

Technical Note: Highways

Project: Land adjacent to Bottom Rd, Summerhill



This Technical Note has been written in response to the highways consultation response by Wrexham Council (dated 6th September 2016) for the planning application for 59 dwellings (P/2016/0738).

The highways consultation response objects to the development on the grounds of an unsuitable highway network, especially the point of access and along Bottom Road. The response suggests that the access connects into a road which is only 3.2m wide.

The application proposes to widen Bottom Road to 5.5m (for two way passing of vehicles) within the vicinity of the site access. A series of passing places, road widening and general improvements to the north along Bottom Road was also proposed. Further improvements are now offered to provide additional mitigation along Bottom Road.

The additional improvements provide additional passing places, improved visibility for the pedestrian / cycle link to the north and improved forward visibility for vehicles at the bends in the road. The improvements are shown on the attached drawings. The road narrowing just to the south of the site access will be widened beyond the speed cushion by removing a short section of footway on the approach to the mini-roundabout.

This creates a pinch point will therefore result in a carriageway width of 3.2m (adjacent to speed cushion) for a short section (only 14m long). This is considered to be acceptable and typical of many traffic calming features in the Summerhill area. The removal of a short section of footway (14m) is considered to be acceptable given that there is an alternative proposed pedestrian / cycle link that is located just off Summerhill Park (40m to the east).

Further to the north of the access, Bottom Road will be widened to 5.5m for 50m. A passing place is also proposed along this section, up to the next junction. The junction will also be improved by widening, increased visibility and change in priority.

The pedestrian / cycle link to the north has been relocated to connect to the existing bridleway on the other side of the road. The proposals now show the link running adjacent to the carriageway, which also improves the forward visibility available for drivers seeing pedestrians crossing and oncoming vehicles. The hedgerow will be set back from the carriageway / footway edge by 1m to allow for hedge overgrowth, which we understand is a current issue along the narrow sections of Bottom Road. The forward visibility over the verge

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on the inside bend is currently restricted by overgrown brambles / shrubs and will be removed to increase forward visibility.

Minor improvements are now also proposed around the bend further along the unnamed access road, locally known as the 'canal bend'. This will improve turning and forward visibility at this location.

These highway improvements are therefore considered to be a significant benefit to existing and proposed users of the local highway network. They provide many new opportunities for cars to pass each other safely and a significant improvement is provided by the introduction of the traffic free, segregated pedestrian and cycle link connecting Summerhill, the proposed development and the existing bridleway to the north.

Regarding the traffic survey data it is acknowledged that the survey dates did extend into the school holidays (27th May to 6th June 2016), however the data used and presented for the assessment was selected from days within the school term. The survey on Bottom Road was carried out over a week, and the peak day (Friday 27th May) was selected to provide a robust assessment. It is noted that less traffic was recorded the day before, which was a school day, but the peak day was selected to provide a robust assessment. The hourly two-way traffic flow figures of 37 vehicles in the morning peak (44 vehicles in the evening peak) is considered to be suitable and relevant for use in the Transport Statement.

The Transport Statement predicts a maximum increase of 29 vehicles per hour (two way), which equates to an increase of less than one vehicle every two minutes in any direction. The Highways consultation response quite rightly points out that this increase is some 78% but given the extremely low background traffic figures, any increase will have a high percentage increase.

Notwithstanding the improvements to the pedestrian / cycle provision as a result of the development, consideration should be made to the very low numbers of pedestrians which will use the infrastructure in and around Summerhill. Whilst some sections of the segregated pedestrian network are narrow and often missing, it is not considered to raise significant concerns. Summerhill residents are familiar with shared spaces, and drivers acknowledge the potential for pedestrians and oncoming vehicles along narrow sections of the road network. As such the existing characteristics of the road network lead to low speeds, traffic volumes and accident records.

