Planning & Design
To Create a Sustainable Future

Aubourn Architecture

Well Street, Cefn Mawr

Transport Assessment

FINAL

April 2026



Revision Schedule

Well Street, Cefn Mawr

Transport Assesssment

April 2026

Doc Ref: AA-1795-01-TA-001

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P1	15th November 2024	First Revision	Calum Reford, BSc (Hons), MSc.	Lee Barnes, BSc (Hons), MCIHT	Lee Barnes, BSc (Hons), MCIHT
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P3	13th April 2026	Third Revision	Calum Reford, BSc (Hons), MSc, MRTPI.	Lee Barnes, BSc (Hons), MCIHT	Lee Barnes, BSc (Hons), MCIHT

REVISION NOTES	
P1	Revised to address client comments.
P2	Revised to address Highway Development Control comments dated 3/10/2025
P3	Revised to address Highway Development Control comments dated 20/03/2026

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1.0 INTRODUCTION

Instructions

1.1 This report has been prepared in accordance with instructions from Aubourne Architecture, on behalf of their client, Garob Oswald Road Ltd., to support a full planning application for the proposed development for the erection of 5no. light industrial units within the associated car parking area of the former Co-Operative Store, Well Street, Cefn Mawr, Wrexham, LL14 3YE.

1.2 The purpose of this Transport Assessment is to provide an assessment of the proposed development in accordance with Technical Advice Note (TAN) 18 of the Planning Policy Wales, and objective 7 of the Future Wales 2040 National Plan. The report will examine the effects of the proposed development within the local highway network and provide an overview of the public transport provision and opportunities for active travel.

Guidance

1.3 This Transport Assessment has been prepared in accordance with the Wrexham Unitary Development Plan, Local Planning Guidance Note 16: *Parking Standards*, and TAN18: *Transport*, and the Wales Transport Strategy 2021. TAN18 is the main document which provides detailed guidance on transport-related impacts of new development in Wales. The main purpose of TAN18 is to ensure that transport planning supports sustainable development.

Background

1.4 Planning permission has already been obtained for the change of use of the existing former Co-Operative store from A1 (retail) to B1 and B8 use. This report seeks to address the proposed development which seeks permission to erect 5no. light industrial units on the former car park of the Co-Operative store, which will complement the previously approved change of use (reference P/2023/0008).

1.5 A planning application was submitted to Wrexham Council for the erection of 5no light industrial units for Class B1 (Business) and Class B8 (Storage and Distribution) and assigned the reference P/2024/1618. Comments from the Highway Authority were received on 3rd October 2025. The report was updated (P2) in particular, Section 4, was updated to address comments on trip generation, with the drawing AA-1795-01-HW-001 P1 *Access Arrangements* (Appendix B) also updated to address comments on swept path for a 12m rigid HGV.

1.6 Following receipt of further comments from the Highway Authority dated 20th March 2026, this report has been updated (P3) to address the matters raised. In particular, the assessment has been revised to clarify the proposed access arrangements, including the removal of the existing splitter islands and the retention of separate access arrangements to the building to the north, which does not form part of the current application. Section 4 has been updated to revise the trip generation analysis using a more appropriate TRICS land use category for industrial units and to include consideration of OGV trip generation. Sections 5 and 6 have also been expanded to address parking provision, servicing and refuse collection arrangements, and pedestrian movement within the site.

2.0 EXISTING NETWORK

Site Location and Current Use

2.1 The site is currently located immediately to the south side of Well Street, and is located within the village of Cefn Mawr, 9.2km to the southwest of Wrexham. The site has an approximate area of 0.4ha.

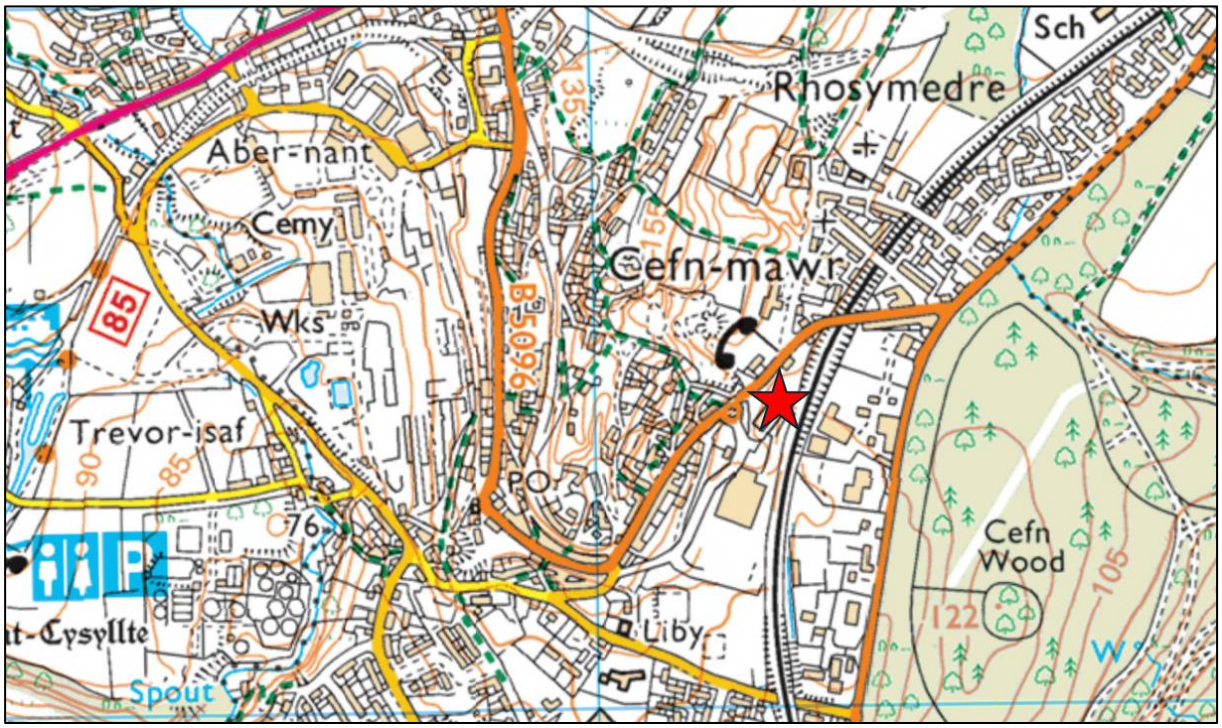


Figure 1 - Approximate Site Location

2.2 The site is located approximately 325m to the northeast of Cefn Mawr village centre, and approximately 2.4km to the southwest of the A483 trunk road. The site comprises the former car park of the Co-operative store, now disused, which gained planning permission in 2023 for conversion to B1 and B8 light industrial use.

Existing Traffic Conditions

2.3 The site is currently accessed by the existing priority access off Well Street. Well Street is a standard urban distributor road, connecting the centre of Cefn Mawr with the B5605 Park Road. Approximately 25m to the southwest of the site access is the roundabout of Well Street/Oxford Street, which provides access to the Tesco Supermarket, 130m to the south of the development site. Well Street is subject to the urban speed limit of 20MPH, with pedestrian footways located on the southbound side of the carriageway.

2.4 Oxford street is a minor distributor road. Its main use is to provide a connection between Well Street and Hill Street, and the Tesco Supermarket, allowing traffic to by-pass the historic narrow streets within Cefn Mawr village centre. Oxford Street is subject to the urban speed limit of 20MPH along its entire length, with footways present on both sides of the carriageway. Streetlighting is also present along its entire length.



Figure 2 - Existing Site Access off Well Street.

Accident History

2.5 Recent accident records for the last 5-years were assessed for the existing site access off Well Street, and the Well Street / Oxford Street roundabout. Accident records were obtained using the *CrashMap* (www.crashmap.co.uk) web application. The results show no accidents have been recorded at either location within the last 5-years.

2.6 As a result, the search period was extended to the last 10-years in order to establish any historic highway safety issues. With the extended search period, no accidents were recorded. This therefore demonstrates an exemplary safety record for this section of Well Street and the roundabout of Well Street and Oxford Street.

2.7 It is clear from the lack of recorded accidents during the 10-year search period, that the search area has an exemplary highway safety record. Therefore, there is no evidence to suggest that the accident rate would increase as a result of the proposed development.

3.0 PROPOSED DEVELOPMENT

Proposed Land Use

3.1 The proposed development seeks planning permission for the erection of 5no. light industrial units with associated parking on land of the former car park of the Co-Operative store, Well Street, Cefn Mawr. A copy of the proposed site layout can be found within Appendix A of this report.

3.2 The proposed light industrial units will be located within the current former car park, which served the former 875sqm Co-Operative store. The floorspace of which is confirmed on the Aubourn Architecture drawing A079-PL-003 (Appendix A). The store itself is now disused and current has the benefit of planning permission to change use from A1 (Retail) to B1 and B8 light industrial uses. Each new unit will have 105sqm floorspace, with a total building floorspace of 525sqm. The remaining forecourt area will be used to provide parking for both units and as an HGV turning area.

