCUS TRANSPORT PLANNING

Figure TS1 **Site Location: Strategic Context**

J000586 Land at Chester Road, Wrexham June 2025

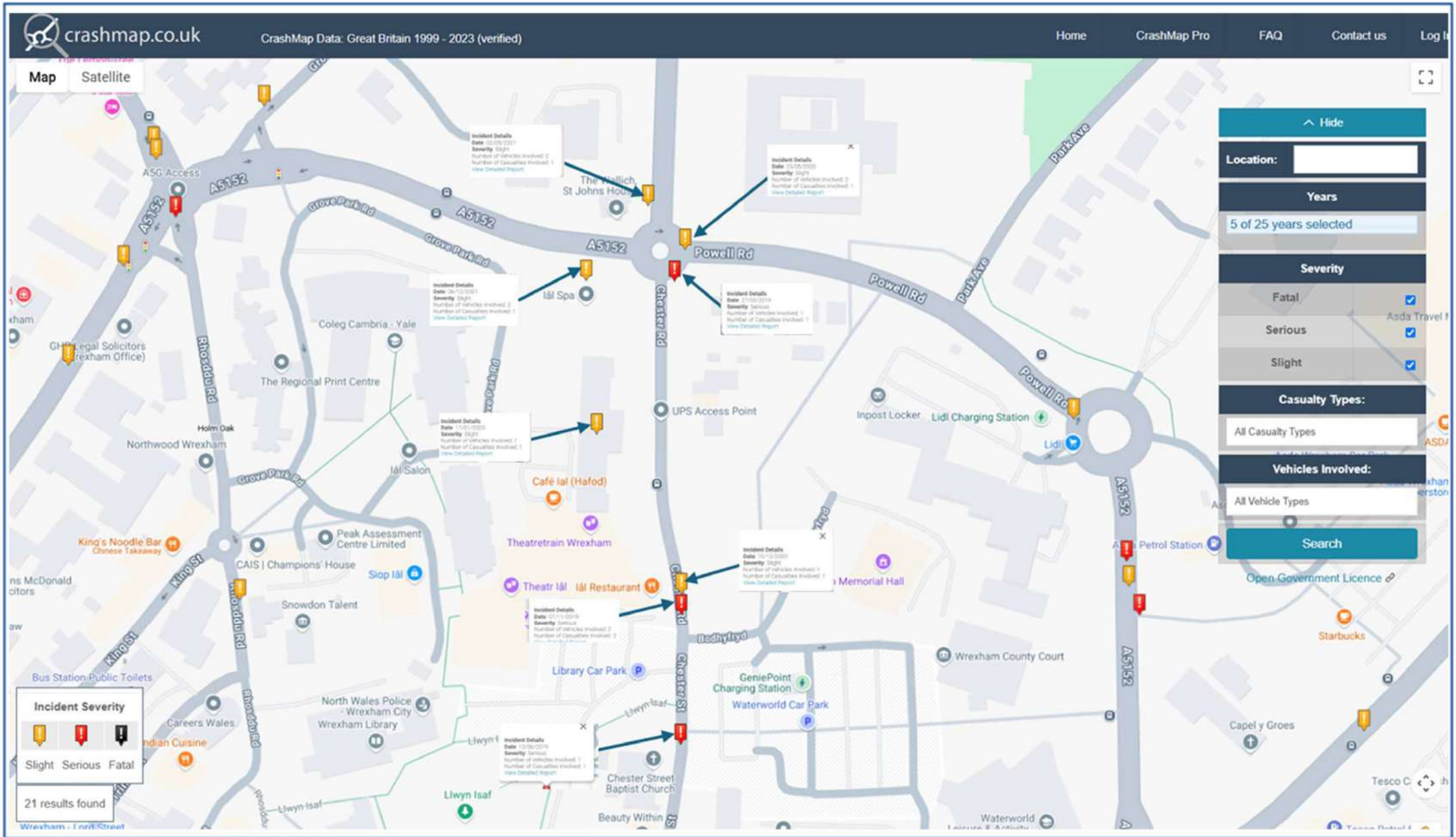


Google Earth Aerial Image

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Figure TS2 **Site Location: Local Context**