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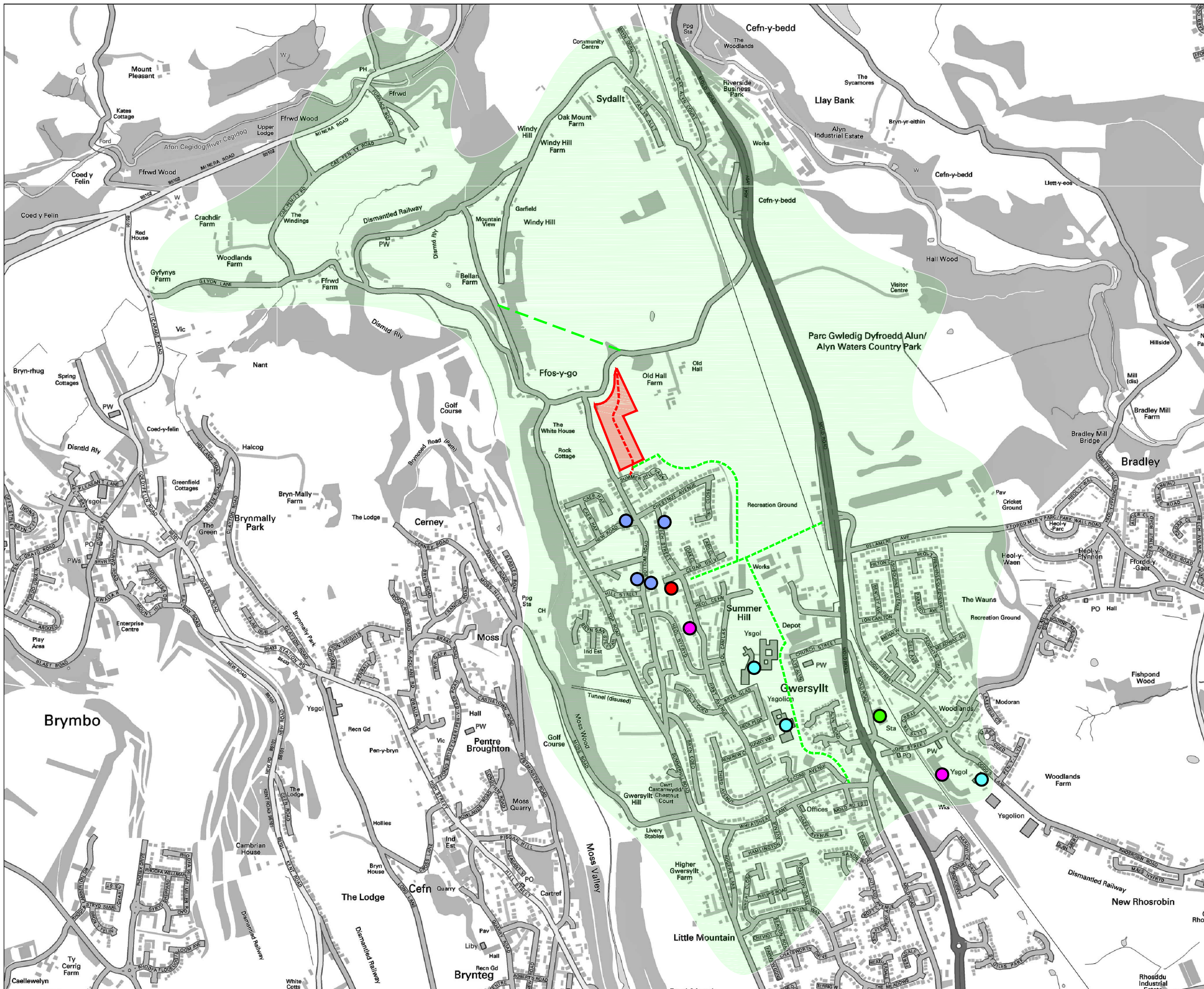
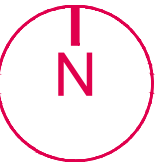
The trip rates for vehicles presented in the Transport Statement were taken from the Boozey Fields reports and appear to be accepted. The report for Boozey Fields also identifies trip rates for pedestrians. Using these, the application site will only generate a maximum of 13 pedestrian movements per hour.

Given the provision of the segregated pedestrian / cycle route connects to a public footpath to the south east of the site, it is assumed that the majority of pedestrians will use this route since it connects to the school, shopping areas and the train station. Some pedestrians will also travel north towards the bridleway. As such the level of pedestrians using the road network to the south (through Summerhill residential areas) will be extremely low. Figure 1 from the Transport Statement has been updated to include public rights of way in the area, and is attached.

Given the above it is considered that the development impact in terms of highway capacity and safety will be very low and on balance, the improvements offered to vehicle, pedestrian and cycle safety outweigh the concerns raised regarding an inadequate highway network.

