

PKC GROUP

JESSOPS TRAMWAY TECHNICAL

Specification

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INTRODUCTION

Jessop's Tramway is simply the most efficient and cost effective way of joining the centre of Cefn Mawr to the Pontcysyllte Aqueduct. This will enable and encourage people visiting the aqueduct to also explore the wider area of the Cefn & Cefn Mawr including the traditional centre of Cefn Mawr, Crane Street and Well Street. This will assist in the turnaround of the Cefn Mawr economy, from post industrial to tourism based.

The technical issues and capital expenditure for such are as follows.

Opportunity & Advantage

- Most of the route is currently in use as public roads, and no or very little work is required
- The total length of the route from the Telford Inn at the Trevor Basin to Cefn Square and the Ebenezer is 1 mile or 1.67km.
- The gradient was deliberately engineered for a horse drawn tramway and remains suitable today for horse drawn vehicles.
- It will take approximately 20 minutes each way for a vehicle moving at 3 miles per hour.
- Delivery will be approximately 18 people per hour into the centre of Cefn Mawr depending on service frequency and uptake.
- Probable requirement is 3 carriages operating between Cefn Mawr and the aqueduct.
- Good horse drawn vehicles suitable for licensing as hackney carriages can be bought brand new for approximately £5K each.
- A horse drawn hackney service between Trevor Basin and Cefn Mawr would be a very viable business opportunity for our local people.

Technical Difficulties

- The wooden gates at the bridge next to the Telford Inn need to be opened.
- The section of track between the Telford Inn and Jones the Boat Moorings needs gravel to be laid.
- The section of roadway running through the Eastman's ex Monsanto site needs opening.

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Trevor Basin



Gates that need opening at the Trevor Basin, note the height of the bridge is for horse drawn carriages

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Bridge allows horse drawn carriages to pass beneath once gates are opened

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The section of track that needs resurfacing at the Trevor Basin running from the Telford Inn to Jones the Boat moorings under the bridge and is approximately 100mts in length. This will have the added advantage of providing better access to Jones the Boat and Aqueduct Cruises thereby increasing the facilities available at the Trevor Basin at a minimal cost.

This will also significantly increase the open space area available for visitors of the Aqueduct and so will add to the appeal of the site in the immediate area as well as encourage people to explore the wider area of the Cefn & Cefn Mawr.

Resurfacing of the former track way with gravel and stone chippings is simply the most efficient and cost effective way of increasing trade and tourist customer satisfaction for the people visiting the aqueduct.

Since this is the former track route of Jessop's Tramway there will be good compaction of the ground soil conditions already from previous use and surface drainage is good with direct run off into the canal.



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Eastman's Site



The main gates at Eastman's, Jessop's tramway can be seen to extend straight ahead at a constant gradient on the opposite side of the gates. These gates need removing to allow access along what would be a restricted byway that can be used for horse drawn hackney carriages, horses, cycle way and footpath but not motorised road vehicles, this should ensure current road surface is suitable and will not require expensive resurfacing. See Eastman's 300mts Plan and Arial View.

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Jessop's Tramway extending on towards the Crane in Cefn Mawr at a constant gradient, Eastman's require this to be fenced off either side and the length through the site is approximately 300mts. Note 300mts of fencing will be required on the left hand side and 400mts on the right or downhill side. See Eastman's 300mts Plan and Arial View.

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Looking back down towards the main gate along Jessop's Tramway and for the purpose of a Restricted Byway virtually all that is required is weeding of the roadway itself, ground conditions for posting and fencing vary between tarmac, concrete and soil. See Eastman's 300mts Plan and Arial View.

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No 4 Gate requires removal to allow access along Jessop's Tramway and it is planned to remove the unsightly steel hoarding along the top of this junction with Bowen Lane to left of picture and replace with new green steel mesh fencing. See Eastman's 300mts Plan and Arial View.

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RESTRICTED BYWAY

A category of right of way created under the [Countryside and Rights of Way Act 2000](#). A restricted byway allows a right of way on foot, on horseback, or leading a horse, cycling and for any vehicles other than mechanically propelled vehicles.

DEFRA - Part II: Rights of Way Act 2000

The Act improves the rights of way legislation by encouraging the creation of new routes and clarifying uncertainties about what rights already exist.

- **Local authorities will be required to review and publish plans for improving rights of way in their areas**, taking into account the needs of the public including disabled people
- Setting an end point, after 25 years, to the recording of certain rights of way on definitive maps
- Roads used as Public Paths will be given a new category known as a **Restricted Byway having public rights of way for non-motorised users**.
- The public will be able to seek a court order requiring a local highway authority to remove an obstruction, and Magistrates' Courts will be able to require a person who has been convicted of wilfully obstructing a highway to remove the obstruction.
- The offence of driving a motor vehicle on a footpath or bridleway or elsewhere other than on a road is extended so that it applies to vehicles which may not be covered at present. The offence is also applied to restricted byways. Ways shown on a definitive map as footpaths, bridleways or restricted byways will be presumed to be so unless proved to the contrary.



NOTE: Council Highways require Beware of Horses and Restricted Byway signs to be put in place to designate the restriction.



