

TRANSPORT ASSESSMENT – HIGHWAYS NOTE (APRIL 2019)

Proposed Residential Development, Land North and South of Rossett Road, Rossett

1. Introduction

- 1.1 Croft have been appointed by Bellis Bros Ltd to produce a Transport Assessment (TA) and Travel Plan (TP) to assist the Local Planning Authority's determination of an outline planning application for a residential development on two parcels of land to the north and south of Rossett Road in Rossett. The site location is shown in **Plan 1**.
- 1.2 It has been confirmed in correspondence from the officers in the highway department at Wrexham County Borough Council (WCBC) dated 19th December 2018 that all matters relating to highways have been resolved, with the exception of road safety and the potential pedestrian/vehicle conflict along a short section of the B5102 Holt Road, where there is currently no footway provision.

2. Scope of Note

- 2.1 The purpose of the original note (Highways Note v1 - dated February 2019) was to address this last remaining issue and demonstrate that the proposals are acceptable in highways terms and that suitable mitigation could be provided, if deemed necessary by the local highway authority.
- 2.2 The v1 note also set out the results of the recently collected traffic data, along with information relating to existing pedestrian, cyclist and agricultural traffic movements along Holt Road and details a potential improvement option to address the issue of the lack of footway provision.
- 2.1 It included a mitigation scheme which was presented as **Drawing ref no. 0807-04** which comprised a short one-way section on Holt Road, where there is no footway, with the priority being given to eastbound traffic. This allowed a new footway to be created on the southern side of Holt Road, by converting existing verge to a surfaced footway and providing dropped kerbs and tactile paving to allow pedestrians to cross back over to the existing footway along the northern side.
- 2.2 The v1 note was submitted on 12th February 2019, but was immediately updated to produce Highways Note v2 (also dated February 2019), which included additional plans to show the existing and proposed 20mph speed limits through the village. The v2 note was then submitted on 13th February 2019 with the same improvement plan i.e. Drawing ref no. 0807-04.
- 2.3 Following submission of Highways Note v2 and associated drawing (0807-04) showing the proposed footway improvements, comments were received from the Council's highway department on 29th March 2019, as contained within **Appendix 1**.

Our Reference: mr/0807

Page: 2

- 2.4 In light of the above, a third note was produced (Highways Note v3 - submitted 4th April 2019) and this version included **Drawing ref no. 0807-04 REV A** which addressed the points raised by WCBC (as presented in Appendix 1) in relation to the proposed footway improvements.
- 2.5 Following submission of this version of the note (v3), further comments on the proposed improvements were received from WCBC and for ease, these are contained in **Appendix 2**.
- 2.6 This version of the note (v4) has therefore been prepared to take account of the second set of comments (4th April 2019) and once again, the proposed improvements have been altered to address the points raised. For consistency, the note continues to include all previous information, although the remainder of the note remains largely unchanged, other than reporting on the updated plan.

3. Background

- 3.1 In the most recent consultation response from WCBC (19th December 2018) and in regard to 'Pedestrian and Cycle Access' the highway officer stated that;

"The main bus stops serving Wrexham and Chester are located on the B5445 Chester Road. It is highly likely that anyone wishing to access these bus stops on foot from the proposed development sites (north and south) will walk along the B5102 Holt Road or Chapel Lane. Both Holt Road and Chapel Lane have limited footway provision leading to Chester Road and some sections have no footway provision which is a concern in highway/pedestrian safety terms.

During a site visit a significant number of schoolchildren on their way to Darland School were observed walking from the Rossett Shops along Holt Road in order to cut through the footpath running through St. Peters School. Vehicles including cars and HGVs travelling along this section of Holt Road had to slow down as school children walked along the carriageway due to the lack of adequate footway provision.

I therefore raise serious concerns regarding the proposed increase in vehicle & pedestrian movements likely to be generated by the development site given the significant lack of suitable pedestrian provision footways along both Holt Road and Chapel Lane. It would appear difficult for the developer to carry out any footway pedestrian improvements along this section of Holt Road and Chapel Lane due to limited carriageway and verge widths".

- 3.2 Croft acknowledge the current situation and indeed put forward a potential improvement scheme as part of the revised TA. The scheme sought to utilise existing grass verge on Holt Road, where appropriate and convert it into footway. A demarcated pedestrian route was also proposed along Chapel Lane. These improvements however were not supported by the highway officers at WCBC and so they were subsequently omitted from the proposals.

4. Traffic and Multi Modal Surveys

4.1 In order to establish existing traffic volumes and the usage of Holt Road along this section, a traffic survey was undertaken in conjunction with a multi-modal survey which counted pedestrians and noted whether they were children, teenagers or adults. The surveys took place on Monday 28th January and Tuesday 29th January 2018 at the following times;

- 0730hrs to 1000hrs; and
- 1500hrs to 1900hrs.

4.2 The survey data is contained within **Appendix 3**.

Traffic Surveys

4.3 A summary of the morning traffic survey results, which includes any farm traffic (as noted) is shown in **Table 4.1** below.