J000586 Land at Chester Road, Wrexham June 2025



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Figure TS3 **PIA Plan**

J000586 Land at Chester Road, Wrexham June 2025

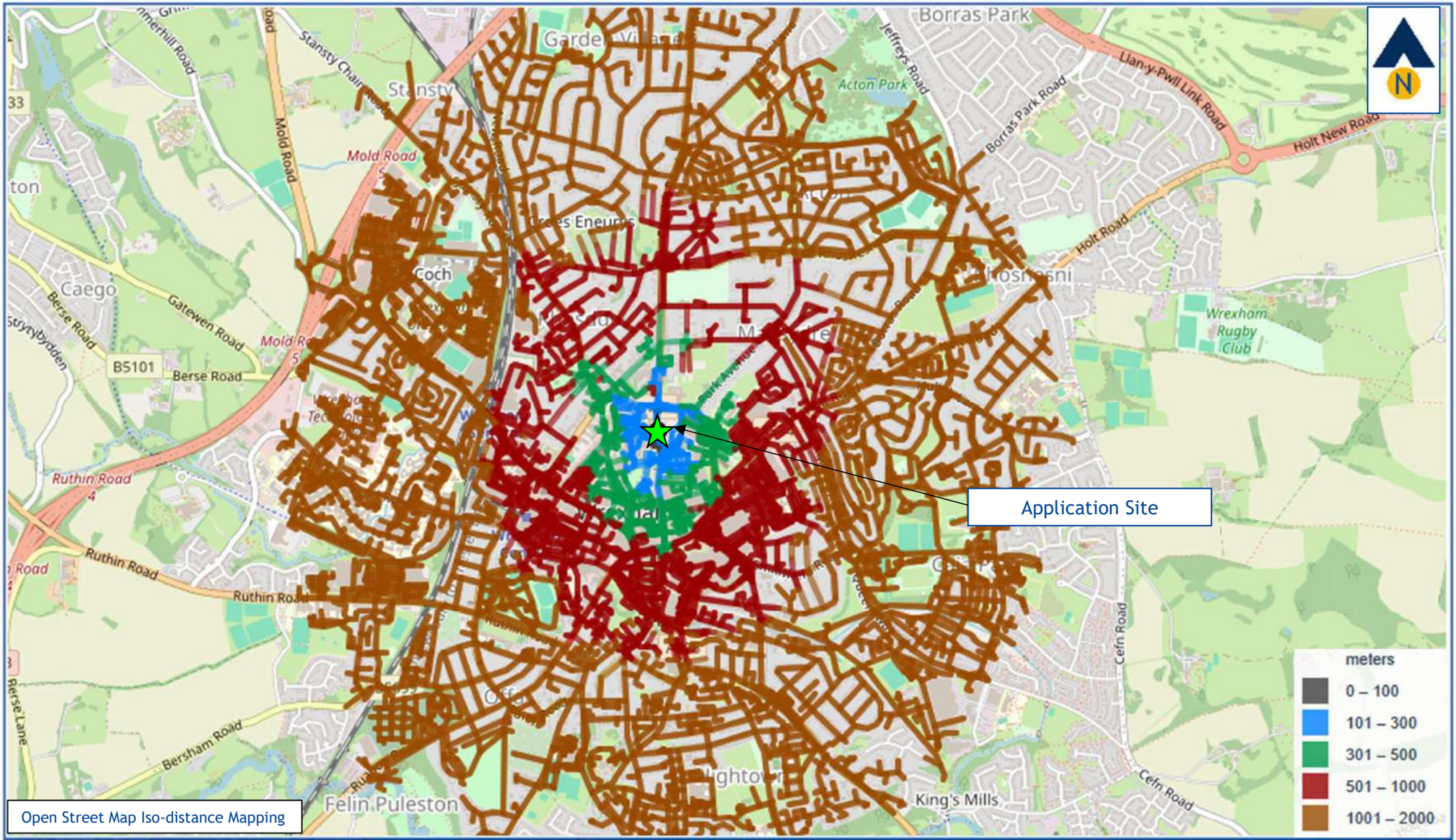
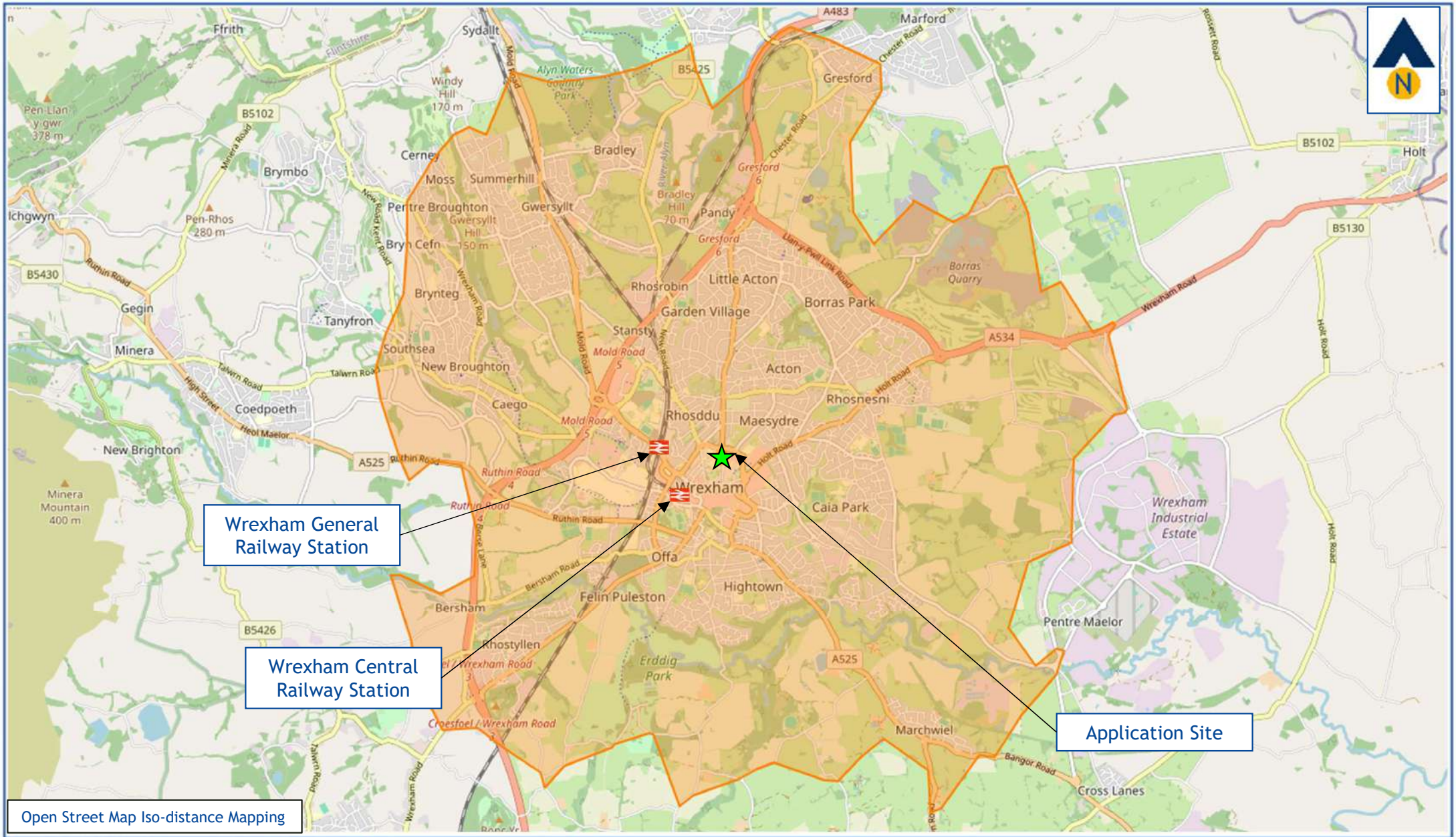