Chris Yarrow

12th October 2016



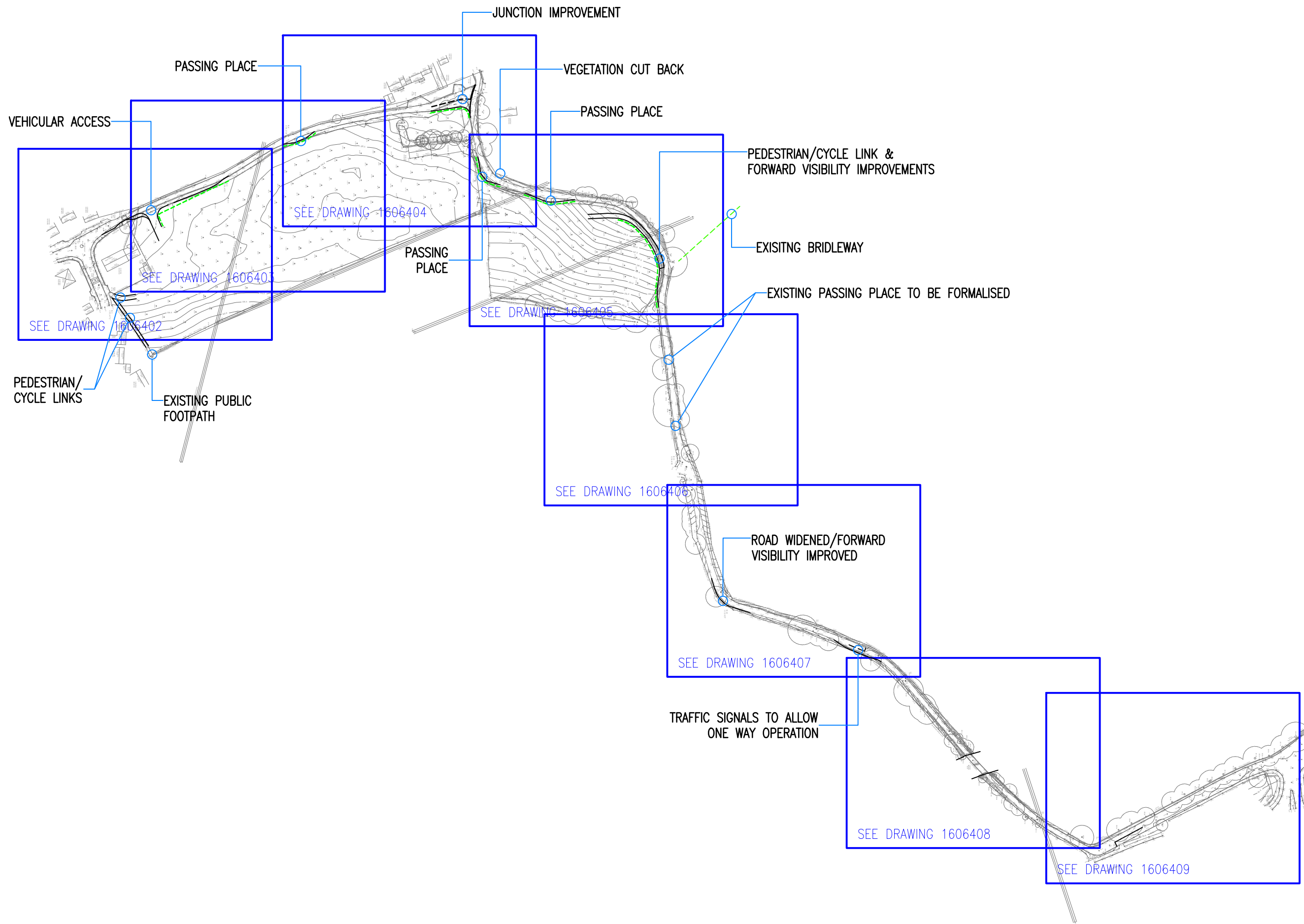
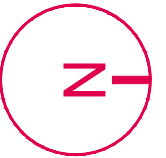
- KEY**
- PUBLIC BRIDLEWAY
 - PUBLIC FOOTPATH
 - PROPOSED PEDESTRIAN /CYCLE LINK
 - APPLICATION SITE
 - ONE MILE WALK CATCHMENT
 - BUS STOPS
 - RAILWAY STATION
 - SCHOOLS
 - SHOPS
 - MEDICAL CENTRE



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FIGURE 1
LOCAL FACILITIES
PLAN