Access Arrangements

3.3 As shown on the Aubourn Architecture drawing A079-PL-003 (Appendix A), the development will take access from the existing site access off Well Street. The access will serve both the converted building and the proposed light industrial units.

3.4 The existing Well Street access arrangements will be altered to remove the existing splitter islands, providing a simpler access arrangement for vehicles. Visibility will be maintained, including vegetation management where necessary to preserve the required splay, and appropriate pedestrian measures will be provided, including dropped kerbs and tactile paving where required. Drawing AA-1795-01-HW-001 *Access Arrangements* (Appendix B) demonstrates that a 12m rigid HGV can enter and exit the site safely in a forward gear.

3.5 The building to the north does not form part of the current planning application. The existing access arrangements in that regard are to be retained, and the proposals the subject of this application do not seek to amend or intensify access arrangements to that separate building. Accordingly, the assessment set out within this Transport Statement relates to the proposed development only, and it is not considered that the retention of the existing access arrangements to the northern building would materially alter the conclusions reached in respect of the traffic and highway effects of the development now proposed.

4.0 TRAFFIC IMPACT

Existing Generated Traffic

4.1 To assess baseline trip generation, an assessment has been carried out using typical TRICS data to compare trip generation between the previously extant retail use and the proposed use of the site for light industrial uses.

4.2 Estimated use trips are summarised in the Table below, with TRICS data available within Appendix B of this report. Trip rates were selected based on similar sized food stores, which are considered to be representative of the former Co-Operative store previously in operation at the site.

Table 1 - Trip Generation for Extant Retail Use.

Use	AM Peak Hour			PM Peak Hour		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Rate	2.446	1.474	3.92	3.198	3.387	6.585
875sqm Retail (Food Store)	21	13	34	28	30	58

Proposed Development Traffic

4.3 In response to the Highway Authority's comments, the trip generation analysis has been revisited to ensure that it is based on the most appropriate TRICS land use category for the proposed development. The previous assessment utilised Land Use 02 Category A 'Office' as a robust proxy; however, it was acknowledged that this may not fully reflect the operational characteristics of small light industrial units, particularly in respect of servicing and HGV activity. The assessment has therefore now been updated to use TRICS Land Use 02 Category C 'Industrial Unit', which is considered to provide a more directly relevant basis for assessing the likely trip generation of the proposals.

4.4 Trip generation for the proposed light industrial units, and the previously consented conversion of the existing building have been calculated using their respective gross internal areas. The proposed building will have a total GIA of 525sqm, divided equally over 5no. smaller units,

providing 105sqm of floorspace for each unit. For the purposes of this assessment, the total floorspace of the proposed building has been used.

Table 2 - Predicted Trip Generation for the Proposed Development (All Vehicles).

Use	AM Peak Hour			PM Peak Hour		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Rate (*Employment – Industrial Unit)*	0.458	0.046	0.504	0.021	0.401	0.422
875sqm Converted Building	12	2	14	1	11	12
525sqm New Building	2	1	3	1	2	3
Total Predicted Trips	**14**	**3**	**17**	**2**	**13**	**15**
Total Existing Trips	**21**	**13**	**34**	**28**	**30**	**58**
Net Difference *(Predicted Trips – Existing Trips)*	**-7**	**-10**	**-17**	**-26**	**-17**	**-42**

4.5 As can be seen from Table 2, above, the trip generation from the proposed development will have a net decrease of trips when compared to the existing trips associated with a supermarket food-store which previously operated from the site. Therefore, the proposed use is considered to have a far less traffic impact than the previous use. Consequently, the development would not have a detrimental impact on the capacity of the surrounding highway network.

OGV Trip Generation

4.6 In response to the latest highway comments, a trip comparison has also been conducted to assess OGV trips for the existing and proposed use. For clarity, the same land use parameters have been used, with the selection of *OGV Trips*. The results are shown in the below table.

Table 3 - HGV Trip Rates for Proposed Development.

Use	OGV Daily Trip Rates		
	Arr.	Dep.	Two-Way
OGV Trip Rate (Industrial Units)	0.334	0.320	0.654
OGV Trip Generation (1,400sqm total development floorspace)	5	4	9

Traffic Impact Summary

4.7 Based on the above trip generation, the proposed development would likely generate up to 17 two-way trips during the peak hour, equating to approximately 3 vehicles every 10-minutes during each peak hour. Given these flows, the site is unlikely to have any material impact on hourly traffic flows. Highway impact is typically considered material where traffic flow exceeds existing flows by 30-movements during the peak hours. The overall volume of traffic does not warrant the need for junction capacity assessments, as it does not exceed 30 two-way movements during the peak hours, and the proposed trips are significantly less than the existing extant use at the site.

4.8 In addition, OGV trip generation has been separately considered, with the total 1,400sqm (i.e., the 875sqm converted building + 525sqm proposed building) development predicted to generate 9 two-way OGV movements across a typical day, which is modest in scale. Overall, the assessment demonstrates that the development would not have a detrimental impact on highway capacity or operation, and that no junction capacity assessment is warranted. As such, it is considered that the proposed development would not create unacceptable effects on the highway network, as set out by TAN18.

5.0 SERVICING

Car Parking

5.1 The proposed parking provision has been assessed on the basis of the combined operational development within the application site, and the number of spaces shown on the site layout and referred to in this assessment has been amended for consistency throughout. As shown on the Auborn Architecture drawing A079-PL-003, a car parking area has been provided to the front of the proposed building. The car park will be shared between the converted supermarket building and the proposed new industrial units. A total of 27no. parking spaces are proposed.

5.2 An assessment of parking provision to ensure its accordance with Wrexham County Borough Council's *Local Planning Guidance Note 16* has been conducted. According to figure B of the guidance note, the following parking provision is required.

Table 4 - Parking Requirements

Land Use	Unit Area	Spaces per m^2	Spaces Required
B1 (Business and Light Industry)	525m^2	1 space per 30m^2	18
B8 (Storage and Distribution)	875m^2	1 space per 100m^2	9
		Total Spaces Required	**27**
		Total Spaces Provided	**27**

5.3 As can be seen from Table 3, the proposed development will accord with the requirements of the Local Planning Guidance Note 16. Furthermore, it is considered that the site's sustainable location on the edge of Cefn Mawr Village Centre would assist in reducing the need for employees to commute via single occupancy car journeys and encourage a modal shift to more sustainable travel means. This aligns with the Welsh Government's *Future Wales 2040* National Plan which seeks to reduce the overall level of car parking within urban areas.

Electric Vehicle Charging Spaces

5.4 In accordance with *Future Wales 2040 National Plan*, 10% of the provided parking spaces will provide EV charging points. Therefore, a total of 2no. EV charging spaces will be provided on site.

Cycle Parking

5.5 In accordance with Wrexham County Borough Council's *Local Planning Guidance Note 16*, cycle parking spaces should be provided in accordance with Figure B of the guidance note. The proposed cycle parking has been considered on the basis of the operational development within the application site and will comprise 3no. Sheffield Cycle Stands, capable of accommodating up to 6no. bicycles, in a secure and convenient location. It is considered that this provision is proportionate to the scale and nature of the development and will serve the needs of staff and visitors associated with the proposed units, whilst promoting sustainable travel opportunities.

Refuse Collection and Construction Traffic

5.6 Waste arising from the proposed units will be stored within the designated refuse storage areas shown on the proposed layout. On collection days, refuse operatives will collect the bins from those designated storage areas and take them to the collection vehicle for emptying, before returning the empty bins to their respective storage locations. On that basis, it is not necessary for the refuse vehicle to directly access each individual bin store within the site, and the proposed servicing arrangement is considered appropriate to the scale and nature of the development.

5.7 Swept path analysis has using a 12m rigid HGV, being the design vehicle accepted by the Local Highway Authority, confirms that the site can accommodate the type of larger vehicle likely to serve the proposed development and that such vehicles can enter and leave the site safely in forward gear. The purpose of this exercise is to demonstrate that the site is capable of safely accommodating occasional servicing activity, rather than to suggest frequent large vehicle movements.

5.8 It is not anticipated that servicing or refuse collection would occur at a frequency or intensity likely to result in material conflict with the operation of the car park. Given the modest scale of the development, such activity would be occasional in nature and can be managed through normal day-to-day site operation, including ensuring that the relevant manoeuvring area remains available when required for service or refuse vehicles. Accordingly, it is not considered that the presence of parked vehicles would give rise to a material impediment to the safe servicing of the site.

5.9 A Construction Management Plan will set out the hours of operation of plant, as well as any scheduled deliveries during the construction period. The management plan could be secured via a suitably worded planning condition.