Figure TS4 **Illustrative 2km Walking Catchment from the Application Site**

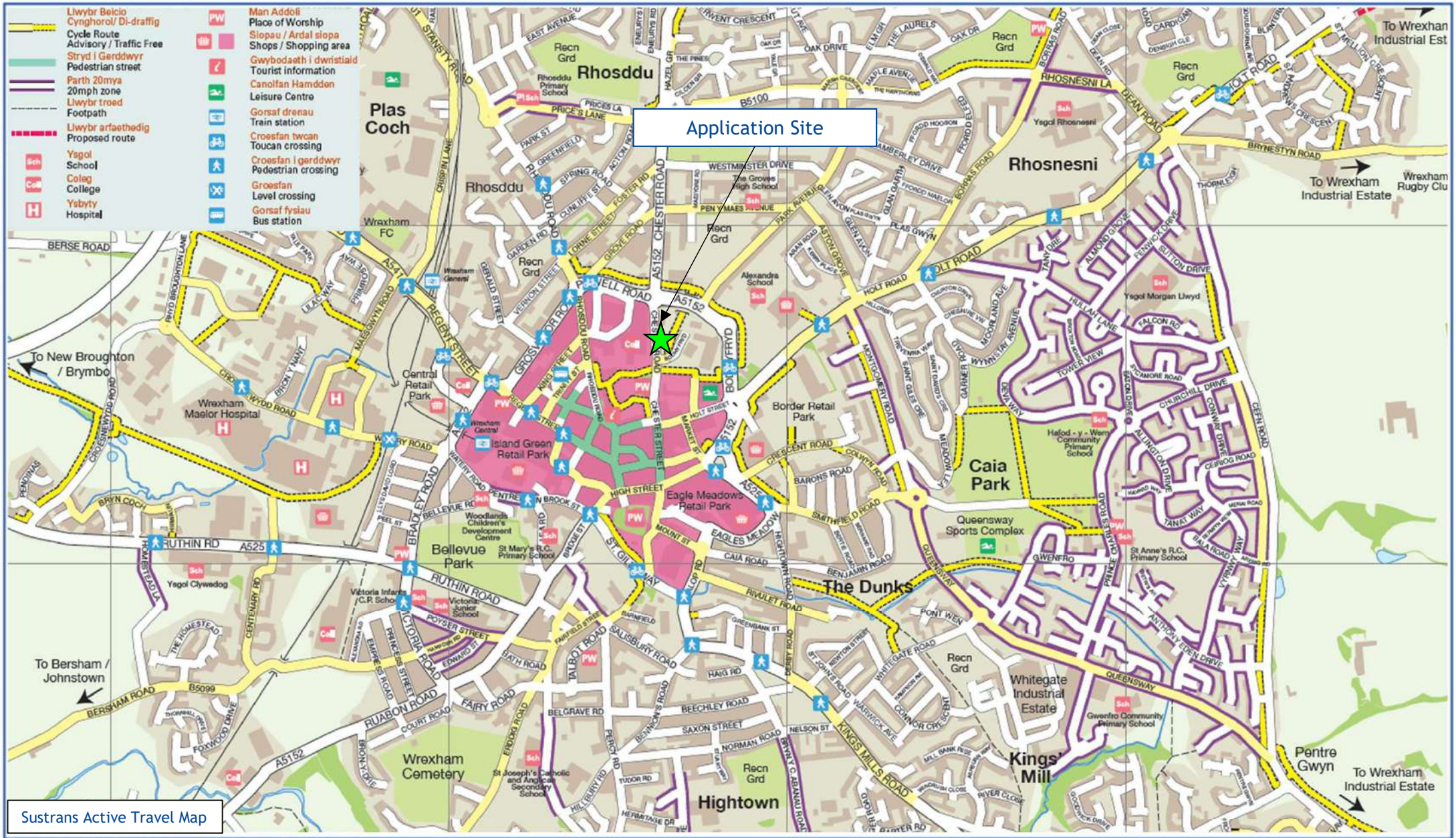
J000586 Land at Chester Road, Wrexham June 2025



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Figure TS5 **Illustrative 5km Cycle Catchment from the Application Site**

J000586 Land at Chester Road, Wrexham June 2025



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Figure TS6 **Active Travel Routes in Wrexham**