SCALE 1: 10,000 ©A3



PROPOSED RESIDENTIAL
DEVELOPMENT
LAND ADJACENT TO BOTTOM ROAD,
SUMMERHILL, WREXHAM

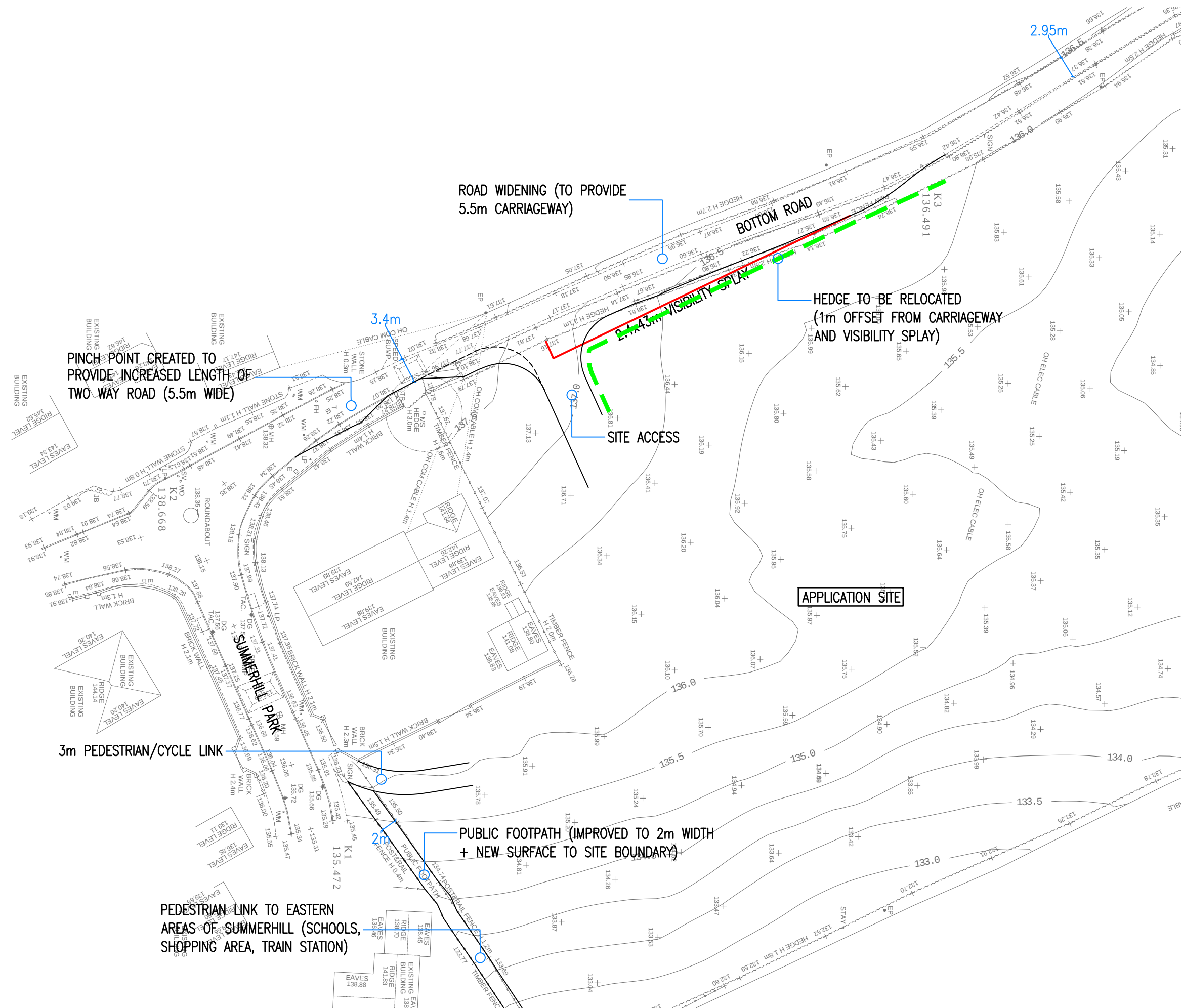
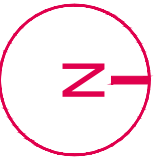
HIGHWAY IMPROVEMENTS

SCALE 1:2500 @A3

DATE OCT 2016

DRAWING No 1606401

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APPROVAL



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PROPOSED RESIDENTIAL
DEVELOPMENT

