

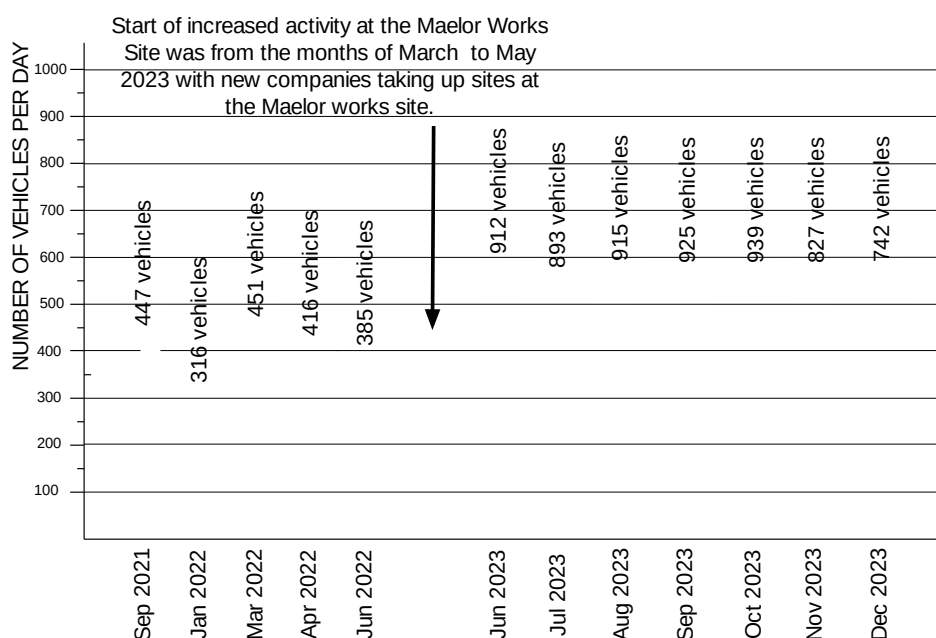
TRAFFIC SURVEY REPORT

Sesswick Community Council

The report is the conclusion of an independent traffic survey on the **B5130 Holt Road, Cross Lanes**, commissioned by Sesswick Community Council and carried out between 27th April and 3rd May 2024.

This was to assess the traffic movements due to the build-up of large heavy goods vehicles along the B5130 Holt Road since the commencement of activity at the Maelor Works site (formerly the Maelor Gas Works site) and the continuing complaints by residents against this heavy traffic, the increasing activity at the Maelor works site and the impact it has had on the community and residents. This increase since the build-up of activity at Maelor Works site is clearly shown in Figure 1 for the traffic movements recorded on the community speed sign on the B5130 Holt Road.

Fig 1. Traffic Flow Figures from the Community Speed Sign



The above graph shows the traffic movements taken from the community speed sign before and after the build-up of activity at the Maelor Works site. Whilst the community speed sign may not be recording vehicles in the manner using two detection tubes, it does clearly show the comparison before and after activity started at the Maelor Works site and the increase in traffic numbers including many large heavy goods vehicles now travelling along the B5130 Holt Road, Cross Lanes.

A community survey questionnaire was recently delivered to every home in Cross Lanes during October 2024.

For the question asking... 3. What do you consider to be the main issues within our community at the moment?

More than 90% of residents returning the questionnaire said that it was the large increase in heavy traffic along the B5130 Holt Road and the build-up of activity at the Maelor Works site.

This confirms the impact this great increase of large heavy goods traffic now travelling along the B5130 Holt Road has had on residents and with most people considering Holt Road being most unsuitable for such large and heavy goods vehicles and now dangerous to walk along. (See video)

Following this large build-up of heavy traffic an independent survey was performed by Road Data Services, RDS House, 18 The Mount, Alwoodley, Leeds. LS17 7QU.

Vehicles were monitored halfway along the B5130 Holt Road adjacent to the Talwrn Lane in the 40mph speed limit at point M on the map below for both directions. Monitoring was by two detection tubes across the roadway to capture...

- The number of vehicles
- Time and day of each vehicle detected
- The type of vehicle (as shown in figure 5 vehicles types)
- The speed of each vehicle.

