

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer

Our Ref: TH/DC/JP/2010/090

Your Ref: P/2010/0090

Date: 19 April 2010

TOWN AND COUNTRY PLANNING ACT 1990.

Location: O. S Grid Ref: E 332592 N 350113 Ruthin Road, Wrexham

Development: Erection of new superstore including service yard, car park, access road, petrol filling station and associated landscaping.

Introduction

I refer to your consultation dated 08 February 2010 in respect of the above.

The application is for a proposed food store and associated petrol filling station, to be operated by Morrisons. The food store has a gross floor area of approximately 6,748 sq.m. and a retail floor area of 3,340 sq.m.

The development will occupy the former Council highway depot site and disused railway land off the A525 Ruthin Road.

The proposal includes the construction of a new access road from Ruthin Road. The access will connect to Ruthin Road at a new traffic signal controlled crossroads, opposite the junction of Centenary Road.

The new access road will provide access to the superstore car park and service area. It has been designed to make future provision for a service vehicle access to Wrexham Maelor Hospital, the ambulance depot, development land between the ambulance depot and the hospital, and the remaining disused railway land between the superstore and the operation railway line.

It is further proposed to construct a 4m wide footway/cycleway between the access road and Croesnewydd Road as part of the development.

A separate pedestrian access from Ruthin Road into the site will be provided approximately mid way between the railway bridge and the proposed site access.

The application includes a car park comprising 467 standard spaces plus 12 parent and child and 31 mobility spaces.

45 cycle parking spaces will be provided.

Transport Assessment

The application has been supported by a comprehensive transport assessment that:

- Describes how the application fits within the transport policy framework.
- Provides an assessment of public transport and non-car travel considerations.
- Establishes the volume of traffic generated by the development.
- Provides an operational assessment of the changes in traffic flow on key junctions.
- Proposes mitigation measures.

A thorough review of the Transport Assessment has been carried out. I am satisfied with the approach adopted in its preparation and have taken independent expert opinion to validate the approach taken to establishing the traffic flow generated by the store and its impact on the A483 Wrexham Bypass/A525 Ruthin Road junction. I have also commissioned contemporary vehicle queue length surveys to validate the conclusions of the traffic models for Watery Road/Bradley Road roundabout and Ruabon Road/Fairy Road roundabout.

Traffic Generation and Trip Distribution

The vehicle traffic generated by the superstore has been estimated using the national TRICS database for a weekday PM peak hour and for a Saturday peak hour.

The greatest flow is estimated to occur during the weekday PM peak hour and will result in a total two-way traffic flow of 831 vehicles per hour.

It is noted that a superstore does not necessarily result in new trips being made on the network. Trips to new retail stores tend to be already using the road network. These trips transfer to the network and redistribute their journey across the network.

To establish the new network flows, trips have been divided into the following categories:

New: A trip that has not been made before and is therefore new to the network.

Transferred: A single purpose shopping trip which used to have a trip end at a competing store but which transfers to the new store.

Diverted: A multi-purpose trip which did not previously pass the store but which diverted from its route to make an intermediate visit to the proposed store.

Passby: A trip which passed directly the site of the store and makes an intermediate visit to it.

In order to provide a robust assessment, it has been assumed that 10% of the trips are **New** trips.

The trips have been assigned to the road network based upon routing assumptions for individual zones across the town and considering the relationships between drive times to competing stores in conjunction with census data on car ownership.

Combining the flows generated by the proposed store with existing network flows has enabled models to be developed showing network flows both with and without the development. Flows have been factored up to 2011 (the assumed year of opening) to give a base year for assessment purposes.

In view of concerns expressed regarding the traffic impact of the development on **Centenary Road**, the applicant has been requested to specifically address this matter in their Transport Assessment. They have estimated that an additional maximum total of 29 two way trips will use Centenary Road during the peak hour (this equates to approximately one vehicle every four minutes in each direction). The existing two way flow on Centenary Road is 137 vehicles in the Saturday peak. Notwithstanding the applicant's assessment, some of the additional trips may choose to use Homestead Lane, rather than Centenary Road. The impact is therefore limited.