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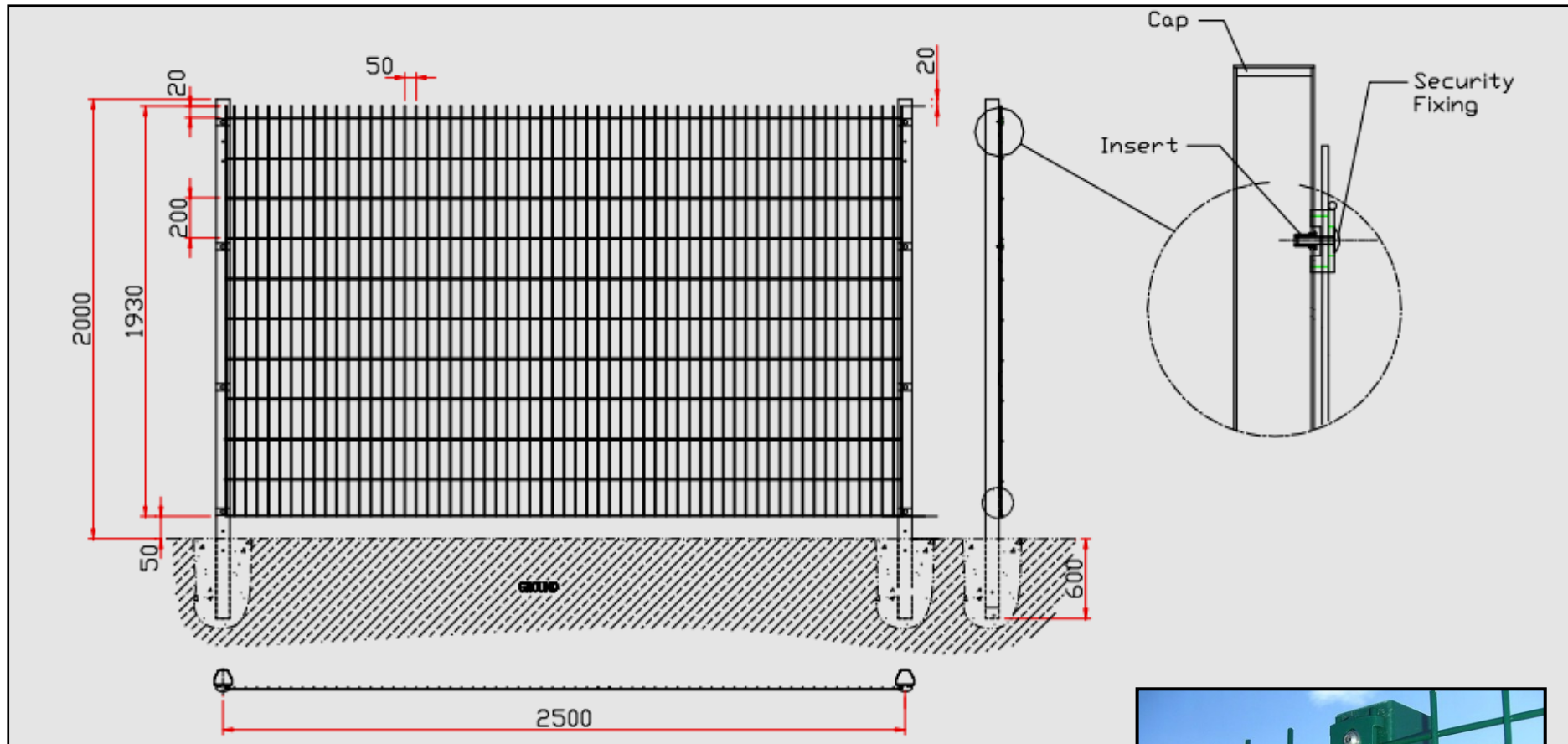
Fencing Type & Detail

It is planned to use new Green Wire Mesh Panel Powder Coated Fencing similar to that used already on the Eastman's for either side of Jessop's Tramway. This type of security fencing is the least visually obtrusive and will be backed up with tree screening where needed to enhance the visual aspect and reduce any detrimental impact left from the demolition works of the ex Monsanto site. Posting will be set in concrete footings to support the 1.8mt wire mesh fencing panels on either side of Jessop's Tramway and will be used to replace the current and unsightly corrugated steel sheet panel fencing at the junction of Bowens Lane with Jessop's Tramway near the Crane in Cefn Mawr.



Bownes Lane also represents an extremely important tramway route in the history of Cefn Mawr.

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This PR-TW-2.0 is an example of the Wire Mesh Panel Type Fencing to be used. Some variation will have to be allowed for and expected depending on the contractor awarded the installation work and their suppliers. However the above drawing is representational of what is planned for and expected. This will provide secure perimeter fencing along Jessop's Tramway while minimising visual disturbance to the potential tourist industry and trade. This fencing will also have to provide an effective barrier for the eventual remediation of the ex Monsanto site and full reinstatement of the Plas Kynaston Canal all the way to the Queens Hotel in Cefn Mawr in a later phase of the "Back to the Future for Cefn Mawr" program for our community.



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Fencing Specification

Twin wire mesh panel and post systems are extremely strong mesh panels with a flat profile made (as the name suggests) with "twin" horizontal wires to provide an exceptionally rigid fence. Pro-twin horizontal wires are welded to 5mm verticals, often referred to as 656. This system is also available in extra heavy duty 868 specification which has 8mm twin horizontal wires welded to 6mm verticals. The system can be obtained in a range of heights including 1m, 2m and 2.4m and by combining panels a range of fence heights can be achieved up to at least 4m. The robust flat profile makes this fence ideal for use in sports applications including Ball Stop fencing and MUGAs (Multi-Use-Games-Areas). Use of the heavier 868 panels at lower level is recommended where there will be hard ball impacts. Posts are manufactured from different specifications of steel tube to suit the fence height. Fixings to attach the Pro-twin panels to the posts are made from steel backed by anti-rattle rubber pads and fixed to the posts by stainless steel tamper-proof security bolts. The finish of the mesh fencing and the posts is galvanised and polyester coated in Green RAL6005 or any one of a wide range of standard RAL colours.