The survey was from 00.00 hours Saturday 27th April 2024 to 00.00 hours Saturday 4th May 2024 during a normal working week.

Traffic was monitored Southwest bound along the B5130 from the Maelor Works site entrance into Cross Lanes and Northeast bound along the B5130 out of Cross Lanes towards the Maelor Works site entrance.

Figure 2 below is a map showing the road and traffic direction and point M where the survey monitoring was taken and the position of the community speed sign. Point P is a vulnerable area where a very narrow footpath exists, see photograph 2.

Fig 2. Map of B5130 Holt Road, Cross Lanes.



Table 1. Daily traffic flow, (all vehicles) for each direction.

Daily Traffic Flow along Holt Road, Cross Lanes B5130			
Day	Southwest Bound	Northeast bound	Both directions
Saturday 27th April	444	579	1023
Sunday 28th April	358	462	820
Monday 29th April	720	753	1473
Tuesday 30th April	728	817	1545
Wednesday 1st May	639	764	1403
Thursday 2nd May	671	813	1484
Friday 3rd May	705	719	1424
Totals for the week	4,265	4,907	9,172
Projected figures for one month based on above totals for the week recorded	17,060	19,628	36,688

Fig 3. Daily traffic flow per day along the B5130 Holt Road, Cross Lanes by the Independent Traffic Survey taken from the above figures.

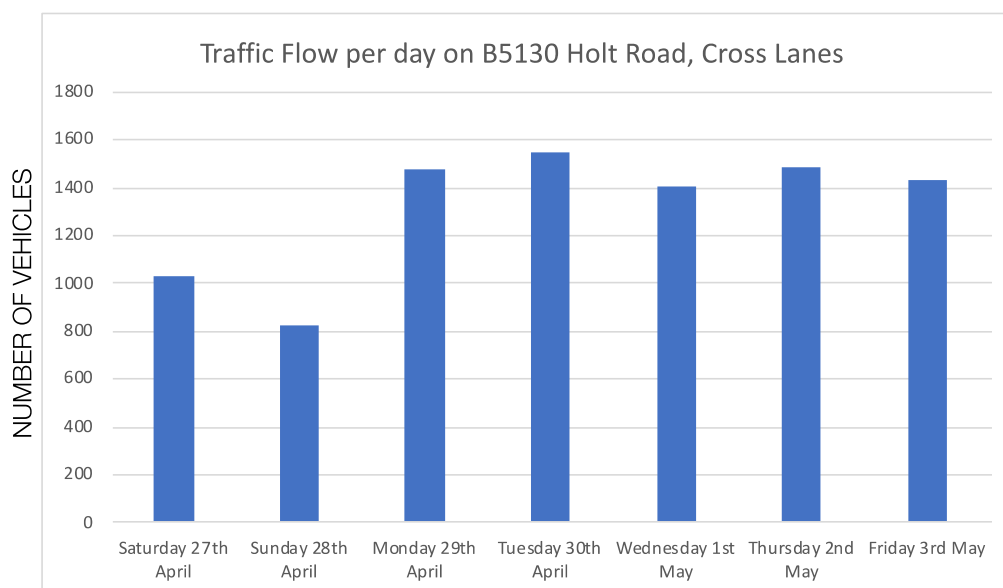


Table 2. Traffic movements for the seven days survey showing the actual figures for the individual vehicle class groups, shown in figures 5 and 6, and shown graphically in figure 4.

TRAFFIC FLOW FOR THE SEVEN DAYS IN INDIVIDUAL VEHICLE CLASS					
DIRECTION OF TRAFFIC	Medium goods in classes of cars and light goods	Medium goods vehicles	HEAVY GOODS CLASSES		TOTAL VEHICLES PER DAY
			Large goods vehicles in classes 3,5,6,7,12	Heavy good vehicles in classes 4,8,9,10,11 and13	
SOUTHWEST BOUND (Heading into Cross Lanes on A5130)	3,587	495	62	121	4,265
NORTHEAST BOUND (Heading out of Cross Lanes on A5130)	3,826	777	114	190	4,907
Total both directions	7,413	1,272	176	311	9,172
Vehicles in each class per day in each class 7 day average	1,059	181	25	45	1,310
Vehicles in each class per day for the five working weekdays average	1,149	228	32	56	1,465
Traffic flow for one month based on the above weekly figures	29,652	5,088	704	1,244	36,688

The vehicle class groups for the above table are shown in figures 5 and 6.