LAND ADJACENT TO BOTTOM ROAD,
SUMMERHILL, WREXHAM

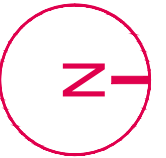
HIGHWAY IMPROVEMENTS

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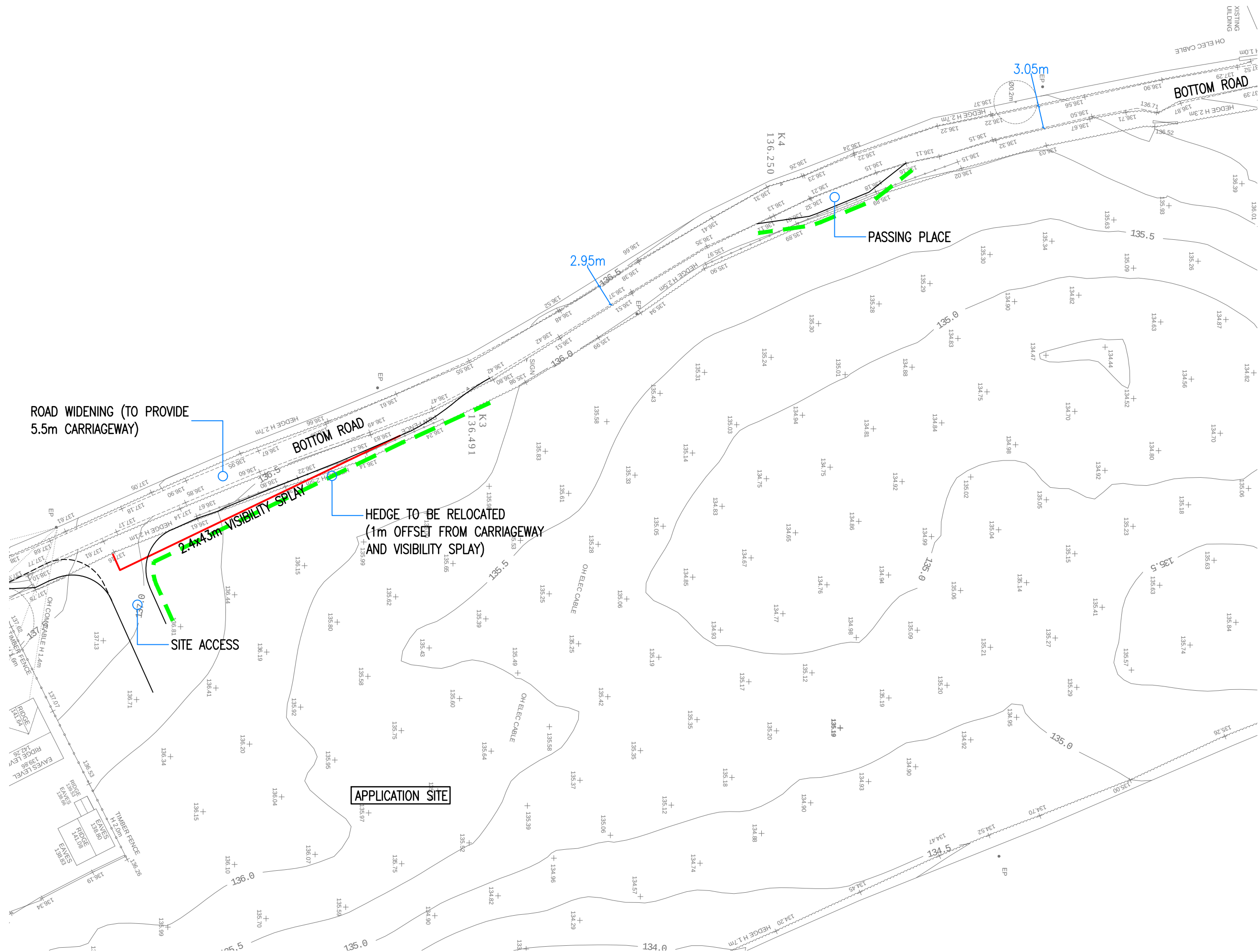
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HIGHWAY IMPROVEMENTS

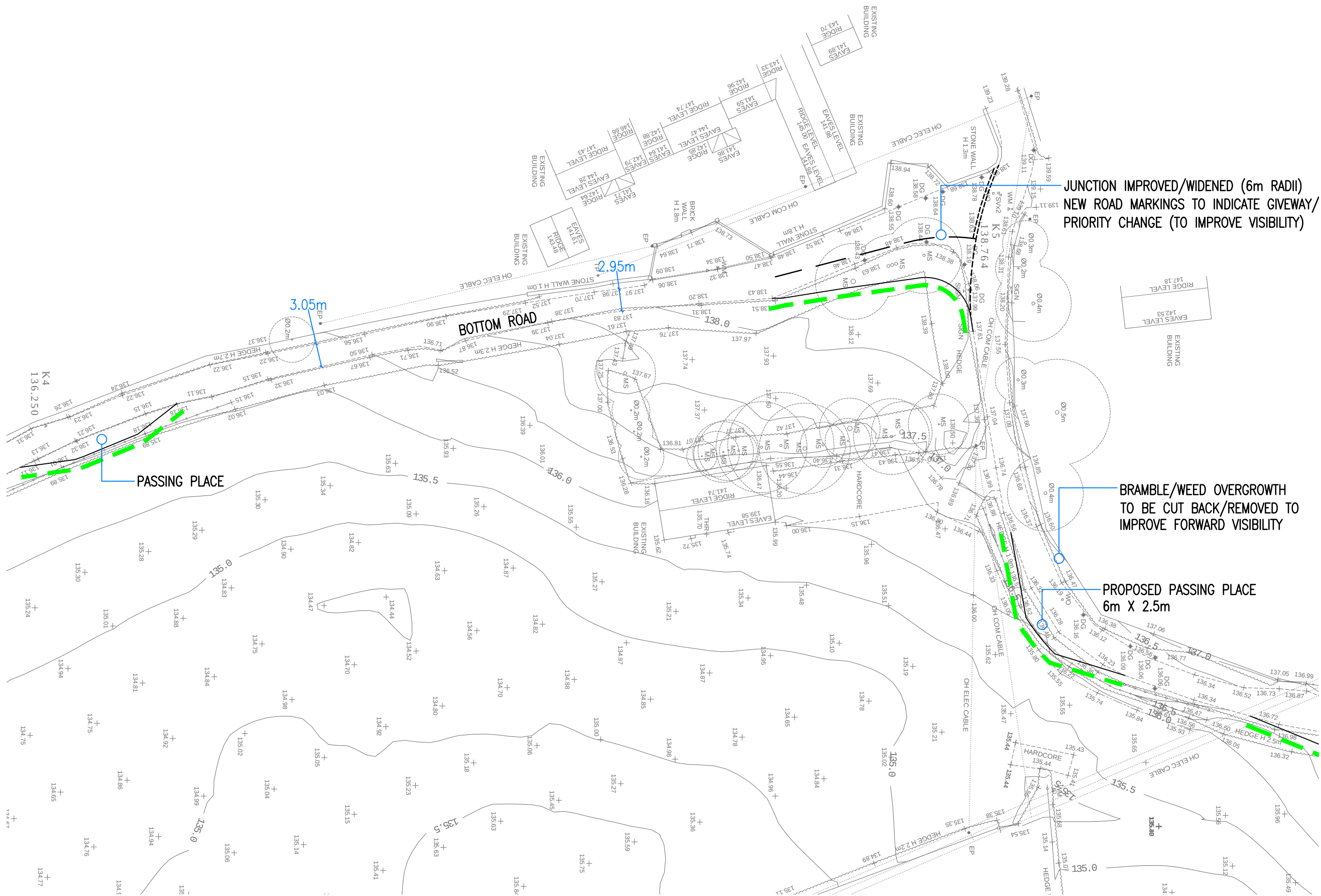
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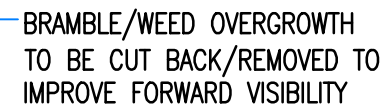
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PROPOSED PASSING PLACE
6m X 2.5m



