HILL & QUEENS STREET CEFN MAWR

Road Traffic Management

JULY 1, 2019

PLAS KYNASTON CANAL GROUP
Holly Bush Inn, Cefn Square, Cefn Mawr, Pontcysyllte WHS, Wrexham, LL14 3AE

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Introduction

This report has been complied in response to the black spot that has been created in our community due to increased traffic thoroughfare along Hill Street & Queens Street since the opening of the Tesco Supermarket in 2013.

I as a local community councillor fully support all our residents on this issue as the current state of affairs regarding road traffic management on Hill Street & Queens Street between WBG, Windborne Gate Parking and the junction of Plas Kynaston Lane with Hill Street is unacceptable.

The traffic flow is unsafe and dangerous to residents in our community and it is only through good fortune that we have not had a major road traffic incident, injury or fatality to date. The purpose of this document is to inform the relevant powers and bodies of the current situation in clear and precise terms, so should there be an incident all will have had due notice.

The primary cause of this road safety issue is a result of increased traffic flow since the opening of the new Tesco store in Cefn Mawr in 2013. This was not correctly anticipated in the Tesco planning application Traffic Assessment of 2008, P/2008/1081, or by WCBC deliberations on such.

This has then been further aggravated for our community by the re-routing of local bus services along this section of Hill Street & Queens Street to serve Tesco in 2014, which is totally unsuitable for this type of large vehicle, as identified in the initial planning application P/2008/1081 and WCBC Memorandum TH/DC/PD/2018/1081 in 2008.

The rerouting of bus services has left our village centre without public transport. This coupled with the loss of general traffic to Hill Street and Queens Street to serve the £20M Tesco store has had a very detrimental effect on the retail sector of our community. This does not comply with WPP or FGA 2015 Legislation. Cefn Mawr village centre, once a thriving and leading retail centre in South Wrexham is suffering from post-industrial depression since the closure of the only two main employers Monsanto and Air Products ten years ago, and now the arrival of Tesco in 2013.

There are perfectly good answers to this problem that can benefit both our community and Tesco if WCBC are willing to work with our local community, such as reopening Abernant Road, reinstating bus services along King Street & Crane Street and other practical solutions.

David Metcalfe,

Cefn Community Councilor & AONB Champion,

David & Iona Metcalfe,
Fron House,
Canal Side,
Froncysyllte,
LL20 7RB,
Tel: 07796 260 666 & 07515 915 020
www.pkcgroup.wales
www.fronhouse.co.uk

History of Communication

WCBC Environment & Planning Department and WCBC Highways Department have clearly been informed on numerous occasions about the problems caused by the additional traffic flow on Queens Street & the lower part of Hill Street as a result of the Tesco Supermarket opening in 2013.

During the past six years local residents have repeatedly pointed out the problems being experienced, and dangers faced on Queens Street and lower Hill Street as a result of the increased traffic volume. This has even been supported by the local MP's such as Ken Skates, now Transport Minister for Wales and Sue Ellan Jones.

Our local Cefn Community Councillors have also been actively involved, Derek Wright and Sonya Benbow Jones have made reports of the problems both verbally and by email to the relevant departments of WCBC, and these have been backed up by correspondence form our MP's Sue Ellan Jones and Ken Skates.

This history of continued communication is shown in this report and therefore should an accident or fatality occur as result of not taking appropriate action to prevent such, then there is no excuse in claiming that it was not anticipated, expected or no fore warning was given.

One disturbing verbal response from WCBC during the course of the past seven years was when they stated that there was no reason for tacking action, because there has not been a fatality yet.

This would seem to be an extremely poor response to a very dangerous situation that has largely been created by poor anticipation of the impact that a major store (Tesco) would have on local infrastructure, i.e. our roads.

Furthermore, if it is necessary for one of our residents to lose their life before something is done, then it is not just the Black Spot in Cefn Mawr that needs addressing.

Queens Street & Lower Hill Street

Figure 1 Hill Street & Plas Kynaston Lane Junction

The junction of Hill Street and Plas Kynaston Lane represents the first major road traffic hazard. Here the bus can be seen pulling out of Plas Kynaston Lane after passing Cefn Mawr Primary School on Plas Kynaston Lane. All the bus routes have now been rerouted from our village centre to Queens Street serving Tesco.

This has left our village centre without public transport causing further and unnecessary economic hardship as well as the destruction of unsuitable road surfaces and sub straight by busses and other heavy goods vehicles in addition to the increased private car and van traffic volume along Queens Street and lower Hill Street, by passing Cefn Mawr Village centre via the Tesco road, Oxford Road.

This is causing damage to our local resident's property along Hill Street and Queens Street through road splash, ground vibration and direct impact damage. Furthermore, damage to road surfaces and structure is being caused by the constant mounting of the curbs and pavements by vehicles in order to pass each other.

Simply put Queens Street and the lower section of Hill Street roadway is not suitable for this volume or axle weight of traffic.

Figure 2 The upper entrance to Plas Kynaston Terrace

Obviously, the road junction here does not comply with TAN 18 visibility angles and therefore traffic flow should be reduced, not increased as the case has been since 2013.

Please note that Plas Kynaston Terrace also serves as an important pedestrian access route to Crane Street via the “Doctors Steps”.

Figure 3 Plas Kynaston House

Cefn Kynaston House opposite to Plas Kynaston Lane. This is the only listed building in the Cefn Area at the centre of the Pontcysyllte World Heritage Site and the increased road traffic volume on this single lane section of Hill Street is destroying the boundary wall.