Mesh

Wire: 6mm horizontal, 5mm vertical
Aperture: 200 x 50mm
Width: 2560mm
Height: 2030 / 2430mm
Finish: Galvanised & PPC green

Posts

Dimensions: 60 x 60mm
Lengths: 2620 / 3070mm
Finish: Galvanised & PPC green

Fixings

60mm x 30mm steel clip
M6 x 40mm Tamper proof screw

Installation

Post centres: 2520mm
Clips per post: 4 x 2m / 5 x 2.4m

Height	Width	Mesh Size	Panel Weight	Post Length	Post Weight	Post Centres	No of Clips per Post
2.0m	2.506m	200mm x 50mm	28kg	2.62m	10.6kg	2.52m	4
2.4m	2.506m	200mm x 50mm	30kg	3.07m	12.3kg	2.52m	5



Key Features

- A robust mesh panel and post system combining security with aesthetic appeal
- A twin wired system 6mm horizontal and 5mm vertical wires, ideal for sports grounds
- Panels secured to 60mm x 60mm posts with a steel clip and a tamperproof screw
- Available in green RAL6005 in heights of 2.0m and 2.4m

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British & European Standards

All fencing installed at site will comply with the relevant standard for such as specified in the following:

- BS EN 1722-14 : Specification for open mesh steel panel
- BS EN 17722 Part 16 Specification for powder coatings
- BS EN 1722-18 : Specification for steel mesh site perimeter temporary fencing systems

Tree Screening



The site is becoming over grown and there are many trees appearing and with simple tree management these can be supplemented with planters to provide an effective tree screening of the site. This picture of WBG shows how effective this can be with the tree screen each side. And the only part of the ex works site showing in the middle. Therefore an allowance is being made in the quantity estimate for tree screening of both Jessop's Tramway and WBG. The Gateway to Cefn Mawr and the Pontcysyllte Aqueduct and a Leyladii evergreen tree type is preferred as this gives all year round coverage, is fast growing and cost effective. It is a hardy species and has a proven habitat capability as can be seen with the trees to the right

of picture. These mask the site well and provide an aesthetic background. Tree spacing will as determined by existing growth of other species to ensure maximum bio diversification and minimise expenditure. See Eastman's JT 300mts Plan & Arial View.

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The Leyland cypress, *Cupressus × leylandii*, often referred to simply as leylandii, is a fast-growing coniferous evergreen tree much used in horticulture, primarily for hedges and screens. Even on sites of relatively poor culture, plants have been known to grow to heights of 15 metres (49 ft) in 16 years. The tree is a hybrid, almost always sterile, and propagated mainly from cuttings. Leyland cypress is light-demanding but is tolerant of high levels of pollution. A hardy, fast-growing natural hybrid, it thrives on a variety of soils and sites. Although widely used for screening, it has not been planted much for forestry purposes. In both forms of the hybrid, Leyland cypress combines the hardiness of the Nootka or Alaska cypress with the fast growth of the Monterey cypress.



Effective mixed species tree screening along New Road with the ex Monsanto site to the left completely masked by health trees which remove CO₂ from the atmosphere and return oxygen. The PKC Group is even looking at forming partnerships with research institutions for finding solutions for the contamination of the site through Green Chemistry where plant species can be used to help remediate the site, while producing a useful crop and participating in the general aesthetic fauna background and photosynthesis process.

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What is not helping is this, it would have been so much better to replace the ugly corrugated steel sheet fencing on Kings Street with wood & post fencing which would have made King Street into a beautiful tree lined road with fantastic views across the Dee Valley, which would have attracted and pleased people. Although the views looking out have been improved here, the view of Cefn Mawr has certainly not been and we need to manage trees properly.

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Instead we have been left with this, not the most attractive site in the world for our own people walking along King Street or driving a car as you can't see over the corrugated steel sheet fencing which is all we have been left with.

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The same view here before tree culling and a much more pleasant environment that contributes to the overall reduction of green houses gasses, i.e. the removal of CO₂ from the atmosphere as well as making our community a more attractive place for both visitors and residents. Trees are an extremely important part of this overall program and have to be managed well to obtain best results for our community and Wales in accordance with FGA 2015.

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Hoardings

The long lengths of fencing surrounding the site also offer the opportunity for advertising and promoting the redevelopment of the site contained within the boundary of the perimeter fencing. This can be used to good effect if the footfall is raised, which is the whole point of this planning application.



By opening up Jessop's Tramway and encouraging people to come into Cefn Mawr as well as visit the aqueduct this can provide a very good and cost effective advertising medium that will reach many people. The known annual count for the aqueduct is +200,000, and people travelling at a leisurely pace along Jessop's Tramway will have plenty of time to read what is on the hoardings. The PKC Arts Director suggested this and this makes a lot of sense.

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An example hoarding of what the PKC Group have in mind for the “Welsh Dragons at Cefn Mawr”, this being taken from China Town in Liverpool and the route and length of Jessop’s Tramway would be an ideal venue for providing dramatic and appealing large scale images cost effectively.

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CCTV

The purpose of the CCTV system is threefold in that it monitors traffic on Jessop's Tramway;

Firstly to ensure that the restricted byway is only used by Horse Drawn Hackney Carriages, people on horseback, people on bicycles and on foot and not by motorised vehicles. This is a primary rule of a restricted by way which is the intention of reopening Jessop's Tramway for the use of local alternative transport to the internal combustion engine, or other forms of mechanical power.

The second reason is to monitor the head count coming into Cefn Mawr on the Hackney Service where this can then make a positive contribution towards the running costs of the Ebenezer. The idea being that for every passenger that is conveyed on a hackney carriage and dropped off at the Ebenezer from the Aqueduct or Windborne Gateway Interchange this provides another one pound per head towards the operating costs of the Ebenezer. This is in the updated PKCG Trust Business Plan for the Ebenezer. This could provide the Ebenezer with a supplementary income and if applied correctly could make the Ebenezer commercially viable unlike the previous performances.

The third reason is to monitor overall numbers and so be able to gauge annual improvement in visitor head count which in turn will allow more accurate forecasting and business planning for the Community the of Cefn & Cefn Mawr including the aqueduct and all surrounding villages. Accurate information is essential to success and we are looking for success for our community and people, through what we do. Accurate head counting and video data backup with history will be necessary for the later stages in the "Back to the Future for Cefn Mawr" campaign by the PKC group.