J000586 Land at Chester Road, Wrexham June 2025

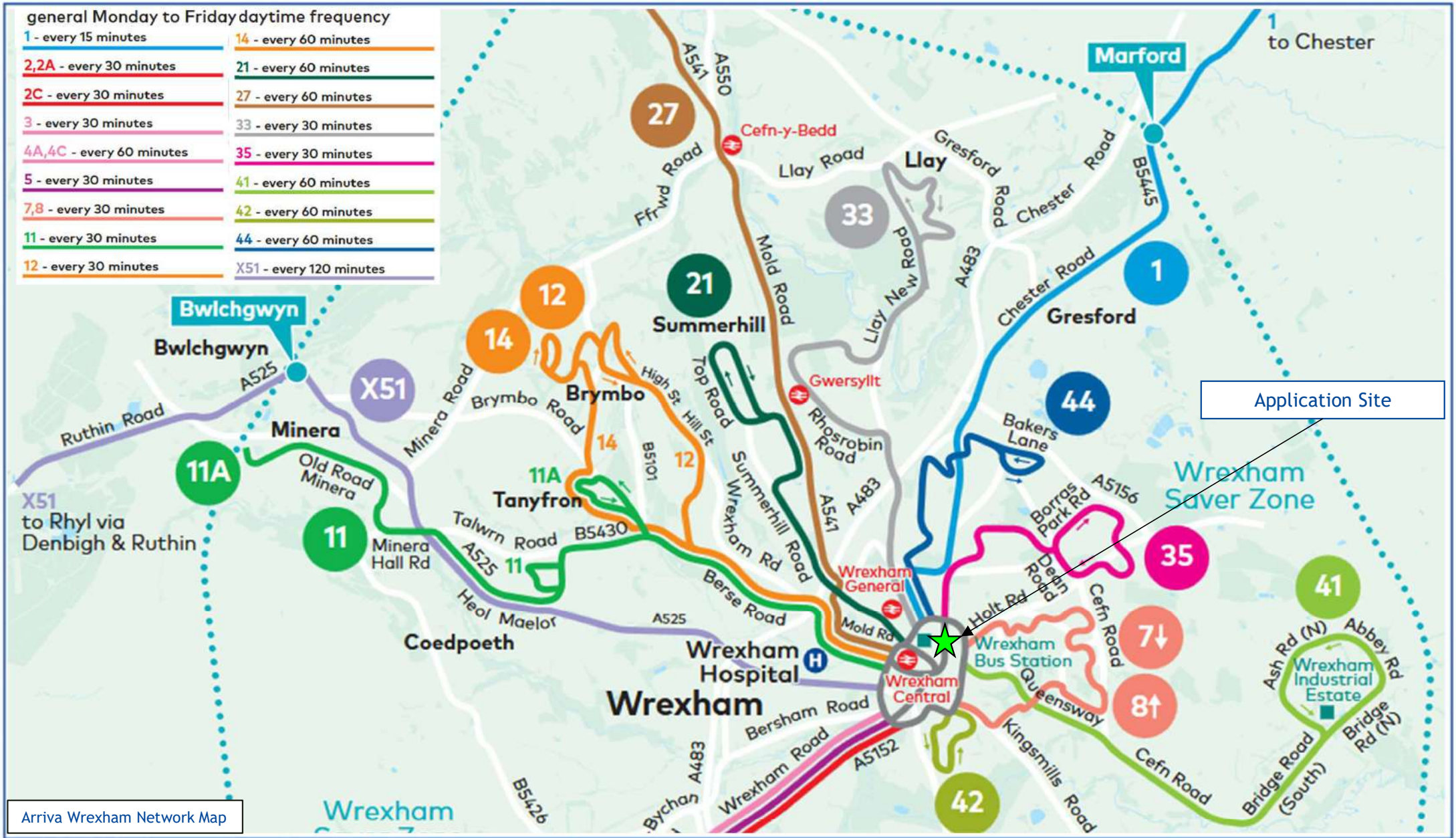


Figure TS7 **Wrexham Bus Services**

J000586 Land at Chester Road, Wrexham June 2025



APPENDICES



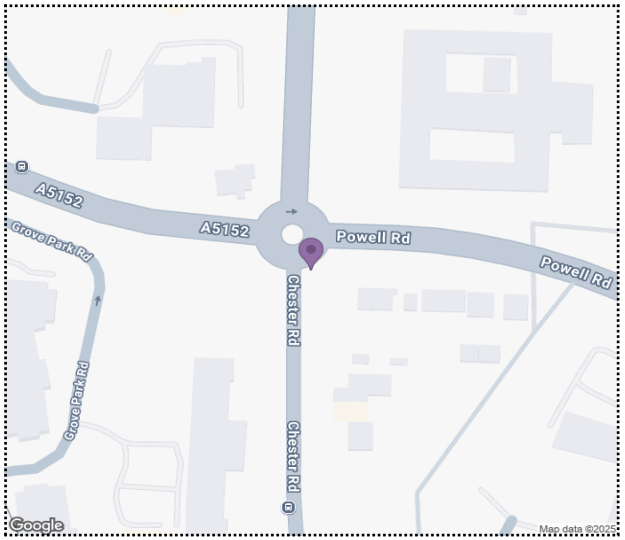
APPENDIX TS1

crashmap.co.uk

Validated Data

Crash Date:	Wednesday, March 27, 2019	**Time of Crash:**	08:10:00	**Crash Reference:**	201960X040910
Highest Injury Severity:	Serious	**Road Number:**	A5152	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	333615 350772

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:	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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Crash Date: Wednesday, March 27, 2019 **Time of Crash:** 08:10:00 **Crash Reference:** 201960X040910

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 cars 2005 onwards)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	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