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PROPOSED PASSING PLACE
6m X 2.5m

— PROPOSED PASSING PLACE
6m X 2.5m

SECTION OF HEDGE TO BE SET BACK
1m BEHIND FOOTWAY

FOOTWAY TO RUN ADJACENT TO
CARRIAGEWAY TO IMPROVE
FORWARD VISIBILITY

3m PEDESTRIAN/CYCLE LINK
TO BRIDLEWAY TO NORTH.

VERGE WIDENED TO PROVIDE
IMPROVED FORWARD VISIBILITY

— EXISTING BRIDLEWAY



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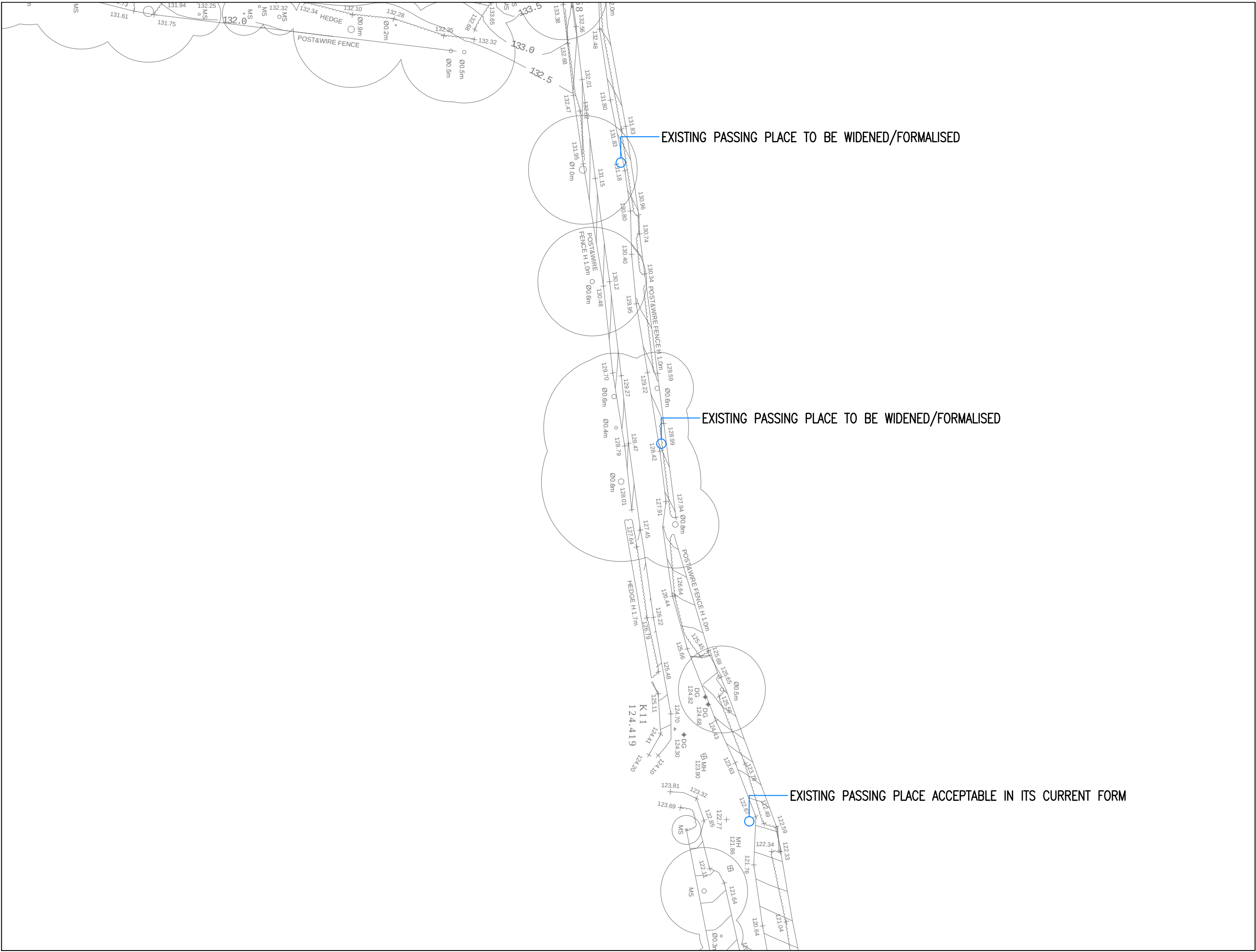
HIGHWAY IMPROVEMENTS

