Wrexham Gateway Project

Transport Assessment

250701/SK224114/TA01(-01)

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1 Introduction

Background

1.1 SK has been appointed to prepare a Transport Assessment (TA) that supports an outline planning application for new commercial office building, creation of public realm and landscaping, conversion of existing buildings to brewery, with associated museum and taproom/restaurant, accessibility improvements including new highway infrastructure and pedestrian footbridge, including parking facilities and coach/taxi drop off, with all matters reserved except for access.

1.2 The planning application drawings are attached as Appendix A.

Transport Assessment Scope

1.3 The Local Highway Authority is Wrexham County Borough Council (WCBC).

1.4 The scope of the assessment has been prepared in line with the method used in the WelTAG Stage 2 Study prepared by WSP for WCBC and Transport for Wales (TfW). The WelTAG Stage 2 Study was published in 2024. WSP has provided SK with the survey data and details of the baseline forecast methods used in the WelTAG Stage 2 Study so that these can be replicated, to allow a consistent assessment approach.

1.5 The WelTAG Stage 2 Study assessed the following for the preferred option:

- Station car park relocated to rear of Jewson's building
- Station drop-off/collection and other parking to the front of the site
- 11,000sqm commercial (office) building – car free
- 54 residential dwellings on Jewson's building site and associated parking
- Parking at the site for an off-site hotel development
- Signalised arrangement site access junction with Central Road as part of the Mold Road Active Travel scheme

1.6 The outline proposals have developed further since the preparation of the WelTAG Stage 2 Study and the TA models the latest aspirations including:

- Station car park relocated to rear of Jewson's building
- Station drop-off/collection and other parking to the front of the site
- Office building with site parking
- Former Jewson's building as a brewery and Cambrian sheds as flexible taproom/restaurant with parking
- Signalised arrangement site access junction with Central Road as part of the Mold Road Active Travel scheme

Report Structure

1.7 The TA is structured as follows:

- **Section 2**: outlines local and national policy against which the proposal has been assessed.
- **Section 3:** outlines the baseline situation describing the site location, local highway network, future infrastructure proposals, existing junction traffic flows, existing site traffic flows, and road safety characteristics on roads providing access to the site.
- **Section 4:** sets out details of the proposed development, including access arrangements, measures to support active and sustainable trip making, parking provision, and servicing arrangements.
- **Section 5:** sets out the multimodal development trip forecast and the future assessment traffic flows that are used to assess the impact of the development.
- **Section 6:** examines the active and sustainable transport network serving the site, reviews the accessibility of the site by walking, cycling and public transport, and sets out the measures that will be introduced at the development to support active and sustainable trip making.
- **Section 7:** traffic impact of the outline planning application.
- **Section 8**: summarises and concludes the report.

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2 Policy Review

Planning Policy Wales (2021)

2.1 Planning Policy Wales (Edition 11) was produced by the Welsh Government in 2021, and it sets out the land use and national planning policy framework for Wales. The policy states that:

"The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport."

2.2 The importance of transport infrastructure is considered in detail and the policy states that:

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

2.3 The policy promotes a transport hierarchy that gives priority to active travel first, followed by sustainable transport and then the private motor vehicle. In line with this, the policy states that development should prioritise active and sustainable travel movements over car travel and should seek to maximise walking, cycling and public transport. It also sets out a requirement to consider the residual traffic effects of a development on the local highway network, with mitigation provided where necessary.

2.4 The policy requires TA to be prepared for planning applications to examine the impact of a development and to provide evidence of the suitability of a site for the proposed use.

Technical Advice Note 18: Transport (2007)

2.5 Technical Advice Note 18 (TAN 18) provides national advice on transport related aspects of a development and was adopted by the Welsh Government in 2007. TAN 18 supports the integration of land use planning and transport to achieve wider sustainable aspirations. TAN18 echoes Planning Policy Wales advice in that it advises that developments should encourage walking and cycling. It advises that Travel Plans are required.

2.6 It requires the preparation of a TA for developments associated with significant transport effects.

The Wales Transport Strategy (2021)

2.7 The Wales Transport Strategy provides a strategic policy framework for transport in Wales for the next 20 years and the Welsh Government's priorities for transport.

2.8 The Strategy sets out three priorities that include bringing services to people in order to reduce the need to travel, allowing people/goods to easily move by accessible and sustainable travel modes, and encouraging people to change to sustainable travel.

2.9 The Strategy proposes a mode shift to achieve carbon emission reductions from transport between 2020 to 2030. The Strategy sets a target of 45% of journeys being made by walking, cycling or public transport.

Active Travel Wales Act (2013)

2.10 The Active Travel Wales Act was adopted in 2013, and it requires councils to improve facilities and routes for pedestrians and cyclists, and to prepare maps that identify existing and potential future active travel routes. The Act also requires active travel to be considered during the design stage for new road schemes.

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2.11 The Active Travel Act Guidance was adopted by the Welsh Government in 2021 and sets out guidance on the Act. The Guidance sets out a vision for walking and cycling to become a natural first choice for short, everyday trips. It also sets out advice on the design of active travel infrastructure.

2.12 Technical Advice Note 18 (TAN 18) provides national advice on transport related aspects of a development and was adopted by the Welsh Government in March 2007. It requires the preparation of a TA for developments associated with significant transport effects.

WCBC Local Development Plan 2 (2023)

2.13 The current Local Development Plan was adopted in 2023 and sets out locations for new developments across the borough.

2.14 Policy SP11 (Transport and Accessibility) states that:

"Wrexham's transport network will be developed in a safe, efficient and sustainable manner using the following measures:

i. Restricting development that would have an unacceptable impact on the safe and efficient operation of the transport network;
ii. Implement key transport projects identified in the Joint North Wales Local Transport Plan and supporting development and delivery of key strategic road and rail transport improvement projects promoted by the North Wales region and Welsh Government;
iii. Enhance the overall reliance of the network and take steps to adapt the transport network to the effects of climate change;
iv. Improve the coverage, service frequency, integration and priority of public transport services to provide a sustainable and viable alternative travel choice to the private car;
v. Improved integration of modes through the development of existing and new transport interchanges ensuring infrastructure provisions is accessible to all;
vi. Ensure adequate levels of car parking taking into consideration the location and accessibility of new developments to existing public transport facilities and walking and cycling network;
vii. Develop the coverage of the Active Travel Network across Wrexham to promote increased use of walking and cycling as safe, viable and sustainable alternatives to the private car;
viii. Deliver capacity and safety enhancements to the local highway network where considered appropriate to facilitate existing and forecast traffic demands.

Summary

2.15 This section outlines local and national transport policy pertinent to the development. The site occupies a sustainable location that offers opportunities for future site users and staff to access by active and sustainable modes, and for the proposed uses to tie in with other services and amenities in the town centre. The TA has been prepared in line with the requirements set out in this policy and it assesses the site in terms of meeting active and sustainable transport policy requirements and reviews the impact on the network. The TA also sets out the measures that are incorporated in the proposal to meet the overarching themes in local and national transport policy.

3 Baseline Situation

Site Characteristics

3.1 Figure 3.1 shows the location of the site in the context of the local area. The red line for the outline planning application is shown on the plans attached in Appendix A.

3.2 The site sits to the north west of Wrexham city centre, north of the A541 Mold Road and just to the south of the Wrexham Football Club stadium (the Racecourse Ground) and Wrexham University.

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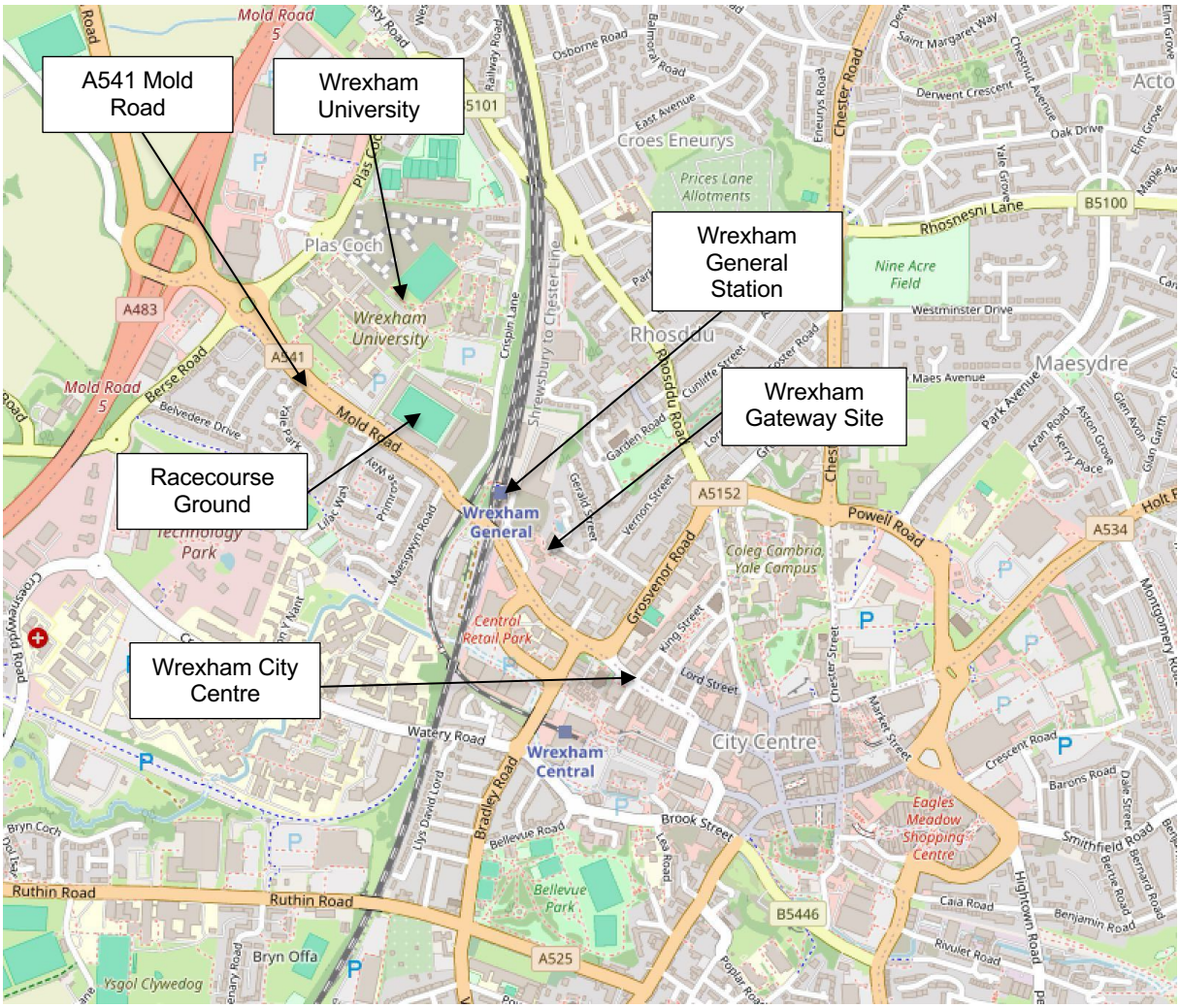


Figure 3.1: Site Location
[source: OpenStreetMap Foundation licensed under the Open Database License]

Existing Site Uses

3.3 The site for the purposes of the outline planning application is shown in Figure 3.2. This includes:

- Existing station parking/drop-off area and Station Approach
- Former Jewson's building and Cambrian sheds
- Area to the rear of the former Jewson's building
- Girl Guide hut and Wrexham District Scouts building
- Vehicle access junction
- Pedestrian access locations within the red line

Existing Site Access

3.4 Vehicle access to the site is currently provided via a ghost island priority junction on the A541 (Mold Road). A pedestrian refuge crossing is provided on Station Approach, with tactile paving and dropped kerbs.