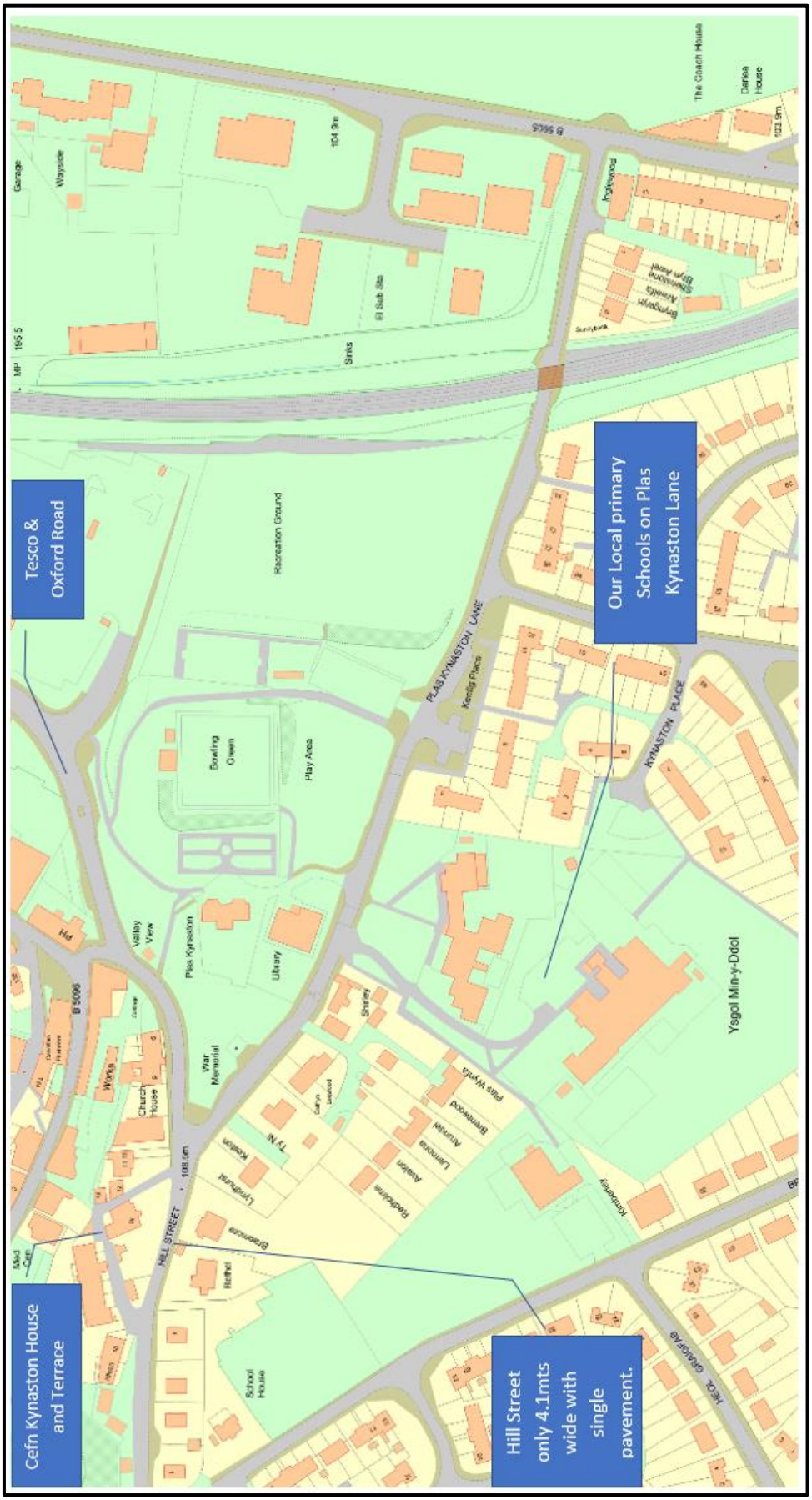


Figure 4 Plas Kynaston Terrace and Plas Kynaston Lane

Figure 5 Plas Kynaston House

The excessive traffic flow along this single lane section of Hill Street makes access to and from Plas Kynaston House where there are no pavements, an extremely dangerous activity.

Furthermore, the increased traffic flow, ground vibration and side splash from vehicles is causing accelerated deterioration and erosion of the boundary wall of the only listed building in the Cefn Mawr Conservation Area. What does this say for our conservation area or for that matter the Pontcysyllte WHS where the grounding principle is Conservation & Preservation of Heritage.

Figure 6 Cefn Kynaston Hill Street Entrance

Figure 7 Cefn Kynaston Driveway Entrance

Road Splash Erosion from passing vehicles on narrow section of Hill Street with no pavement. This erosion is destroying the boundary stone walling of the only Listed Building in Cefn Mawr and the Cefn Mawr Conservation Area. This kind of destruction should be prevented under the Article 4 legislation and Conservation Area guidance by WCBC and WAG, but what is being done?

Within a few more years this wall will collapse on to Hill Street which will cost far more to clear and rebuild than it would currently cost to repair and protect with a pavement reducing the road width to single file traffic with good drainage. This is another option to be considered in dealing with the current problem of the Black Spot on Hill Street and Queens Street.

Ignorance of this problem will only result in greater expenditure in the long run even if by good luck any accidents, injuries or fatalities do not occur. This is not an acceptable way forward and action to correct this situation should be taken.

Figure 8 Plas Kynaston Terrace lower junction

Again, the visibility angles at tis junction of Plas Kynaston Terrace and Hill Street do not comply with WAG TAN 18 requirements. This coupled with the lack of a pavement makes this a very bad junction where traffic flow should be restricted and not allowed to increase without due compensatory measures taken.

Furthermore, the direct and dangerous vehicular entrance with no pavement on to Hill Street that is only 4.1mts wide, for Plas Kynaston House can be seen.

Note the finger post sign for walkers to link up to our village centre. However, because of the poor provision for pedestrians in our village this has not proved very successful to date and our community sees very little from the vast numbers visiting the aqueduct.

Improving pedestrian access and facility would help with our economy as well as road safety and be in compliance with WAG policy such as Active Travel for Wales and other guide lines encouraging people to walk rather than drive.

Figure 9 Bowens Lane Junction

The junction of Bowens Lane with Queens Street. Unfortunately, this junction is on the inside of the bend and so traffic cuts in very closely to the walls resulting in a very dangerous situation and pedestrian crossing.

Please note that Bowens Lane is pathway No 26 in the Cefn Register of public pathways by WCBC and continues across Queens Street and down Brow Gwylm. This is a potential accident black spot waiting to happen.

Perhaps a simple Zebra Crossing would help here?