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Material Quantities Estimate

- | | |
|-------------------------------|----------------------------|
| • Mesh Panel Fencing Green | 700mts X 2mt |
| • Leyladii | 400 tree saplings |
| • Composting | 4 pallets |
| • Resurfacing at Trevor Basin | 30 tons of stone chippings |
| • CCVT | Cameras X 2 |
| • Signs | 2 Signs |

This provides a perimeter security fence 2mts high each side of the tramway with a basic evergreen tree screen. Initially the tree screen will only be 1mt high but these plants are known for high growth rates of up to 1mt per year and therefore in 3 years they will have formed a reasonable hedge and on the fourth year will require hedge cutting and managing as time goes on.

FUNDING:

The PKC Group have completed the bulk of the restoration work on the Holly Bush Inn and we are now turning our attention towards increasing the footfall in Cefn Mawr which will be necessary to reopen the Ebenezer, as a viable project. With further development of the HBI on the food side we hope to be able to pick up trade from the Tesco clientele and improve matters from the east side of the village. However we also need to link into the west side and tourist trade frequenting the aqueduct and hence this document and how we foresee Jessop's Tramway contributing towards the economy of Cefn Mawr.

Jessop's Tramway holds a very important place in the history of the canal, aqueduct and the Cefn as a whole. Although the canal was cut and the aqueduct was built construction was terminated at the Trevor Basin. It had been planned to continue on to Chester and the River Dee, but never made it any further. This was an economic disaster for the company and so William Jessop, Telford's boss proposed his tramway to link local industry into the canal and bring trade to it. Before this, what has become the Cefn was just a place the canal was passing through on route to Chester and of no great significance.

Today the opposite is true, now Cefn Mawr is going through an economic disaster while the Llangollen Canal is one of the busiest sections of inland waterway in the UK and the aqueduct is one of North East Wales top tourist attraction. Therefore by reopening this historic Tramway, for exactly the purpose it was built for over 200 years ago, so that a similar and environmentally friendly transport system can be operated, to help save the community of Cefn Mawr, strikes the PKC Group as a good candidate for funding if ever there was one!

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WCBC LDP2

Planning Policy Wales - Planning for Retail and Town Centres – LDP2

The Assembly Government's objectives (PPW 10.1.1) for retailing and town centres are to:

- *Secure accessible, efficient, competitive and innovative retail provision for all the communities of Wales, in both urban and rural areas.*
- *Promote established town, district, local and village centres as the most appropriate locations for retailing, leisure and other complementary functions.*
- *Enhance the vitality, attractiveness and viability of town, district, local and village centres.*
- *Promote access to these centres by public transport, walking and cycling.*

Wherever possible this provision should be located in proximity to other commercial businesses, facilities for leisure, community facilities employment. **Town, district, local and village centres are the best locations for such provision at an appropriate scale (PPW 10.1.2).**

Corner shops in urban areas, village shops in rural areas, and public houses and other individual outlets with a retail function which are not part of established centres, can play a vital economic and social role and their loss can be damaging to a local community. Their role needs to be taken into account in preparing development plans (PPW 10.1.4).

People, Places, Futures – The Wales Spatial Plan (2008 Update) – LDP2

Key elements of the spatial strategy for this area include **strengthening key hubs as a focus for investment for future employment and improving the quality and diversity of the economy**. The Spatial Plan further suggests that there are opportunities for significant employment growth in health, particularly around Wrexham hospital. It also emphasises the importance of maintaining the quality of the offer of established key employment sites including the major industrial estates of Wrexham and Deeside and through the provision of a range of complementary strategic employment sites to attract high quality employers. Wrexham is identified as an area that competes in the international market in the field of mainstream manufacturing. It is important that the **quality and value of existing sectors within the spatial area are improved**, with the focus being on developing existing sectors, namely high manufacturing, financial and business services, public service administration, health and social care, **tourism retail and leisure**.

NOTE: ALL this applies to Cefn Mawr and this proposal / planning application.