5.10 Should the Local Planning Authority consider it necessary, a Service/Delivery Management Plan could be secured by condition to govern the timing and operation of refuse collection and servicing activity. Nothwithstanding this, it is considered that the proposed development is of a scale such that servicing demands would remain modest and could be accommodated within the site without giving rise to unacceptable impacts on internal movement, highway safety, or the operation of the surrounding highway network.

6.0 SUSTAINABLE TRAVEL

6.1 A review of the accessibility of the site by various sustainable modes has been undertaken.

Walking

6.2 Walking is the ultimate sustainable travel method. Every journey begins and ends with walking, so this is the mode of transport that should be a primary consideration. The threshold for appropriate walking distances to and from key services and amenities as set out within the 2015 CIHT guidance document *Planning for Walking* and describes how approximately 80% of all journeys under 1-mile are made on foot. The CIHT document identifies the preferred maximum acceptable walking distances for different destination types can be summarised below.

Table 5 - Suggested Acceptable Walking Distances (CIHT, 2015).

	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

6.3 It should be noted that distances identified should be regarded as guidance and that there should also be emphasis placed upon the quality, attractiveness, and directness of pedestrian facilities/routes. The geographical areas that are within the acceptable walking distance of the proposed development are illustrated within Figure 3 below. More important than distance, the time to travel to locations from the development must also be considered.

6.4 In addition to the site's accessibility by walking, the proposed layout has been designed to allow for safe pedestrian movement within the site itself. Pedestrians will be able to access the development from Well Street and move between the parking areas and the proposed units by way of the internal site layout, including across the shared access/loading area where necessary. Given the modest scale of the development and the limited level of vehicular activity anticipated, these movements are considered capable of being accommodated safely and without conflict.

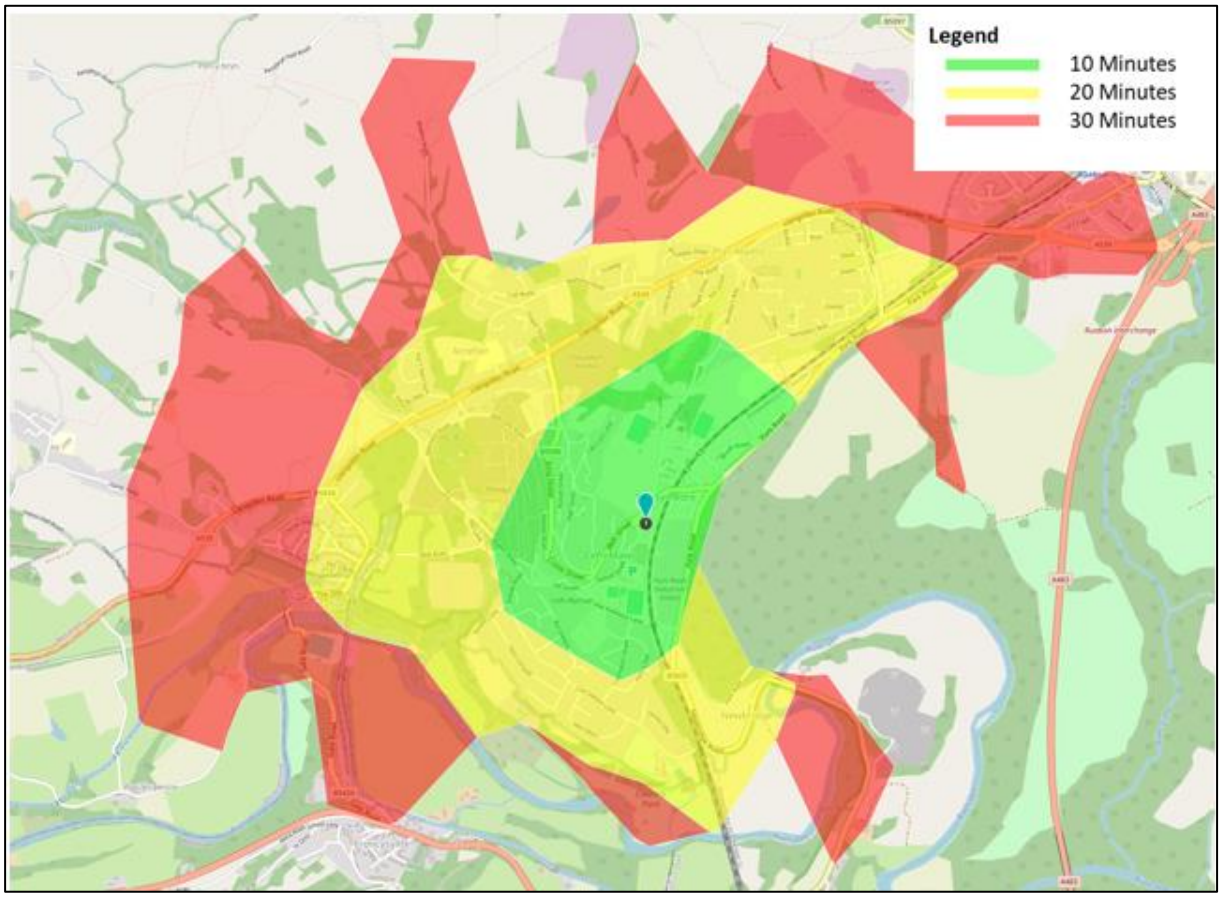


Figure 3 - Walking Isochrones (*Open Street Map*)

6.5 As can be seen in Figure 3, the site is within walking distance of much Cefn Mawr. The village centre, home to a number of services and businesses within a 10-minute walk of the site. Outer areas of Ruabon can also be reached within a 30-minute walk from the site entrance.

Cycling

6.6 Cycling is an effective mode of travel for medium distances that practically preclude walking. It provides fast, direct access and has no limitations upon arrival and departure times. It is due to this flexibility that cycling has seen a resurgence and is the mode of choice for many commuters. It also enables riders to get some exercise as part of their daily commute.

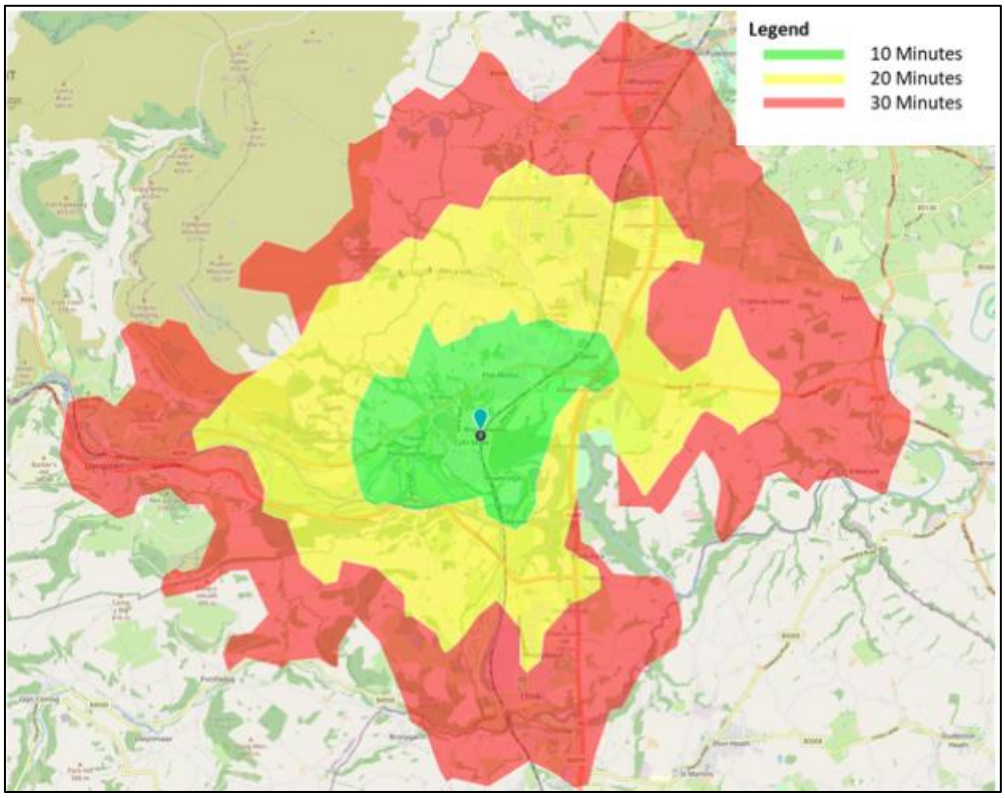


Figure 4 - Cycling Isochrones (*Open Street Map*).

6.7 Figure 4 demonstrates that all of Cefn Mawr, and Ruabon can be reached within a 10-minute cycle of the site. Further afield, Johnstown, and Chirk can be reached within a 30-minute cycle journey. Ruabon Railway Station can also be reached within a 10-minute cycle journey, which could open opportunities for multi-modal trips from the region such as Wrexham, Shrewsbury, and Oswestry. This means that the site is suitably accessible of commuters who wish to cycle from outlying residential areas.