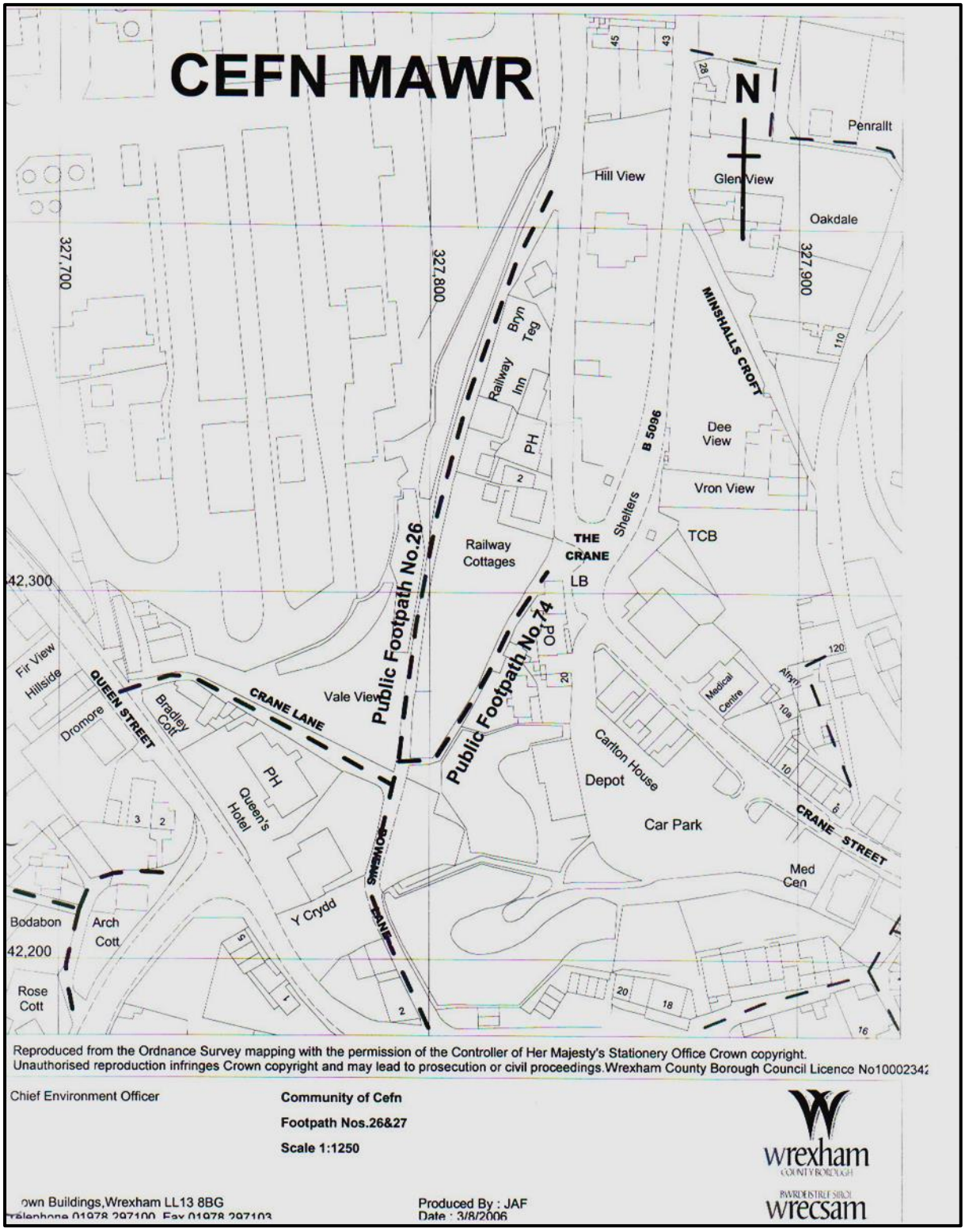


Figure 10 Bowens Lane Public Footpath No 26

Bowen's Lane as a designated public footpath by the local authority should be afforded adequate pedestrian safety. However, the situation although poor before the opening of Tesco has deteriorated further. This needs to be addressed before someone or some one's child is killed.

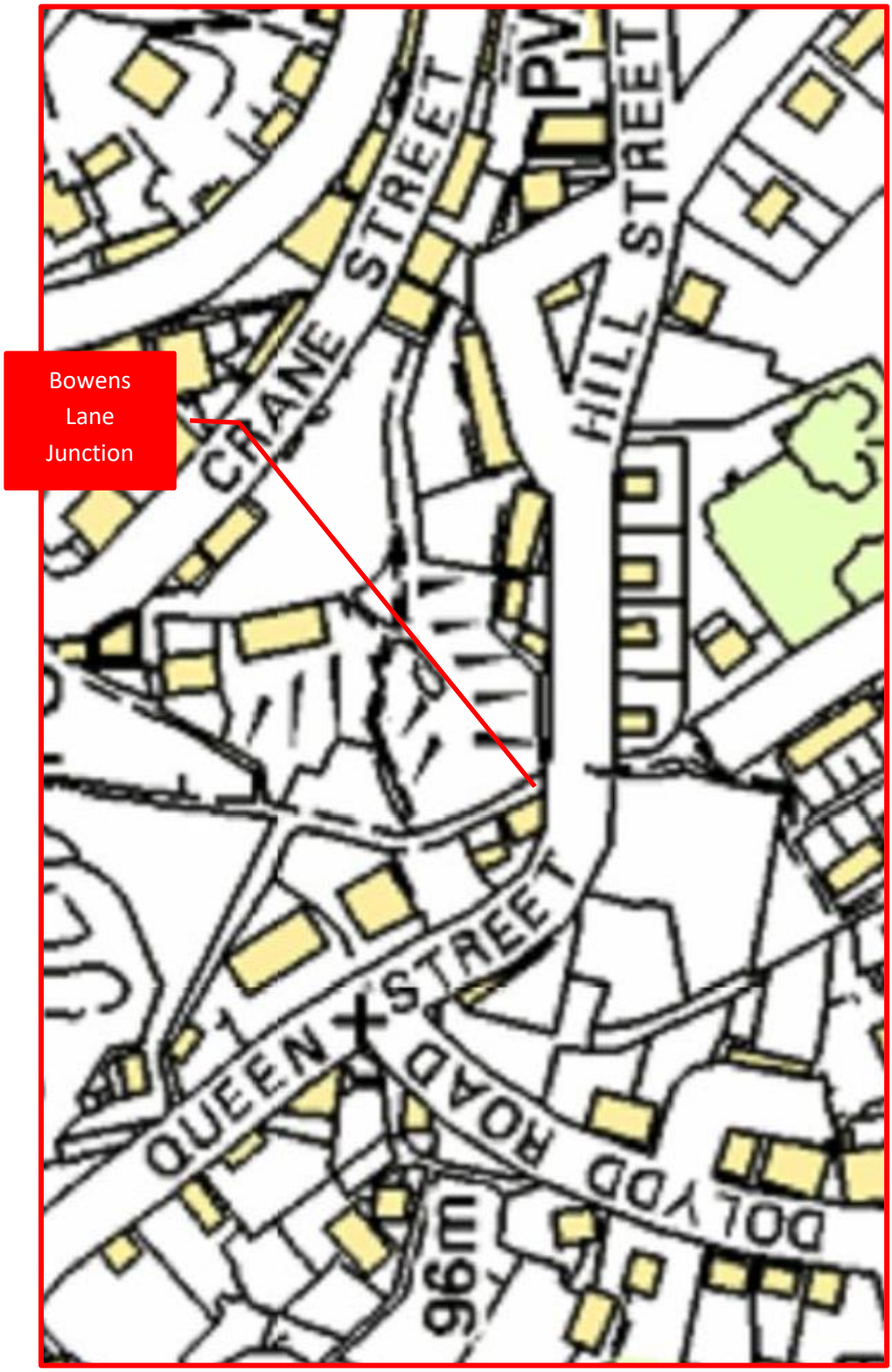


Figure 11 Bowens Lane Junction

Bowens Lane Junction has always been noted as a danger spot for pedestrians well known by our local people but with the excessive traffic flow now being experienced on Queens & Hill Street this is a death trap waiting to happen.

Figure 12 Vehicles Approaching Bowens Lane

The excessive traffic flow along this road must be curtailed before there is a fatality in our community. We ask WCBC to please take notice as due warning has been given.

Figure 13 Queens Street and the Queens Hotel

Looking down Queens Street past Queens Villars at the second section of single lane road that is unsuitable for the traffic flow being routed along it. Although the speed limit has been reduced from 30mph to 20mph this has not reduce the traffic volume and alternative routing needs to be made available for such which would reduce the current and excessive traffic flow.

A simple solution would be for WCBC to incorporate reopening middle road through the ex-Monsanto site in their latest master planning for the area and the ex-Monsanto site. This could effectively cut the traffic volume in half and bring much needed trade back into the village centre of Cefn Mawr as well as significantly improve road safety and environmental conditions.

Other names for Middle Road have been, Railway Road, Oily Works Road, Roadway 1, Canal Company Tramway and Jessop's Tramway. It could also be called Abernant Road as it crosses Abernant Brook.

The PKC Group have been lobbying for Jessop's Tramway or Abernant Road to be reopened since 2015.