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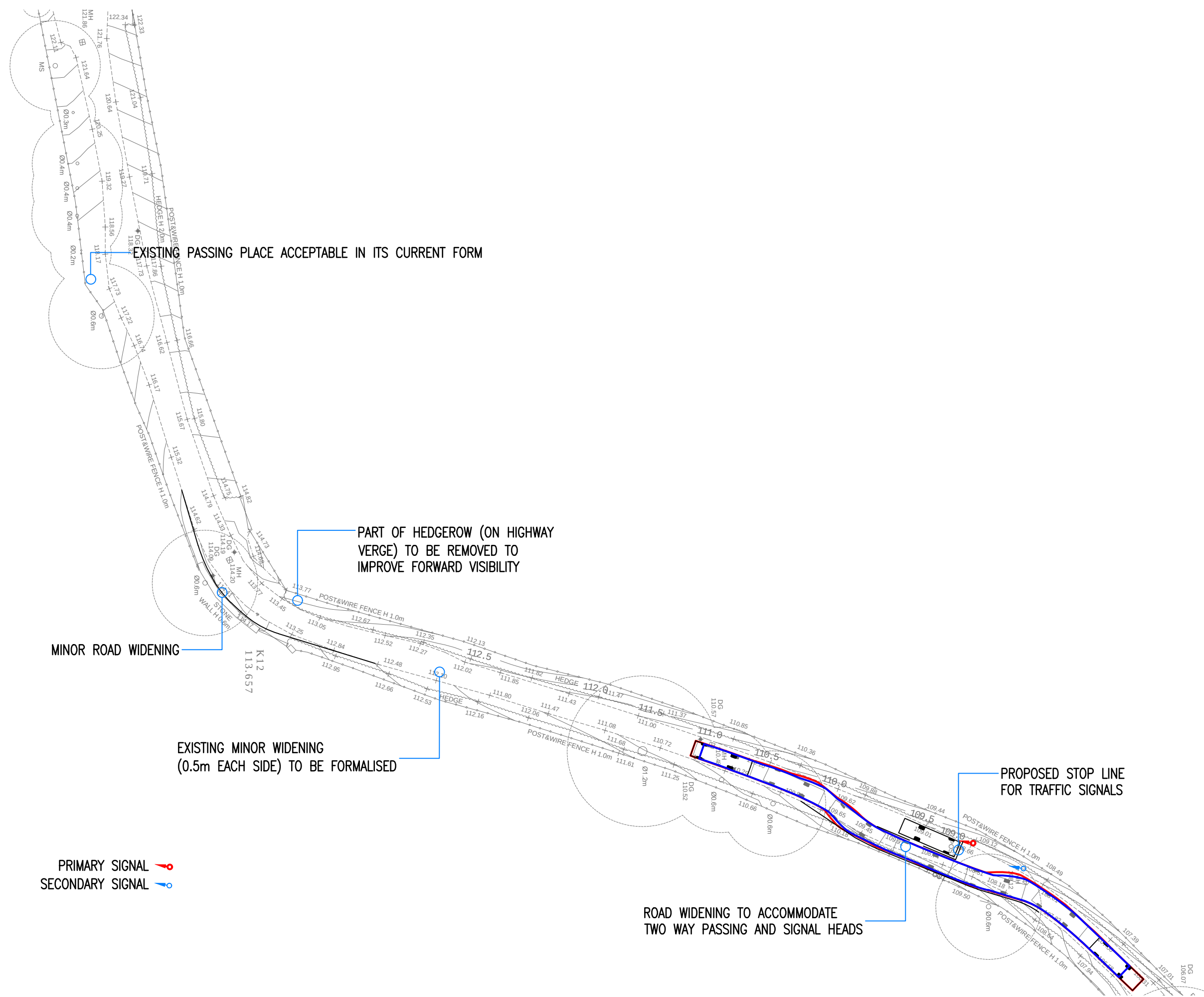
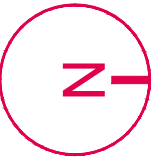
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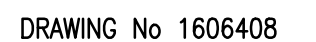
HIGHWAY IMPROVEMENTS