Public Transport

6.8 The nearest bus stops are located directly outside the site on Well Street. Bus services accessible from these bus stops are shown in Table 5, below. Timetables are available within Appendix C of this report.

Table 6 - List of Bus Services from Well Street, *Traveline, 2024*.

Route No.	Terminus	Days	Frequency	Operator
2	Wrexham - Oswestry	Mon-Fri Sat Sun	1 per hour 1 per hour 1 per hour	Arriva Wales
2A	Wrexham - Oswestry	Mon-Fri Sat Sun	1 per hour 1 per hour No service	Arrive Wales
2C	Wrexham – Cefn Mawr	Mon-Fri Sat Sun	2 per hour 2 per hour No service	Arriva Wales
5C	Wrexham - Llangollen	Mon-Fri Sat Sun	2 per day No service No service	Arriva Wales

6.9 It is considered that the services listed above provides an acceptable level of public transport for the development, and provides adequate connections between the site and Wrexham, Plas Madoc, Ruabon, Johnstown, and Oswestry.

Rail Services

6.10 In addition to bus services, Ruabon Railway Station is located 2.2km from the site and is accessible via a 10-minute cycle journey. Therefore, there is an opportunity for multi-modal travel using both rail and cycling to commute to the site. Services calling a Ruabon are operated by Transport for Wales, calling a several intermediate stations between Cardiff, Llanelli, Holyhead, Llandudno, and Shrewsbury.

Sustainable Transport Summary

6.11 As can be seen from the above, the site is well served by public transport, leading to the potential practical uses as an alternative to the private car.

6.12 These sustainable transport measures will have the effect of depressing the vehicular trip rates referred to in Section 4 above. While it is not possible to quantify such benefits, the presence of these measures will provide confidence that traffic impact will be minimal.

7.0 CONCLUSIONS AND RECOMMENDATIONS

7.1 This Transport Assessment has been prepared to support a planning application to Wrexham County Borough Council for the proposed development of 5no. light industrial units on land of the former Co-Operative Store car park, Well Street, Cefn Mawr. The proposed development will complement the proposed change of use of the existing Co-Operative Store which gained change of use planning permission to be converted into B1 and B8 use.

7.2 From this assessment, it may be concluded that the existing highway network will operate safely in providing access to the proposed development. In particular,

- The proposed land use, when combined with the permitted change of use, will generative significantly fewer trips on the local highway network, when compared to the site's extant use as a supermarket.
- The amended access arrangement, internal servicing strategy and pedestrian facilities demonstrate that the site can be accessed and operated safely for the scale and nature of the proposed development.
- In view of the low accident record on the nearby highway network, the proposed development will not give rise to any highway safety issues.
- The site is well served by public transport services and can be accessed via active travel means.

7.3 With regards to vehicle parking provision, the proposed development will provide 27no. car parking spaces, with 2no. EV Charging spaces, in accordance with the aims of the *Future Wales National Plan*, and Wrexham County Borough Council's *Maximum Parking Standards*, set out within the Local Planning Guidance Note 16.

7.4 With reference to TAN18, the proposed development supports the sustainability objectives of Planning Policy Wales and *Future Wales* National Plan by reducing the reliance on private vehicles, is located within a sustainable location, with convenient access to sustainable transport options.

7.5 In accordance with TAN18, this report demonstrates that the proposed development access is designed to a standard which is fit for purpose and will not have a detrimental impact on highway safety. The amended access arrangement, together with appropriate visibility, pedestrian provision, and the site's internal servicing strategy, provides a suitable means of access for the scale and nature of the development proposed. Furthermore, in view of the

reduced trip generation from this site when compared to the extant retail use, mitigation measures on the existing highway network are not considered necessary.

7.6 Overall, the proposed development will be adequately served in terms of access and transport without creating any perceptible impact on the existing local network in terms of traffic flow or highway safety.

APPENDIX A SITE LAYOUT

Scale 1:250 0 10m 25m

- This document is © Aubourn Architecture Limited
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- All dimensions are to be checked on site by the Contractor
- Report any drawing errors or omissions to the Designer
- All dimensions in millimeters unless noted otherwise

Rev:	Description:	Date:
A	Existing trees updated, new planting added	01.06.2025
B	Existing building footprint amended	20.08.2025
C	External layout amended	08.12.2025

EXISTING ACCESS RETAINED

SHARED ACCESS / TURNING / LOADING AREA

UNIT 01 105sqm
UNIT 02 105sqm
UNIT 03 105sqm
UNIT 04 105sqm
UNIT 05 105sqm

EXISTING UNIT 875sqm

P1 P2 P3 P4 P5 P6 P7 P8 P9 P10 P11 P12 P13 P14 P15 P16 P17 P18 P19 P20 P21 P22 P23 P24 P25 P26 P27

CYCLES

G01 G02 G04 G05

T01 T02

Site Key.

- **Proposed access** Shared access / loading / turning area
- **Proposed car parking** 25 spaces in total
- **Proposed paving**
- **Proposed grass**
- **Proposed planting**
- **Existing / Proposed trees**
- **Application boundary** 4570m² / 1.13acre

N

Aubourn Architecture

Project.
Land at former Co-op, Well Street, Cefn Mawr

Drawing.
Proposed Site Plan

Project / Drawing No.		Revision.
A079 - PL - 003		C
Date: 01.11.2024	Scale: 1 : 250 @ A1	Status: Planning

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APPENDIX B ACCESS ARRANGEMENTS

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NOTES:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL MEASUREMENTS ARE IN METERS UNLESS OTHERWISE STATED.
3. DRAWING NOT ISSUED FOR CONSTRUCTION.

REV	DATE	NAME	CHECK	NOTE
P1	08/12/25	SG	CGR	12 METRE HGV ADDED

DRAWING STATUS:

FOR APPROVAL

CLIENT

AUBOURN ARCHITECTURE

PROJECT

WELL STREET, CEFN MAWR

DRAWING TITLE

ACCESS ARRANGEMENTS

DRAWN	CHECKED	APPROVED
SJG	CGR	CGR

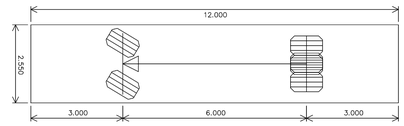
DATE: 08 December 2025

SCALE @ A1: 1:250

DRAWING No.: AA-1795-01-HW-001

REVISION No.: P1

KEY:



Vehicle name	**12 Metre rigid HGV**
Description	
Overall length (m)	**12.000**
Overall width (m)	**2.550**
Maximum track width (m)	**2.000**
Kerb to Kerb radius (m)	**2.500**

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APPENDIX C TRIP RATE DATA

TRIP RATE CALCULATI SELECTION PARAMETERS:
Land Use : 1 - RETAIL
Category : C - DISCOUNT FOOD STORES
VEHICLES
Selected regions and areas:
4 EAST ANGLIA
CA CAMBRIDG 1 days
7 YORKSHIRE & NORTH LINCOLNSHIRE
WY WEST YORKSHIRE 1 days
9 NORTH
DH DURHAM 1 days
This section displays the number of survey days per TRICS® sub-region in the selected set
Secondary 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 Gross floor area
Actual Range: 700 to 1466 (units: sqm)
Range Selected by User: 700 to 1500 (units: sqm)
Parking Spaces Range: All Surveys Included
Public Transport Provision:
Selection by: Include all surveys
Date Range: ######## to ########
This data displays the trip rate parameter range of survey dates selected. Only surveys that were conducted within this date range are
included in survey days:
Selected
Monday 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 3 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 undertakin using machines.
Selected Locations:
Edge of Town 2
Neighbourl Centre (PPS6 Local Centre) 1
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, Neighbourl Centre, Edge of Town Centre, and
Not Known.
Selected Location Sub Categories:
Retail Zone 3
This data displays the number of surveys per location sub-catego within the selected set. The location sub-categories
consist of Commercia Zone, Industrial Zone, Developme Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,
Out of Town, High Street and No Sub Category.
Secondary Filtering selection:
Use Class:
A 1 3 days
This data displays the number of surveys per Use Class order 2005
has been used for this purpose, which can be found within the Library module of TRICS®.
TRICS 7.6.4 141219 B19.28 Database right of TRICS Consortiun Limited, 2019 All rights reserved Friday ########
Page 2