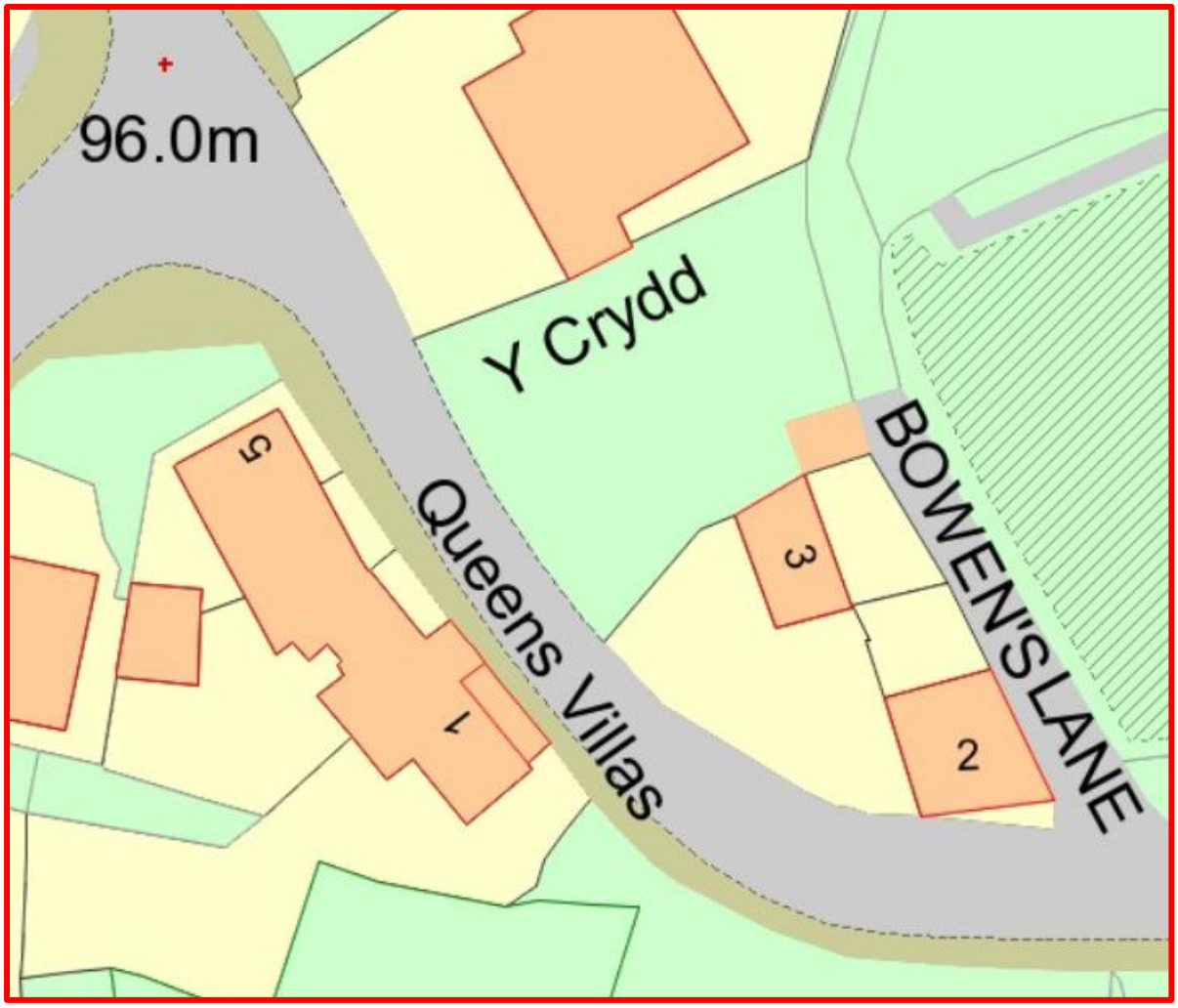


Figure 14 Queens Villars

This section of roadway along Queens Villars is not suitable for the increased traffic volume that has resulted as of the opening of the Tesco Store in Cefn Mawr. The roadway is not wide enough for full two-way traffic flow and only has one narrow pavement which vehicles are mounting on a regular basis in order to pass each other. This is causing damage to the pavement as well as being a danger to all pedestrians and vehicles using the road.

The housing on the outside of the bend, Queens Villars is sustaining excessive and unwarranted damage due to stone chip, ground shake from Public Transport & Heavy Goods Vehicles and direct impact damage. This is in addition to many private and other road users exceeding the speed limit along the new through fare. Excessive speed is the most common criticism of the traffic by all residents living along Queens Street and Hill Street. In short Queens Street and Hill Street has become a rat run between the A 539 and the B 5605, since the opening of Oxford Road serving Tesco and HGV's are using it as well as private and public transport.

What is needed is vehicle restriction. The 20mph speed limits imposed do not alleviate the problem, and due to the slower speeds (if complied with) only result in more ground vibration and increased CO2 production through lower gear usage of vehicles climbing the hill.

Figure 15 Queens Street & the Queens Hotel

Again, here we can clearly see that the roadway is not a full two-lane roadway and is only supported by a narrow pavement on one side of the road. Furthermore, this pavement switches sides at this junction of Dolydd Road with Queens Street giving another road traffic hazard immediately outside the licenced premises of the Queens Hotel. This is not a very good combination which has been exasperated by the increased traffic flow since 2013.