Time	Westbound								Eastbound							
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	FT	PC	MC	CAR	LGV	OGV1	OGV2	PSV	FT
0730	0	0	16	1	0	0	0	0	0	0	12	2	1	0	0	0
0745	0	0	25	2	0	0	0	0	0	0	24	5	0	0	0	0
0800	0	0	28	2	2	0	1	0	0	0	35	4	0	0	0	0
0815	0	0	28	2	1	0	2	0	0	0	24	5	0	0	1	0
0830	0	0	31	4	4	0	0	0	0	0	33	3	0	1	0	0
0845	0	1	23	2	0	1	0	0	0	0	41	5	2	0	0	1
0900	0	0	20	4	2	0	0	0	0	0	14	2	3	0	0	0
0915	0	0	14	2	1	0	0	0	0	0	12	0	0	1	0	0
0930	1	0	13	2	0	0	0	0	0	0	15	3	1	0	0	0
0945	0	0	14	2	0	0	0	0	1	1	16	2	0	0	0	0

FT = Farm Traffic

Table 4.1 – Summary of Traffic Survey (AM)

- 4.4 As can be seen above, this section of Holt Road is very lightly trafficked in the morning period, which includes the previously identified peak hour which occurred between 0800 hrs and 0900hrs.
- 4.5 Similarly, the survey has shown that the number of heavy good vehicles is low, as is the amount of farm traffic.
- 4.6 Only 1 cyclist in each direction were observed to be utilising this part of Holt Road and the maximum number of buses was 3 between 0800hrs and 0815hrs in the westbound direction, with only 1 bus travelling eastbound at 0815hrs.

4.7 A summary of the afternoon traffic survey results is shown in **Table 4.2** below.

Time	Westbound								Eastbound							
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	FT	PC	MC	CAR	LGV	OGV1	OGV2	PSV	FT
1500	2	0	16	1	1	0	0	2	0	0	37	3	1	1	0	0
1515	0	0	18	0	1	0	0	0	0	0	20	1	2	0	1	0
1530	0	1	14	5	0	0	0	0	1	0	22	4	0	0	0	1
1545	0	0	24	2	0	0	0	1	0	0	22	1	0	0	0	0
1600	0	0	17	0	3	0	1	0	0	0	28	2	0	1	0	0
1615	0	1	30	7	0	1	1	0	0	0	23	1	1	0	0	1
1630	1	0	26	6	0	0	0	0	0	0	21	6	0	0	0	0
1645	0	0	17	4	0	0	0	0	0	0	23	2	1	0	0	0
1700	0	0	19	4	0	0	1	0	0	0	22	0	0	0	0	0
1715	0	1	26	2	0	0	0	0	0	0	31	2	0	0	0	0
1730	0	0	21	3	1	0	0	0	0	0	21	1	1	0	0	0
1745	0	0	20	2	0	0	0	0	0	0	20	1	0	0	0	0

FT = Farm Traffic

Table 4.2 – Summary of Traffic Survey (PM)

- 4.8 As can be seen above, the volumes of traffic during the afternoon are similar to the morning period, although 3 cyclists were observed in the westbound direction and 1 was observed travelling eastbound.
- 4.9 The number of heavy goods vehicles is still low and the number of buses recorded was 2 travelling westbound between 1600hrs and 1615hrs, with one additional bus observed at 1700hrs. Only 1 bus was observed travelling eastbound at 1515hrs. The results show there were 3 farm vehicle traffic movements travelling westbound and 2 further farm vehicles travelling eastbound, which is not considered unusual given the sites rural location.

Pedestrian Surveys

- 4.10 It is understood that the school day at Darland High School starts at 0855hrs and ends at 1520hours.
- 4.11 The school day at St Peters Primary School starts at 0900hrs and the finishing times can be summarised as follows;
- Nursery - finishes at 1130hrs;
 - Year 2 - finishes at 1500hrs; and
 - Years 3 to 6 finish at 1515hrs.
- 4.12 The morning pedestrian surveys commenced at 0730hrs and the first pedestrian was observed at 0736hrs, which was a child walking on the northern side of Holt Road in a westbound direction. Another child was observed doing the same thing around a minute later.

Our Reference: mr/0807

Page: 5

- 4.13 A review of the results show that the remaining pedestrians were teenagers or adults, one of the adults was pushing a pram and one was walking a dog. The majority of trips were being made in a westbound direction (towards the village), with only one person (adult) walking eastbound.
- 4.14 The afternoon surveys commenced at 1500hrs, but the first pedestrian was not observed until 1519hrs, which was an adult walking on the northern side of the road in a westbound direction.
- 4.15 The results show that a further adult was observed walking in an eastbound direction at 1523hrs, where they were walking along the northern side of the road, but then crossed to the opposite side. Between 1523hrs and 1527hrs two adults with prams and a child were observed walking westbound, where one crossed from the northern side to the opposite side and the other continued to walk on the northern side. Between 1532hrs and 1538hrs, a total of 13 teenagers were observed to be walking mainly westbound, with only two walking in an eastbound direction.
- 4.16 The results show that for the remainder of the survey, all the pedestrians were either adults or teenagers, with one adult and two children observed to be walking westbound at 1713hrs.

5. Alternative Walking Routes

- 5.1 The revised TA (dated November 2018) included information relating to the alternative walking routes available to residents and included a review of walking distances and walking times. This matter was also discussed at a meeting held with the Councils highways department and planning case officer on 11th October 2018. It was confirmed that while pedestrians (including children) have been observed to walk on the carriageway at this location on Holt Road, the fact that safer (more attractive) routes to the village exist is indisputable, albeit that it will be up to the individual to choose which route to use.
- 5.2 To that end, a plan to show the alternative routes including comparable walking times and distances to the junction of B5445 Chester Road/B5102 Holt Road (close to the Co-operative Foodstore) has been prepared, as shown in **Plan 2**.
- 5.3 It shows the difference in distance and walking times between using Holt Road or roads within the existing residential development located to the west of the southern site.
- 5.4 It also includes a further route which utilises Chester Road and Waverley Crescent, which are subject to a 20mph speed limit and so still provides another option for older children walking to Darland High School from the village. Clearly, any children residing at the new development would have no need to take such a route as they will simply use the improved footpaths and footways within the site and alongside Trevalyn hall View to get to Darland High School.