3.5 Pedestrian access is provided at the vehicle access junction, with access footway widths of 3.7m+.

3.6 Pedestrian access is also provided via traffic free routes summarised below and shown in Figure 3.2.

- Route from Gerald Street to the north of the Girl Guide hut
- Stepped route from Mold Road to south east of station building
- Route from Mold Road to bridge to station building

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3.7 A further traffic free pedestrian access is also available to the north of the site providing a connection through to Spring Gardens and Garden Road. This access is currently not in use and is gated shut.

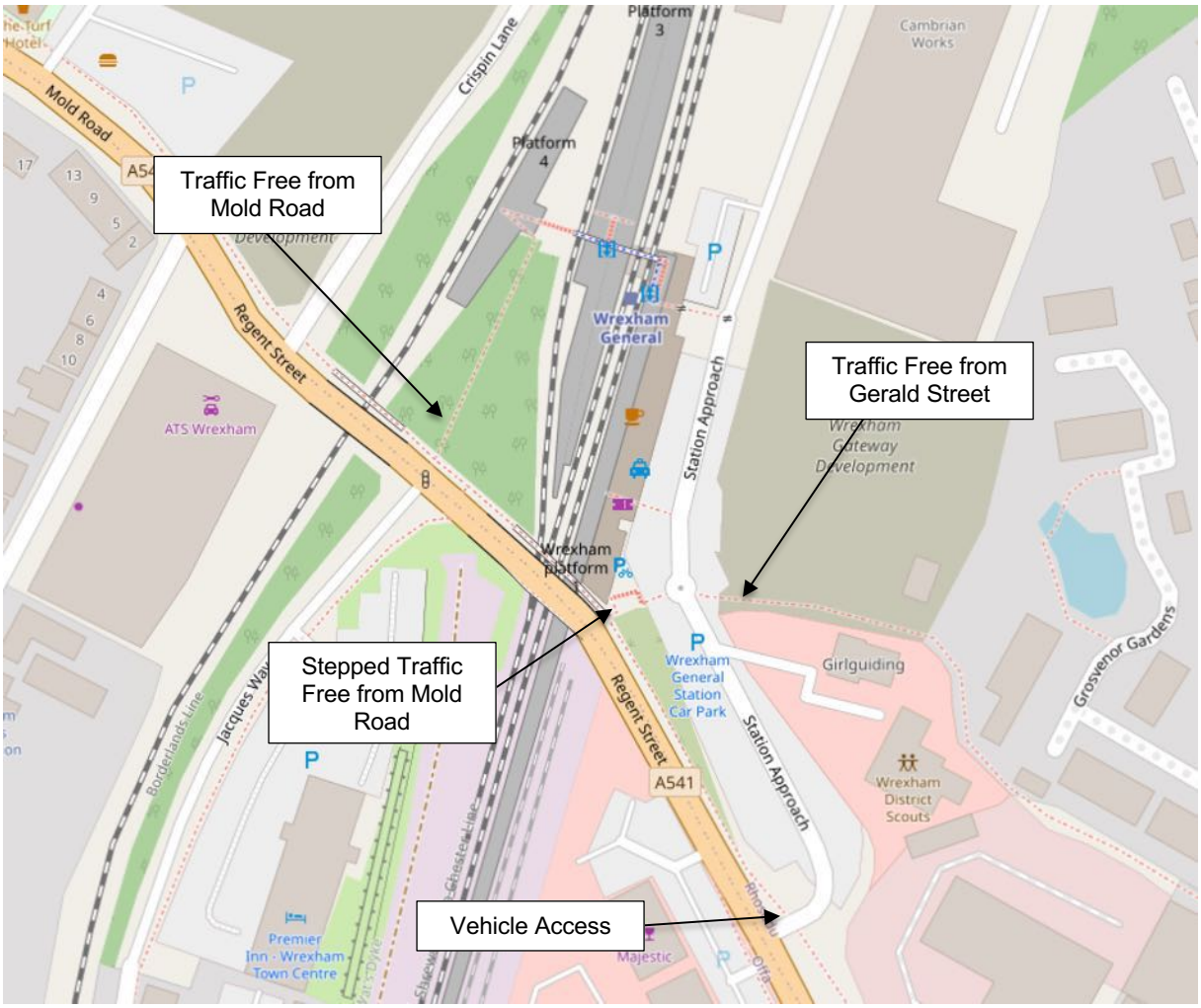


Figure 3.2: Access Arrangements
[source: OpenStreetMap Foundation licensed under the Open Database License]

Existing Site Parking Arrangements

3.8 The station is currently served by 62 standard parking spaces and five disabled parking spaces (total 67 spaces). The car park is open 24 hours a day and has no barrier. It is operated by APCOA Parking on behalf of TfW.

3.9 The parking spaces are subject to the following charges set out in Table 3.1.

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Time Period	Parking Charges
Up to 20 mins	Free
24 Hours	£5.00
Weekly	£22.00
Monthly	£78.00
Annual	£801.00

Table 3.1: Parking Charges
[source: APCOA Parking]

3.10 There are no drop-off/collection spaces at the site, but users are able to utilise the car park free of charge for 20 minutes and WSP noted that drop-off/collection occurs informally within the site.

3.11 In addition, there space for five taxis within a taxi rank operated by Station Cars and 10 cycle spaces. To the north of the site there is a compound used by Network Rail which has nine parking spaces and is gated from the rest of the car park. There is an existing bus bay outside the station building.

3.12 As part of the WelTAG Stage 2 Study, WSP undertook comprehensive parking surveys at the site covering the following periods:

- Thursday 19 October 2023 (non-match day)
- Saturday 21 October 2023 (non-match day)
- Tuesday 24 October 2023 (match day)

3.13 On a weekday (non-match day) the survey showed a maximum occupancy level of 90% occurring at 10:45 with fluctuations around this level until 13:15 when the use of the car park steadily declines to 7% at 20:00. On a weekend a maximum occupancy of 53% is reached at 11am. On a weekday (match day) a maximum occupancy of 100% during the day and then reaches a second peak at 20:00 (94%).

3.14 WSP found that the car park is well used during all periods, with demand notably higher during the week and this being related to commuters. It was also found that there was a variation between a non-match day and a match day, with WSP concluding that trips to the Racecourse Ground impacting on parking demand. Notwithstanding this, WSP concluded that while the car park operates close to and at capacity on occasions, that there is no case for increasing long-stay parking at the site particularly given the quantity of parking available in the rest of the city centre and as much of the demand levels found are driven by drop-off/collection movements. It was therefore recommended that the level of parking should be retained as existing and that long-stay parking should be moved to the rear of the site away from the drop-off/collection area.

3.15 The survey also found that drop-off/collection activity formed a large part of the parking demand activity, with a maximum of four vehicles undertaking this type of movement at any one time. WSP therefore advised that drop-off/collection spaces should be provided at least double this rate (eight spaces) to deter the use of the disabled and bus bay.

Local Highway Network

3.16 The A451 Mold Road is one of the main radial routes in Wrexham, connecting the city centre with the A483 at the Mold Road Interchange, a large grade separated junction on the west side of Wrexham, and continuing north-west to Mold. In the vicinity of the site, it is a single carriageway with a width of 7m, widening to the south where a right turn ghost island is present at the existing access junction. Existing footway widths on the site frontage are between 1.8m-2.5m.

3.17 The existing access junction serving the site is a priority junction with a right turn ghost island. A splitter island is present within the junction bellmouth which also functions as a pedestrian refuge as part of the crossing point which features dropped kerbs and tactile paving.

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3.18 To the south of the site, Mold Road becomes Regent Street and operates one-way southbound as part of a one-way circulatory system made up of Regent Street, Bradley Road and Central Road, operating clockwise. Regent Street continues south-east into the city centre core and pedestrianised area.

3.19 To the north west of the site access signals are present at the Mold Road junction with Jacques Way, which incorporates a controlled crossing on the south-eastern (Mold Road) arm and uncontrolled crossing point on Jacques Way, each with dropped kerbs and tactile paving.

3.20 Continuing north-west, Mold Road widens becoming a dual carriageway on the approach to the Plas Coch (signalised) Roundabout junction with the B5101 Berse Road, continuing as dual carriageway through the Mold Road Interchange.

3.21 In line with the future ATNM WCBC have developed proposals to improve active travel connectivity along Mold Road and Regent Street between the city centre and Plas Coch roundabout, known as the Mold Road Active Travel scheme. The site access layout option was developed at WelTAG Stage 2 to accommodate this aspiration, and this layout therefore forms the future baseline position at the site.

Surveyed Network Traffic Flows

3.22 WSP has provided the surveyed network traffic data used in the WelTAG Stage 2 Study for use in the assessment. The surveys were undertaken as follows:

- Weekday AM and PM peak hour: March 2022
- Saturday peak hour: October 2023

3.23 WSP has provided this data for use in this assessment. In line with the WelTAG Stage 2 Study the assessment considers non-match days only.

3.24 The surveys collected data at the following locations:

- Crispin Lane/Mold Road/Maesgwyn Road
- Mold Road/Jacques Way
- Station Approach/Mold Road
- Regent Street/Central Road
- Grosvenor Road/Regent Street/Bradley Road

3.25 Figure 3.3 shows WSP survey locations.

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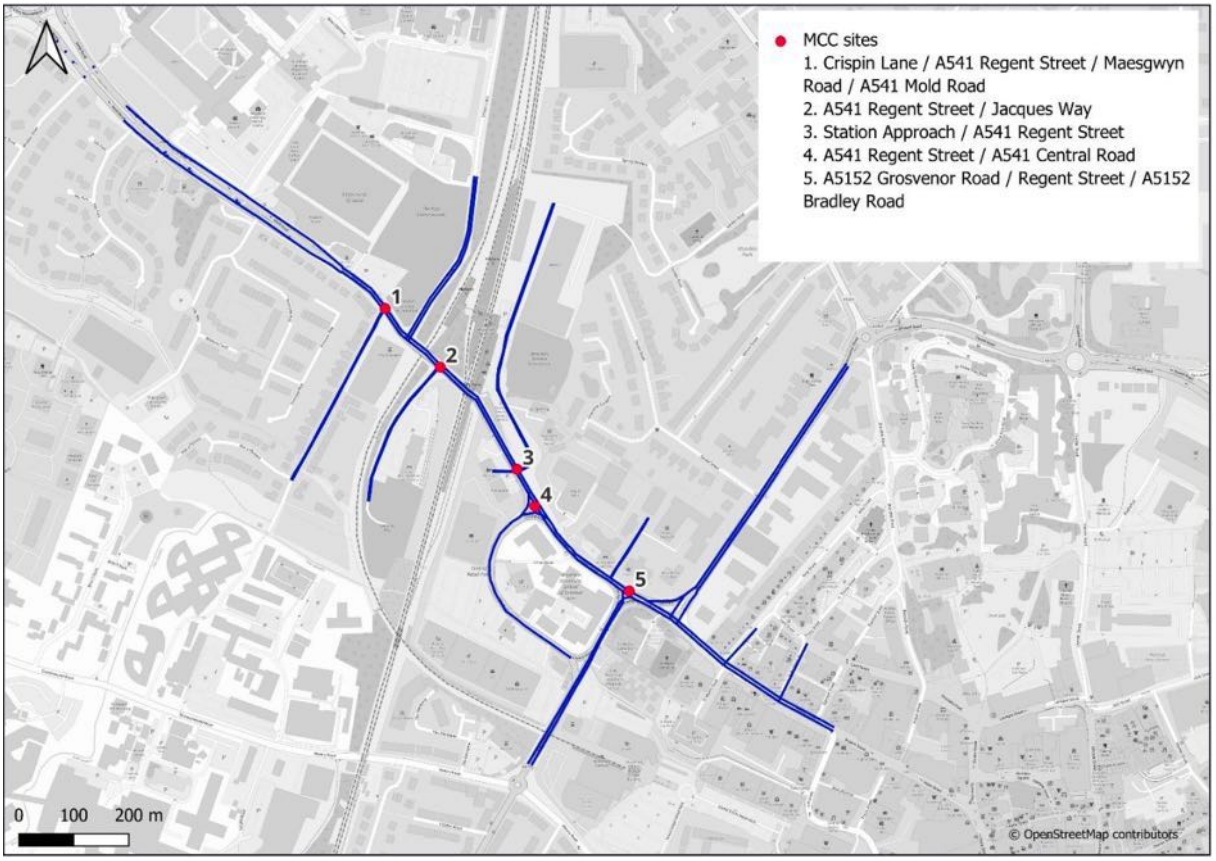