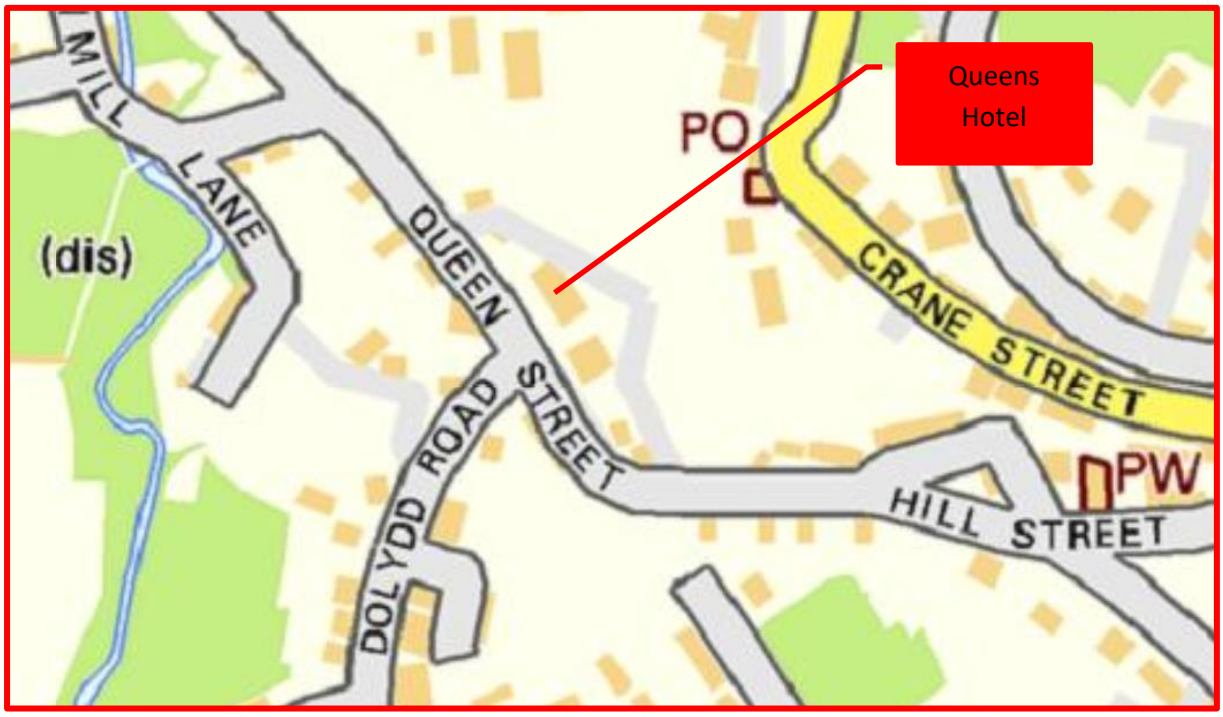


Figure 16 Queens Hotel on Queens Street

Ariel View

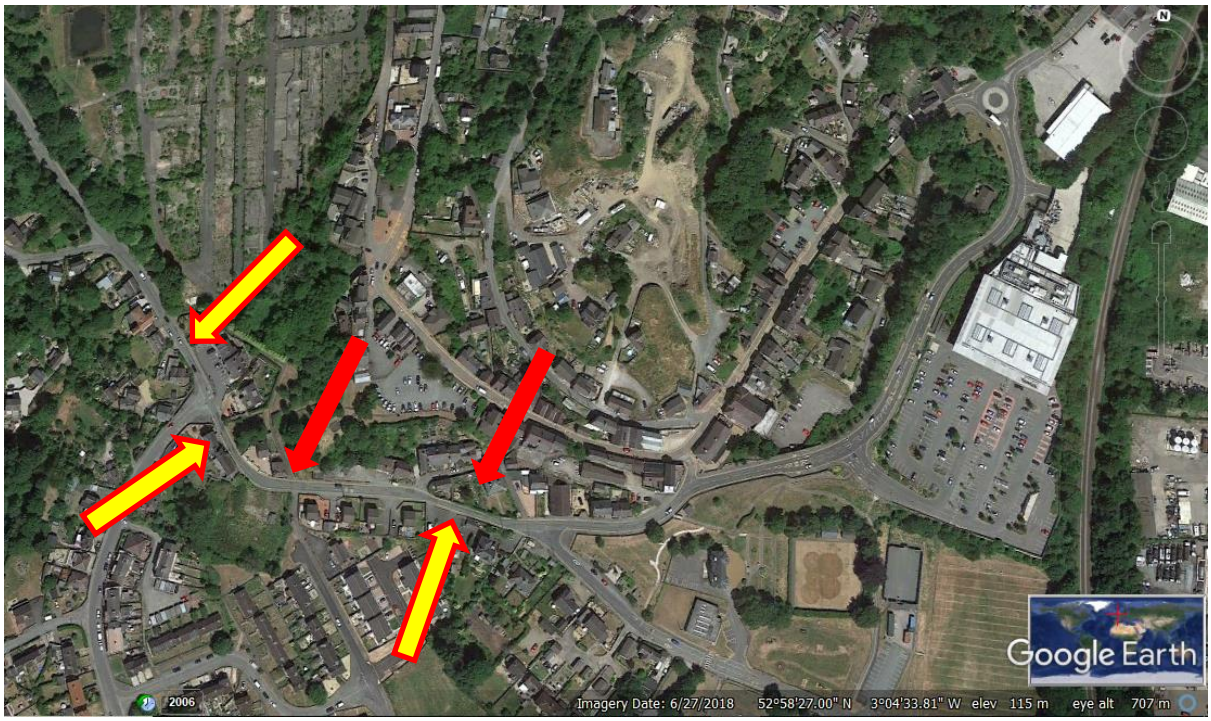


Figure 17 Black Spots and Restrictions

Hazards along Queens Street Left to Right Moving Up Hill:

1. Queens Street outside the Queens Hotel – single lane road pinch point (Red & Yellow)
2. Queens Villars above Dolydd Road – single lane road pinch point (Red & Yellow)
3. Junction of Bowens Lane with Queens Street – inside on blind bend (Red)
4. Both junctions of Plas Kynaston Terrace with Hill Street, poor visibility (Red)
5. Queens Street outside Plas Kynaston House – single lane road pinch point (Red Yellow)

Note (1): The new Tesco Store, it is clearly the largest building in Cefn Mawr and has an annual head count of just under half a million people. On right of picture.

Note (2): The new Oxford Road to serve the Tesco Store is a full dual lane road from the new Tesco roundabout to the top of Hill Street.

Note (3): It is the increased traffic volume to and from the Tesco Store and along the new bypass of Cefn Mawr that is the main cause the problems.

This increased traffic flow / volume is now also traveling along the section of Queens & Hill Street as indicated which is highly unsuitable for this amount of traffic.

Note (4): This has further been aggravated by the rerouting of bus services away from our village centre to serve the new Tesco Supermarket.

Bus Congestion

Figure 18 Bus mounting curb on Queens Street

Bus and HGV congestion on Queens Street on a steep hill on a blind bend where the road is below modern statutory requirements for two-way traffic can be very alarming.

Figure 19 Busses passing on Queens Street

Damage is being caused to the road curb and pavement as busses mount the only pavement on this section of Queens Street in order to pass one another daily.

This is a clear contravention of the Highyway Code that is being forced on our community and bus drivers by the inappropriate routing of busses on roads unsuitable for such large vehicles.

Queens Street and the pavement are clearly below modern-day statutory requirements for such usage, setting aside the very real dangers to our communities' residents and property owners are facing on this section of the road daily.