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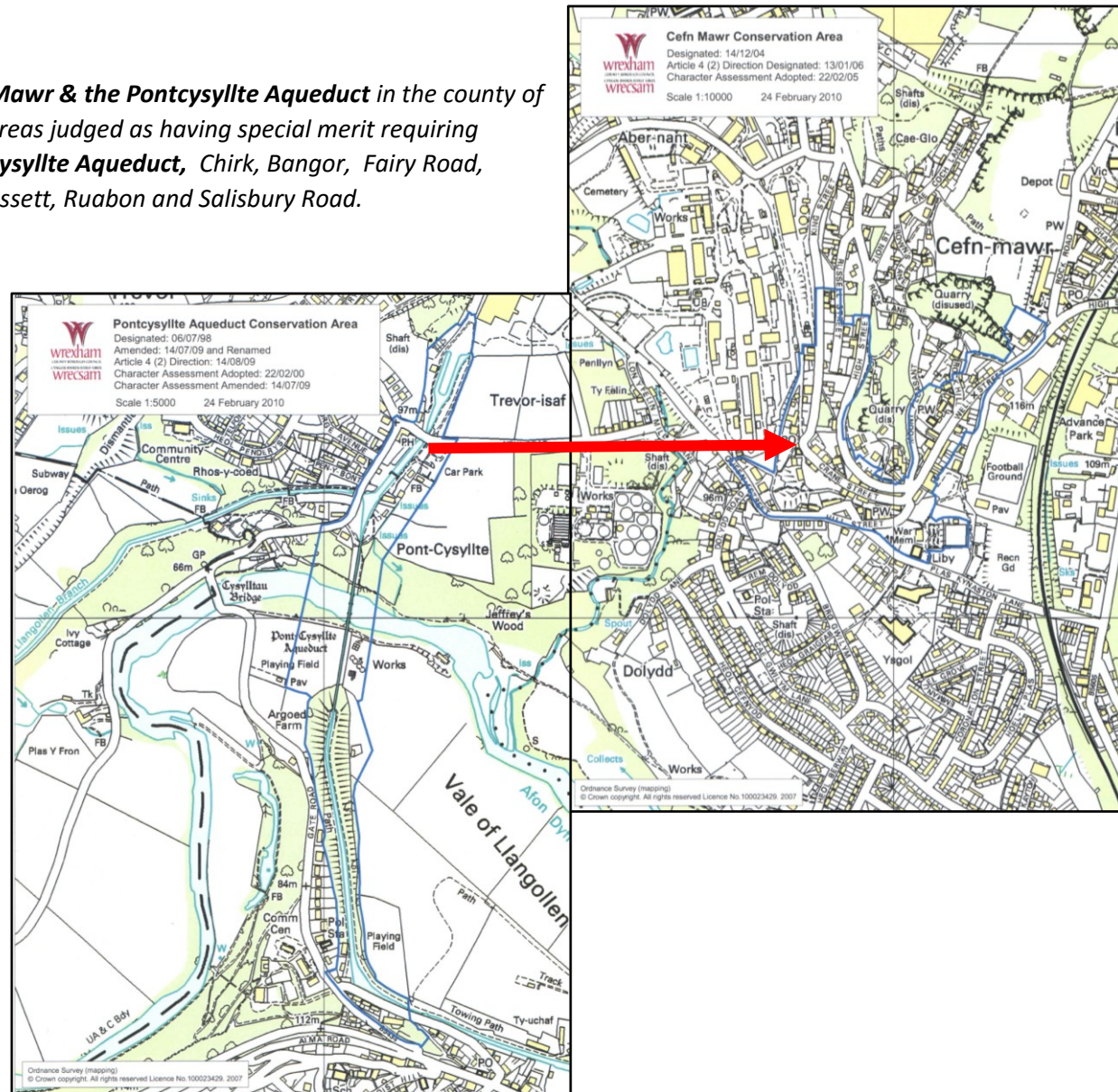
Conservation Areas – LDP2

There are 23 conservation areas including **Cefn Mawr & the Pontcysyllte Aqueduct** in the county of Wrexham and there are Article 4(2) Directions, areas judged as having special merit requiring additional controls in place at **Cefn Mawr, Pontcysyllte Aqueduct, Chirk, Bangor, Fairy Road, Gerald Street/Grosvenor Road, Holt, Overton, Rossett, Ruabon and Salisbury Road**.

NOTE: the two conservation areas are only half a mile apart and it makes sense to connect them together with appropriate infrastructure that complies with the LDP2 and all guide lines issued by the WAG.

This would consist of reopening Jessop's Tramway, to enable a horse drawn hackney service to be operated and eventually the full reinstatement of the Plas Kynaston Canal all the way to the Queens Hotel terminating in a 60 berth marina.

The distance from the Telford Inn at the Trevor Basin to the Post Office on Crane Square in Cefn Mawr is **676mts** as the crow flies indicated by the red arrow.



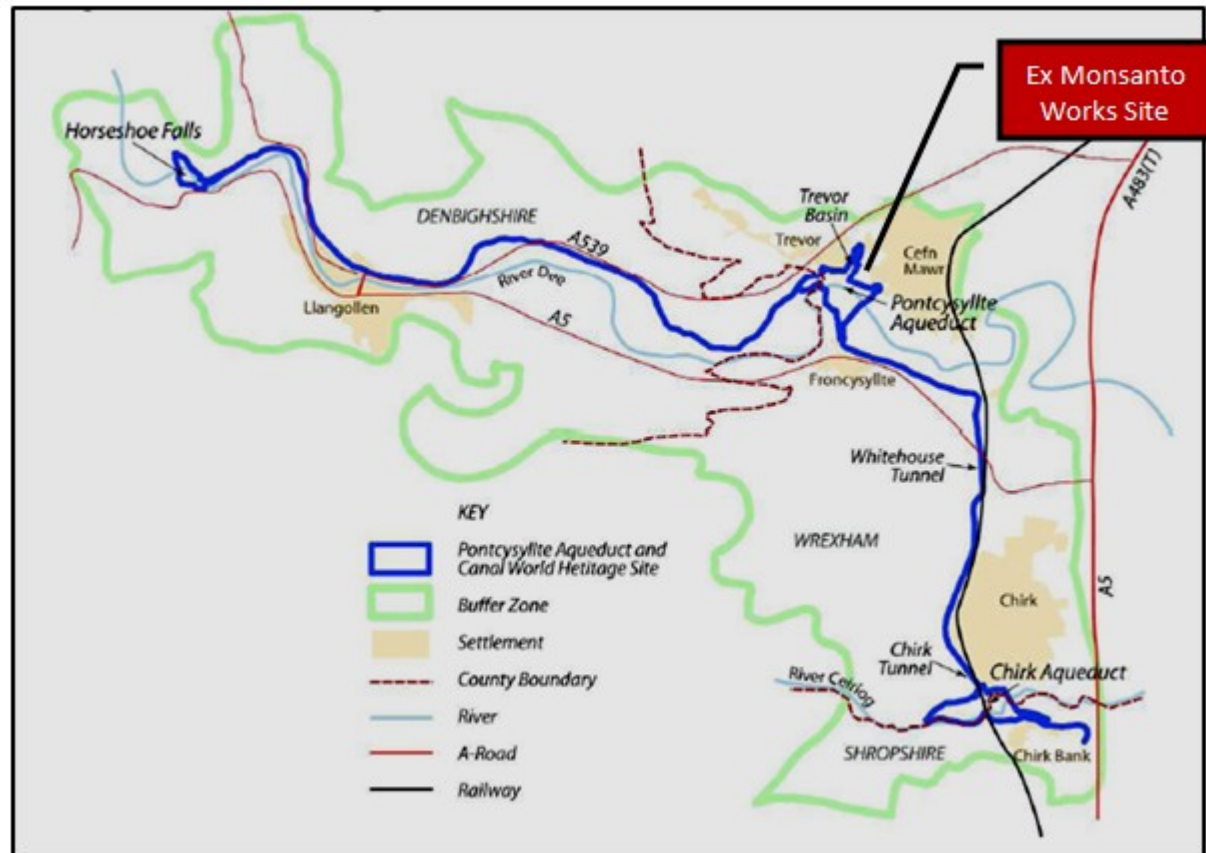
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Pontcysyllte Aqueduct and Canal World Heritage Site – LDP2