Figure 3.3: Survey Locations
[source: WSP]

3.26 The surveys show that the network peak hours occur as follows:

- Weekday AM Peak: 08:15-09:15
- Weekday PM Peak: 16:30-17:30
- Weekend Peak: 13:15-14:15

3.27 The flow charts in Appendix B show the surveyed traffic flows provided for use in the assessment. The surveyed flows were provided in Passenger Car Units (pcu).

Surveyed Site Traffic Flows

3.28 Table 3.2 shows the site traffic flows recorded during the network traffic surveys.

	Site Traffic Flows		
	In	Out	Total
AM Peak Hour Weekday	43	46	89
PM Peak Hour Weekday	60	73	133
Peak Hour Weekend	54	52	106

Table 3.2: Surveyed Site Traffic Flows

3.29 It is understood that the former Jewson's building was still operational when the weekday surveys were undertaken in March 2022. Therefore, the traffic flows associated with this use will have been captured in the surveys.

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3.30 Department for Transport (DfT) Open-Source Data (Crashmap) database has been used to establish collision patterns over the most recent five-year period available.[1]

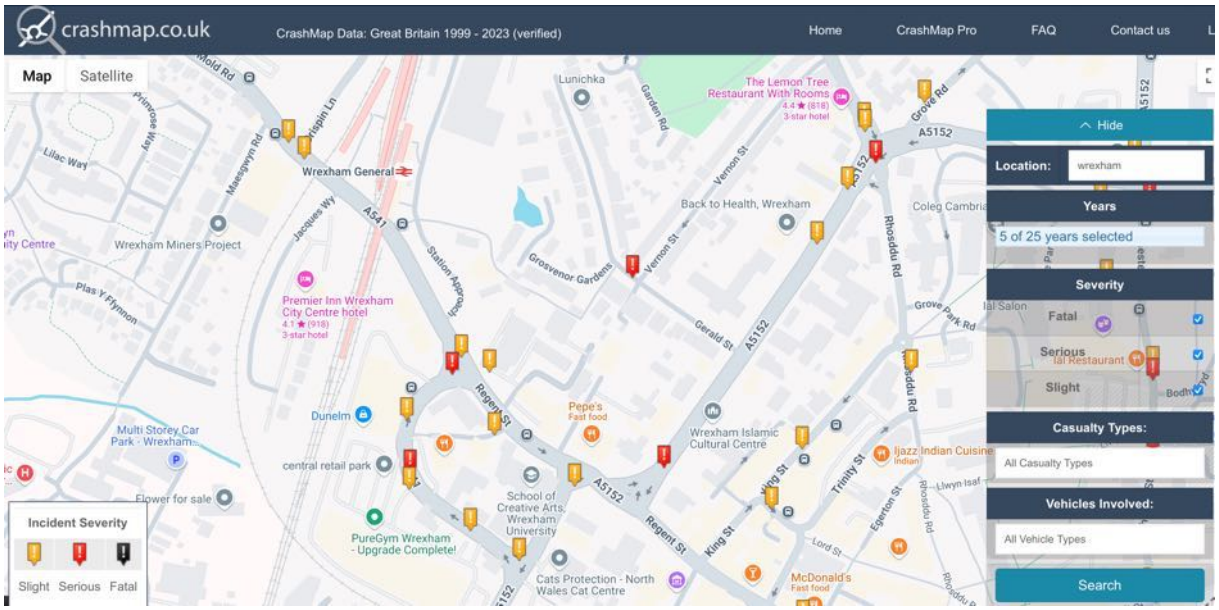


Figure 3.4: Road Safety Data
[source: Crashmap/Department for Transport]

3.31 Table 3.3 shows that there has been a total of 10 collisions in the study area during the five-year period assessed, of which eight were classified as slight (80%) and two were classified as serious (20%).

Total Collisions	Slight	Severe	Total
Crispin Lane/Mold Road/Maesgwyn Road	2	0	2
Mold Road/Jacques Way	0	0	0
Station Approach/Mold Road	0	0	0
Regent Street/Central Road	1	1	2
Central Road	3	1	4
Regent Street/Bradley Road	1	0	1
Bradley Road/Central Road	1	0	1
Total	8	2	10

Table 3.3: Road Safety Data Summary

3.32 The data shows that none of the collisions involved a cyclist.

3.33 The data shows that there have been no collisions at the site access junction and at the Mold Road/Jacques Way junction.

3.34 There have been two collisions at the Crispin Lane junction, both of which were classified as slight. One of the collisions involved a pedestrian.

[1] https://www.crashmap.co.uk

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3.35 There have been two collisions at the Regent Street/Central Road junction, of which one was classified as slight and the other serious. Both collisions involved a pedestrian.

3.36 There have been four collisions on Central Road between Regent Street and Bradley Road. Three were classified as slight and one as serious. Two of the slight collisions and the serious collision involved a pedestrian.

3.37 There has been a single collision at the Bradley Road/Central Road junction, which was classified as slight and involved a pedestrian.

3.38 Given the size of the study area, the overall number and frequency of collisions is relatively low. Active travel improvements are due to come forward along the corridor, elements of which will be delivered as part of the proposed development, which will provide an improved environment for pedestrians and cyclists.

4 Sustainable Connectivity Assessment

Active Travel Routes

4.1 As noted earlier, operational pedestrian access to the site is provided from the following locations:

- Route from Gerald Street to the north of the Girl Guide hut
- Stepped route from Mold Road to south east of station building
- Route from Mold Road to bridge to station building
- Vehicle access

4.2 A pedestrian refuge crossing is provided on the Station Approach arm of the site access junction, included tactile paving and dropped kerbs. 120m to the north of the site access junction and just to the south of the Jacques Way, a signalised crossing is in place. A signalised crossing is also provided 190m to the south of the site access at the junction of Regent Street/Bradley Road.

4.3 Cycle access is provided via the vehicle access and cycle parking is provided outside the station building (10 spaces).

4.4 Existing cycle infrastructure on Mold Road/Regent Street includes cycle lanes in either direction on the southern side of the site access junction, incorporating crossing points through the Regent Street junction with Central Road. A further section of cycle lane is present on one side of Mold Road, running in the north-westerly direction from a point just north of Maesgwyn Road through to Windsor Drive.

4.5 The Active Travel (Wales) Act 2013 requires all local authorities in Wales to plan how they will improve their active travel routes and set out plans for how they will develop these to form joined up networks. Part of this requirement is to produce an Active Travel Network Map (ATNM) which sets out the existing and future networks.

4.6 Figure 4.1 shows the existing ATNM for the vicinity of the site. This shows that Mold Road and Bradley Road are existing walking routes.

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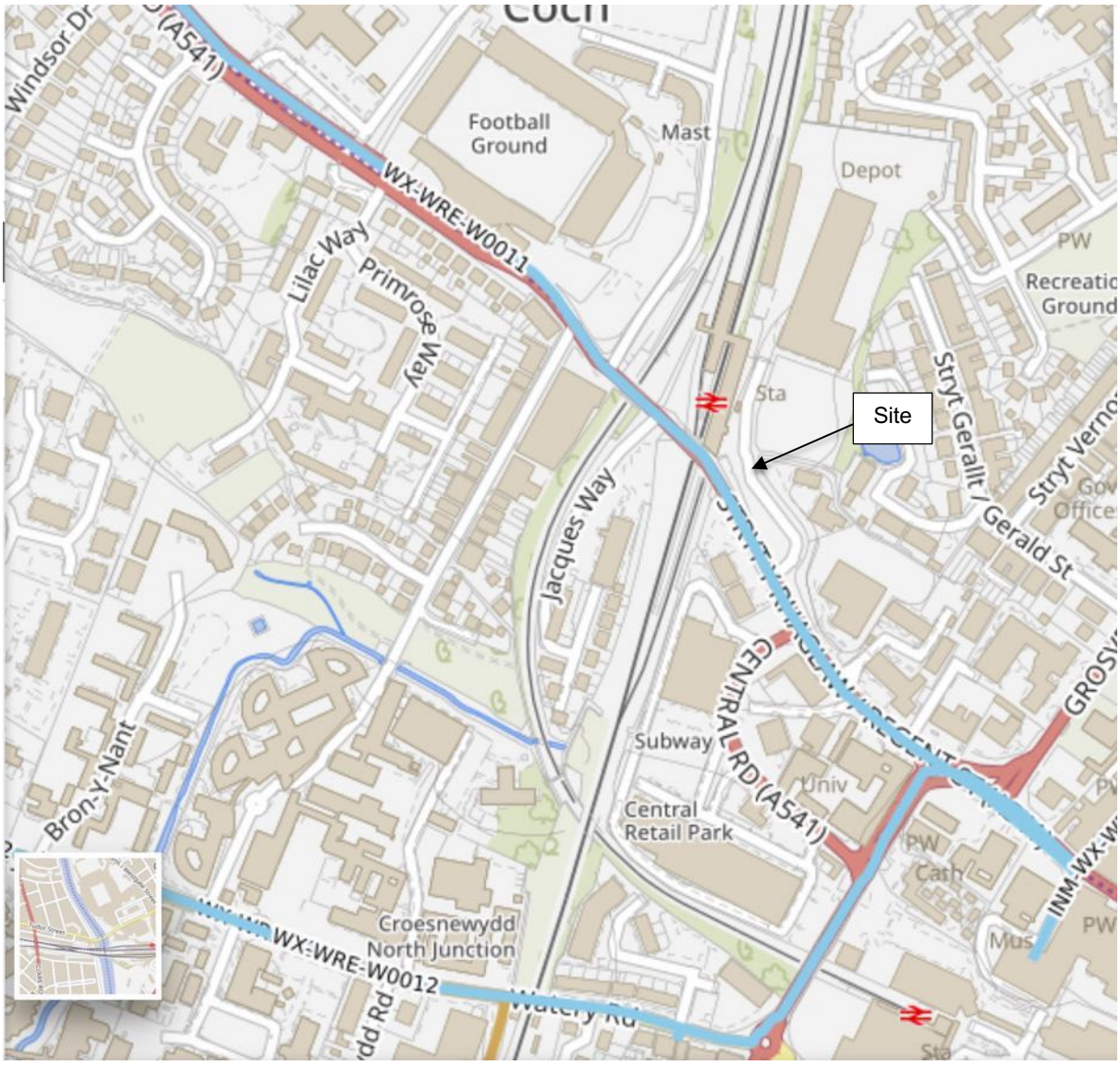


Figure 4.1: Existing Active Travel Network Map
[source: Welsh Government]

4.7 Figure 4.2 shows the future ATNM. This identifies the following future active (walking and cycling) travel routes in direct vicinity of the site:

- Station site between Crispin Lane and Gerard Street (Wrex-Wre-SUP010)
- Mold Road/Regent Street between Plas Coch roundabout and the city centre (Wrex-Wre-C021)
- Crispin Lane between Mold Road and Stansty Road (Wrex-Wre-SUP065)

4.8 In line with the future ATNM WCBC have developed proposals to improve active travel connectivity along Mold Road and Regent Street between the city centre and Plas Coch roundabout, known as the Mold Road Active Travel scheme. The site access layout option was developed at WelTAG Stage 2 to accommodate this aspiration.