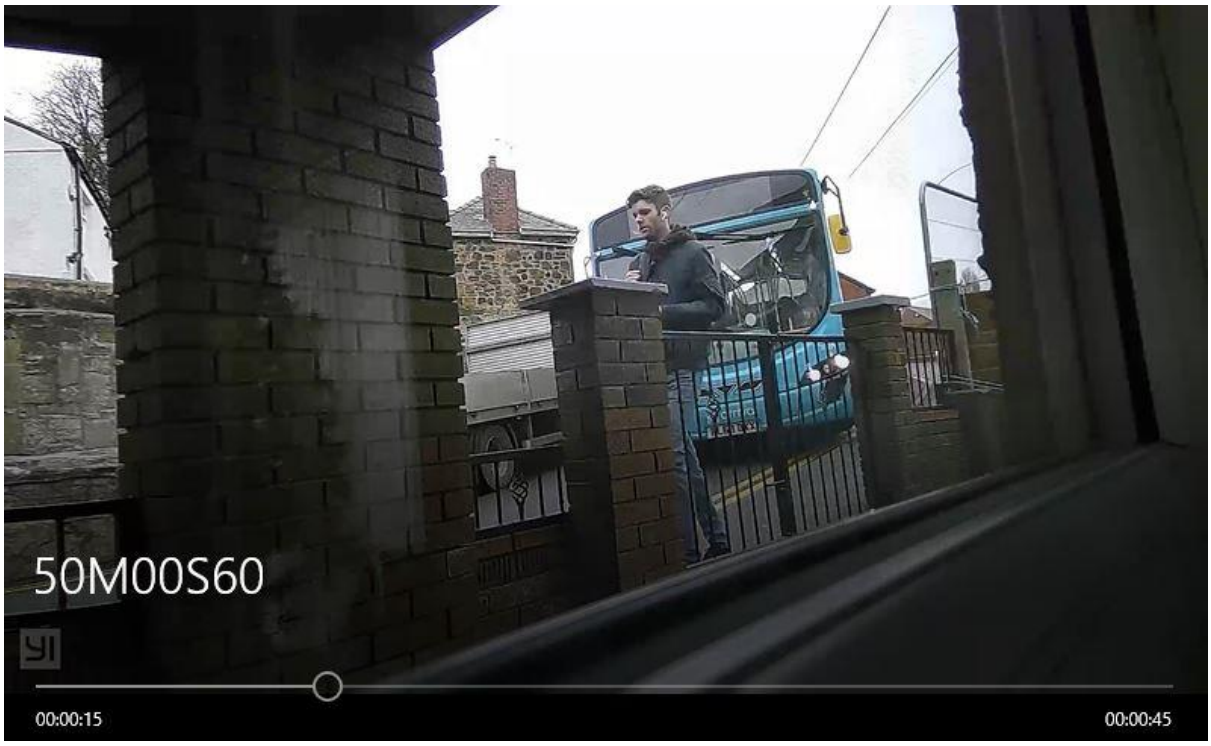


Figure 20 Pedestrian & Bus on Queens Street 31st December 2019

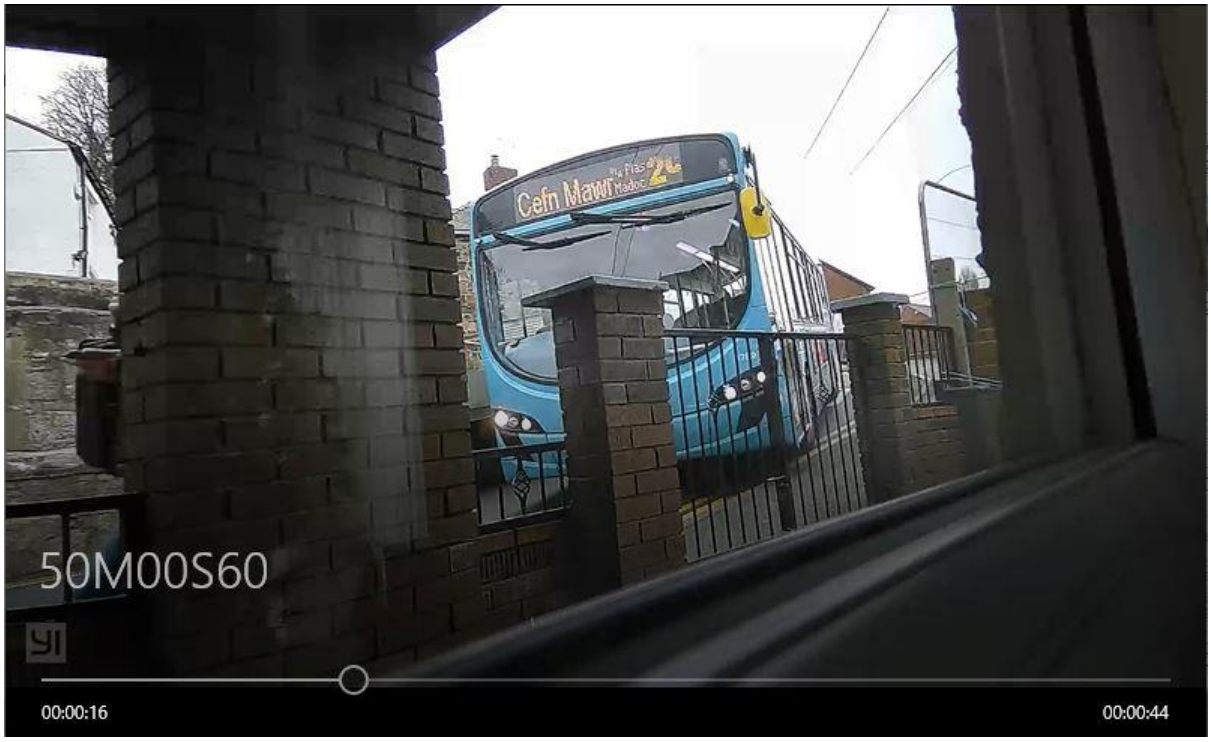


Figure 21 Bus gets closer 31st December 2019

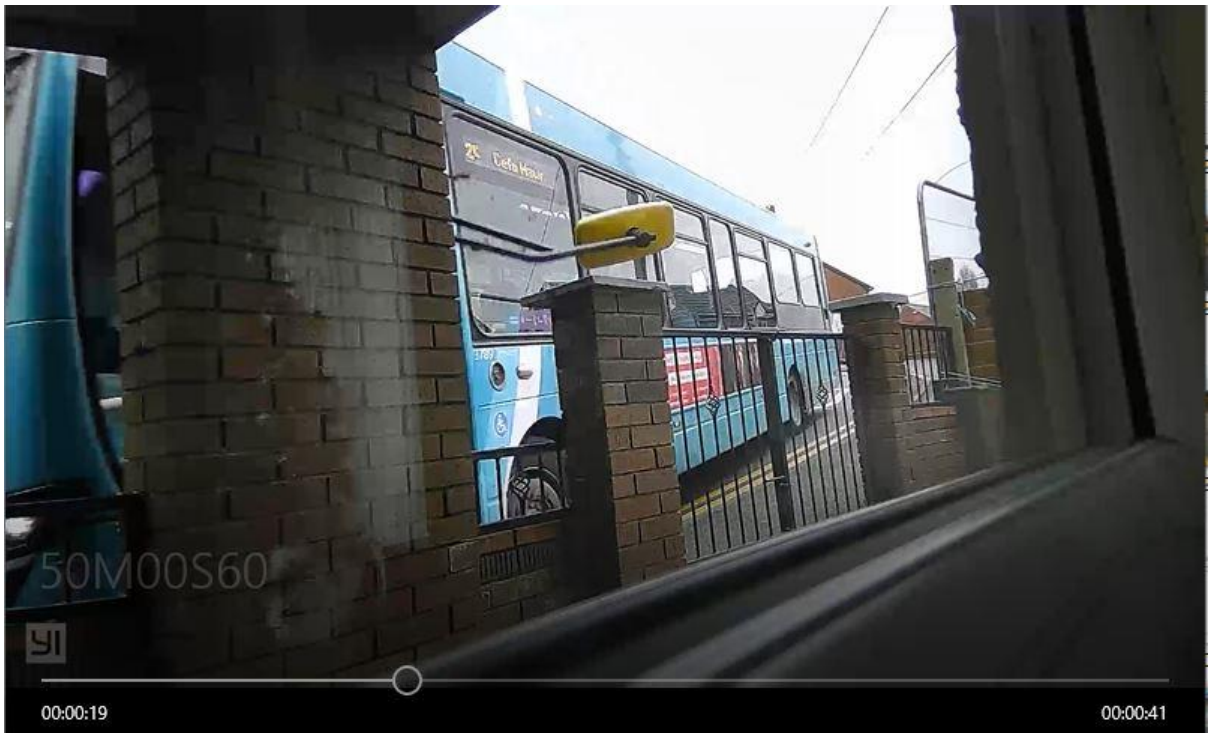


Figure 22 Impact Damage 31st December 2019

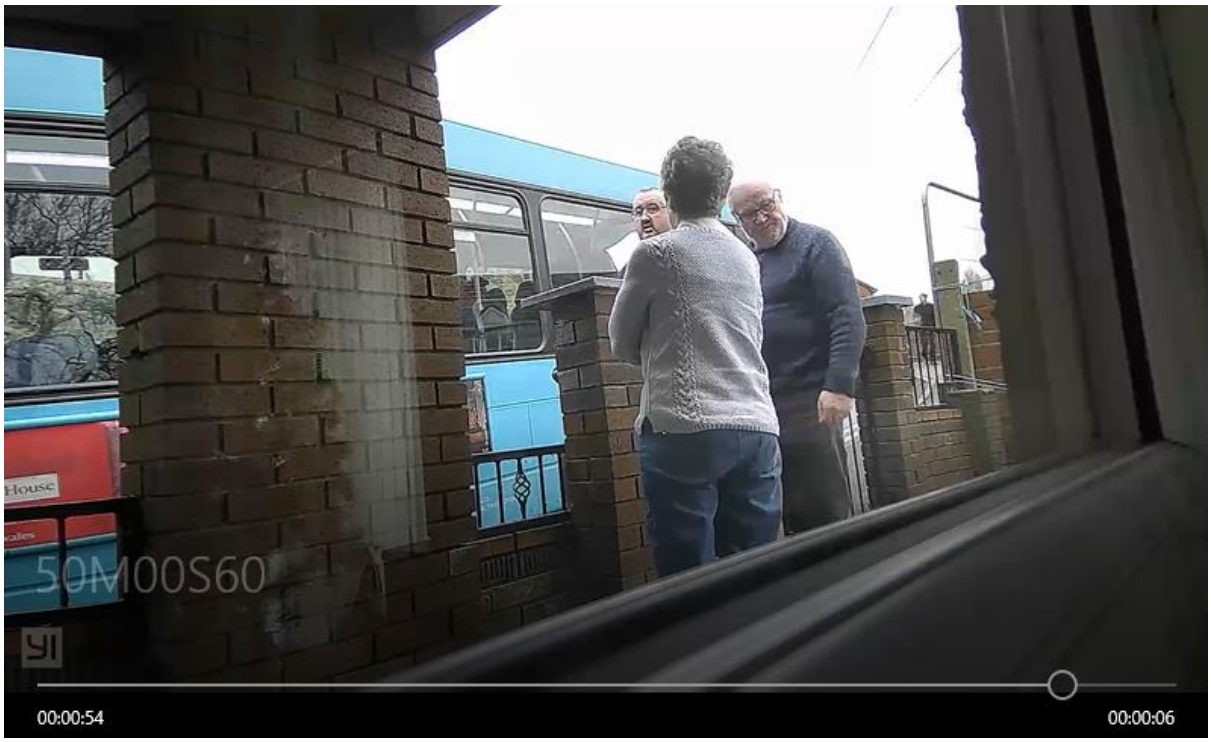


Figure 23 Traffic Jam 31st December 2019

PLEASE NOTE THIS WAS THE FOURTH INSTANCE OF IMPACT DAMAGE TO QUEENS VILLARS IN 2019

Correspondence – Email

From: Dave Metcalfe <pkcgroup@hotmail.co.uk>
Sent: 26 March 2020 06:50
To: Hyde, Daniel <Daniel.Hyde@uk.tesco.com>
Cc: 'patricia savage' <patricia.savage1@btinternet.com>; mauricegrowney@btinternet.com <mauricegrowney@btinternet.com>; indionajones@hotmail.com <indionajones@hotmail.com>; rodtaylor2011@hotmail.co.uk <rodtaylor2011@hotmail.co.uk>; David Taylor <dta001@icloud.com>; jta002@icloud.com <jta002@icloud.com>; andrew.smith10@tesco.com <andrew.smith10@tesco.com>
Subject: Re: ROAD SAFETY and working in partnership

Dear Daniel,

Thank you for seeing us at our meeting on Monday (23rd) at your store.

As a recap of the meeting for our other members not present:

- The general situation was discussed
- We made you aware of our renewed effort to make everyone involved aware of the situation.
- You downloaded the Queens Street & Hill Street Road Safety Issue document from our web site.
- We informed you that this was a live document being added to as we go along but at the time of the meeting numbering in excess of 100 pages.