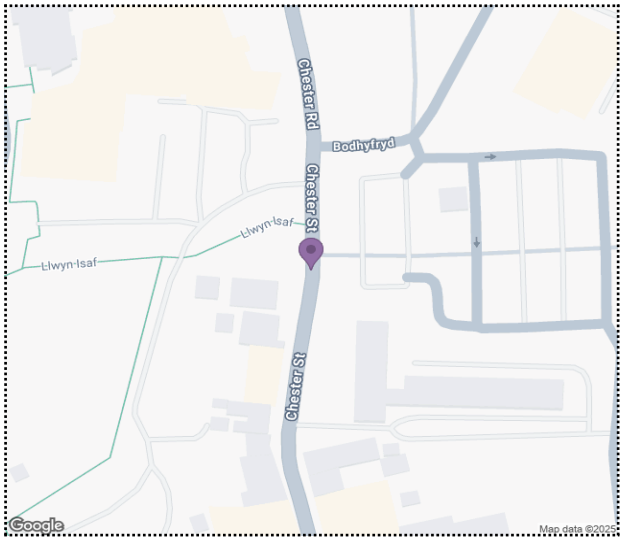
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crashmap.co.uk

Validated Data

Crash Date:	Thursday, June 13, 2019	**Time of Crash:**	13:33:00	**Crash Reference:**	201960X081868
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	333615 350552

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:	Zebra crossing
Road Type:	Single carriageway
Junction Control:	Unknown



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

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Validated Data

Crash Date: Thursday, June 13, 2019 **Time of Crash:** 13:33:00 **Crash Reference:** 201960X081868

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 cars 2005 onwards)	-1	Female	Over 75	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
1	1	Serious	Pedestrian	Female	56 - 65	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's offside

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

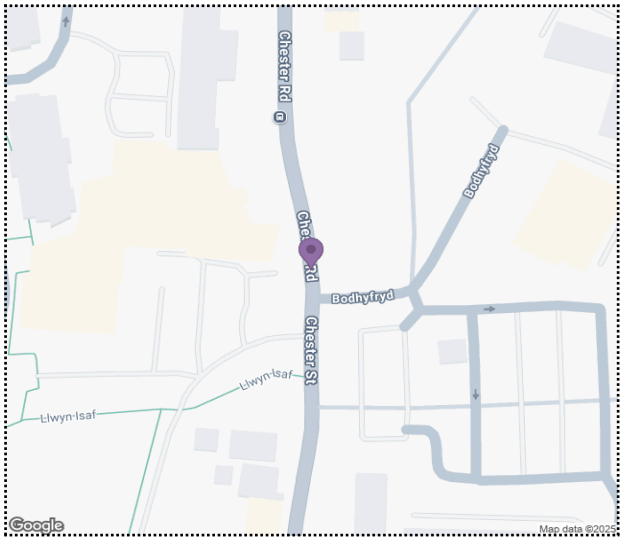
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Validated Data

Crash Date:	Thursday, November 7, 2019	**Time of Crash:**	19:50:00	**Crash Reference:**	201960X162203
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	2
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	333616 350614
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
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				



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Crash Date: Thursday, November 7, 2019 **Time of Crash:** 19:50:00 **Crash Reference:** 201960X162203

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	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Female	26 - 35	Vehicle is in the act of turning left	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	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

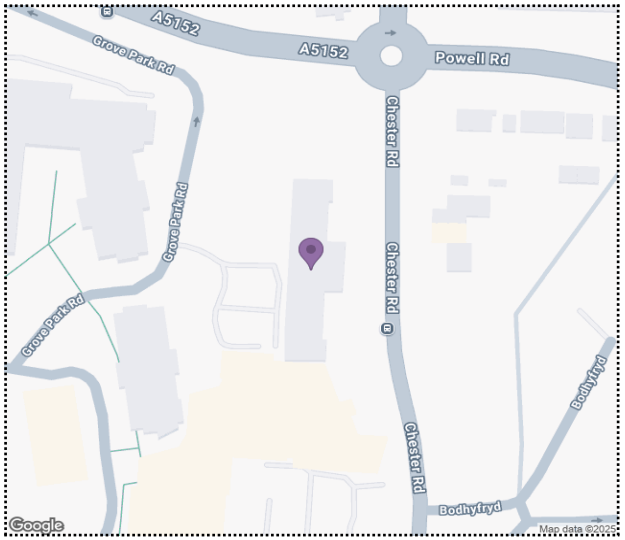
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Validated Data

Crash Date:	Friday, January 17, 2020	**Time of Crash:**	15:45:00	**Crash Reference:**	202060Y007535
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	333577 350700
Weather Description:	Unknown				
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:	Dual carriageway				
Junction Control:	Unknown				



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

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Crash Date: Friday, January 17, 2020 **Time of Crash:** 15:45:00 **Crash Reference:** 202060Y007535

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 cars 2005 onwards)	-1	Unknown	Unknown	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
1	1	Slight	Pedestrian	Male	21 - 25	In carriageway, crossing elsewhere	Crossing from driver's offside

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

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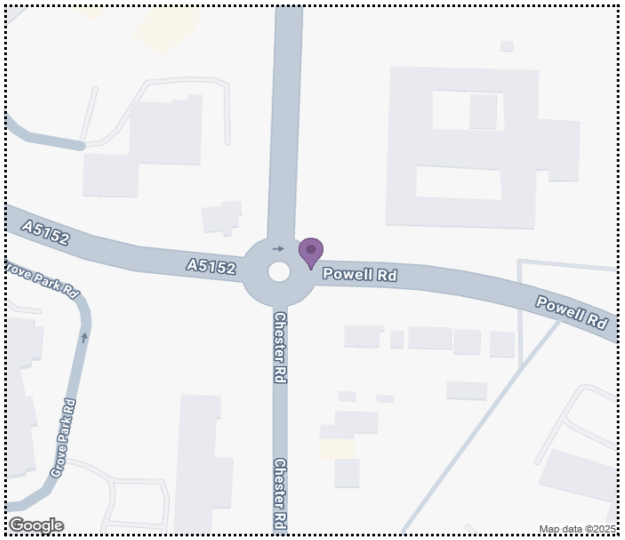
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Validated Data