5.5 For ease, the walking distances and times are summarised in **Table 5.1** below.

Route	Northern Site		Southern Site	
	Distance (m)	Time (mins)	Distance (m)	Time (mins)
Holt Road	650	8	595	8
Trevalyn Way	708	9	570	7
Harwood's Lane	872	11	665	9
Distance and Walking Times from Co-operative Store to Darland High School				
Chester Rd/Waverley Crescent	653 metres		8 minutes	
Holt Road via Trevalyn Hall View & Waverley Crescent	698 metres		8 minutes	

Table 5.1 – Summary of Walking Routes, Distances and Walking Times

- 5.6 As can be seen on the plan, the route through the existing housing estate (Trevalyn Way) is very similar in length and walking time to the route along Holt Road for residents at the northern site, being just one minute longer and the Trevalyn Way route is both shorter and quicker for residents at the southern site.
- 5.7 The route along Harwood's Lane is slightly longer of those at the northern site, but the walking time is only 2 minutes longer than the walk along Holt Road, so residents are likely to still choose the route through the estate.
- 5.8 Similarly, the walking route along Harwood's Lane for residents at the southern site is only a minute longer than the Holt Road route, so again, this may seem to be the more favourable option.
- 5.9 In light of the above, and considering the reduced speed limit through the village, it is not considered that even with an increase in pedestrian traffic, that the proposals will give rise to any highway safety issues.
- 5.10 Clearly, residents will have the choice about which route they take, but the improved linkages to St Peters School and potentially Darland High School should encourage school children to use these off-road routes where appropriate, thus having a positive impact on road safety and assisting in delivering a safer route to schools.

- 5.11 The comparison of the route along Chester Road and Waverley Crescent shows that this route is slightly shorter than using Holt Road, Trevalyn Hall View and Waverley Crescent, although the walking times are more or less the same. This demonstrates that an alternative safe route is available, whether people choose to use them or not.

6. Speed Limit Reductions

- 6.1 Furthermore, the reduction in speed limit (to 20mph) now in operation though the village will have a positive effect and further improve the pedestrian environment, thus making it safer than the current situation for all road users, including those with mobility problems.
- 6.2 The extent of the existing 20mph speed limit within the village is shown in **Plan 3**, while further 20mph restrictions are proposed within the existing residential development to the west of the southern site, including along Trevalyn Way, Harwood's Lane, Alyn Drive and West Way, as shown in **Plan 4**.
- 6.3 It is worth noting that in respect of another application site, Vicarage Road, Gresford (Appeal Ref APP/H6955/A/15/3095184) which had a similar issue in terms of pedestrian connectivity and safety, the Inspector reported that;

"There are no footpaths along Vicarage Lane and there is a high level of on-street parking between the site and the junction with Chester Road to the north. The Council is concerned that this does not provide a safe route for pedestrians from the site to the local shops and bus stops on Chester Road.

It is clear from the discussion at the hearing that existing residents on the site walk or use mobility scooters between the site and Chester Road and I observed staff from the Hall and local residents walking along Vicarage Lane, as I also did. Whilst it would be preferable to segregate pedestrians from the main highway the Council confirmed this was not possible.

Notwithstanding this, the route is within a 30mph area and the nature of the road together with the parked cars actively slow vehicles. Pedestrians do have to be more aware of the traffic when using a shared surface rather than when there is a dedicated footway and I accept that some residents may choose not to walk to local services. However, I do not consider the situation to be significantly different from numerous roads in rural settlements.

Furthermore, I do not consider that the increase in the use of Vicarage Lane by pedestrians as a result of the proposed development would be so significant as to be detrimental to highway safety".

- 6.4 It is also worth noting that the above conclusions were based on a speed limit of 30mph, whereas the speed limit in this instance is 20mph.

Our Reference: mr/0807

Page: 8

- 6.5 It can therefore be concluded that in respect to this development, while the situation would not be ideal, the provision of new links and the upgrading of those existing ones will go a long way to improving pedestrian linkages and road safety in the area.

7. Proposed Mitigation

- 7.1 It should be noted that the section of Holt Road which has no footway, equates to a distance of less than 80 metres.
- 7.2 Notwithstanding the above, Croft considered the implementation of improvements (as presented in v1 and v2 of the note) which comprised a short one-way section on Holt Road, where there is no footway, with the priority being given to eastbound traffic. This allowed a new footway to be created on the southern side of Holt Road, by converting existing verge to a surfaced footway and providing dropped kerbs and tactile paving to allow pedestrians to cross back over to the existing footway along the northern side, as shown in Drawing ref no. 0807-04 REV A.
- 7.3 The latest comments received from WCBC however (as contained within Appendix 2) advised that the scheme in its current form with the proposed short one-way section system would not be deemed acceptable. The comments from the highways officer state that *"...consequently I would be unable to support the implementation of a priority working scheme"*.
- 7.4 On that basis, the scheme has been revised again to take account of the additional issues raised and the revised proposals are presented in **Drawing ref no. 0807-04 REV B**.
- 7.5 For ease the changes to the proposals are summarised, as follows;
- To address the footway widths issue, it is now proposed to provide additional widening to the footway to provide a minimum of 1.5 metres, although to the east, this increases slightly to 1.6 metres. To the west, it ties into the existing footway which is 0.71 metres in width (as annotated on the plan);
 - To address the pedestrian/vehicle visibility issues, the proposed pedestrian crossing point with tactile paving has been relocated to the west (approximately 13 metres to the west of the property boundary of Holly Cottage (as annotated on the plan).
 - To address the point regarding the inadequate visibility at the existing driveway (serving approximately 8 dwellings at Green Cottages) the build out and one-way priority working system has been removed from the proposals.
- 7.6 The last paragraph of the latest WCBC comment's states that;

"Overall the proposed footway scheme (without the build out) is considered to enhance pedestrian safety along Holt Road and I can therefore confirm that I would be willing to enter into a SOCG in respect of the proposals".