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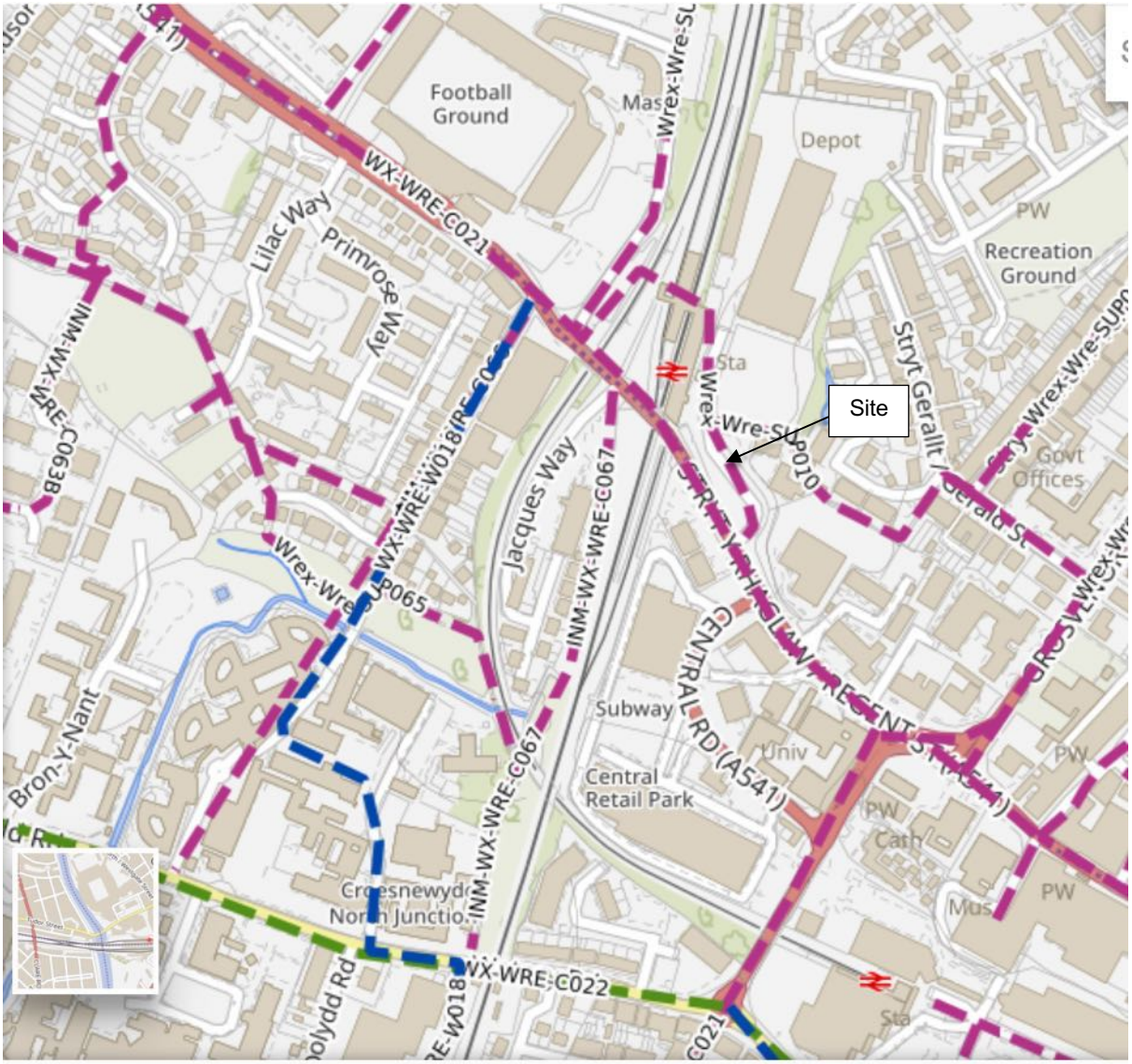


Figure 4.2: Future Active Travel Network Map
[source: Welsh Government]

Bus Services

4.9 There is an existing bus stop located on the site. This is served by one early morning and late evening service (PC2) that connects to/from Llay Industrial Estate.

4.10 The nearest bus stops to the site are located on Regent Street (80m from the site access junction/one-minute walk time), Mold Road in the vicinity of the Crispin Lane junction (230m from the site access/just over a three-minute walk time) and Bradley Road (230m from the site access/three-minute walk time).

4.11 Table 4.1 provides a summary of the buses serving these stops based on information from Traveline Cymru at the time of writing the report.[2]

[2] https://www.traveline.cymru

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Service	Route	Daytime Frequency (buses/hour)		
		Weekday	Saturday	Sunday
21	Wrexham – Summerhill	2	2	1
T3	Wrexham – Barmouth	1 (every 2 hours)	1 (every 2 hours)	1 (every 2 hours)
27	Wrexham – Mold	1	1	-
17	Wrexham – Moss – Wrexham	1	1	1
12	Wrexham – Brymbo	2	2	1
2C	Wrexham – Cefn Bychan	2	2	-
2A	Wrexham – Owestry	1	1	-
14	Wrexham – Brymbo	1	1	-

Table 4.1: Bus Services
[source: Traveline Cymru]

4.12 The WelTAG Stage 2 Study notes that the bus network is being redesigned and therefore there was a requirement to future proof the development proposal to allow for changes in bus routes serving this area of Wrexham and for an increase in the number of services that may access the site. To allow for changes in bus service frequency and site access patterns the WelTAG Stage 2 Study concluded that three bus stops would be required within the site.

Train Services

4.13 Wrexham General station is served by trains providing connections to Birmingham International/New Street, Cardiff Central, Holyhead, Liverpool Lime Street and London Euston. It also sits on the Borderlands Line and is served by local stopping services towards Deeside and Merseyside.

4.14 Table 4.2 provides a summary of typical service frequencies at the station taken from Traveline Cymru at the time of writing the report.[3]

Destination	Daytime Frequency
Holyhead via Chester	1 train per hour
Shrewsbury via Ruabon	1 train per hour
Liverpool via Chester	1 train per hour
Bidston via Shotton	3 trains every 2 hours
Wrexham Central	3 trains every 2 hours
Cardiff Central	1 train per day
Holyhead	1 train per day
London Euston	1 train per day

Table 4.2: Train Services
[source: Traveline Cymru]

[3] https://www.traveline.cymru

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4.15 The proposal seeks to provide enhanced gateway and multimodal interchange facilities for the station and to develop a gateway building.

4.16 The accessibility assessment focuses on the locations that staff at the commercial unit could commute to/from and locations in the city centre that they could access during the course of the working day, for lunch for example. Welsh Government guidance's states that most people would be willing to walk up to 2 miles (3.2km) and will cycle up to a 5 miles (8km).[4] This is considered therefore a reasonable distance for a commuting trip.

4.17 Figure 4.3 shows commuting (utility) walking and cycling distances based on 2 miles (walking) and 5 miles (cycling). This shows that most of the built-up area of Wrexham is within a walkable distance and all of the built-up area and surrounding locations, such as Ruabon, Caergwrie and Marford, are within a cyclable distance of the site.

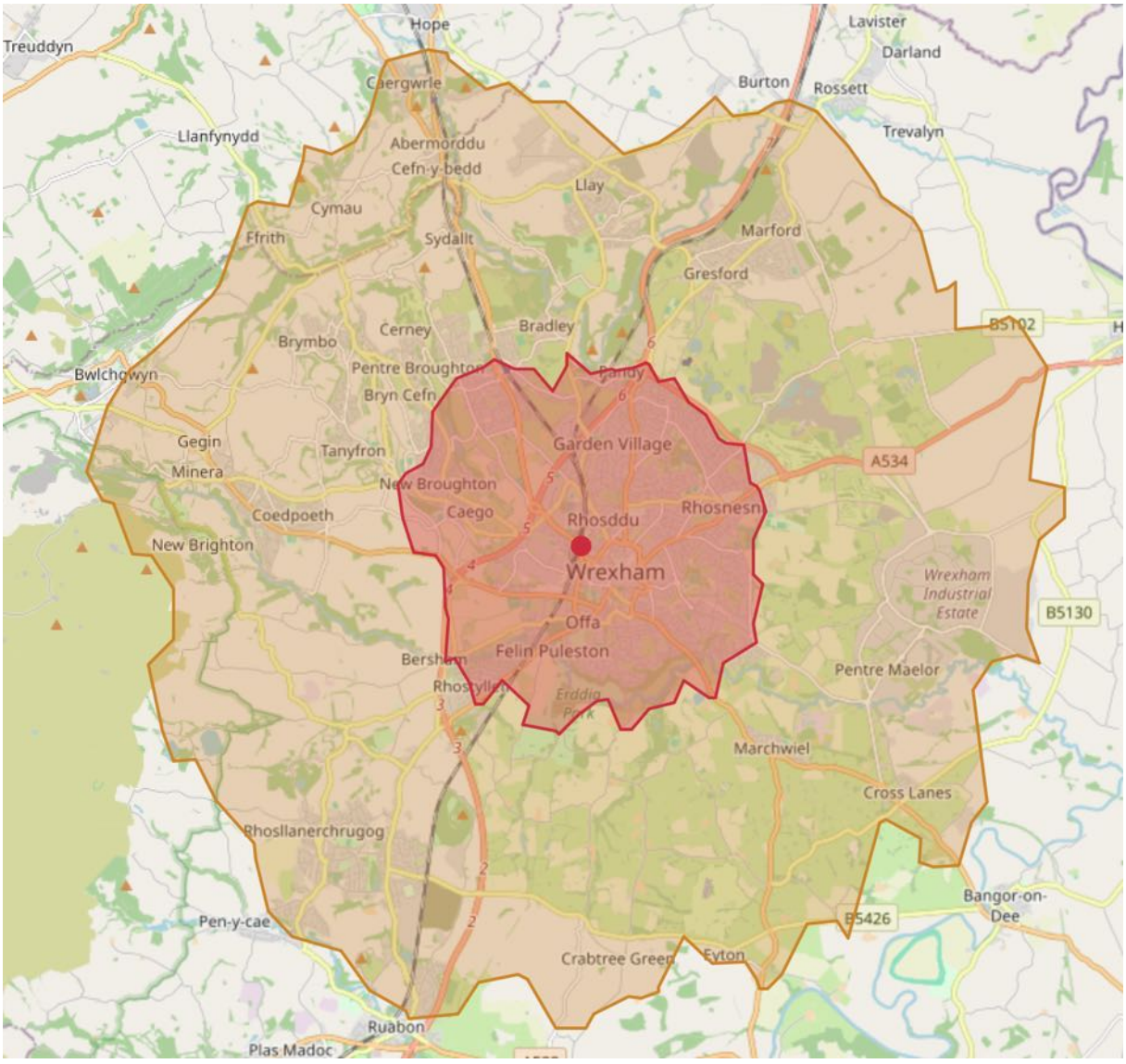


Figure 4.3: 2 Mile Walking & 5 Mile Cycling Catchments
[source: OpenStreetMap Foundation licensed under the Open Database License]

4.18 While 2 miles may be the distance that staff will walk during a commuting trip, it is considered that this will be prohibitive during the working day due to time pressures. To allow an understanding of

[4] Welsh Government (2021), The Active Travel Act Guidance

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the amenities that staff could access during the working day and 10-minute walk isochrone has been used.