All the large heavy goods vehicles will definitely be travelling to the Maelor Works site, because these vehicles are unable to go beyond the entrance to the Maelor Works site on the B5130 due to a tight 'S' bend and a small bridge with a 13-ton weight restriction in Isycoed.

A considerable number of Medium and Heavy goods vehicles are also known to be based at the Maelor Works site, while others visit the site.

It can be seen from the table that **487 large and heavy good vehicles** in the classes 3,5,6,7,12 and 4,8,9,10,11,13 travel along the B5130 per week with **777 medium good vehicles** making a total of **1,264 medium and large heavy goods vehicles** passing along Holt Road per week. Many of these are the large 6 axle articulated vehicle of 40 feet long with a maximum load of 44 tons.

Fig 4. Proportion of light vehicles to large and heavy goods vehicles

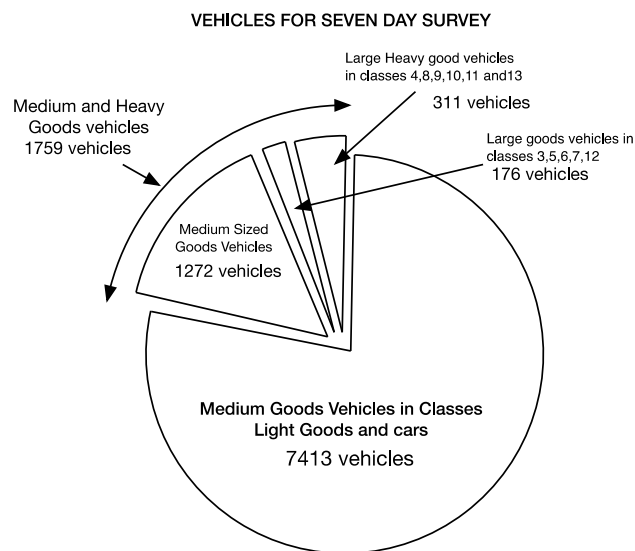


Figure 5. Classes of Large Heavy Goods Vehicles identified in the Traffic Survey

Road Data Services Ltd

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van, Taxi	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer
1	Light Goods Vehicle	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer	7	Artic. 2 Axle Tractor + 1 Axle Semi-Trailer
2	Medium / Large Goods Vehicle	8	Artic. 2 Axle Tractor + 2 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	9	Artic. 2 Axle Tractor + 3 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	10	Artic. 3 Axle Tractor + 1 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	10	Artic. 3 Axle Tractor + 2 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	11	Artic. 3 Axle Tractor + 3 Axle Semi-Trailer
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer	12	Bus or Coach, 2 Axle
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer	12	Bus or Coach, 3 Axle
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer	13	Vehicle with 7 or more Axles

Classification Classes: Car/Van: 1 OGV1/Bus: 2,3,5,6,7,12 OGV2: 4,8,9,10,11,13

Table 3. Average movements per day of large heavy goods vehicles along the B5130 Holt Road.

The seven-day average and also the 5 working weekdays average are given below. It can be seen that the week day average is higher, large heavy goods movements are also detected during weekends.

LARGE AND HEAVY GOODS TRAFFIC MOVEMENT PER DAY		
VEHICLES PER DAY IN HEAVY GOODS CLASSES 3,5,6,7,12 AND 4,8,9,10,11,13	7 DAYS AVERAGE	70
	5 DAY AVERAGE (working week)	88

The above Tables and figures show a clear increase in this large heavy traffic which has resulted in the increase in complaints by residents since the development of the Maelor Works site.

Movements along the B5130 Holt Road from these heavy vehicles have had a great impact on residents' homes causing noise and vibration as they pass. This has impacted on their property and severely affected their daily lives, and disrupted their sleep.