- 7.7 It is therefore considered that the above revisions to the proposals address the points raised by the highways department at WCBC. Again, it should be reiterated that this section of Holt Road is lightly trafficked and vehicle speeds will be low, given the 20mph speed limit in place.
- 7.8 The proposals are a betterment to the existing situation, as confirmed by WCBC above and furthermore the provision of a 1.5 metre footway meets the requirements set out in Manual for Streets, which can be summarised as follows;
- 0.75 metres - pedestrians with walking aids, such as sticks or walking frames;
 - 0.9 metres - wheelchair users;
 - 1.2 metres - adult and child; and
 - 1.5 metres - two adults and pushchair.
- 7.9 The above criteria are also illustrated in **Figure 7.1** below.

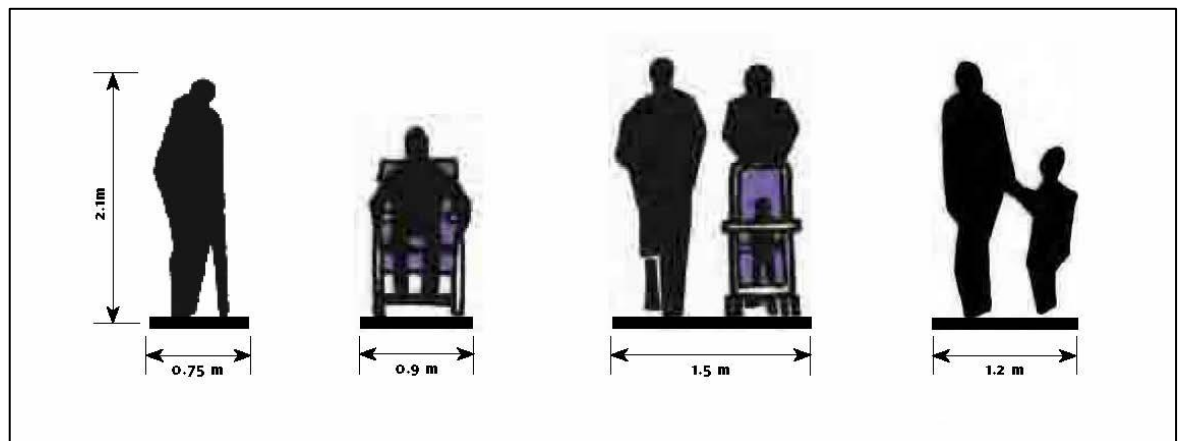


Figure 7.1 – Extract from Manual for Streets regarding Footway Widths

- 7.10 As can be seen above, a footway of 0.75 metres is considered acceptable for people walking with the assistance of sticks or walking frames, while 0.9 metres is considered acceptable for wheelchair users. A width of 1.2 metres is deemed suitable for an adult walking, holding the hand of a child and 1.5 metres (as is currently proposed) would be acceptable for two adults walking with a pram or pushchair.
- 7.11 On that basis, it is considered that the revised proposals provide a safe walking route for those wishing to walk along Holt Road, albeit that alternative routes are available.

8. Conclusions

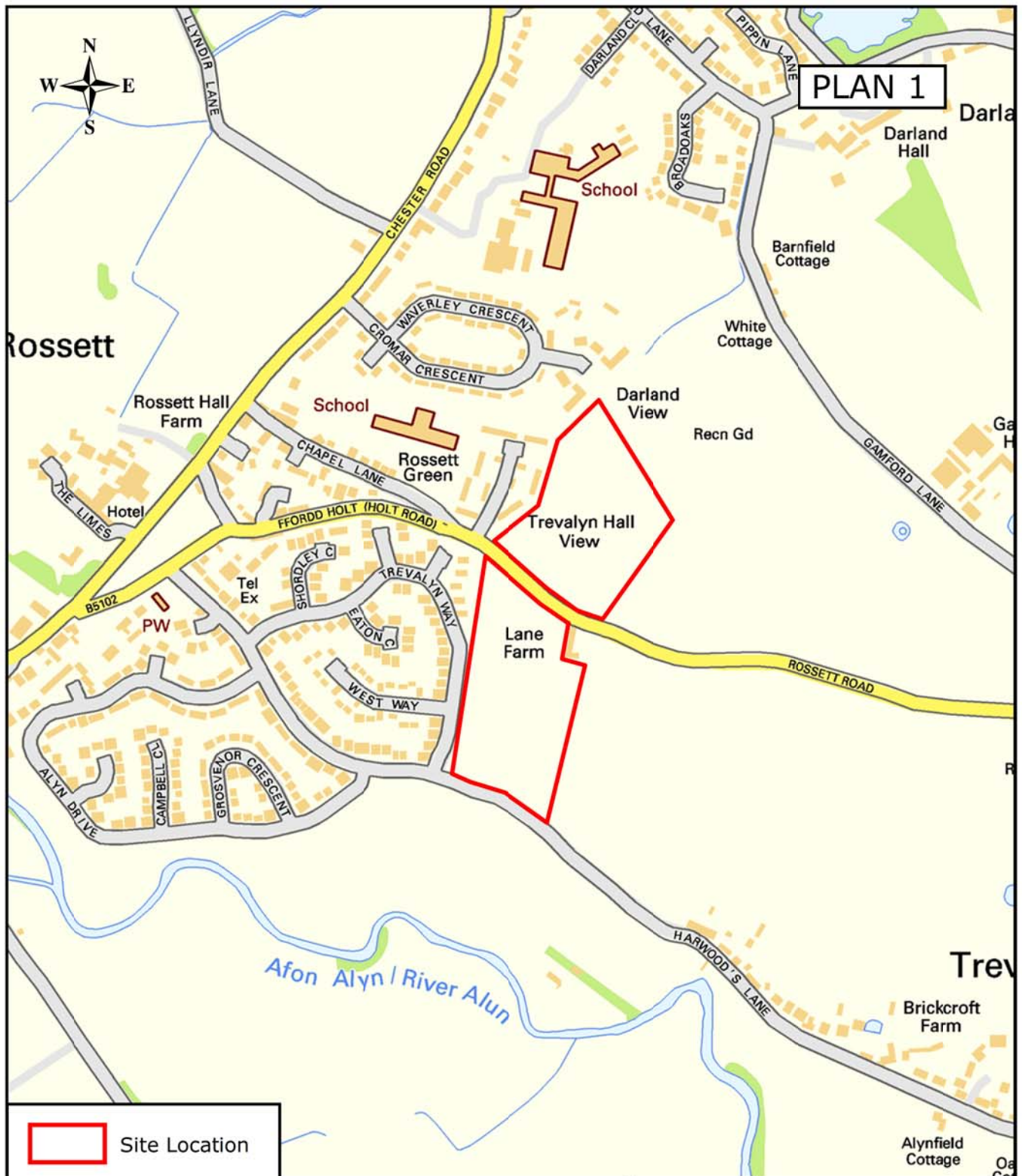
- 8.1 This Highways Note has provided additional information relating to the existing traffic volumes travelling along the B5102 Holt Road and the number of pedestrians/cyclists walking along this section of road, where there is no footway (approximately 80 metres).