Secondary Filtering selection (Cont.):
Population within 1 mile:
1,001 to 5,000 1 days
5,001 to 10,000 1 days
25,001 to 50,000 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.
Population within 5 miles:
25,001 to 50,000 1 days
75,001 to 100,000 1 days
500,001 or More 1 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 2 days
1.1 to 1.5 1 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.
Petrol filling station:
Included in the survey count 0 days
Excluded from count or no filling station 3 days
This data displays the number of surveys within the selected set that include petrol filling station activity, and the
number of surveys that do not.
Travel Plan:
No 3 days
This data displays the number of surveys within the selected set that were undertaker at sites with Travel Plans in place,
and the number of surveys were undertaker at sites without Travel Plans.
No PTAL Rating:
PTAL Present 3 days
This data displays the number of selected surveys with PTAL Ratings.
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Page 3

LIST OF SITES relevant to selection parameters
1 CA-01-C-01 LIDL CAMBRIDGESHIRE
CROMWEL ROAD
WISBECH
Edge of Town
Retail Zone
Total Gross floor area: 1 4 6 6 sqm
Survey date: FRIDAY ######## Survey Type: MANUAL
2 DH-01-C-0: ALDI DURHAM
WATLING ROAD
BISHOP AUCKLAND
Edge of Town
Retail Zone
Total Gross floor area: 1 0 2 3 sqm
Survey date: THURSDAY ######## Survey Type: MANUAL
3 WY-01-C-0 FARMFOOI WEST YORKSHIRE
WATERLOC TERRACE
LEEDS
BRAMLEY
Neighbourl Centre (PPS6 Local Centre)
Retail Zone
Total Gross floor area: 7 0 0 sqm

Survey date: MONDAY ######## Survey Type: MANUAL
This section provides a list and each site survey, and all address, survey the whether sites selected the Consortiun and trip survey Limited, days rate was 2019 in calculation a All the parameter manual rights selected and classified reserved set. its count Friday For value, or ######## each the an individual day ATC survey of count. site, the it displays a unique week and reference date code of B19.28 Database right of TRICS 141219 7.6.4

TRIP RATE for Land Use 1 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

ARRIVALS			DEPARTURES			TOTALS		
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time	Range	Days	GFA	Rate	Days	GFA	Rate	Days
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	3	1063	0.69	3	1063	0.314
08:00	-	09:00	3	1063	2.446	3	1063	1.474
09:00	-	10:00	3	1063	3.01	3	1063	2.822
10:00	-	11:00	3	1063	3.763	3	1063	3.449
11:00	-	12:00	3	1063	3.449	3	1063	3.575
12:00	-	13:00	3	1063	3.543	3	1063	2.916
13:00	-	14:00	3	1063	3.418	3	1063	3.7
14:00	-	15:00	3	1063	4.39	3	1063	4.327
15:00	-	16:00	3	1063	3.355	3	1063	3.888
16:00	-	17:00	3	1063	3.543	3	1063	3.606
17:00	-	18:00	3	1063	3.198	3	1063	3.387
18:00	-	19:00	3	1063	2.603	3	1063	2.916
19:00	-	20:00	3	1063	1.944	3	1063	2.226
20:00	-	21:00	3	1063	0.878	3	1063	1.223
21:00	-	22:00	3	1063	0.408	3	1063	0.753
22:00	-	23:00	2	1245	0.161	2	1245	0.522
23:00	-	24:00:00						
Total Rates:			4		0.799	4		1.098

8		1.897																				
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,	representi	arrivals	trips,	departures	trips,	and	total	trips	(arrivals				
plus	departures	Within	each	of	these	main	columns	are	three	sub-colum	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	also	displayed	at	the
time	period),	and	the	trip	rate	result	(per	time	period).	Total	trip	rates	(the	sum	of	the	column)	are				
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	abbreviate	here	as	FACT).	So,	the	method	is:	COUNT/TR	Trip					
rates	are	then	rounded	to	3	decimal	places.															
The	survey	data,	graphs	and	all	associated	supporting	informatio	contained	within	the	TRICS	Database	are	published							
by	TRICS	Consortiun	Limited	("the	Company"	and	the	Company	claims	copyright	and	database	rights	in	this	published						
work.	The	Company	authorises	those	who	possess	a	current	TRICS	licence	to	access	the	TRICS	Database	and	copy	the				
data	contained	within	the	TRICS	Database	for	the	licence	holders'	use	only.	Any	resulting	copy	must	retain	all	copyrights				
and	other	proprietary	notices,	and	any	disclaimer	contained	thereon.														
The	Company	accepts	no	responsibil	for	loss	which	may	arise	from	reliance	on	data	contained	in	the	TRICS	Database.				
[No Parameter	summary	of	any	kind,	express	or	implied,	is	made	as	to	the	data	contained	in	the	TRICS	Database.]				
Trip	rate	parameter	range	selected:	700	-	1466	(units:	sqm)													
Survey	date	date	range:	########	-	########																
Number	of	weekdays	(Monday-F	3																		
Number	of	Saturdays:	0																			
Number	of	Sundays:	0																			
Surveys	automatica	removed	from	selection:	0																	
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.																	

Calculation Reference: AUDIT-228601-231205-1224
TRIP RATE CALCULAT SELECTION PARAMETERS:
Land Use : C - EMPLOYMENT
Category : INDUSTRIA UNIT
TOTAL VEHICLES
Selected regions and areas:
2 SOUTH EAST
HC HAMPSHIR 1 days
3 SOUTH WEST
BR BRISTOL CITY 1 days
DV DEVON 1 days
SM SOMERSET 1 days
6 WEST MIDLANDS
WK WARWICKS 1 days
8 NORTH WEST
BP BLACKPOO 1 days
EC CHESHIRE EAST 1 days
11 SCOTLAND
FI FIFE 1 days
This section displays the number of survey days per TRICS® sub-region in the selected set
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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: Gross floor area
Actual Range: 1010 to 9216 (units: sqm)
Range Selected by User: 1000 to 15000 (units: sqm)
Parking Spaces Range: All Surveys Included
Public Transport Provision:
Selection by: Include all surveys
Date Range: ######## to ########
This data displays the trip rate range of survey dates selected. Only surveys that were conducted within this date range are included in the survey
Selected days:
Monday 1 days
Tuesday 1 days
Wednesda 2 days
Thursday 4 days
This data displays the number of selected surveys by day of the week.
Selected survey types:
Manual count 8 days
Directional ATC Count 0 days
This data displays the number of manual classified surveys and the number of unclassifie 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 undertaken using machines.
Selected Locations:
Suburban Area (PPS6 Out of Centre) 2
Edge of Town 6
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, Neighbourh Centre, Edge of Town Centre, Not Known.
Selected Location Sub Categories:
Industrial Zone 6
Developme Zone 1
No Sub Category 1
This data displays the number of surveys per location sub-categc within the selected set. The location sub-categories consist of Commerci Zone, Industrial Zone, Developme Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.
Inclusion of Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 16 days - Selected
Secondary Filtering selection:
Use Class:
Not Known 8 days
This data displays the number of surveys per Use Class classificati 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®.
Filter by Site Operations Breakdown:
All Surveys Included
Population within 500m Range:
All Surveys Included
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Secondary Filtering selection (Cont.):
Population within 1 mile:
5,001 to 10,000 2 days
10,001 to 15,000 2 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:
50,001 to 75,000 2 days
75,001 to 100,000 2 days
100,001 to 125,000 1 days
125,001 to 250,000 2 days
250,001 to 500,000 1 days
This data displays the number of selected surveys within stated 5-mile radii of population.
Car ownership within 5 miles:
1.1 to 1.5 8 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:
No 8 days
This data displays the number of surveys within the selected set that were undertaker at sites with Travel Plans in place, and the number of surveys that were undertaker at sites without Travel Plans.
PTAL Rating:
No PTAL Present 8 days
This data displays the number of selected surveys with PTAL Ratings.
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Cole Easdon Consultant Dorcan Way Swindon Licence No: 228601
LIST OF SITES relevant to selection parameters
1 BP-02-C-0: POWDER COATINGS BLACKPOOL
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1 0 1 0 sqm
Survey date: THURSDAY ######## Survey Type: MANUAL
2 BR-02-C-0: STAINLESS FITTINGS BRISTOL CITY