- We all agreed that the matter would be referred to the appropriate road safety and planning department of Tesco, which we were glad to hear.
- We expressed our wishes that this was the way we wished to proceed, i.e. meeting with local store manager who would then refer the report on, and again we all agreed that this was the correct way to proceed.

  The only item missing at present (25th) is that you as the store manager did say you would provide an email stating the above which we are still waiting on. However, since we have listed all main points from the meeting then perhaps a simple conformation email to this will suffice.

  We are now waiting on TESCO Planning & Road Safety Department coming back to us, and since this is a very real road safety issue in our community, we would expect a response within a reasonable time frame despite the current COVID 19 crisis. The current epidemic will not prevent a fatality or serious injury occurring as a result of this continuing road safety issue. Therefore, it must not be marginalised as it will only escalate once the current crisis subsides and restriction on travel is lifted.

  I would also like to add that if you have any questions or reservations about the report, we have complied please get in touch about such so we can either clarify or rectify if necessary.

Regards,

David,

PKC Group Project Manager,
Cefn Community Councillor & AONB Champion,

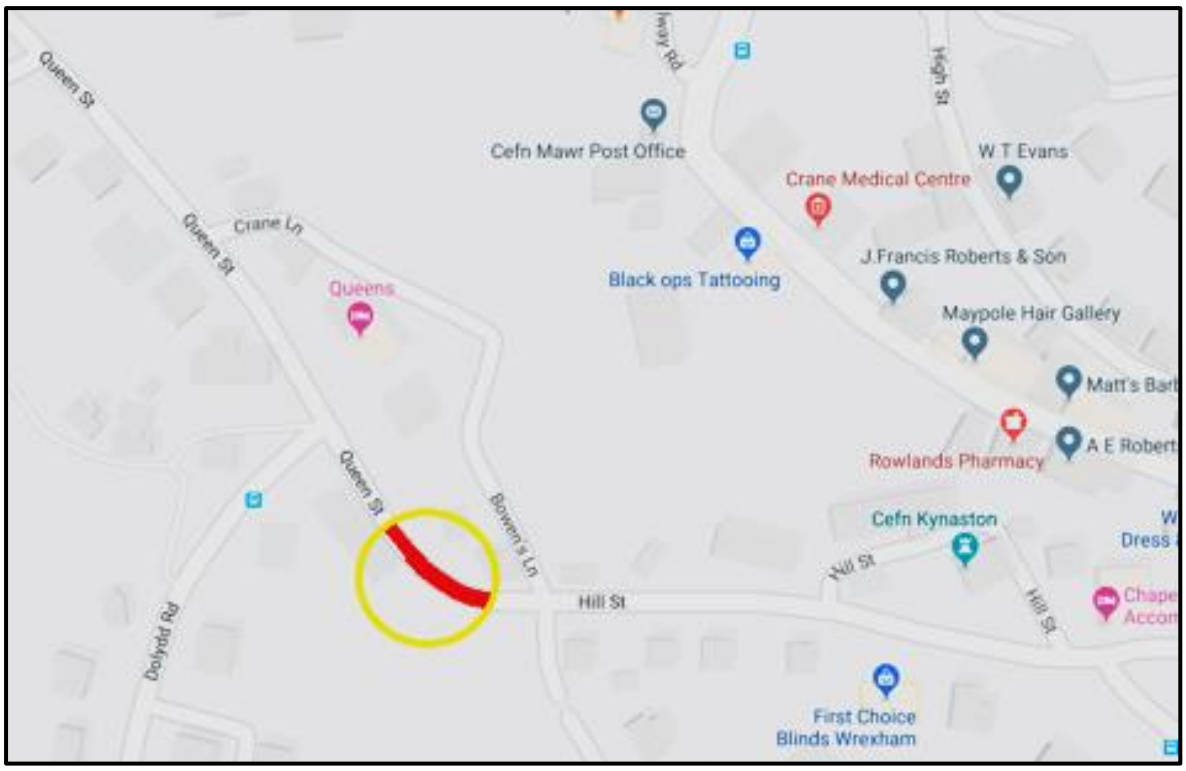
David & Iona Metcalfe,
Fron House,
Canal Side,
Froncysyllte,
LL20 7RB,