Our Reference: mr/0807

Page: 10

- 8.2 The traffic count data showed that Holt Road is lightly trafficked and comprises mainly cars, with only very few heavy goods vehicle movements and a small amount of agricultural traffic.
- 8.3 The existing and proposed 20mph speed limits will also have a positive impact on overall road safety.
- 8.4 The pedestrian survey (which included cyclists) has demonstrated that the majority of people walking along this section of Holt Road were adults and teenagers. Only two children were observed walking unaccompanied, which took place just after 7.30am and so were likely to have been children walking to school.
- 8.5 The survey showed that while people walk in both directions, the majority of people were seen to be walking in a westbound direction, along the northern side of the road, which suggests they were walking to the village centre.
- 8.6 The comparison of walking routes, times and distances show that alternative shorter/quicker and safer routes are available through the established footway network.
- 8.7 Residents at the new development will be informed of these alternative routes and these will be promoted through the Travel Plan. The habits of existing residents in the area are more difficult to influence, but clearly safer routes are available to use, should pedestrians wish to do so.
- 8.8 The revised plan (0804-04 REV B) showing the proposed footway improvements take account of all the issues raised by WBCB and demonstrate that these matters have been satisfactorily addressed.
- 8.9 The amended scheme presented in this note (v4) will be a betterment to the existing situation, thus having a positive impact on road safety and will ensure that a safe walking route is provided to both schools and local facilities in the village, should people choose to do so using Holt Road.
- 8.10 In conclusion, it is considered that taking account of the originally submitted information and the additional data and amended drawing that has been provided within this note, demonstrate that the proposals are acceptable in highway and pedestrian terms and will not give rise to any road safety issues.