SOUTH LIBERTY LANE
BRISTOL
Edge of Town
Industrial Zone
Total Gross floor area: 1 4 7 5 sqm
Survey date: TUESDAY ######## Survey Type: MANUAL
3 DV-02-C-0: ENERGY RECOVERY FACILITY DEVON
GRACE ROAD SOUTH
EXETER
MARSH BARTON TRAD. EST.
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3 5 1 3 sqm
Survey date: THURSDAY ######## Survey Type: MANUAL
4 EC-02-C-0: OFFICE FURNITURI CHESHIRE EAST
BRUNEL ROAD
MACCLESFIELD
LYME GREEN BUS. PARK
Edge of Town
Developme Zone
Total Gross floor area: 6 6 5 8 sqm
Survey date: MONDAY ######## Survey Type: MANUAL
5 FI-02-C-02 GLASS SPECIALIS' FIFE
DICKSON STREET
DUNFERMLINE
Edge of Town
Industrial Zone
Total Gross floor area: 1 2 4 0 sqm
Survey date: THURSDAY ######## Survey Type: MANUAL
6 HC-02-C-0 ENGINEER COMPANY HAMPSHIRE
JAYS CLOSE
BASINGSTOKE
Edge of Town
Industrial Zone
Total Gross floor area: 3 0 0 0 sqm
Survey date: THURSDAY ######## Survey Type: MANUAL
7 SM-02-C-0 WET BLASTING EQUIPMEN SOMERSET
ROBINS DRIVE
BRIDGWATER
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 2 3 0 0 sqm
Survey date: WEDNESD. ######## Survey Type: MANUAL
8 WK-02-C-0 MACHINE ENGINEER WARWICKSHIRE
CASTLE MOUND WAY
RUGBY
Edge of Town
Industrial Zone
Total Gross floor area: 9 2 1 6 sqm
Survey date: WEDNESD. ######## 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 of each site survey, address, and whether the selected survey was a calculation parameter and its value, the day of the week and date of each right of TRICS Consortiun Limited, 2024 All manual classified count or an ATC count. rights reserved Tuesday ########
TRICS 7.10.3 180923 B21.52 Database
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MANUALLY DESELECTI SITES
Site Ref Reason for Deselection
BO-02-C-0 Survey undertaker during COVID-19 restrictions
CF-02-C-0: Higher level of public transport provision
DY-02-C-0 Located in a more built-up residential area
EC-02-C-0: Survey undertaker during COVID-19 restrictions
GS-02-C-0 Survey undertaker during COVID-19 restrictions
LS-02-C-0! Located in a more built-up residential area
PB-02-C-0! Located in a more built-up residential area
TV-02-C-0: Survey undertaker during COVID-19 restrictions
VG-02-C-0 Survey undertaker during COVID-19 restrictions
WM-02-C-(Higher level of public transport provision
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TRIP RATE for Land Use 2 - EMPLOYME - INDUSTRIA UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
ARRIVALS DEPARTUR TOTALS

No. Time	Ave. Range	Trip Days	No. GFA	Ave. Rate	Trip Days	No. GFA	Ave. Rate	Trip Days	GFA	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	1	9216	0.098	1	9216	0	1	9216	0.098
06:00	- 07:00	2	5228	0.134	2	5228	0	2	5228	0.134
07:00	- 08:00	8	3552	0.451	8	3552	0.067	8	3552	0.518
08:00	**- 09:00**	**8**	**3552**	**0.458**	**8**	**3552**	**0.046**	**8**	**3552**	**0.504**
09:00	- 10:00	8	3552	0.218	8	3552	0.102	8	3552	0.32
10:00	- 11:00	8	3552	0.169	8	3552	0.102	8	3552	0.271
11:00	- 12:00	8	3552	0.106	8	3552	0.13	8	3552	0.236
12:00	- 13:00	8	3552	0.201	8	3552	0.257	8	3552	0.458
13:00	- 14:00	8	3552	0.201	8	3552	0.25	8	3552	0.451
14:00	- 15:00	8	3552	0.099	8	3552	0.13	8	3552	0.229
15:00	- 16:00	8	3552	0.077	8	3552	0.144	8	3552	0.221
16:00	- 17:00	8	3552	0.056	8	3552	0.419	8	3552	0.475
17:00	**- 18:00**	**8**	**3552**	**0.021**	**8**	**3552**	**0.401**	**8**	**3552**	**0.422**
18:00	- 19:00	7	3882	0.022	7	3882	0.088	7	3882	0.11
19:00	- 20:00	1	9216	0	1	9216	0	1	9216	0
20:00	- 21:00	1	9216	0	1	9216	0	1	9216	0
21:00	- 22:00									
22:00	- 23:00									
23:00	- 24:00:00									
Total Rates:		2.311	2.136	4.447						

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the departures table). It is split by three main columns, representir arrivals trips, departures trips, and total trips (arrivals plus where count data is of these main columns are sub-colum These of the selected trip rate calculation parameter (per time period), and the included (per time period), the average value display the number of survey days foot of the table. trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the
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 (COUNT) for all selected survey days average that have count data arrivals, departures or totals
(whichever applies) time period. is also calculated the is divided by the average trip rate parameter value, available for multiplied by stated
Then, the average count for all selected survey days
calculation factor (shown just above is table and abbreviate the average trip rate parameter value, and multiplied by the stated
rates are then rounded to the 3 decimal places. here as FACT). So, the method is: COUNT/TR Trip

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database.
[No Parameter summary warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Trip rate parameter range selected: 1010 - 9216 (units: sqm)
Survey date date range: ######## - ########
Number of weekdays (Monday-F 8
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatica removed from selection: 0
Surveys manually removed from selection: 10

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

TRIP RATE for Land Use 2 - EMPLOYMENT - INDUSTRIAL UNITS
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

ARRIVALS			DEPARTURES			TOTALS		
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time	Range	Days	GFA	Rate	Days	GFA	Rate	Days
00:00	-	01:00						
01:00	-	02:00						
02:00	-	03:00						
03:00	-	04:00						
04:00	-	05:00						
05:00	-	06:00	1	9216	0	1	9216	0
06:00	-	07:00	2	5228	0.01	2	5228	0
07:00	-	08:00	8	3552	0.028	8	3552	0.028
08:00	**-**	**09:00**	**8**	**3552**	**0.035**	**8**	**3552**	**0.025**
09:00	-	10:00	8	3552	0.046	8	3552	0.042
10:00	-	11:00	8	3552	0.035	8	3552	0.021
11:00	-	12:00	8	3552	0.039	8	3552	0.042
12:00	-	13:00	8	3552	0.06	8	3552	0.077
13:00	-	14:00	8	3552	0.035	8	3552	0.028
14:00	-	15:00	8	3552	0.011	8	3552	0.011
15:00	-	16:00	8	3552	0.021	8	3552	0.021
16:00	-	17:00	8	3552	0.014	8	3552	0.025
17:00	**-**	**18:00**	**8**	**3552**	**0**	**8**	**3552**	**0**
18:00	-	19:00	7	3882	0	7	3882	0
19:00	-	20:00	1	9216	0	1	9216	0
20:00	-	21:00	1	9216	0	1	9216	0
21:00	-	22:00						
22:00	-	23:00						
23:00	-	24:00:00						
Total Rates:		0.334		0.32	0.654			

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 columns, representing arrivals trips, departures trips, and total trips (arrivals
plus departures) Within each of main columns are sub-columns These display the number of survey days
where count data is included time period), the average value of the selected trip rate calculation parameter (per
time period), and the trip rate (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 (COUNT) for all divided by the average trip rate parameter value, and multiplied by the stated
(whichever applies) is also calculated average count selected time period. The number of data for departures or totals
time period. Then, the average is the trip rate parameter value, and the stated
calculation factor are (shown above the table and multiplied by Trip
rates then rounded to 3 decimal places. here as FACT). So, method is: COUNT/TR

APPENDIX D BUS TIMETABLES

5C Geufron - Trinity Street at Wrexham Bus Station 1

Arriva Wales

Mondays to Fridays
[1]

Geufron, o/s Eisteddfod Pavilion	*dep*	15:22	15:49
Queen Street before 4 Acrefair, Acrefair		15:37	16:04
Heol Cefn Mynydd before Heol Craigfab, Cefn-Bychar		15:41	16:10
Hampden Way after Gwynant, Plas Madoc		15:47	16:16
Llangollen Road after Plas Bennion Road, Plas Madoc		15:51	16:19
Wrexham Road before Croesfoel Farm, Pentre Bychar		16:05	16:32
Trinity Street at Wrexham Bus Station 1, Wrexham	*arr*	16:14	16:41

[1] Only runs on Friday (Fri 25-Oct-2024)
Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

5C Trinity Street at Wrexham Bus Station 1 - Geufron

Arriva Wales

Mondays to Fridays
[1]

Trinity Street at Wrexham Bus Station 1, Wrexham	*dep*	07:00	07:32
Wrexham Road after Croesfoel Farm, Pentre Bychar		07:10	07:43
Hampden Way before Gwynant, Plas Madoc		07:27	08:01
Queen Street after 4 Acrefair, Acrefair		07:42	08:16
Geufron, o/s Eisteddfod Pavilion	*arr*	07:57	08:31

[1] Only runs on Friday (Fri 25-Oct-2024)
Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2 King Street at Wrexham Bus Station 4 - Oswestry