4.19 Figure 4.4 shows that the core retail area of the city centre is within a 10-minute walk of the site, meaning that staff will be able to access local services and amenities during the course of the working day.

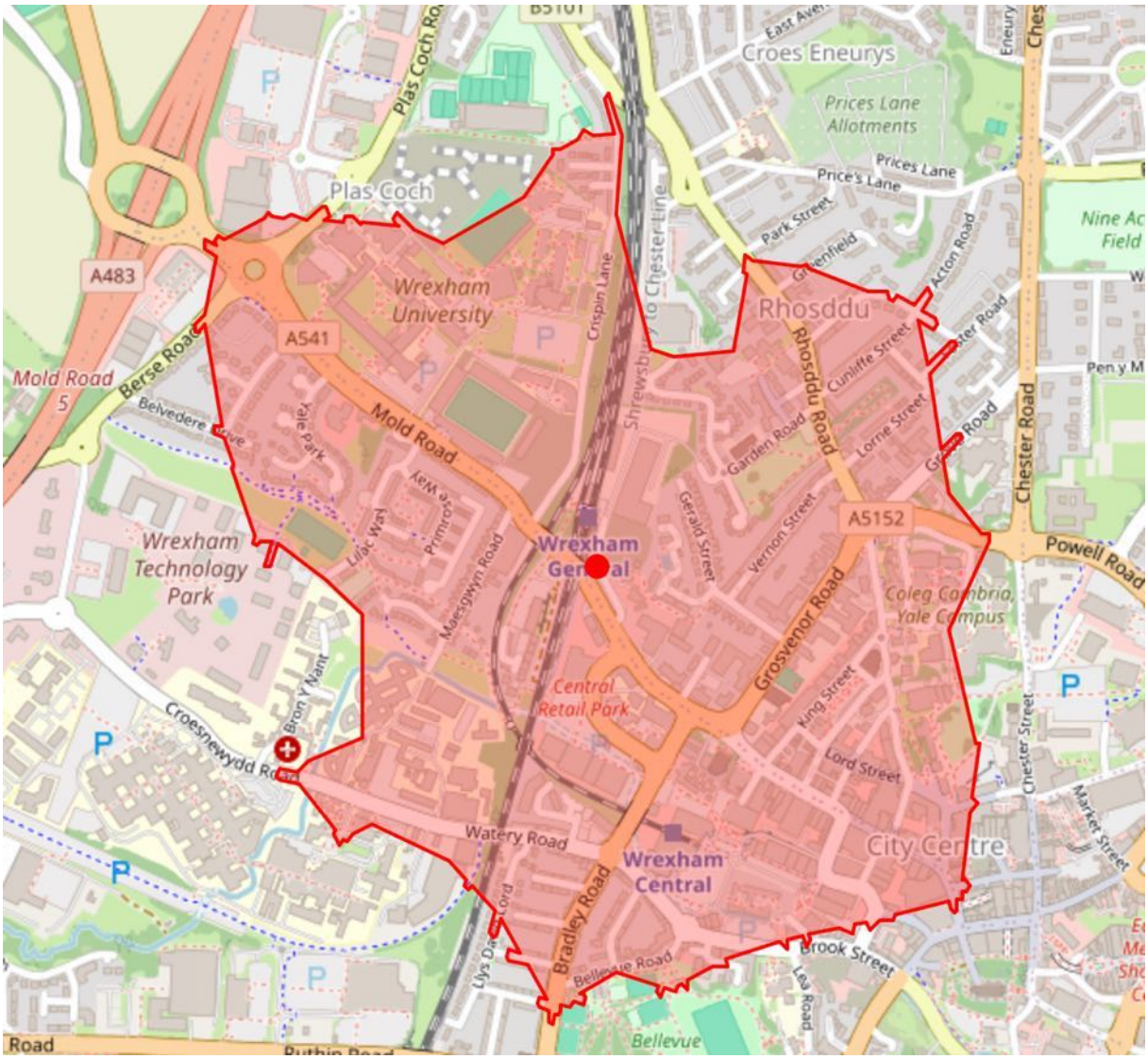


Figure 4.4: 10 Minute Walking Isochrone
[source: OpenStreetMap Foundation licensed under the Open Database License]

5 Proposed Development

Overview

5.1 An outline planning application for new commercial office building, creation of public realm and landscaping, conversion of existing buildings to brewery, with associated museum and taproom/restaurant, accessibility improvements including new highway infrastructure and pedestrian footbridge, including parking facilities and coach/taxi drop off, with all matters reserved except for access.

5.2 The planning application drawings are attached as Appendix A.

5.3 An indicative site layout has been prepared and is attached as Appendix A. The layout shows the on-site transport network and the location of the gateway (commercial) building.

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5.4 The commercial building has been modelled in this assessment based on the following floor areas advised by the design team:

- Office Space: 7,709.5sqm
- Retail Space: 244.7sqm
- Cycle Hub Space: 89sqm
- Total Office Space: 8,043sqm

5.5 The assessment models the former Jewson's building as occupied by a brewery. The Cambrian sheds is to be a flexible use and has been modelled in the assessment as a taproom/restaurant and museum. The buildings have been assessed based on the current floor areas as advised by the design team (5,200sqm and 764sqm, respectively).

Site Access

5.6 The WelTAG Stage 2 Study concluded that the site access junction should be upgraded to a traffic signal arrangement to accommodate the wider Mold Road Active Travel aspirations. This is in line with Policy SP11 of the Local Development Plan which states that:

"Develop the coverage of the Active Travel Network across Wrexham to promote increased use of walking and cycling as safe, viable and sustainable alternatives to the private car…"

5.7 Based on the WelTAG Stage 2 Study layout provided by WSP, the access arrangement is shown in Appendix C. The proposed signal arrangement incorporates controlled pedestrian crossing facilities on Mold Road and across the site access, the latter aligning with the active travel route to incorporate pedestrian and cycle crossings.

5.8 The existing stepped pedestrian access from Mold Road at the western corner of the site will be replaced with a much wider (5m) stepped arrangement.

5.9 The existing pedestrian access route from Gerald Street will also be retained and enhanced, with a combined stepped and ramped connection proposed.

5.10 Provision will also be made for a further traffic-free pedestrian connection at the northern end of the site, to Spring Gardens.

5.11 A new pedestrian footbridge is provided across the railway line.

On-site Circulation & Swept Path Analysis

5.12 Internally, a wide access road (12m) forms the main access corridor, the width allowing bus stops to be incorporated along the initial length. The access road then turns towards a 25m ICD internal roundabout which will allow turning for buses and drop-off activity, with the connecting length of access road incorporating drop-off and taxi areas.

5.13 The internal roundabout incorporates spurs serving the former Jewson's site to the north and a bollarded servicing/emergency access route forming part of the landscape proposals.

5.14 Sitewide internal footways are proposed, with a minimum width along the main access route of 3.7m. The landscaped areas of the site facilitate direct pedestrian connections within and through the site, with a minimum width of 2m maintained in all locations.

5.15 Swept path analysis has been undertaken for relevant vehicle types and is shown in Appendix D.

Car Parking

5.16 The indicative site plan has been developed in line with the WelTAG Stage 2 proposals. Table 5.1 provides a summary of the parking outlined in WelTAG Stage 2 and that shown on the landscape general arrangement layout.

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Parking Type	WelTAG2	Landscape General Arrangement Layout
Disabled Parking	5 spaces	8 spaces
Drop-off/Collection Parking	8 spaces	10 spaces
EV Parking	5 spaces including 1 disabled EV space	9 spaces including 1 disabled EV space
Standard Parking	62 spaces	63 spaces
Bus Parking	3 spaces	3 spaces
Coach Parking/Rail Replacement	4 spaces	5 spaces
Taxi Parking	5 spaces	2 spaces
Cycle Parking	10 spaces	10 spaces

Table 5.1: Station Parking Arrangements

5.17 Table 5.1 shows that the indicative site plan provides the level of parking set out in the WelTAG Stage 2 Study, with the exception of the taxi spaces. The WelTAG Stage 2 Study noted that the requirement to provide five spaces was based on a like-for-like replacement of existing. The reduction to two spaces has been made at the request of WCBC.

5.18 The main station car park is provided to the rear of the former Jewson's building. As required by the WelTAG Stage 2 Study, disabled parking is located close to the station building and drop-off/collection spaces are located away from the main station parking area.

5.19 The former Jewson's building and Cambrian sheds will be served by parking along the building's western boundary of the former Jewson's building. The indicative layout shows 36 spaces for these uses.

Commercial Parking

5.20 The WelTAG Stage 2 Study modelled the commercial uses in the new gateway building as car free.

5.21 Subsequent to this, WCBC has advised that the new gateway building now requires some parking. Though given the sustainable location of the site and the previous suitability of the site for car free development, the level of parking is below adopted parking standards (1 per 30sqm for office space and 1 per 15sqm for retail space). Providing a lower level of parking at the site is in line with Policy SP11 of the Local Development Plan, which states that:

"Ensure adequate levels of car parking taking into consideration the location and accessibility of new developments to existing public transport facilities and walking and cycling network…"

5.22 Based on providing a low-car development, the commercial building has been provided with 68 parking spaces, including five disabled parking spaces.

5.23 In line with the WelTAG Stage 2 Study a cycle hub will be provided in the commercial building with space for 20 bikes.

Travel Plan

5.24 The gateway building will be underpinned by a Travel Plan and an interim version has been prepared for the outline planning application and is attached as Appendix E.

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6 Trip Forecast

Gateway Building Trip Generation

6.1 As noted earlier, the WelTAG Stage 2 Study assumed that the gateway building would be a car free development. Acknowledging that car free developments still attract vehicle movements associated with drop-off/collection and servicing movements a vehicle trip generation was still undertaken for this aspect of the site. The study states that the trip generation was based on TRICS low car office land uses. The WelTAG Stage 2 Study stated that the office would not generate any traffic at the weekend.

6.2 Table 6.1 provides a summary of the trip rates used in the WelTAG Stage 2 Study and resulting traffic flows based on a building of 11,000sqm.

	Office Trip Rate (per 100sqm)			WelTAG2 Office Vehicle Trips (11000sqm)		
	In	Out	Total	In	Out	Total
Weekday AM Peak	0.253	0.110	0.363	28	12	40
Weekday PM Peak	0.038	0.126	0.164	4	14	18
Weekend Peak	0	0	0	0	0	0

Table 6.1: WelTAG Stage 2 – Office Building Trip Rates (Car Free)

6.3 The WelTAG Stage 2 Study TRICS output has not been provided to allow a review of the TRICS sample sites, but given the intention is now to provide parking for the gateway building it is considered appropriate to re-run the TRICS assessment. The TRICS output is attached as Appendix F with a summary of the trip rates in Table 6.2.