PLANS



BELLIS BROS LTD

**PROPOSED RESIDENTIAL DEVELOPMENT
ROSSETT ROAD, ROSSETT
SITE LOCATION PLAN**

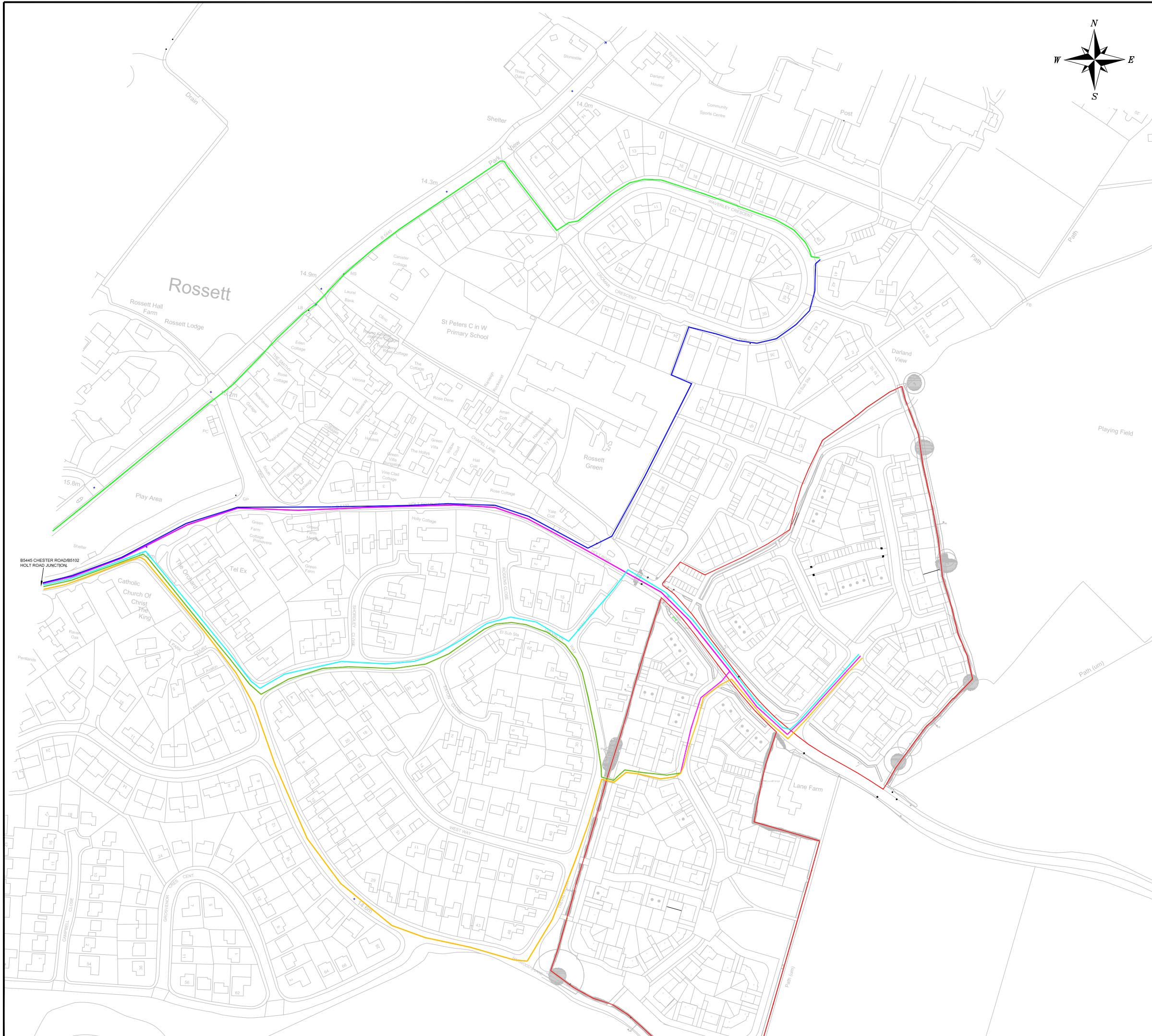
croft
Transport Solutions

Email: info@crofts.co.uk
Tel: 0161 667 3746
Web: www.crofts.co.uk

9 Jordan Street,
Manchester
M15 4PY

DRAWN:	DATE:	CHECKED:	DATE:	SCALE:	DRAWING NUMBER:	REVISION:
SM	05.02.16	MR	05.02.16	N.T.S	0807-01	.

Z:\projects\0807 Rossett Road, Rossett\CAD\Croft Drawings\0807-03 REV A.dwg



NOTES		PLAN 2	
	INDICATIVE SITE BOUNDARY		
	HOLT ROAD ROUTE FROM NORTHERN SITE (650 METRES = APPROX 8 MINUTES WALKING TIME)		
	HOLT ROAD ROUTE FROM SOUTHERN SITE (595 METRES = APPROX 8 MINUTES WALKING TIME)		
	TREVALYN WAY ROUTE FROM NORTHERN SITE (708 METRES = APPROX 9 MINUTES WALKING TIME)		
	TREVALYN WAY ROUTE FROM SOUTHERN SITE (570 METRES = APPROX 7 MINUTES WALKING TIME)		
	HARWOODS LANE ROUTE FROM SOUTHERN SITE (665 METRES = APPROX 9 MINUTES WALKING TIME)		
	HARWOODS LANE ROUTE FROM NORTHERN SITE (872 METRES = APPROX 11 MINUTES WALKING TIME)		
	CHESTER ROAD ROUTE (653 METRES = APPROX 8 MINUTES WALKING TIME)		
	HOLT ROAD THROUGH TREVALYN WAY (698 METRES = APPROX 8 MINUTES WALKING TIME)		

St Peters C in W Primary School, Rossett, Wrexham 20mph Zone

Key

- Area of 20mph Zone.
- Area of School.

Erect new 20mph and 30mph signs on new post at back of footpath.

Erect new 20mph and 30mph signs on lighting column.

Remove existing 20mph and 30mph signs and post.

Remove existing traffic signal warning sign from lighting column No.6 and replace with new 20mph and 30mph signs.

Erect new 20mph and 30mph signs on new post at back of footpath.

Remove existing 30mph and de-restriction signs and replace with new 20mph and de-restriction signs.

This map is based on the Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100023429. 2016

Seilwyrdd y map hwn ar ddeunydd yr Arolwg Ordnans gyda chaniatâd yr Arolwg Ordnans ar ran Rheolwr Llyfrfa Ei Mawrhydi © hawlfraint y Goron. Mae atgynhyrchu heb ganiatâd yn torri hawlfraint y Goron a gall hyn arwain at erlyniad neu achos sifil. Rhif trwydded 100023429. 2016

Not to Scale

PLAN 4

Rossett, Wrexham
Proposed 20mph Zone



Scale 1:2500@A4

8 Hawflraint y Goron (a.hawflau.cronfa.cdata) 2018 OS 100023429.
 Rhoddir trwydded ddilrwyddw, anghyfyngedig a heb frendal i chi l
 weld y data trwyddedig datbdlon anffasnachol am y cyfnod y mae a
 rael gan [rhowch enw daliwr y drwydded] Ni cheirw gocio,
 ls-drwydded, dosbarthu na gwerthu unrhyw ran o'r data hwn i
 drwydded parhlon mewn unrhyw flur.