Operational Assessments

New Site Access: The operational assessment shows that the proposed new traffic signal junction at Ruthin Road/Site Access/Centenary Road will operate satisfactorily.

I am aware of an objection to the application regarding access to the ambulance station and believe that this relates to access rights. I raise no objection to the current proposals but am aware of alternative access provisions which could be made if deemed necessary.

The existing in-bound bus stop will require relocating further from the junction. The opportunity should be taken to replace the shelter at this stop and at the stop on the out bound side. Raised kerbs and bus clearway markings are required. **I therefore recommend that a Section 106 Agreement be entered into requiring the applicant to provide a financial contribution of £10,000 to cover replacement of the two shelters.** Modification to kerbs, road markings and traffic signs should be incorporated in the junction works. Although not included within the application there has been a suggestion that public transport provision should be made into the site rather than relying on pick up/drop off on the A525. If this were to be proposed I would have no objection to bus stop facilities being provided on the outbound side of the site access road with bus turning facilities being provided by the roundabout at the head of the access road.

Ruthin Road/Bradley Road/Victoria Road Junction: The operational assessment shows that the development will have an unacceptable impact on the junction capacity. The applicant is proposing to convert this junction to traffic signal operation. This proposal will have the advantage of being able to incorporate controlled pedestrian crossing facilities on each arm of the junction. It is however noted that

even with traffic signals, restrictions on the layout of the proposed junction limit what additional capacity can be achieved.

Conversion of the roundabout to traffic signal operation will also require extended parking restrictions. The extended parking restrictions along Ruthin Road between Bradley Road and Gibson Street will have a localised impact on residents. I therefore recommend that a condition be imposed requiring the applicant to provide alternative parking for these residents, a lay by located on Ruthin Rd opposite to the Gibson St junction is suggested. **A Section 106 Agreement will also be required for the sum of £2000 to fund the consultation on, and implementation of traffic regulation orders.**

It should be noted that there may be practical difficulties in implementing traffic signals at the junction. In the event that this is the case, an alternative scheme of improvement will need to be developed comprising improvements to the roundabout and pedestrian crossing facilities.

Bradley Road/Watery Road Junction: The operational assessment of this roundabout indicates that it will operate satisfactorily with the development flows. Independent queue length surveys have been carried out to validate the modelling output for this junction.

Ruabon Road/Victoria Road/Fairy Road Junction: The operational assessment shows that this roundabout will operate close to its practical capacity in the base year without the development flows but becomes close to operating beyond practical capacity with the development flows. Following consultation with Ward Councillors, it is understood that this junction has operated under traffic signal control in the past. Traffic signals resulted in extensive rat running along residential streets. Conversion back to traffic signal operation would not be welcomed.

However, the layout of the current roundabout has layout deficiencies that should be rectified in order to optimise the safe passage of traffic. I therefore recommend that a condition be imposed requiring the applicant to prepare and implement a scheme to reduce the speed of vehicles travelling south through the roundabout along Ruabon Road.

A483 Wrexham Bypass/A525 Ruthin Road Junction: The detailed review of the operational assessment of this junction revealed incorrect assumptions in the junction geometry and signal staging used in the model. The applicant has therefore amended the model to reflect measured geometry and the controller specification. The revised modelling shows that the junction operates with a reserve capacity of 4.9% without the development and a reserve capacity of 0.8% with the development.

The applicant has not proposed any mitigation for this junction. However in light of the fact that the junction will be operating so close to its theoretical practical capacity with the development flow, **I recommend that Section 106 Agreement be entered into to fund a financial contribution of £40,000 towards upgrading the traffic signal controller at this junction, in order to improve its operation and increase capacity.**

Travel Plan

The applicant has submitted a framework Travel Plan for the superstore which is designed to minimise single occupancy car trips and promote cycling, public transport and car sharing. I recommend that a condition be imposed requiring the applicant to complete a staff travel survey with 6 months of the superstore opening and to provide an updated Travel Plan for approval within 12 months of the superstore opening.