Crash Date:	Saturday, May 23, 2020	**Time of Crash:**	14:29:00	**Crash Reference:**	202060Y072790
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	333620 350787

Weather Description:	Fine with high winds
Road Surface Description:	Dry
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:	Roundabout
Junction Control:	Give way or uncontrolled



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Crash Date: Saturday, May 23, 2020 **Time of Crash:** 14:29:00 **Crash Reference:** 202060Y072790

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 cars 2005 onwards)	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle is in the act of turning right	Back	Unknown	None	None

Casualties

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

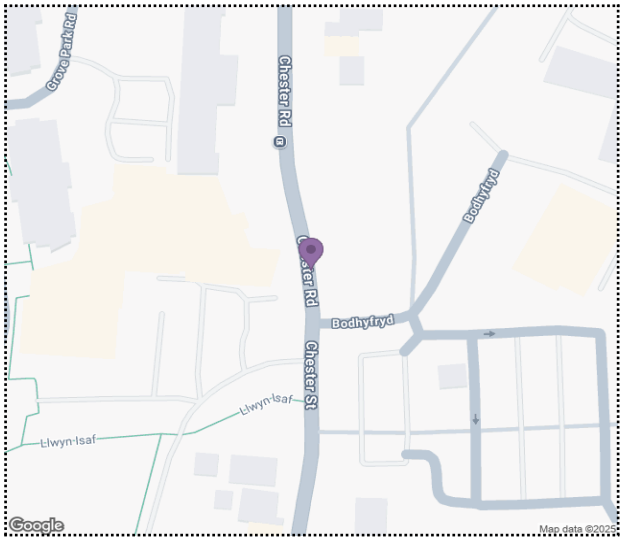
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Validated Data

Crash Date:	Thursday, December 10, 2020	**Time of Crash:**	16:21:00	**Crash Reference:**	202060Y180610
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	333616 350624
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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Crash Date: Thursday, December 10, 2020 **Time of Crash:** 16:21:00 **Crash Reference:** 202060Y180610

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 cars 2005 onwards)	-1	Female	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Bollard/Refuge	None

Casualties

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

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

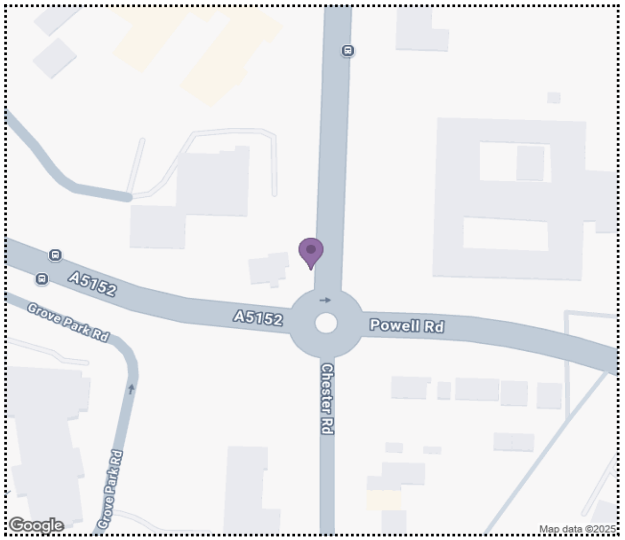
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Validated Data

Crash Date:	Sunday, May 2, 2021	**Time of Crash:**	12:56:00	**Crash Reference:**	202160Z060587
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	333603 350808
Weather Description:	Fine 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:	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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Crash Date: Sunday, May 2, 2021 **Time of Crash:** 12:56:00 **Crash Reference:** 202160Z060587

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 cars 2005 onwards)	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Pedal cycle	-1	Male	16 - 20	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	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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

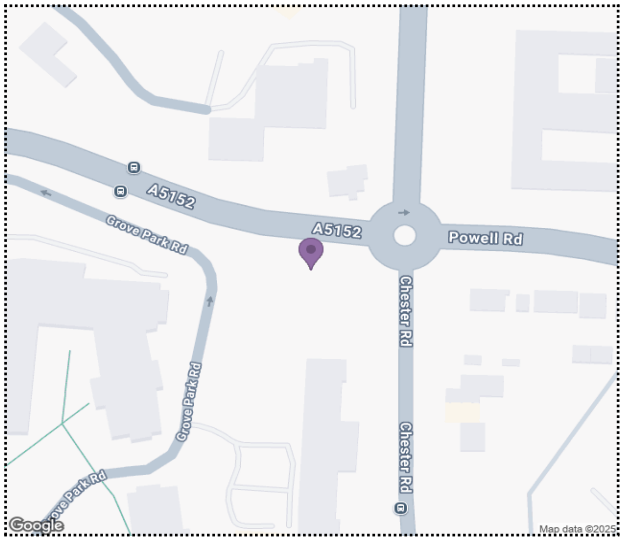
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Validated Data

Crash Date:	Monday, December 6, 2021	**Time of Crash:**	22:32:00	**Crash Reference:**	202160Z177661
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	333573 350773

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:	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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Crash Date: Monday, December 6, 2021 **Time of Crash:** 22:32:00 **Crash Reference:** 202160Z177661

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 cars 2005 onwards)	-1	Female	36 - 45	Vehicle is changing lane to the right (including slip road)	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Male	46 - 55	Vehicle is changing lane to the right (including slip road)	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