The Pontcysyllte Aqueduct and Canal was inscribed by UNESCO as a World Heritage Site in June 2009. The World Heritage Site forms a linear corridor which extends from the Horseshoe Falls west of Llangollen (Denbighshire) to Gledrid Bridge to the east of Chirk Bank (Shropshire). The area inscribed within the World Heritage Site incorporates the Pontcysyllte Aqueduct and associated engineering features Horseshoe Falls, Chirk Aqueduct, the Llangollen feeder canal, cuttings, embankments and tunnels. The immediate visual setting of the Horseshoe Falls, Pontcysyllte Aqueduct and Chirk Aqueduct are also included.

The Outstanding Universal Value of the World Heritage Site is not contained purely within the inscribed area. The cultural, settled and aesthetic landscape which contribute to the presentation, setting, sense of arrival and history of the World Heritage Site are all important to the integrity of the designation. Buildings, archaeology, views and landscape features combine in places to form distinctive character and sense of place which complement the experience and understanding of the World Heritage Site.

A Buffer Zone has therefore been drawn around the World Heritage Site to allow historic, cultural and landscape elements which contribute to the authenticity and integrity of the Site and therefore to its Outstanding Universal Value to be conserved. The boundary follows the principal ridgelines of the Dee, Chirk and Ceiriog valleys to include the Site's broad landscape and visual context.



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The Buffer Zone itself is not of Outstanding Universal Value, it simply defines the outer limits of a zone containing areas which by association with the World Heritage Site are important to the Site's Outstanding Universal Value. It is not the purpose of the Buffer Zone to impose a blanket conservation approach to the entire area, but to encourage sustainable development which through contextual awareness conserves and enhances the World Heritage Site.

PKC Group Fully Supports, and makes the positive contribution of prompting the remediation of this.....the ex-Monsanto works site, looking at Trevor Basin from Cefn Mawr.

This vacant and contaminated site literally stands between centre of Cefn Mawr and the ability to support itself on a sustainable tourism based economy in conjunction with one of North East Wales's top tourist attractions. This immediately next to the AONB and within the Pontcysyllte World Heritage Site cannot be allowed to continue. Otherwise the LDP2 may as well be filled in the bin. Surely this cannot be allowed to continue, as said sometimes

Sustainability means treating the earth with respect so that it is in a healthy state for future generations. It also means making wise and sometimes challenging decisions in order to achieve positive benefits in economic, social and environmental terms.

The full statement of Outstanding Universal Value for the Pontcysyllte Aqueduct and Canal and the criteria the site meets can be found at:

<http://whc.unesco.org/en/list/1303>



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*The former industrial village of **Cefn Mawr has been identified** by a number of sources including Landmap and 'An Industrial Archaeological Survey of the area around the Pontcysyllte Aqueduct and Canal' as **of particular significance and even international significance**, partly because of its historic relationship with the World Heritage Site, and the Pontcysyllte Aqueduct. **As a relatively well preserved example of an unplanned industrial settlement**, Cefn Mawr makes a particular contribution to the understanding of the WHS and its industrial hinterland. The central area contains the Grade 2 listed Plas Kynaston which was linked to the Kynaston family that owned the Plas Kynaston Foundry from where the Aqueduct's ironwork was cast.*

***Several of the central streets trace the line of the old industrial tramway network** and it is likely that important archaeology remains beneath them. The old quarries provide visual evidence of the area's past, and the built heritage comprising a mixture of Cefn stone and Ruabon brick and terra cotta records and preserves the evolution and development of these very important historic local industries which are themselves **of regional and national significance**.*

Please see <http://plaskynastoncanalgroup.org/plas-kynaston/plas-kynaston-foundry/>

The Industrial Archaeological Study of the area around the Pontcysyllte Aqueduct and Canal recommends archaeological excavation to improve interpretation of the industrial origins of the World Heritage Site, for example one of the brick works around the Cefn Mawr area (Newbridge or Acrefair) associated with the site. This would provide opportunities to improve the visitor attractions in the area and provide synergy with the regeneration of the locality.

PKC Group Comment: although we see Cefn Mawr mentioned in the same section as the Pontcysyllte Aqueduct under the LDP2 we have yet to see ANY proposals or recommendations about how to unify the fragmented area. Cefn Mawr became isolated from the inland waterway network during the expansion of the Monsanto Chemical Works, back filling the Plas Kynaston Canal Branch and closing Oily Works Road which is a part of Jessop's Tramway and literally creating an atmosphere (HS2 releases) where people did not want to come to. Now the community of Cefn Mawr remains isolated by the vacant site which is an eye saw immediately next to the aqueduct and AONB?