The speed and size of this traffic, brought about as a result of the unauthorised developments at the Maelor Works, has become of great concern to residents who walk this road daily.

During a community speed watch in October 2024, a large heavy goods vehicle was monitored travelling in the Northeast direction at 48mph in the 20mph speed zone, (at point P on the Map).

Point P as shown on the map is a blind and hazardous point in the road with a very narrow pavement where many residents walk daily from the Nant Clwyd Park estate and the COOP shop.

The B5130 from the Cross Lanes Traffic Lights to Pickhill Farm is a much-used pedestrian routeway to the connecting country lanes for local residents, with push chairs, children and dogs on daily walks / outings. There are no pavements beyond School Farm and grass verges are none existent or narrow.

Fig 6. Classes of Large and Heavy goods vehicles identified in the survey

Class No	Vehicle Description	Class No	Vehicle Description	Class No	Vehicle Description
3	Rigid 3 Axle Heavy Goods Vehicle 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 	12	Bus or cCoach, 3 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 	13	Vehicle with 7 or more Axles 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 				

Table 4. Movements per day for all classes of Medium and Heavy goods vehicles.

MEDIUM AND HEAVY GOODS TRAFFIC MOVEMENT PER DAY		
VEHICLES PER DAY IN ALL CLASSES OF MEDIUM AND HEAVY GOODS	7 DAYS AVERAGE	251
	5 DAY AVERAGE (working week)	316

The five working days average movements for medium and large heavy goods vehicles during a 24-hour day gives 316, this is 13 per hour but this hourly average will be higher during the peak hours of the working day.

This level of large heavy goods has resulted in many complaints from residents and this level of movement and size and weight of traffic has never been experienced before along Holt Road which many residents say is unsuitable for such heavy traffic.

Photographic (see photograph 1) and Video evidence has shown how these vehicles are unable to pass without either slowing down or in many cases requiring the vehicles to stop and move over onto the verge or into a side road, as shown on the attached video with this report.

Table 5. Daily Heavy Goods Movements along the B5130 between the hours of 11pm and 6am

HEAVY GOODS TRAFFIC MOVEMENT PER DAY BETWEEN THE HOURS OF 11PM AND 6AM	
LARGE AND HEAVY GOODS TRAFFIC MOVEMENTS BETWEEN THE EARLY HOURS OF 11PM AND 6AM IN VEHICLE CLASSES 3,5,6,7,12 AND 4,8,9, 10,11,13 TRAVELLING ALONG B5130 HOLT ROAD (for the seven days survey)	97

It can be seen for the week between the hours of 11pm and 6am, (the sleeping hours of residents), there were 97 large heavy goods movements recorded during these early hours causing residents to have their sleep disrupted.

This gives an average of 13 movements per night between these early hours which is one every half hour in this period, this occurs both the working week days and also the weekend. Table 1 and figure 3 shows a considerable number of vehicles at the weekend.

Residents in properties close to the roadway have their houses shaken to such an extent that they are constantly awakened by this heavy traffic during these early hours, their sleep being disrupted on most if not every night due to the noise and vibration caused by these vehicles.

This is detrimental to the wellbeing of people living along Holt Road due to sleep deprivation.

In conclusion

The percentage of medium and especially heavy goods vehicles has increased several folds since the commencement of activity at the Maelor Works site. Many of the vehicles are the large six axle articulated vehicles of 40 foot long and up to 44 tons in size and weight, unsuitable for a road not built for this purpose. The nearby Wrexham Industrial estate site offers a suitable and more appropriate location. Sesswick Way was specifically constructed to take away heavy and industrial vehicles from the minor roads which serve the community

The sign at the entrance of Maelor Works continues to advertise Units to Let and currently there are several available. If the site is allowed to develop even further the situation can only get worse. The wellbeing of this small community and its residents are already being seriously affected.

Photograph 1. Photograph taken from the video that accompanies this report of two heavy goods vehicles having difficulty passing along the B5130 Holt Road, Cross Lanes showing the tanker having to move several feet into Talwrn Lane.
(see video with the report)



Photograph 2. View along Holt Road looking towards Point P on Map 1 at the vulnerable point showing the narrow footpath.