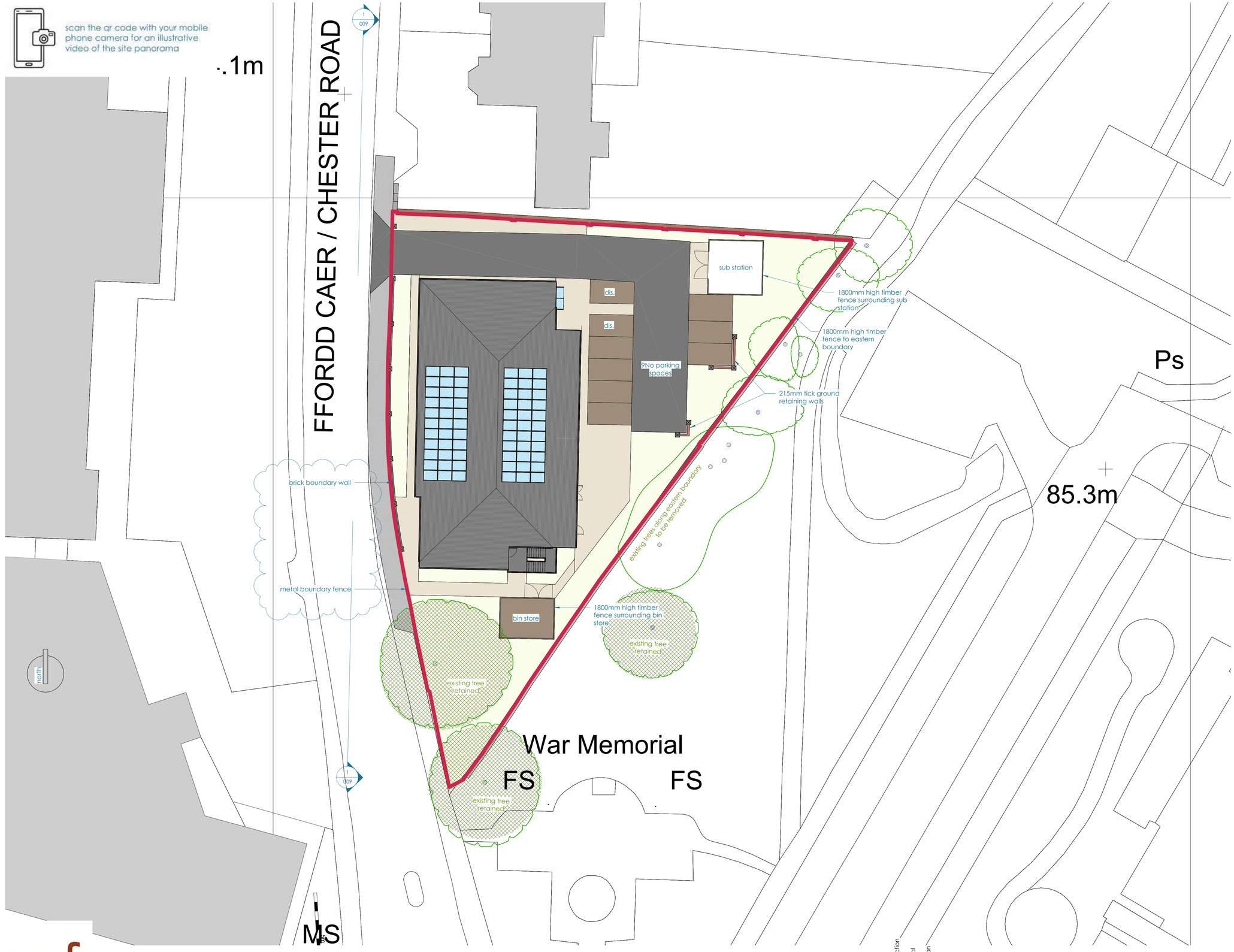
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



APPENDIX TS2

scan the qr code with your mobile phone camera for an illustrative video of the site panorama



F	boundary wall, fence and railing shown	2025.06.07	AJR
E	car park retaining walls and timber fencing shown. 2 meter high fence and gate around escape stair	2025.06.01	AJR
D	shared for approval	2025.05.30	AJR
C	revised and issued for comment/ review	2025.04.14	AJR
B	revised following client meeting	2025.01.29	AJR
A	issued for discussion	2025.01.27	AJR
Revision	Description	Date of Revision	Issued by

drawing status: for construction · for approval · for discussion

Project: 2 CHESTER STREET, WREXHAM
Sheet name: PROPOSED SITE
Scale@A1: 1 : 200
Date: 2025.01.27
Revision F
Drawing No 006
Project name C431

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cartref workstage 3

07/06/2025 11:02:36

200 100 50 10mm

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north

1800mm high timber fence to eastern boundary

1800mm high timber fence surrounding sub station

215mm tick ground retaining walls

sub station

2900

existing trees along eastern boundary to be removed

existing tree retained

9No parking spaces (inc 2No dis.)

6000

rotary dryers

022 elevation east 1

dis.

dis.