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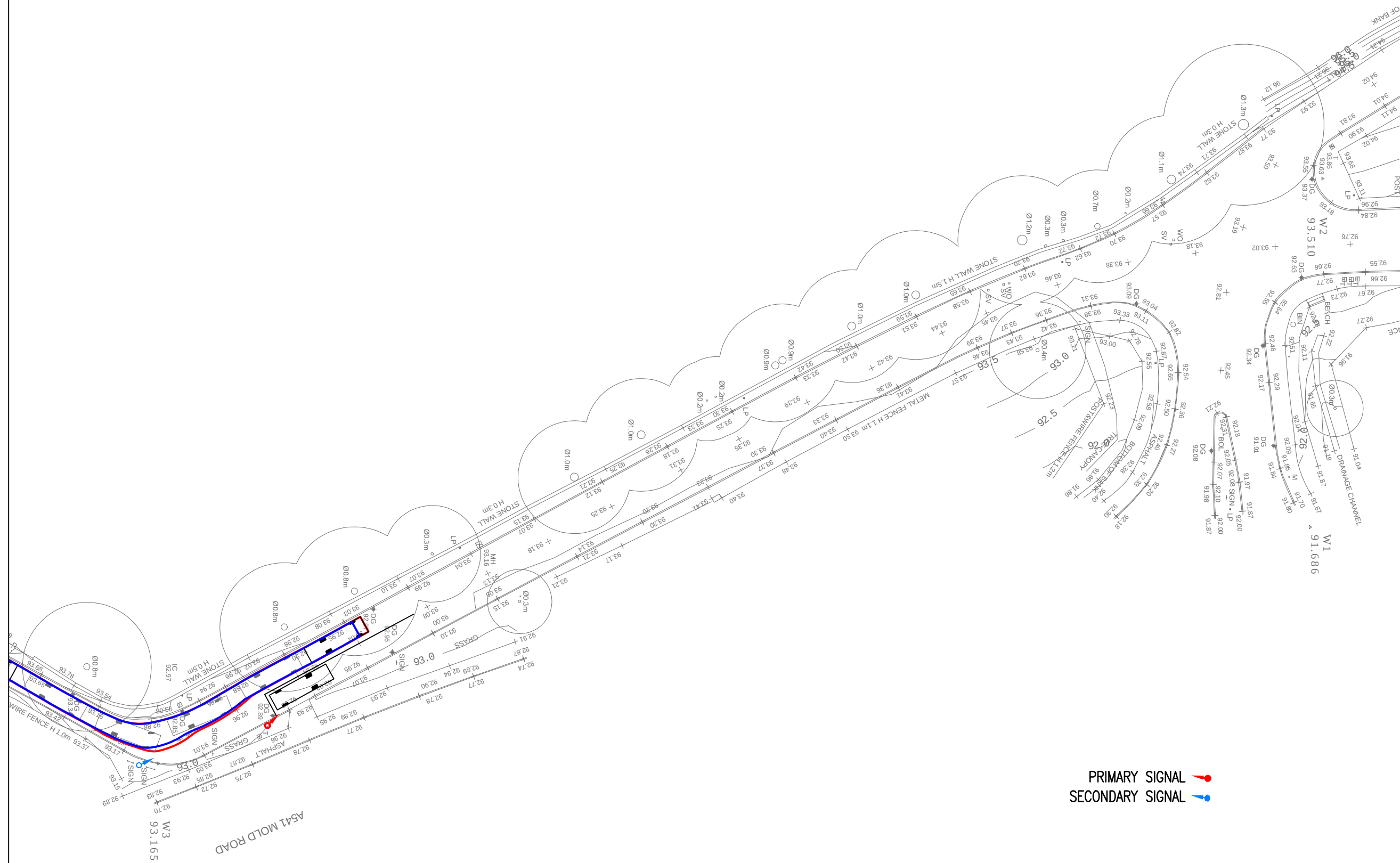
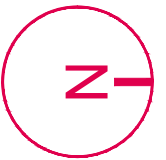
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PROPOSED RESIDENTIAL
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HIGHWAY IMPROVEMENTS

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