Arriva Wales

Mondays to Fridays

King Street at Wrexham Bus Station 4, Wrexham	*dep*	06:52	07:52	08:22	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	18:22	20:00	22:15
Wrexham Road after Croesfoel Farm, Pentre Bychan		07:04	08:04	08:34	09:34	10:34	11:34	12:34	13:34	14:32	15:35	16:35	18:34	20:10	22:25
Hampden Way after Plas Telford Extra Care, Plas Madoc		07:19	08:19	08:49	09:49	10:49	11:49	12:49	13:49	14:48	15:51	16:51	18:49	20:22	22:37
Cefn-Mawr, opp Cefn Mawr Tesco		07:26	08:26	08:56	09:56	10:56	11:56	12:56	13:56	14:53	15:58	16:59	18:57	20:29	22:44
B5070 before Lodge Farm, Chirk		07:38	08:38	09:08	10:08	11:08	12:08	13:08	14:08	15:03	16:10	17:11	19:09	20:39	22:54
Church Street before St Mary`s Church, Chirk		07:49	08:49	09:19	10:19	11:19	12:19	13:19	14:19	15:10	16:21	17:22	19:20	20:45	23:00
St Martins, adj Rhyn Park School		07:53	08:53	09:23	10:23	11:23	12:23	13:23	14:23		16:25	17:26	19:24	20:48	23:03
Gobowen, opp Rowan Close		08:00	09:00	09:30	10:30	11:30	12:30	13:30	14:30		16:32	17:33	19:31	20:53	23:08
Park Hall, adj North Drive Jct		08:03	09:03	09:33	10:33	11:33	12:33	13:33	14:33		16:35	17:36	19:34	20:56	23:11
Oswestry, Bus Station (Stand 1)	*arr*	08:08	09:08	09:38	10:38	11:38	12:38	13:38	14:38		16:40	17:41	19:39	21:01	23:16

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2 King Street at Wrexham Bus Station 4 - Oswestry

Arriva Wales

Saturdays

King Street at Wrexham Bus Station 4, Wrexham	*dep*	08:22	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	18:22	20:00	22:15
Wrexham Road after Croesfoel Farm, Pentre Bychan		08:34	09:34	10:34	11:34	12:34	13:34	14:34	15:34	16:34	18:34	20:10	22:25
Hampden Way after Plas Telford Extra Care, Plas Madoc		08:49	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:49	18:49	20:22	22:37
Cefn-Mawr, opp Cefn Mawr Tesco		08:56	09:56	10:56	11:56	12:56	13:56	14:56	15:56	16:56	18:56	20:29	22:44
B5070 before Lodge Farm, Chirk		09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:08	19:08	20:39	22:54
St Martins, opp Beech Trees		09:23	10:23	11:23	12:23	13:23	14:23	15:23	16:23	17:23	19:23	20:48	23:03
Oswestry, Bus Station (Stand 1)	*arr*	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:38	17:38	19:38	21:01	23:16

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2 King Street at Wrexham Bus Station 4 - Oswestry

Arriva Wales

Sundays

King Street at Wrexham Bus Station 4, Wrexham	*dep*	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30
Wrexham Road after Croesfoel Farm, Pentre Bychan		08:39	09:39	10:39	11:39	12:39	13:39	14:39	15:39	16:39
Hampden Way after Plas Telford Extra Care, Plas Madoc		08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52
Cefn-Mawr, opp Cefn Mawr Tesco		08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58
B5070 before Lodge Farm, Chirk		09:11	10:11	11:11	12:11	13:11	14:11	15:11	16:11	17:11
St Martins, opp Beech Trees		09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20
Oswestry, Bus Station (Stand 1)	*arr*	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:33	17:33

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2 Oswestry - King Street at Wrexham Bus Station 4

Arriva Wales

Mondays to Fridays

Oswestry, Bus Station (Stand 1)	*dep*	06:40	07:40	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50	18:52	19:52	21:06
St Martins, adj Beech Trees		06:55	07:55	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:03	17:05	18:05	19:06	20:06	21:20
B5070 after Lodge Farm, Chirk		07:10	08:10	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:16	17:20	18:20	19:15	20:15	21:29
Cefn-Mawr, o/s Cefn Mawr Tesco		07:21	08:21	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:26	17:31	18:31	19:26	20:26	21:40
Hampden Way before Plas Telford Extra Care, Plas Madoc		07:31	08:31	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:36	17:41	18:41	19:34	20:34	21:48
Wrexham Road before Croesfoel Farm, Pentre Bychan		07:45	08:45	09:55	10:55	11:55	12:55	13:55	14:55	15:55	16:49	17:55	18:55	19:46	20:46	22:00
King Street at Wrexham Bus Station 4, Wrexham	*arr*	07:55	08:55	10:05	11:05	12:05	13:05	14:05	15:05	16:05	16:59	18:05	19:05	19:55	20:55	22:09

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2 Oswestry - King Street at Wrexham Bus Station 4

Arriva Wales

Saturdays

Oswestry, Bus Station (Stand 1)	*dep*	07:40	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:45	19:00	19:52	21:06
St Martins, adj Beech Trees		07:55	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05	17:05	18:00	19:14	20:06	21:20
B5070 after Lodge Farm, Chirk		08:10	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:15	19:24	20:16	21:30
Cefn-Mawr, o/s Cefn Mawr Tesco		08:21	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	17:31	18:26	19:34	20:26	21:40
Hampden Way before Plas Telford Extra Care, Plas Madoc		08:31	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41	18:36	19:42	20:34	21:48
Wrexham Road before Croesfoel Farm, Pentre Bychan		08:47	09:57	10:57	11:57	12:55	13:55	14:55	15:55	16:55	17:55	18:50	19:54	20:46	22:00
King Street at Wrexham Bus Station 4, Wrexham	*arr*	09:00	10:10	11:10	12:05	13:05	14:05	15:05	16:05	17:05	18:05	19:00	20:03	20:55	22:09

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2 Oswestry - King Street at Wrexham Bus Station 4

Arriva Wales

Sundays

Oswestry, Bus Station (Stand 1)	*dep*	09:40	10:40	11:40	12:40	13:40	14:40	15:40	16:40	17:40
St Martins, adj Beech Trees		09:53	10:53	11:53	12:53	13:53	14:53	15:53	16:53	17:53
B5070 after Lodge Farm, Chirk		10:01	11:01	12:01	13:01	14:01	15:01	16:01	17:01	18:01
Cefn-Mawr, o/s Cefn Mawr Tesco		10:13	11:13	12:13	13:13	14:13	15:13	16:13	17:13	18:13
Hampden Way before Plas Telford Extra Care, Plas Madoc		10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:22
Wrexham Road before Croesfoel Farm, Pentre Bychan		10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35
King Street at Wrexham Bus Station 4, Wrexham	*arr*	10:44	11:44	12:44	13:44	14:44	15:44	16:44	17:44	18:44

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2A King Street at Wrexham Bus Station 4 - Oswestry

Arriva Wales

Mondays to Fridays

King Street at Wrexham Bus Station 4, Wrexham	*dep*	06:22	07:22	08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:30
Wrexham Road after Croesfoel Farm, Pentre Bychan		06:32	07:33	09:04	10:04	11:04	12:04	13:04	14:04	15:05	16:05	17:05	17:43
Hampden Way before Plas Telford Extra Care, Plas Madoc		06:45	07:47	09:19	10:19	11:19	12:19	13:19	14:19	15:21	16:21	17:21	17:59
Cefn-Mawr, opp Cefn Mawr Tesco		06:50	07:52	09:25	10:26	11:26	12:26	13:26	14:27	15:29	16:29	17:29	18:07
B5070 before Lodge Farm, Chirk		07:00	08:02	09:34	10:39	11:39	12:39	13:39	14:40	15:44	16:44	17:44	18:20
Weston Rhyn, opp The Meads		07:10	08:11	09:43	10:49	11:50	12:50	13:50	14:51	15:55	16:55	17:55	18:31
Oswestry, Bus Station (Stand 1)	*arr*	07:27	08:28	10:00	11:05	12:06	13:06	14:06	15:07	16:11	17:11	18:11	18:47

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2A King Street at Wrexham Bus Station 4 - Oswestry

Arriva Wales

Saturdays

King Street at Wrexham Bus Station 4, Wrexham	*dep*	06:22	07:22	08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:41
Wrexham Road after Croesfoel Farm, Pentre Bychan		06:32	07:33	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	17:04	17:53
Hampden Way before Plas Telford Extra Care, Plas Madoc		06:45	07:47	09:19	10:19	11:19	12:19	13:19	14:19	15:19	16:19	17:19	18:08
Cefn-Mawr, opp Cefn Mawr Tesco		06:50	07:52	09:25	10:26	11:26	12:26	13:26	14:26	15:26	16:26	17:26	18:15
B5070 before Lodge Farm, Chirk		06:58	08:00	09:35	10:38	11:38	12:38	13:38	14:38	15:38	16:38	17:38	18:27
Weston Rhyn, opp The Meads		07:09	08:10	09:48	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50	18:39
Oswestry, Bus Station (Stand 1)	*arr*	07:25	08:26	10:05	11:06	12:06	13:06	14:06	15:06	16:06	17:06	18:06	18:55