Conditions

I recommend any permission includes the following conditions:

1. There shall be no development permitted on site until a scheme showing a detailed layout, design, drainage and construction of the access to the development comprising the proposed junction of the site access with Ruthin Road and Centenary Road and the access road leading from Ruthin Road to the rear of the proposed store has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. The approved scheme of access and the signalised junction at Ruthin Road/Site Access shall be laid out and constructed before the use is first commenced.
2. There shall be no development permitted on site until a scheme showing a detailed layout, design, drainage and construction of the proposed improvement of Ruthin Road/Bradley Road roundabout junction has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. The approved modifications to convert Ruthin Road/Bradley Road roundabout to traffic signal operation shall be laid out and constructed before the use is first commenced.
3. There shall be no development permitted on site until a scheme showing a detailed layout, design, drainage and construction of measures to improve the layout of Ruabon Road/Fairy Road/Victoria Road roundabout designed to reduce the speed of vehicles travelling south through the roundabout along Ruabon Road has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. The approved modifications to Ruabon Road/Fairy Road/Victoria Road roundabout shall be laid out and constructed before the use is first commenced.
4. Vehicle parking and turning facilities shall be provided within the curtilage of the site in accordance with details set out on Drawing Number A07390/P/02. Such facilities shall be laid out and constructed before the use is first commenced.
5. Cycle parking facilities shall be provided within the curtilage of the site in accordance with details to be submitted for the further approval of the Local Planning Authority. Such facilities shall be made available prior to implementation of the use(s) hereby permitted and shall thereafter be retained.
6. A construction stage traffic management plan setting out details of the routing of vehicles during the construction period and provision for parking of construction traffic within the site curtilage shall be submitted for the further approval of the Local Planning Authority prior to commencement of development.

7. Proposals for off street parking to accommodate 6 private cars along Ruthin Road between Bradley Road and Gibson Street shall be submitted for the further approval of the Local Planning Authority in consultation with the Highway Authority prior to commencement of development. The approved scheme of off street parking shall be implemented prior to first use of the development.

8. No water of any kind generated by the proposed development shall be permitted to flow from any part of the site on to the highway or into the highway drainage system or be allowed to accumulate in such a way as to affect the highway surface or structure.

9. A Final Travel Plan shall be submitted and approved by the Local Planning Authority 12 months from the first use of the development. An annual monitoring report setting out the progress made towards achieving the targets identified shall be submitted to the Local Planning Authority, following the anniversary of the occupation of the development, up to and including the fifth anniversary.

Reasons

1. In the interest of the free and safe movement of traffic on the adjacent highway and to ensure the formation of a safe and satisfactory access.

2. In the interest of the free and safe movement of traffic on the adjacent highway.

3. In the interest of the free and safe movement of traffic on the adjacent highway.

4. To provide for the loading, unloading and parking of vehicles clear of the highway and to ensure that reversing by vehicles into or from the highway is rendered unnecessary in the interest of traffic safety.

5. To provide for the safe and secure parking of bicycles.

6. In the interest of the free and safe movement of traffic on the adjacent highway and to eliminate nuisance caused to neighbouring property owners.

7. In the interest of the free and safe movement of traffic on the adjacent highway.

8. In the interest of the free and safe movement of traffic on the adjacent highway.

9. To ensure that measures to promote and support sustainable modes of travel are sustained.

Notes

HIGHWAY SUPPLEMENTARY NOTES

Your attention is drawn to Highway Supplementary Notes Numbered 1, 3, 4 and 5 on the enclosed "Applicants' Rights and General Information".

WORKS WITHIN THE HIGHWAY

The separate written consent of the Local Highway Authority must be obtained before any work is carried out within the confines of the highway. You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works. The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

APPROVAL OF RETAINING WALL

The developer will need to seek technical approval from the Council's Transportation & Asset Management Division for any retaining structures that support a highway.

A handwritten signature in black ink, appearing to read 'J. Paul', is positioned above the typed name.

For Divisional Manager Transportation Services.