© Crown copyright (and database rights) 2018 OS 100023429. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

DRAWINGS



NORTH SOUTH AERIAL VIEW



REV.	DETAILS	DRAWN	CHECKED	DATE	NOTES THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES. EXISTING DRIVEWAYS NEW KERBS EXISTING ADOPTED HIGHWAY NEW FOOTWAYS	ROSSETT ROAD, ROSSETT				BELLIS BROS LTD		
A	AMENDED FOLLOWING COMMENTS FROM WCBC	JC	MR	FEB 19		PROPOSED FOOTWAY IMPROVEMENTS ALONG HOLT ROAD	Croft Transport Planning & Design Hill Quays 9 Jordan Street Manchester M15 4PY Email: info@croftts.co.uk Tel: 0161 667 3746 Web: www.croftts.co.uk			 CROFT		
B	AMENDED FOLLOWING COMMENTS FROM WCBC (PRIORITY ARRANGEMENT REMOVED AND CROSSING AND TACTILES RELOCATED TO THE WEST)	LB	MR	APR 19								
							DRAWN: LB	CHECKED: MR	DATE: APR 19		SCALES: 1:500 @ A3	
							DRAWING NUMBER: 0807-04				REVISION: B	

APPENDICES

APPENDIX 1

WCBC Comments on Footway Improvements

(29th March 2019)

From: Peter Douthwaite <Peter.Douthwaite@wrexham.gov.uk>
Sent: 29 March 2019 14:29
To: Justin Paul <Justin@j10planning.com>
Subject: Holt Road Rossett

Justin

Apologies for the delay in responding.

I refer to the submitted layout plan (Potential Priority Arrangement and Footway Improvement Plan) – Drg. No. 0807-04 in respect of the above site:-

The submitted layout plan indicates the provision of a short section of footway on the southern side of the B5102 Holt Road fronting Holly Cottage and nos. 5 – 11 Holt Road. A significant portion of this footway would appear to be less than 1.2m wide given the limited available highway verge along this section. 1.2m is the minimum acceptable width to meet mobility standards. A minimum footway width of 2m would normally be required particularly in close proximity to schools.

The proposed dropped kerb crossing point at the eastern end of the scheme is located on a bend where visibility between vehicles and pedestrians is sub-standard. Visibility is impeded in this location by the existing hedgerow along this section. The location of such a crossing in this location is not considered appropriate / safe.

The existing driveway serving no. 2 Vine Clad Cottage suffers from inadequate visibility in both directions. When exiting the driveway heading west (with restricted visibility), a vehicle can currently exit on to the opposite side of the road. However, with the proposed build-out / priority system in place, they would have to exit at a slower speed to make the manoeuvre and would be driving along the wrong side of the road facing oncoming traffic who are given priority. The proposed layout / priority arrangement is considered to increase the likelihood of danger to road users and pedestrians.

I have therefore amended the attached SOCG to take account of this – please confirm that the SOCG is acceptable and I will arrange to send you a signed copy

Regards

Pete Douthwaite
Senior Development Control Engineer



APPENDIX 2

WCBC Comments on Footway Improvements

(16th April 2019)

On 16 Apr 2019, at 15:06, Peter Douthwaite <Peter.Douthwaite@wrexham.gov.uk> wrote:

Justin

I refer to the submitted layout plan (Potential Priority Arrangement and Footway Improvement Plan) – Drg. No. 0807-04 Rev A in respect of the above site:-

The submitted layout plan indicates the provision of a short section of footway on the southern side of the B5102 Holt Road fronting Holly Cottage and nos. 5 – 11 Holt Road. A significant portion of this footway would appear to be less than 1.2m wide given the limited available highway verge along this section. . This footway would link up with the existing 0.5m wide footway located just beyond no. 5 Holt Road. Whilst the footway is below recommended width it is considered to be an improvement on the existing situation and would benefit pedestrian safety along Holt Road.

I would however suggest that the proposed dropped kerb crossing point at the eastern end of the scheme is located on approximately 12m from the eastern boundary of Holly Cottage to enable adequate visibility to be established without the need to remove or cut back hedges which may be within private ownership.

The existing driveway serving approximately 8 dwellings at Green Cottages suffers from inadequate visibility to the east. The proposed build-out / priority system will reduce visibility from the existing access, and vehicles driving from the east will be forced on the wrong side of the carriageway, leading to increased potential for vehicular conflict; consequently I would be unable to support the implementation of a priority working scheme.

Overall the proposed footway scheme (without the build out) is considered to enhance pedestrian safety along Holt Road and I can therefore confirm that I would be willing to enter into a SOCG in respect of the proposals

Regards

Pete Douthwaite
Senior Development Control Engineer



APPENDIX 3

Traffic & Pedestrian Survey Data

SURVEY CONTROL

Client: Croft Transport Planning & Design

Client Contact: Marty Rae

Survey Location: Rossett

Date(s) of Survey: Monday 28 January 2019
Tuesday 29 January 2019

Notes:

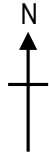
On Site Supervisor: David Cheng

Data Checking: David Cheng

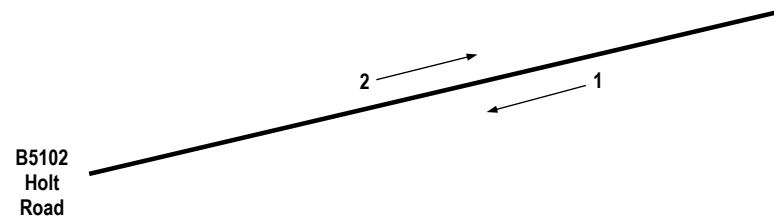
Survey Reference: 2019.024 Rossett

Status: Final

Date of Issue: 31 January 2019



JUNCTION 1



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

2019.024 ROSSETT

DRAWN BY

DC

DATE

JAN 2019

SCALE

NTS

REF

FIGURE 1

signal surveys

Traffic Counts and Car Park Surveys
Parkway House, Palatine Road, Northenden, Manchester,
M22 4DB
Tel 0161 998 4226