1226

rwp

rwp

rwp

svp

app 05

app 06

plant

fg

bike store

1800mm high timber fence surrounding bin store

rwp

UP

stair & lift

023 elevation north

4800

vehicle access barrier

aov

svp

riser

riser

riser

riser

svp

drainage is equal in all apatments

app 01

app 02

app 03

app 04

2000

svp

rwp

rwp

rwp

rwp

mix - 27No 1B2P apartments

elevation west 2 022

1859

UP

ext stair

fg

bin store

elevation south 1 023

aov

access to bin store

security fence and gate to ext stair

existing tree retained

existing tree retained

building footprint encroaching 2 meters into tee exclusion zone

bin lay down area

dashed green line of tree exclusion zone on ARB drg Mar.25

215mm thick boundary walls and piers

1 **LEVEL 00 PLAN**
1 : 100

cartref workstage 3

07/06/2025 11:02:35

Revision	Description	Date of Revision	Issued by
K	boundary wall, fence and railing shown	2025.06.07	AJR
J	car park retaining walls and timber fencing shown. 2 meter high fence and gate around escape stair	2025.06.01	AJR
H	shared for approval	2025.05.30	AJR
G	stone cills added to ground and first windows. parking space ommited bin setting out area shown	2025.05.14	AJR
F	revised and issued for comment/ review	2025.04.14	AJR
E	lift and stair configuration shown, sub station moved, vehicle access barrier shown, building encroaches 2 meters into tree exclusion zone, buiding footprint adjusted to wall constsruction buildups, cycle storage shown	2025.03.31	AJR
D	topo updated to latest verion. northern vehicle access moved to follow boundary. building moved to the north to reduce impact on tree exclusion zone	2025.03.17	AJR
C	arb drg mar.25 added. drainage shown, parking bay next to sub station and access road widened, bin store path to highways shown	2025.03.07	AJR
B	revised following client meeting	2025.01.29	AJR
A	issued for discussion	2025.01.27	AJR

drawing status: for construction, for approval, for discussion

Project: 2 CHESTER STREET, WREXHAM
Sheet name: LEVEL 00 PROPOSED PLAN
Scale@A1: 1 : 100
Date: 2025.01.27
Revision K
Drawing No 020
Project name C431

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200
100
50
10mm

scan the qr code with your mobile phone camera for an illustrative video of the site panorama



3 LEVEL 03
1 : 100



1 LEVEL 01
1 : 100



2 LEVEL 02
1 : 100

c|rtref workstage 3

30/05/2025 10:52:50

for construction
for approval
for discussion
drawing status

Revision	Description	Date of Revision	Issued by
D	shared for approval	2025.05.30	AJR
C	revised and issued for comment/ review	2025.04.14	AJR
B	revised following client meeting	2025.01.29	AJR
A	issued for discussion	2025.01.27	AJR

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Project name C431 **Drawing No** 021 **Revision** D

Project: 2 CHESTER STREET, WREXHAM
Sheet name: LEVEL 00, 01, 02 PROPOSED PLANS
Scale@A1: 1 : 100
Date: 2024.01.27

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200
100
50
10mm



APPENDIX TS3

Calculation Reference: AUDIT-506501-250403-0459

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	2 days
17	ULSTER (NORTHERN IRELAND)		
	DO	DOWN	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: 15 to 46 (units:)
Range Selected by User: 6 to 50 (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: 01/01/10 to 21/06/23

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	2 days
Tuesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 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.

Selected Locations:

Town Centre	2
Edge of Town Centre	3

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	3
Built-Up Zone	2

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	2 days
250,001 to 500,000	1 days
500,001 or More	2 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	3 days
1.1 to 1.5	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	1 days
No	4 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	5 days

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

LIST OF SITES relevant to selection parameters

1	DO-03-D-01 CHURCH STREET NEWTOWNARDS	BLOCK OF FLATS		DOWN
	Edge of Town Centre Residential Zone Total No of Dwellings:		20	
	Survey date: THURSDAY		*17/11/11*	*Survey Type: MANUAL*
2	ES-03-D-05 WALWERS LANE LEWES	BLOCKS OF FLATS		EAST SUSSEX
	Town Centre Built-Up Zone Total No of Dwellings:		24	
	Survey date: FRIDAY		*10/10/14*	*Survey Type: MANUAL*
3	LS-03-D-02 BELLE VUE ROAD LEEDS	BLOCK OF FLATS		LEEDS
	Edge of Town Centre Residential Zone Total No of Dwellings:		15	
	Survey date: MONDAY		*19/10/15*	*Survey Type: MANUAL*
4	LS-03-D-03 PASTURE MOUNT LEEDS ARMLEY	BLOCK OF FLATS		LEEDS
	Edge of Town Centre Residential Zone Total No of Dwellings:		43	
	Survey date: TUESDAY		*06/06/23*	*Survey Type: MANUAL*
5	NG-03-D-02 CANAL STREET NOTTINGHAM	BLOCK OF FLATS		NOTTINGHAM
	Town Centre Built-Up Zone Total No of Dwellings:		46	
	Survey date: MONDAY		*22/11/10*	*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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	30	0.020	5	30	0.054	5	30	0.074
08:00 - 09:00	5	30	0.061	5	30	0.068	5	30	0.129
09:00 - 10:00	5	30	0.095	5	30	0.101	5	30	0.196
10:00 - 11:00	5	30	0.081	5	30	0.142	5	30	0.223
11:00 - 12:00	5	30	0.115	5	30	0.074	5	30	0.189
12:00 - 13:00	5	30	0.101	5	30	0.115	5	30	0.216
13:00 - 14:00	5	30	0.081	5	30	0.074	5	30	0.155
14:00 - 15:00	5	30	0.101	5	30	0.081	5	30	0.182
15:00 - 16:00	5	30	0.108	5	30	0.068	5	30	0.176
16:00 - 17:00	5	30	0.115	5	30	0.068	5	30	0.183
17:00 - 18:00	5	30	0.095	5	30	0.149	5	30	0.244
18:00 - 19:00	5	30	0.061	5	30	0.074	5	30	0.135
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.034			1.068			2.102

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:	15 - 46 (units:)
Survey date date range:	01/01/10 - 21/06/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.