6.4 As with the WelTAG Stage 2 Study it has been assumed that the office uses at development will not generate traffic at the weekend.

	Office Trip Rate (per 100sqm)		
	In	Out	Total
AM Peak Hour	0.684	0.135	0.819
PM Peak Hour	0.088	0.537	0.625
Weekday Peak	0	0	0

Table 6.2: Baseline Office Use Trip Rates

6.5 The development proposes a low car office building with a parking rate of 1 space per 113sqm of office floor area. Given this, it is appropriate to adjust the office trip rates to reflect the proposed parking rate. A parking accumulation has been undertaken using the base trip rates to establish the parking level associated with the sample as shown in Appendix F. A factor has then been derived based on the baseline trip rate parking rate (81 spaces) and the proposed parking rate (68 spaces). This factor has then been applied to the traffic flows as shown in Table 6.3.

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	Baseline Office Vehicle Trips			Assessment Office Vehicle Trips (7709.5sqm)		
	In	Out	Total	In	Out	Total
Weekday AM Peak	53	10	63	44	9	53
Weekday PM Peak	7	41	48	6	35	41
Weekend Peak	0	0	0	0	0	0

Table 6.3: Office Use Vehicle Trips (Low Car)

6.6 244.7sqm of the gateway building will be retail and the assessment assumes that this will not generate any primary vehicle trips but will rather serve an ancillary function to the office space and station and will therefore generate linked trips with these uses.

6.7 The office vehicle trips have been converted to pcu based on an average OGV rate of 1.9.

6.8 The office development distribution is based on surveyed patterns of movement as shown in Appendix G.

Station Trip Generation

6.9 The station car park will provide like-for-like facilities, and it is therefore assumed that the traffic flows will remain the same following the development. Table 6.4 provides a summary of the peak hour flows associated with station car park taken from the survey data provided by WSP.

6.10 As noted earlier, the traffic surveys were undertaken at a time when the former Jewson's building was still operational meaning that traffic associated with this use will have been captured in the data. No adjustment has been made to the survey data to correct this to allow a robust assessment.

	Station Vehicle Trips		
	In	Out	Total
AM Peak Hour Weekday	43	46	89
PM Peak Hour Weekday	66	73	133
Peak Hour Weekend	54	52	106

Table 6.4: Station Traffic Flows

6.11 The station trips have been distributed based on surveyed patterns of movement as shown in Appendix G.

Former Jewson's Building & Cambrian Sheds

6.12 It is the intention for the former Jewson's building to be brought into use as a brewery and for the Cambrian sheds to be a flexible use which is modelled in the assessment as a taproom/restaurant and museum.

6.13 TRICS has been used to establish typical traffic flows associated with brewery and museum land uses. It has been assumed that the tap room will be ancillary to the other uses within the site and nearby and so will not generate any primary traffic flows. The TRICS output is attached as Appendix H.

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	Brewery Trip Rate (per 100sqm)			Museum Trip Rate (per 100sqm)		
	In	Out	Total	In	Out	Total
Weekday AM Peak	0.159	0.044	0.203	0	0	0
Weekday PM Peak	0.037	0.129	0.166	0	0	0
Weekend Peak	0.075	0.067	0.142	1.182	1.032	2.214

Table 6.5: Future Proofing Trip Rates

6.14 Table 6.7 shows the traffic flows that would be associated with potential future uses at the site.

	Brewery Vehicle Trips			Museum Vehicle Trips		
	In	Out	Total	In	Out	Total
Weekday AM Peak	8	2	11	0	0	0
Weekday PM Peak	2	7	9	0	0	0
Weekend Peak	4	3	7	9	8	17

Table 6.6: Future Proofing Traffic Flows

6.15 The museum and brewery vehicle trips have been converted to pcu based on an average OGV rate of 1.9.

6.16 The future proofing trips have been distributed based on surveyed patterns of movement as shown in Appendix G.

Total Future Site Traffic Flows

6.17 Appendix G shows the total future site traffic flows including the station car park traffic flows and office traffic flows that are the subject to the outline planning application, and including the former Jewson's building uses to allow a robust test of the site access junction.

Committed Developments

6.18 In line with the WelTAG Stage 2 Study consideration has been given to committed developments in the vicinity of the site.

6.19 A planning application (P/2022/0725) was approved at the Racecourse Ground for a new 5,500 Kop stand and 600 capacity conference facility. The assessment considers the impact of a conference being held at the Racecourse Ground based on the same method in the WelTAG Stage 2 Study namely 186 vehicles arriving at the conference in the AM peak hour and leaving in the PM peak hour, with 166 vehicles passing the site in both peaks to travel to/from city centre car parks. It is assumed, in line with the WelTAG Stage 2 Study that events will only occur during the week. The committed development traffic is shown on the flow charts in Appendix B.

6.20 A planning application (P/2018/0666) was approved for the demolition of parts of Wrexham University's Plas Coch Campus and replacement with new facilities and residential dwellings. Committed development traffic flows that reach the study area have been extracted from the ITP TA submitted with the planning application as shown on the flow charts in Appendix B.

2030 Base Traffic Flows

6.21 The WelTAG Stage 2 Study considered a 2030 base traffic flow scenarios which were based on the surveyed traffic flows plus committed development traffic flows to replicate background traffic growth in the area.

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6.22 The WelTAG Stage 2 Study modelled a base scenario that included a reduction in base traffic flows on the network by 8% to allow for Net Zero Wales targets. This has been replicated in the assessment (base scenario 1). A sensitivity test has also been assessed where the base traffic flows are not reduced (base scenario 2). Therefore, the assessment considers:

- Base scenario 1: net zero scenario with 8% reduction in base flows
- Base scenario 2: base travel scenario with no net zero reduction

6.23 Prior to the reduction in traffic flows the distributed station traffic flows have been removed as it is considered that these will remain the same.

6.24 The base scenarios have been split further to allow to model the situation both with and without an event at the Racecourse Ground. Based on this, the assessment considers the following scenarios:

- Scenario 1a: 2030 base with net zero discount and event at the Racecourse Ground
- Scenario 1b: 2030 base with net zero discount and no event at the Racecourse Ground
- Scenario 2a: 2030 base with no net zero discount and event at the Racecourse Ground
- Scenario 2b: 2030 base with no net zero discount and no event at the Racecourse Ground

6.25 The 2030 base traffic flows are attached as Appendix I.

2030 Base & Development Traffic Flows

6.26 The total future site traffic flows (including the future proofing former Jewson's building flows) have been combined with the 2030 base flows for use in the assessment. The flows are attached as Appendix I.

7 Impact Assessment

Overview

7.1 The future arrangement of the Mold Road corridor incorporating active travel route enhancements were considered as part of the WelTAG Stage 2 Study prepared by WSP for WCBC and Transport for Wales (TfW). This work included identification of the preferred option for modifications to the Station Approach junction and surrounding sections of Mold Road which will form part of the wider Active Travel scheme.

7.2 Testing has been undertaken for an assessment year of 2030, at which point it is expected that the Active Travel scheme will be in place. The assessment year is in line with that used in the WelTAG Stage 2 Study.

7.3 The future year traffic conditions have therefore been considered in the context of the preferred option for the Active Travel scheme, in order to test the operational characteristics with the proposed development compared with the base traffic flow situation.

7.4 The network considered within the assessment model covers the length of Mold Road between and including its junctions with Maesgwyn Road and Grosvenor Road. The model is based on the LINSIG information produced as part of the work undertaken at WelTAG Stage 2, which was provided for the purpose of analysis as part of this TA.

7.5 The full LINSIG model information and assessment output is presented in Appendix J. The results of the assessments are summarised and reviewed below.

Scenario 1a

7.6 Scenario 1a comprises of:

- Scenario 1a: 2030 base with net zero discount and event at the Racecourse Ground
- Scenario 1a: 2030 base with net zero discount and event at the Racecourse Ground with development

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7.7 The results of the scenario 1a LINSIG assessments are summarised in Table 7.1.

	Base			With Development		
	AM Peak	PM Peak	Saturday Peak	AM Peak	PM Peak	Saturday Peak
Maximum Degree of Saturation	86.6%	82.9%	59.4%	88.4%	83.2%	60.2%
Practical Reserve Capacity	3.9%	8.5%	51.6%	1.8%	8.1%	49.5%
Total Network Delay (pcu Hr)	49.42	44.46	26.65	52.00	46.12	27.33

Table 7.1: Scenario 1a Assessment Summary

7.8 The scenario 1a tests indicate that the network will operate within capacity in all scenarios. The busiest periods are the weekday peak hours, during which the maximum degree of saturation predicted is between 80%-90%, with the morning peak period being the busiest.

7.9 When operating below 90% junctions are considered to operate with some reserve capacity, this is measured as the 'practical reserve capacity' (PRC) value, calculated from the maximum degree of saturation as a measure of how much additional traffic could pass through a junction, when considered against a maximum degree of saturation of 90%.

7.10 In all of the assessment scenarios, the highest degree of saturation is predicted at the Station Approach junction, on Mold Road eastbound during the weekday AM peak and Saturday assessment periods, and on Mold Road westbound in the weekday PM peak period.

7.11 The proposed development increases the volume of traffic on the network by a relatively small amount, this has a minor impact on the assessment results.

Scenario 1b

7.12 Scenario 1b comprises of:

- Scenario 1b: 2030 base with net zero discount and no event at the Racecourse Ground
- Scenario 1b: 2030 base with net zero discount and no event at the Racecourse Ground with development

7.13 The assessment results for Scenario 1b are summarised in Table 7.2. These consider the same future year situation as Scenario 1a but with no event taking place at the Racecourse Ground.

	Base			With Development		
	AM Peak	PM Peak	Saturday Peak	AM Peak	PM Peak	Saturday Peak
Maximum Degree of Saturation	75.2%	74.4%	59.4%	77.0%	74.7%	60.2%
Practical Reserve Capacity	19.7%	21.0%	51.6%	16.9%	20.5%	49.5%
Total Network Delay (pcu Hr)	38.86	37.66	26.65	40.55	38.93	27.22

Table 7.2: Scenario 1b Assessment Summary

7.14 The results of the scenario 1b assessments indicate that the network would operate well within capacity and that the increase in traffic associated with the proposed development will have only a minor impact on operational performance.

Scenario 2a

7.15 Scenario 2a comprises of:

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- Scenario 2a: 2030 base with no net zero discount and event at the Racecourse Ground
- Scenario 2a: 2030 base with no net zero discount and event at the Racecourse Ground with development

7.16 The assessment results for the sensitivity test Scenario 2a are summarised in Table 7.3.

	Base			With Development		
	AM Peak	PM Peak	Saturday Peak	AM Peak	PM Peak	Saturday Peak
Maximum Degree of Saturation	91.9%	88.8%	64.3%	93.7%	89.1%	65.1%
Practical Reserve Capacity	-2.1%	1.4%	39.9%	-4.1%	1.0%	38.2%
Total Network Delay (pcu Hr)	61.01	53.02	30.19	65.46	54.45	30.83

Table 7.3: Scenario 2a Assessment Summary

7.17 Sensitivity test Scenario 2a represents the worst-case assessment scenario, with the inclusion of traffic associated with an event at the Racecourse Ground and in which no net zero effect is represented. Even so, the network is predicted to operate within capacity.