signal surveys

Time Beginning	B5102 Holt Road - Monday 28 January 2019															
	1								2							
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	FT	PC	MC	CAR	LGV	OGV1	OGV2	PSV	FT
1500	2	0	16	1	1	0	0	2	0	0	37	3	1	1	0	0
1515	0	0	18	0	1	0	0	0	0	0	20	1	2	0	1	0
1530	0	1	14	5	0	0	0	0	1	0	22	4	0	0	0	1
1545	0	0	24	2	0	0	0	1	0	0	22	1	0	0	0	0
1600	0	0	17	0	3	0	1	0	0	0	28	2	0	1	0	0
1615	0	1	30	7	0	1	1	0	0	0	23	1	1	0	0	1
1630	1	0	26	6	0	0	0	0	0	0	21	6	0	0	0	0
1645	0	0	17	4	0	0	0	0	0	0	23	2	1	0	0	0
1700	0	0	19	4	0	0	1	0	0	0	22	0	0	0	0	0
1715	0	1	26	2	0	0	0	0	0	0	31	2	0	0	0	0
1730	0	0	21	3	1	0	0	0	0	0	21	1	1	0	0	0
1745	0	0	20	2	0	0	0	0	0	0	20	1	0	0	0	0
Time Beginning	B5102 Holt Road - Tuesday 29 January 2019															
	1								2							
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	FT	PC	MC	CAR	LGV	OGV1	OGV2	PSV	FT
0730	0	0	16	1	0	0	0	0	0	0	12	2	1	0	0	0
0745	0	0	25	2	0	0	0	0	0	0	24	5	0	0	0	0
0800	0	0	28	2	2	0	1	0	0	0	35	4	0	0	0	0
0815	0	0	28	2	1	0	2	0	0	0	24	5	0	0	1	0
0830	0	0	31	4	4	0	0	0	0	0	33	3	0	1	0	0
0845	0	1	23	2	0	1	0	0	0	0	41	5	2	0	0	1
0900	0	0	20	4	2	0	0	0	0	0	14	2	3	0	0	0
0915	0	0	14	2	1	0	0	0	0	0	12	0	0	1	0	0
0930	1	0	13	2	0	0	0	0	0	0	15	3	1	0	0	0
0945	0	0	14	2	0	0	0	0	1	1	16	2	0	0	0	0

* FT = Farm Traffic

Time Beginning	B5102 Holt Road - Monday 28 January 2019		
	Direction (refer to map)	Description	Comments
1519	Westbound	1 x Adult	Walking on northside of road
1523	Eastbound	1 x Adult	Walking on northside of road then crossed to the opposite side and carried on eastbound
1523	Westbound	1 x Adult, 1 x Child, 1 x Pram	Walking on northside then crossed to opposite to the footpath and carried on westbound
1527	Westbound	1 x Adult, 1 x Child, 1 x Pram	Walking on northside of road
1532	Westbound	2 x Teenager	Walking on northside then crossed to opposite to the footpath and carried on westbound
1532	Westbound	4 x Teenager	Walking on northside of road
1534	Westbound	1 x Teenager	Walking on southside of road
1534	Westbound	3 x Teenager	Walking on northside of road
1534	Eastbound	2 x Teenager	Walking on southside of road
1538	Westbound	1 x Teenager	Walking on northside then crossed to opposite to the footpath and carried on westbound
1550	Eastbound	1 x Adult	Walking on northside of road
1610	Eastbound	1 x Adult	Walking on footpath on southside then crossed to the opposite side and carried on eastbound
1611	Eastbound	1 x Teenager	Walking on the road on the footpath side on southside then crossed to the opposite side and carried on eastbound
1611	Westbound	1 x Adult	Walking on the southside of the road then crossed to the northside and carried on westbound
1625	Westbound	2 x Adult	Walking on the northside of the road
1637	Westbound	1 x Adult	Walking on the southside of the road
1640	Westbound	1 x Adult	Walking on the northside of the road
1655	Eastbound	1 x Adult	Walking on the southside of the road
1713	Westbound	1 x Adult, 2 x Child	Walking on northside then crossed to opposite to the footpath and carried on westbound
1740	Westbound	2 x Adult	Walking on the northside of the road
1758	Westbound	1 x Adult	Walking on the northside of the road
Time Beginning	B5102 Holt Road - Tuesday 29 January 2019		
	Direction (refer to map)	Description	Comments
0736	Westbound	1 x Child	Walking on northside of road
0737	Westbound	1 x Child	Walking on the southside of the road then crossed to the northside and carried on westbound
0802	Westbound	3 x Teenager	Walking on the northside of the road then crossed to the opposite side and carried on westbound
0832	Westbound	1 x Teenager	Walking on northside of the road
0846	Westbound	2 x Teenager	Walking on the southside of the road then crossed to the opposite side and carried on westbound
0851	Eastbound	1 x Adult	Walking on the northside
0905	Westbound	1 x Adult, 1 x Pram	Walking on the northside
0905	Westbound	1 x Adult	Walking on the northside of the road then crossed to the opposite side and carried on westbound
0925	Westbound	1 x Adult	Walking on the northside of the road then crossed to the opposite side and carried on westbound
0955	Westbound	1 x Adult, 1 x Dog	Walking on the northside of the road



Croft Transport Solutions

Hill Quays, 9 Jordan Street, Manchester, M15 4PY

Tel: 0161 667 3746 Email: info@croftts.co.uk www.croftts.co.uk

Registered in England Number: 7373729