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2A Oswestry - King Street at Wrexham Bus Station 4

Arriva Wales

Mondays to Fridays

Oswestry, Bus Station (Stand 1)	*dep*	07:10	08:20	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20
Oswestry, adj Post Office		07:13	08:23	09:23	10:23	11:23	12:23	13:23	14:24	15:24	16:24	17:24	18:24
Weston Rhyn, adj The Meads		07:25	08:35	09:38	10:38	11:38	12:38	13:38	14:40	15:40	16:40	17:40	18:40
B5070 after Lodge Farm, Chirk		07:37	08:47	09:50	10:50	11:50	12:50	13:50	14:52	15:52	16:52	17:52	18:52
Cefn-Mawr, o/s Cefn Mawr Tesco		07:49	08:59	10:02	11:02	12:02	13:02	14:02	15:04	16:04	17:04	18:04	19:04
Hampden Way after Plas Telford Extra Care, Plas Madoc		07:59	09:09	10:12	11:12	12:12	13:12	14:12	15:14	16:14	17:14	18:14	19:14
Wrexham Road before Croesfoel Farm, Pentre Bychan		08:16	09:26	10:29	11:25	12:25	13:25	14:25	15:27	16:27	17:27	18:27	19:27
King Street at Wrexham Bus Station 4, Wrexham	*arr*	08:29	09:39	10:40	11:35	12:35	13:35	14:35	15:37	16:39	17:39	18:37	19:37

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2A Oswestry - King Street at Wrexham Bus Station 4

Arriva Wales

Saturdays

Oswestry, Bus Station (Stand 1)	*dep*	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20
Oswestry, adj Post Office		10:23	11:23	12:23	13:23	14:23	15:23	16:23	17:23	18:23
Weston Rhyn, adj The Meads		10:38	11:38	12:38	13:38	14:38	15:38	16:38	17:38	18:38
B5070 after Lodge Farm, Chirk		10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50	18:50
Cefn-Mawr, o/s Cefn Mawr Tesco		11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:02	19:02
Hampden Way after Plas Telford Extra Care, Plas Madoc		11:12	12:12	13:12	14:12	15:12	16:12	17:12	18:12	19:12
Wrexham Road before Croesfoel Farm, Pentre Bychan		11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:25	19:25
King Street at Wrexham Bus Station 4, Wrexham	*arr*	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35	19:35

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2C Trinity Street at Wrexham Bus Station 3 - Cae-Gwilym Lane after Heol Berwyn

Arriva Wales

Mondays to Fridays

Trinity Street at Wrexham Bus Station 3, Wrexham	*dep*	07:53	08:37	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07	16:37
Rhostyllen, opp Black Lion Inn		08:01	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45
High Street before Wynnstay Arms Hotel, Ruabon		08:11	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55
Hampden Way after Plas Telford Extra Care, Plas Madoc		08:18	09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02	16:32	17:02
Cefn-Mawr, o/s Cefn Mawr Tesco		08:23	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07	16:37	17:07
Cae-Gwilym Lane after Heol Berwyn, Cefn-Bychan	*arr*	08:28	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12	16:42	17:12

Trinity Street at Wrexham Bus Station 3, Wrexham	*dep*	17:07	17:37	18:07	19:07	21:00
Rhostyllen, opp Black Lion Inn		17:15	17:45	18:15	19:15	21:08
High Street before Wynnstay Arms Hotel, Ruabon		17:25	17:55	18:25	19:25	21:18
Hampden Way after Plas Telford Extra Care, Plas Madoc		17:32	18:02	18:32	19:32	21:25
Cefn-Mawr, o/s Cefn Mawr Tesco		17:37	18:07	18:37	19:37	21:30
Cae-Gwilym Lane after Heol Berwyn, Cefn-Bychan	*arr*	17:42	18:12	18:42	19:42	21:35

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2C Trinity Street at Wrexham Bus Station 3 - Cae-Gwilym Lane after Heol Berwyn

Arriva Wales

Saturdays

Trinity Street at Wrexham Bus Station 3, Wrexham	*dep*	07:37	08:37	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07	16:37
Rhostyllen, opp Black Lion Inn		07:45	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45
High Street before Wynnstay Arms Hotel, Ruabon		07:55	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55
Hampden Way after Plas Telford Extra Care, Plas Madoc		08:02	09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02	16:32	17:02
Cefn-Mawr, o/s Cefn Mawr Tesco		08:07	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07	16:37	17:07
Cae-Gwilym Lane after Heol Berwyn, Cefn-Bychan	*arr*	08:12	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12	16:42	17:12

Trinity Street at Wrexham Bus Station 3, Wrexham	*dep*	17:07	17:27	18:07	19:07	21:07
Rhostyllen, opp Black Lion Inn		17:15	17:35	18:15	19:15	21:15
High Street before Wynnstay Arms Hotel, Ruabon		17:25	17:45	18:25	19:25	21:25
Hampden Way after Plas Telford Extra Care, Plas Madoc		17:32	17:52	18:32	19:32	21:32
Cefn-Mawr, o/s Cefn Mawr Tesco		17:37	17:57	18:37	19:37	21:37
Cae-Gwilym Lane after Heol Berwyn, Cefn-Bychan	*arr*	17:42	18:02	18:42	19:42	21:42

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2C Cae-Gwilym Lane after Heol Berwyn - Trinity Street at Wrexham Bus Station 3

Arriva Wales

Mondays to Fridays

Cae-Gwilym Lane after Heol Berwyn, Cefn-Bychar	*dep*	06:40	07:42	07:54	08:34	09:14	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14	15:44
Cefn-Mawr, opp Cefn Mawr Tesco		06:45	07:47	07:59	08:39	09:19	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49
Hampden Way before Plas Telford Extra Care, Plas Madoc		06:52	07:54	08:06	08:46	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56
Ruabon, nr Kandy Lodge		06:57	07:59	08:11	08:51	09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01
Rhostyllen, o/s Black Lion Inn		07:07	08:09	08:21	09:01	09:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:11
Trinity Street at Wrexham Bus Station 3, Wrexham	*arr*	07:15	08:17	08:34	09:14	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49	16:19

Cae-Gwilym Lane after Heol Berwyn, Cefn-Bychar	*dep*	16:14	16:44	17:14	17:44	18:14	18:44	19:44
Cefn-Mawr, opp Cefn Mawr Tesco		16:19	16:49	17:19	17:49	18:19	18:49	19:49
Hampden Way before Plas Telford Extra Care, Plas Madoc		16:26	16:56	17:26	17:56	18:26	18:56	19:56
Ruabon, nr Kandy Lodge		16:31	17:01	17:31	18:01	18:31	19:01	20:01
Rhostyllen, o/s Black Lion Inn		16:41	17:11	17:41	18:11	18:41	19:11	20:11
Trinity Street at Wrexham Bus Station 3, Wrexham	*arr*	16:49	17:19	17:49	18:19	18:49	19:19	20:19

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.

2C Cae-Gwilym Lane after Heol Berwyn - Trinity Street at Wrexham Bus Station 3

Arriva Wales

Saturdays

Cae-Gwilym Lane after Heol Berwyn, Cefn-Bychar	*dep*	06:44	07:14	07:44	08:14	08:44	09:14	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14
Cefn-Mawr, opp Cefn Mawr Tesco		06:49	07:19	07:49	08:19	08:49	09:19	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19
Hampden Way before Plas Telford Extra Care, Plas Madoc		06:56	07:26	07:56	08:26	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26
Ruabon, nr Kandy Lodge		07:01	07:31	08:01	08:31	09:01	09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31
Rhostyllen, o/s Black Lion Inn		07:11	07:41	08:11	08:41	09:11	09:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41
Trinity Street at Wrexham Bus Station 3, Wrexham	*arr*	07:19	07:49	08:24	08:49	09:24	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49

Cae-Gwilym Lane after Heol Berwyn, Cefn-Bychar	*dep*	15:44	16:14	16:44	17:14	17:44	18:44	19:44
Cefn-Mawr, opp Cefn Mawr Tesco		15:49	16:19	16:49	17:19	17:49	18:49	19:49
Hampden Way before Plas Telford Extra Care, Plas Madoc		15:56	16:26	16:56	17:26	17:56	18:56	19:56
Ruabon, nr Kandy Lodge		16:01	16:31	17:01	17:31	18:01	19:01	20:01
Rhostyllen, o/s Black Lion Inn		16:11	16:41	17:11	17:41	18:11	19:11	20:11
Trinity Street at Wrexham Bus Station 3, Wrexham	*arr*	16:19	16:49	17:19	17:49	18:19	19:19	20:19

Compiled from data for the period Fri 25-Oct-2024 to Thu 31-Oct-2024.