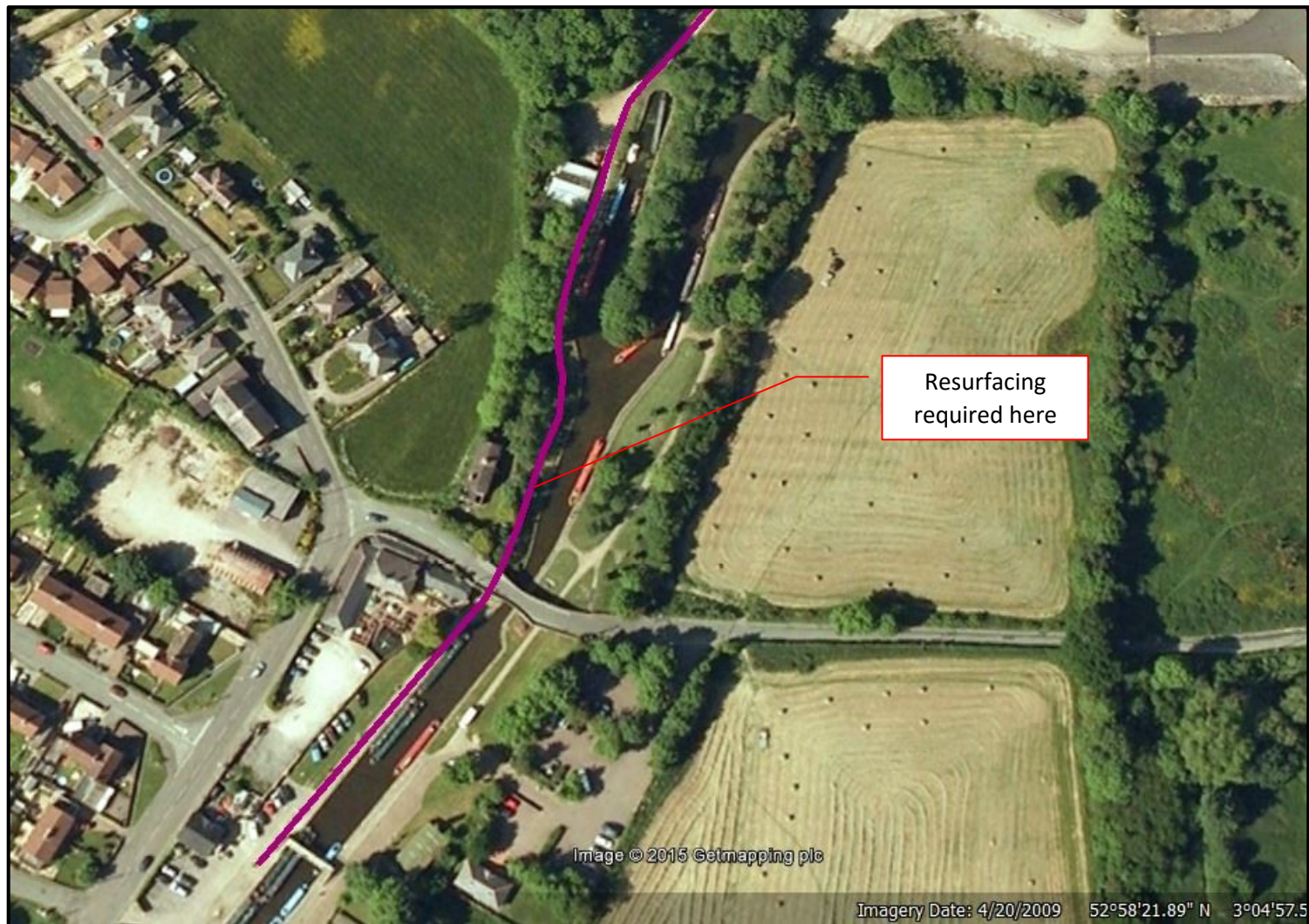
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THE ROUTE



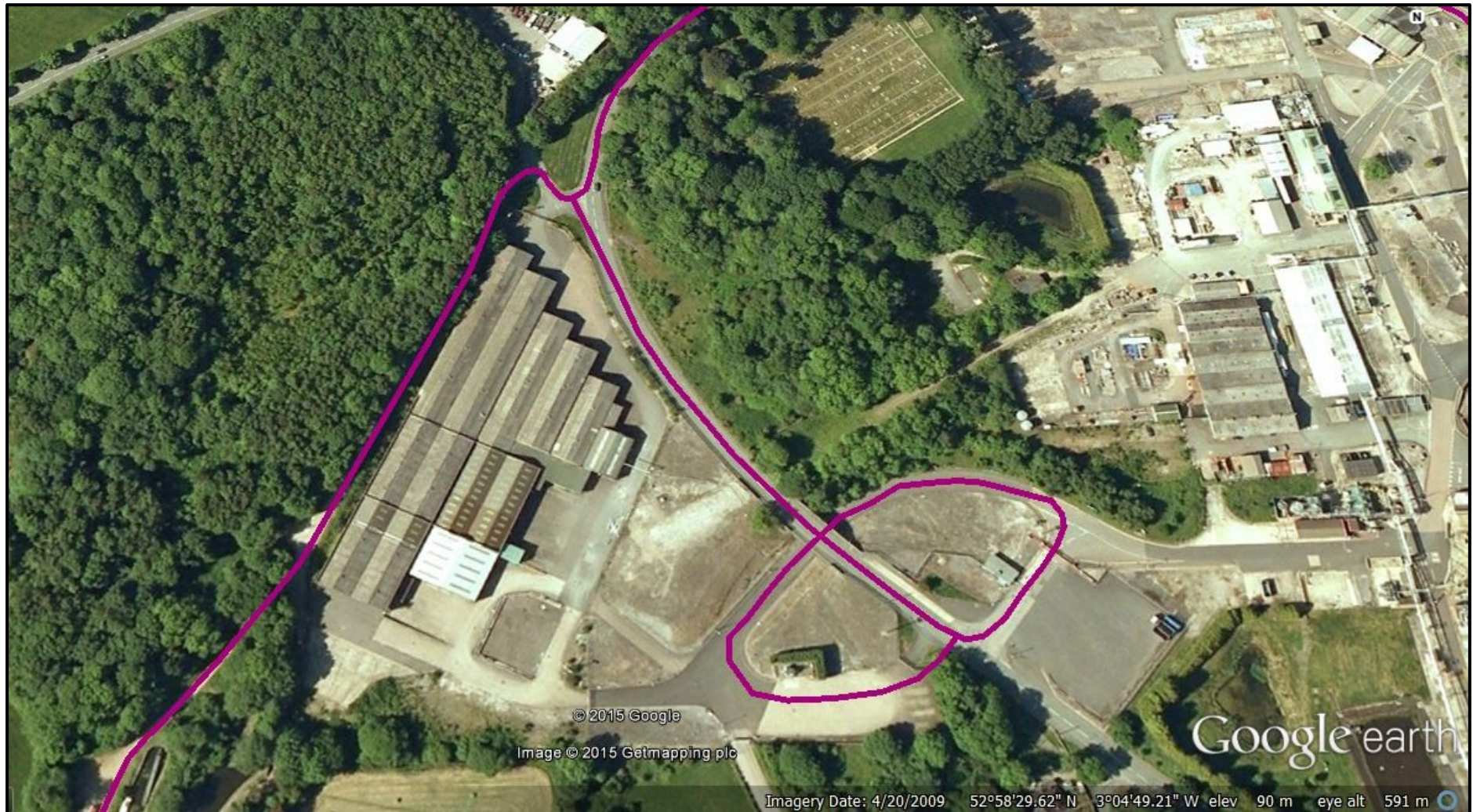
The route is 1 mile long between Cefn Mawr & the Aqueduct excluding the link into the Windborne Gateway Interchange as shown above.