7.18 The maximum predicted degree of saturation is predicted to exceed 90% in the weekday AM peak tests, both with and without the increase in traffic associated with the development proposal, but in both cases remain below 100%.

7.19 When operating above 90%, the modelled levels of queuing and delay start to increase more rapidly, and small changes in demand levels will have a more pronounced effect on performance. Even so, the increase in traffic associated with the proposed development is still shown to have a relatively minor effect on performance.

Scenario 2b

7.20 Scenario 2b comprises of:

- Scenario 2b: 2030 base with no net zero discount and no event at the Racecourse Ground
- Scenario 2b: 2030 base with no net zero discount and no event at the Racecourse Ground with development

7.21 The assessment results for the sensitivity test Scenario 2b are summarised in Table 7.4.

	Base			With Development		
	AM Peak	PM Peak	Saturday Peak	AM Peak	PM Peak	Saturday Peak
Maximum Degree of Saturation	81.0%	80.6%	64.3%	82.9%	80.9%	65.0%
Practical Reserve Capacity	11.1%	11.6%	39.9%	8.6%	11.2%	38.5%
Total Network Delay (pcu Hr)	45.22	43.60	30.19	47.24	45.12	30.81

Table 7.4: Scenario 2b Assessment Summary

7.22 The Scenario 2b sensitivity test considers the situation without any beneficial effect on traffic levels arising from Net Zero measures, at times when no event is taking place at the Racecourse Ground. The results indicate that the network would operate well within capacity in this scenario.

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Summary

7.23 The network operational assessments have been carried out to test the future network for a range of scenarios considering changes in demand levels over the period to 2030 in line with the work undertaken at WelTAG Stage 2. These are based on the Stage 2 traffic models and have been developed to reflect the specific development proposals put forward for the application site.

7.24 The future year network incorporates the Active Travel improvements developed at WelTAG Stage 2, these include the signalisation of the Station Approach junction and adjacent Central Road junction incorporating the introduction of additional signal-controlled crossing points as part of the Active Travel scheme.

7.25 The assessment work carried out at WelTAG Stage 2 concluded that the Active Travel proposals would be expected to result in some increases in delay for vehicle movements on the Mold Road corridor. It is reasonable to expect this in the context of reassignment of road space and the introduction of additional signals and crossings associated needed to achieve the enhanced pedestrian and cycle facilities and associated benefits.

7.26 Notwithstanding, the assessment work undertaken and presented above demonstrates that the network will continue to operate within capacity (below 100%) in all scenarios, and within 90% in all but one assessed time period. This being the worst-case sensitivity test in which no net zero effects are considered, and an event is taking place at the Racecourse Ground, and only in the case of the weekday AM peak during which the highest levels of overall demand occur.

7.27 The proposed development results in an increase in traffic movements but the effects on network performance are minor, and demonstrably far less than the traffic associated with events at the Racecourse Ground as can be seen from comparison of the results in the different assessment scenarios.

8 Conclusions

8.1 SK has been appointed to prepare a TA that supports an outline planning application for new commercial office building, creation of public realm and landscaping, conversion of existing buildings to brewery, with associated museum and taproom/restaurant, accessibility improvements including new highway infrastructure and pedestrian footbridge, including parking facilities and coach/taxi drop off, with all matters reserved except for access.

8.2 The assessment has been undertaken in line with the method used in the WelTAG Stage 2 Study prepared by WSP for WCBC and Transport for Wales (TfW). The assessment builds on the work undertaken by WSP at Stage 2, to provide a consistent assessment approach, with the Stage 2 work updated to reflect the current development proposal on the site.

8.3 Vehicle access to the site is currently provided via a ghost island priority junction on the A541 (Mold Road). WCBC have developed proposals to improve active travel connectivity along Mold Road and Regent Street between the city centre and Plas Coch roundabout, known as the Mold Road Active Travel scheme, which include installation of traffic signals at the site access junction incorporating improved pedestrian and cycle crossing facilities. The site access layout option was developed at WelTAG Stage 2.

8.4 The site is in a highly accessible location and the proposals incorporate enhanced pedestrian and cycle facilities forming part of the Active Travel improvement scheme and also enhanced segregated pedestrian access connections to existing pedestrian routes. The site is clearly well related to the station and will also provide three bus stops to accommodate planned increases in bus service provision and frequencies.

8.5 A range of future year assessment scenarios have been considered, again based on the parameters of the Stage 2 assessment work, developed to reflect the indicative site plan and parameters plan prepared for the outline planning application.

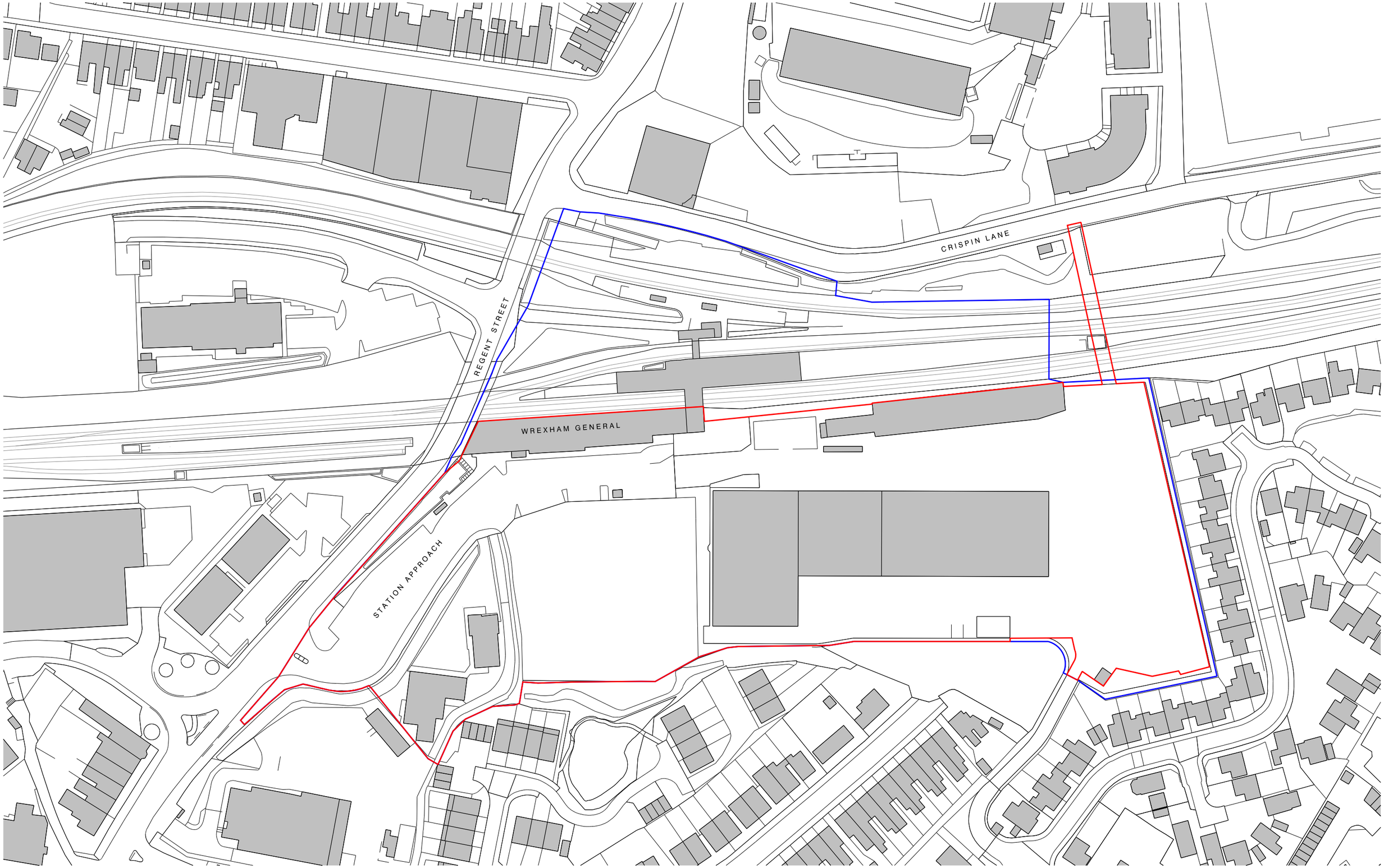
8.6 The various assessment scenarios have been tested with and without the site development proposal to consider the future operational performance of the local highway network and to determine the impact of the current development proposal.

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8.7 The assessments show that, whilst the proposed development will result in an increase in traffic movements, the effects on network performance are minor, far less than the traffic associated with events at the Racecourse Ground.

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Appendix A



revision:	date:	note:
P01	20250513	preliminary first issue
P02	20250618	redline boundary updated

LEGEND

- application site
- ownership boundary

project
Wrexham Gateway

job no.
7682

title
site location plan

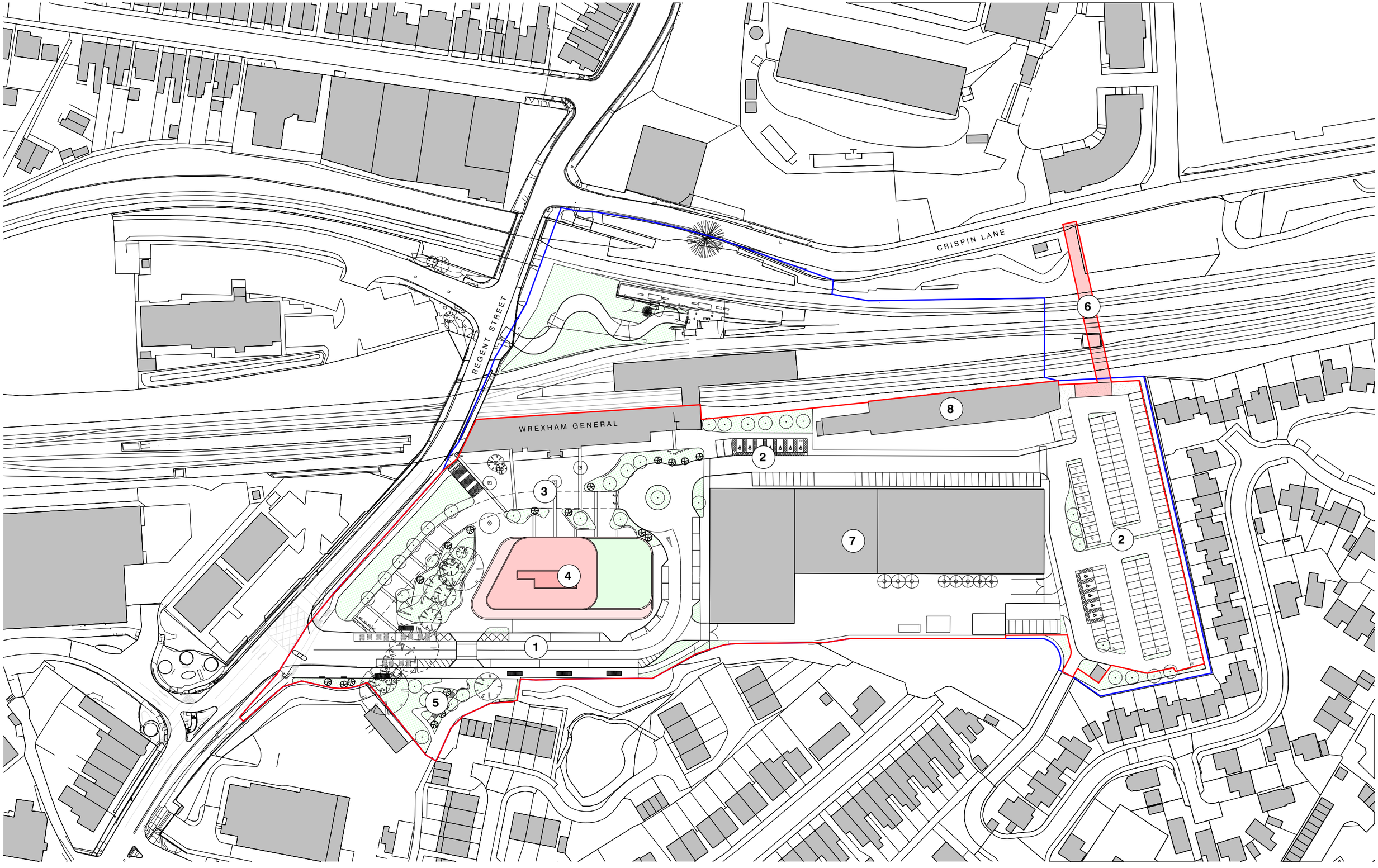
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revision:	date:	note:
P01	20250513	preliminary first issue
P02	20250618	redline boundary updated

