

Wisdom Of Equus
Gwernygaseg Road, Coedpoeth



Highway Comment

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1. Project Brief

Highway Planning Services has been commissioned to investigate the highway implications of a change from an agricultural to equine use on land off Gwernygaseg Road.



2. Discussion

Wisdom of Equus is a charity whose aims are to *promote health and well-being for the general public and in particular but not limited to individuals with mental and emotional difficulties through the provision of equine enabled education and therapeutic programmes.*

The charity consistently helps people of all ages to overcome personal and mental health problems ranging from low self-esteem and confidence to more difficult issues such as depression, anxiety and PTSD. They have well documented results working with emergency service workers in partner with the Blue Light programme run by North East Wales MIND. Other partnerships include Wrexham ADTRAC, TRAC, North Wales Horsecwatch (rural crime prevention charity), Wrexham Police, Social services and the local health service.

Their sessions on this site will give clients an opportunity to work with the ponies and assist with their care and exercise, the scheme does not include riding. Sessions on the site are limited to one or two clients at a time and there is no overlap between client

sessions. The charity and work on site are lead by

The proposed change of use of the land will result in no significant change to the number of traffic movements using the private lane or accessing onto Gwernygaseg Road. The lane serves three independent residential properties and provides agricultural and equestrian access to adjoining fields. The application site has previously been used for keeping livestock by sheep farmer who lived remotely from the site but who made regular daily trips to inspect the flock. herself will lead the sessions on the site but her visits will simply coincide with trips that she would otherwise have made to . Visiting clients are likely to generate two trips per day but to a great degree, these will replace previous farming related visits.

A two day traffic survey undertaken on 25 & 26th June recorded the following vehicle trips:

- Residents – 8 times
- Other private cars – 8 times
- Gas delivery – once
- Mail Van – 4 times
- Recycling collection – Twice
- Refuge collection – Twice
- Amazon Prime delivery – 4 times
- Wrexham Vets – once
- Supermarket delivery – twice
- Other delivery van - 4 times
- Tractor – twice

The survey recorded a total of 38 trips over the two day period equivalent to 19 trips per day. Traffic generation rates of this magnitude fall within the range expected for access to three residential dwellings and the agricultural land.

The equestrian use of the land is anticipated to generate the following trips; these will however offset to some extent the trips made by the previous sheep farmer.

	Clients Cars		
	AM	PM	Daily Trips
Monday	0	0	0
Tuesday	1	1	2
Wednesday	2	1	3
Thursday	2	0	2
Friday	1	0	1
Saturday	1	0	1
Sunday	0	0	0
Total	7	2	9

The anticipated 9 trips per week equate to approximately 2 trips per working day and are not considered significant in comparison to existing traffic usage.

In addition to the daily traffic generation the following annual movements are anticipated.

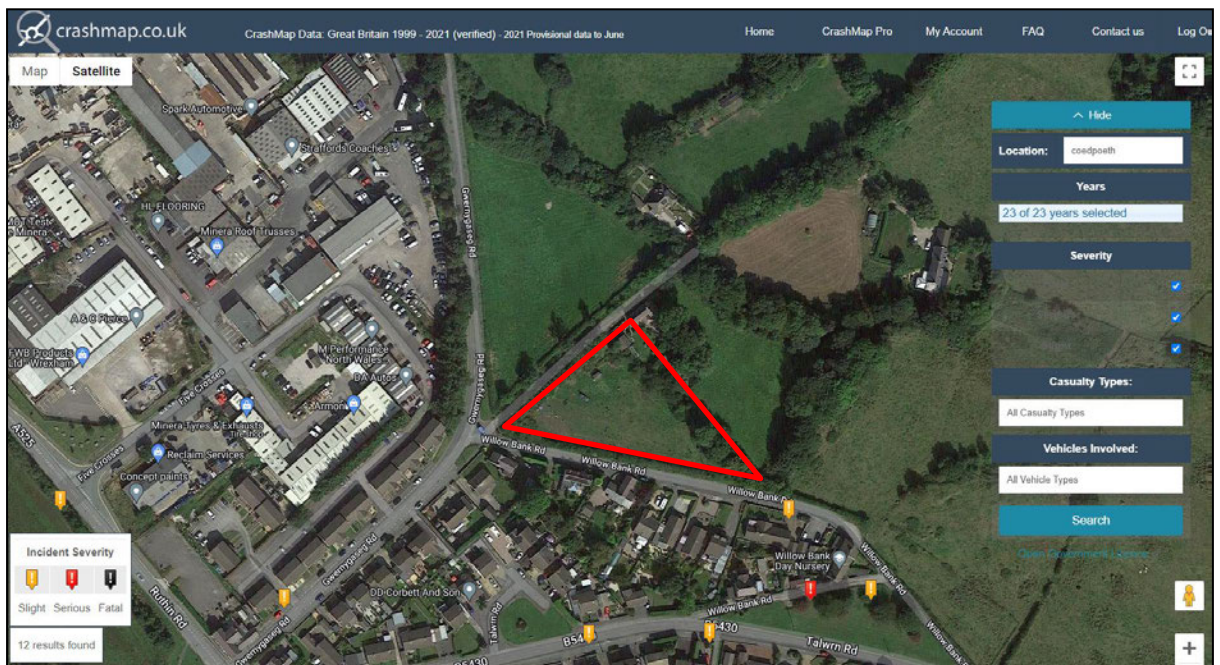
- Deliveries of haylage would be once every 3 months by tractor
- Fields are harrowed by tractor twice per year
- Hedges are cut twice per year

The lane giving access to the site passes through a set of gateposts set 4.5m apart and 5.8m back from the curvature of the edge of road; the lane is surfaced to a width of 3.8m. The width of the junction bellmouth provides opportunity for two cars to pass (Photographs of the lane and junction are included within the appendices of this report). A further passing opportunity is available as the lane widens close to the field access, a distance of approximately 40m beyond the gateposts. The lane joins the highway at the junction of Gwernygaseg Lane and Willow Bank Road in a location close to the change in speed restriction on Gwernygaseg from 30mph to 40mph.

Although it is difficult to precisely define the edge of the road in the vicinity of the junction, junction visibility on exit from the lane was measured to be 2.4x270m to the right and 2.4x170m to the left on Gwernygaseg Road. The available visibility splays

significantly exceed the minimum recommended distances of 43m for a road subject to a 30mph traffic speed or 120m required for a traffic speed of 40mph.

Visibility to the left onto Willow Bank road is more restricted but measured to be 2.4x15m when measured to the road centreline. Measurement to the road centreline is considered appropriate in this instance due to the relatively narrow width of the road and the close proximity of approach to the Gwernygaseg Road junction. The figures in Table 7.1 of Manual For Streets would suggest that the available 15m is equivalent to a stopping sight distance of a vehicle travelling at a speed of up to 15mph and is considered appropriate on approach to the giveway line of the junction. The following extract from CrashMap indicates that the junction has operated without incident for the full period of 23 years for which records are available.



Conclusions

- The proposed change of use will result in no significant change to daily traffic movements entering or leaving the access road.
- The site access has operated in a safe manner for the full period of 23 years for which records are available.
- There can be no justifiable highway objection to the proposed change of use.

Appendices



Private access track leading off Gwernygaseg Road



Field access



2.4x270 visibility to the right onto Gwernygaseg Road



2.4x170m visibility to the left onto Gwernygaseg Road



2.4x15m visibility to the left onto Willow Bank Road