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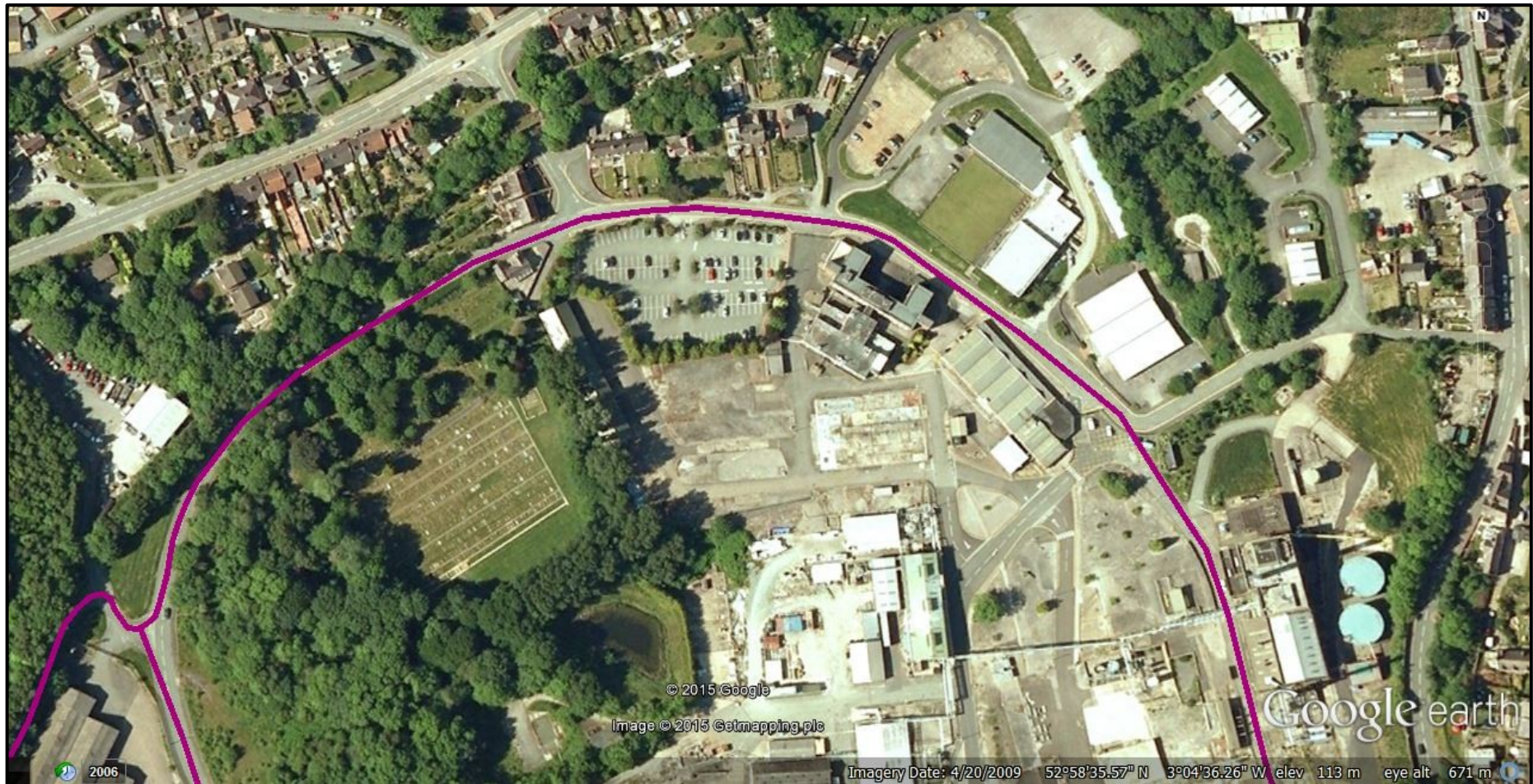
The Trevor Basin section to be resurfaced for approximately 100mts

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The loop in for the Windborne Gateway Interchange

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Jessop's Tramway following a constant gradient suitable for horse drawn vehicles, or hackney carriages

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The 320mts of track currently running through Eastman's site, see Eastman's JT 300mts Plan & Arial View for more detail

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The route to Cefn Square at the centre of Cefn Mawr outside the Ebenezer

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CARRIAGES



These type vehicles can provide an ideal for a hop on hop off type service plying between Cefn Mawr, the Aqueduct and the Windborne Gateway Interchange providing a safe reliable and environmentally friendly local transport service that can be owned and operated by our own local people. That is partnership working with our local community, WCBC and the WAG.