LEGEND

application site
ownership boundary

1 main vehicular access & egress into site
2 wrexham general and office building parking area
3 public realm
4 new office building
5 pocket park / public footpath route into wrexham
6 new pedestrian footbridge
7 existing warehouse change of use for brewery use
8 cambrian shed change of use for museum and taproom

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project
Wrexham Gateway

job no.
7682

title
proposed indicative site plan

scale
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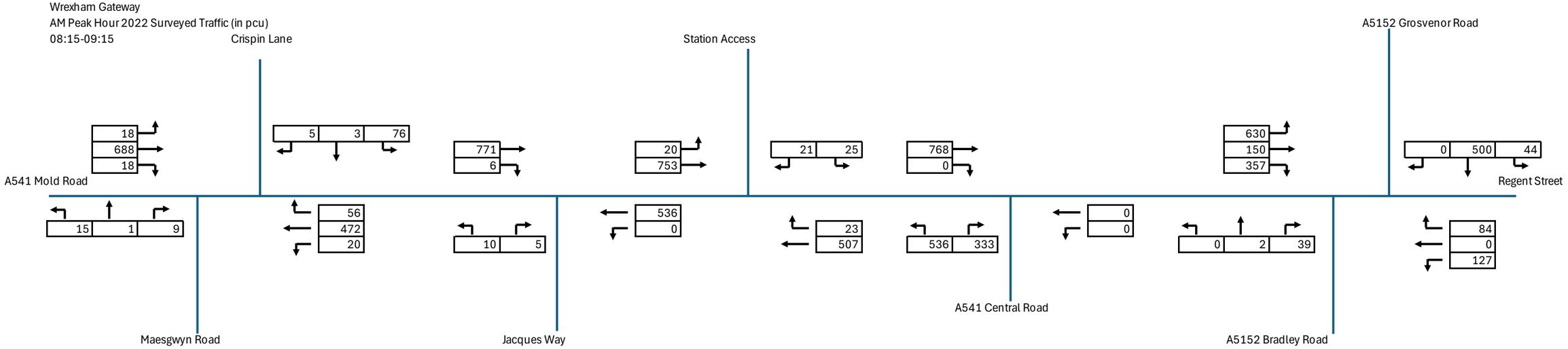
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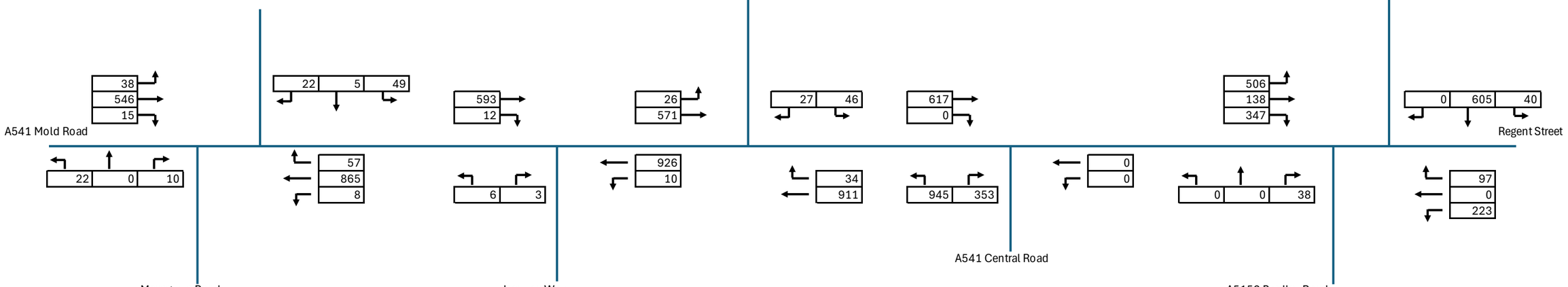
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Appendix B

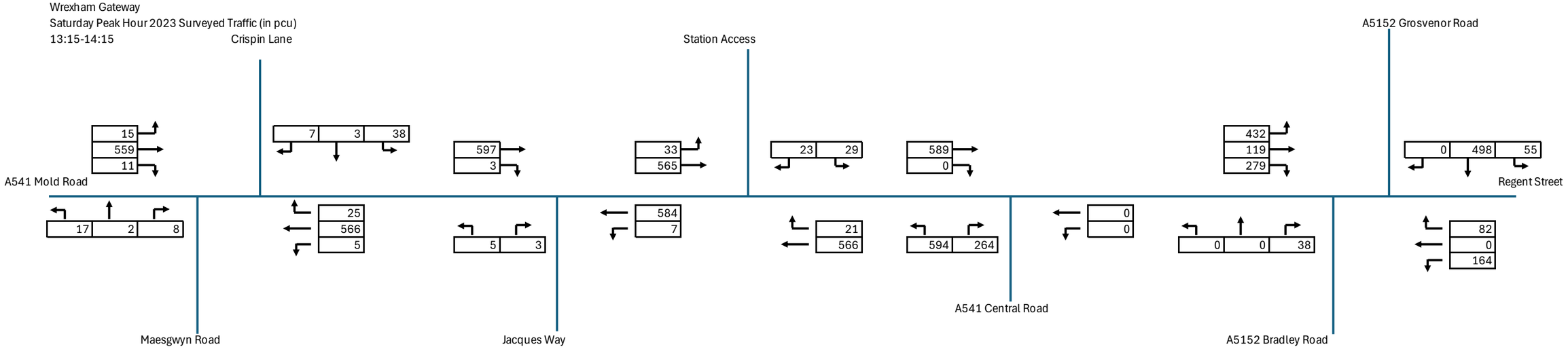
Wrexham Gateway
AM Peak Hour 2022 Surveyed Traffic (in pcu)
08:15-09:15



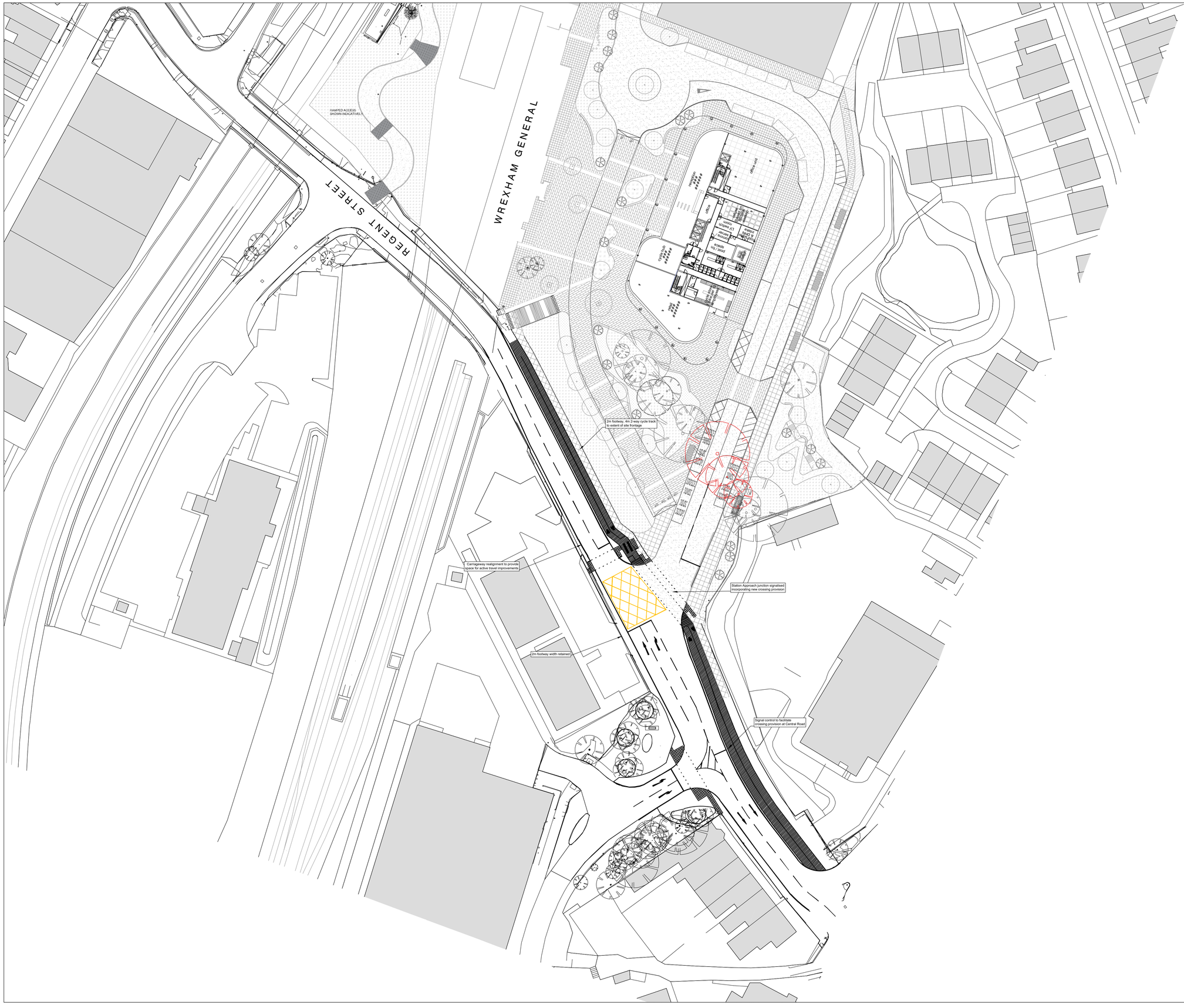
Wrexham Gateway
PM Peak Hour 2022 Surveyed Traffic (in pcu)
16:30-17:30



Wrexham Gateway
Saturday Peak Hour 2023 Surveyed Traffic (in pcu)
13:15-14:15



Appendix C



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Layout based on preferred option identified at WelTAG Stage 2

Revision Details	By / Check	Date	Suffix

Drawing Number

SK224114-001

Wrexham Gateway

Drawing Title

Site Access Layout & Active Travel Enhancements

Scale at A1

1:500

Drawn	Approved
JAT	LGS
Check	**Date**
LGS	02.05.25

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Appendix D