Tel Office: 01691 239 644
Tel Mobile: 07796 260 666 & 07515 915 020
www.baynon-property-services.co.uk
www.pkcgroup.wales
www.fronhouse.co.uk

From: Rod Taylor <rodtaylor2011@hotmail.co.uk>
Sent: 04 February 2020 17:03
To: Dave Metcalfe <pkcgroup@hotmail.co.uk>
Subject: Dangerous vehicles on Queens St Cefn Mawr

Hi Dave,

I frequently walk up and down Queens Street and without doubt the most dangerous part of this road is the section shown in red in the picture below



The path becomes restricted at this point, plus the road width and bend means two way traffic at this point (particularly vans, lorries and buses) have to venture close to, and at times onto the pavement to pass oncoming traffic, I have to be especially careful of wing mirrors on vans and lorries, and I would not be surprised if some pedestrians have not been hit in the past. Furthermore, as you know, one house roof (Pat's) has been damaged on several occasions.

Like many roads in this area Queens Street was never designed to take heavy traffic and I would therefore like to make two suggestions that I feel are obvious and should be considered to improve pedestrian and vehicle safety on this dangerous stretch of road;

1. I understand that cars and public buses (currently) may have to use the road, other traffic such as vans, private coaches and lorries could (and probably should) be completely banned, or, if not banned, at least they could be stopped using Queens Street in one direction (halving heavy traffic damage to both houses, walls and the road). As an example Tesco's own delivery vehicles do not use this section of Queens Street, there access both in and out is via Rhosymedre.

2. If not banned, or one way, then the red section in the map (and probably the section between Hill St higher up) could be physically restricted to one vehicle width, this may also require traffic lights to avoid issues in the bend.

I am surprised that the three new houses being constructed on Queens Street where given planning permission without having to address this traffic issue, the pavement by them could have easily been moved back to further widen the road and allow vehicles to gain a clearer sight of oncoming traffic before entering the bend and getting into difficulties. I suspect unfortunately, that opportunity has now been lost.

Regards

Rod Taylor
Resident Cefn Mawr

From: Dave Metcalfe <satratdave@hotmail.com>
Sent: 29 January 2020 12:03
To: Derek Wright <Derek.Wright@wrexham.gov.uk>; Dave Pugh <Dave.Pugh2@wrexham.gov.uk>; Darren Williams <Darren.Williams@wrexham.gov.uk>; John Walsh <John.Walsh@wrexham.gov.uk>; Cefn Community Council <cefnmawrparish@btconnect.com>
Cc: Sonia Benbow-Jones <Sonia.Benbow-Jones@wrexham.gov.uk>; Paul Blackwell <Paul.Blackwell@wrexham.gov.uk>; 'Trina ' <cefnmawrparish@btconnect.com>; Kate <katherinetiltman@gmail.com>; Isabel Twigg <itwigg299@gmail.com>; joan.jones6@talktalk.net <joan.jones6@talktalk.net>; Phil Vaughan <pmv014@outlook.com>; 'gaynor-wright1' <gaynor-wright1@hotmail.co.uk>; bcookenlli@aol.com <bcookenlli@aol.com>; alanennis@outlook.com <alanennis@outlook.com>; benjaminetwigg299@gmail.com <benjaminetwigg299@gmail.com>
Subject: Re: State of the roads in my Ward

Dear Derek,

Thanks for the update on the meeting and I agree with you and all on the general condition of the roads, as many have also said to myself in the Holly Bush Inn and elsewhere in our community.

I will include this email along with the other email in my report on Queens Street as Queens Street, although resurfaced recently and now being dug up (gas works), will deteriorate again as it is an unclassified road now being used as a thoroughfare, and therefore will deteriorate quickly not being suitable for the volume of traffic it is seeing.

Furthermore the effect of the additional traffic is now having on the bottom of Coronation Street as a result of Queens Street and Hill Street being closed off temporarily (as mentioned in your email) only serves to highlight the volume of traffic being experienced on Hill Street and Queens Street on a DAILY basis.

I hope I have the CCC support in our renewed effort with the black spot in our community following last night's meeting.

Regards,

David Metcalfe

David & Iona Metcalfe,
Fron House,
Canal Side,
Froncysyllte,
LL20 7RB,

Tel Office: 01691 239 644
Tel Mobile: 07796 260 666 & 07515 915 020
www.baynon-property-services.co.uk

From: Derek Wright <Derek.Wright@wrexham.gov.uk>
Sent: 29 January 2020 11:13
To: Dave Pugh <Dave.Pugh2@wrexham.gov.uk>; Darren Williams <Darren.Williams@wrexham.gov.uk>; John Walsh <John.Walsh@wrexham.gov.uk>
Cc: Sonia Benbow-Jones <Sonia.Benbow-Jones@wrexham.gov.uk>; Paul Blackwell <Paul.Blackwell@wrexham.gov.uk>; 'Trina ' <cefnmawrparish@btconnect.com>; Kate <katherinetiltman@gmail.com>; Isabel Twigg <itwigg299@gmail.com>; joan.jones6@talktalk.net <joan.jones6@talktalk.net>; Dave Metcalfe <satratdave@hotmail.com>; Phil Vaughan <pmv014@outlook.com>; 'gaynor-wright1' <gaynor-wright1@hotmail.co.uk>; bcookenlli@aol.com <bcookenlli@aol.com>; alanennis@outlook.com <alanennis@outlook.com>; benjaminetwigg299@gmail.com <benjaminetwigg299@gmail.com>
Subject: RE: State of the roads in my Ward

Good Morning Dave, All

Further to my email below the subject of the condition of our roads here in Cefn was discussed at length at the Community Council meeting last night. With all Councillors saying they are receiving daily complaints regarding the roads particularly Cae Gwilym Lane as this is the main artery to all the other roads in the bottom of Cefn.

Can you please advise when we can expect any improvement/repairs/resurfacing?

Cheers
Derek

From: Derek Wright <Derek.Wright@wrexham.gov.uk>
Date: Wednesday, 22 Jan 2020, 2:52 pm
To: Dave Pugh <Dave.Pugh2@wrexham.gov.uk>
Subject: State of the roads in my Ward

Hi Dave,

Is there any up date on when the roads in our Ward be resurfaced, also what if any is the programme for this work to be carried out?

I'm having daily complaints now about several roads in the Ward, the main ones being Cae Gwilym Lane, Emmanuel Grove, Trem Dolydd, Tower View and the shared road with Paul Blackwell's Ward, Oak Road.

I think Cae Gwilym Lane is being damaged more and more each day by all the extra traffic caused by all the work being done to improve the housing stock. Also now since the beginning of the year by the closure of Queen Street and Hill Street, it appears buses are now turning on this Lane with these road closures, churning up the road surface. I was shocked this morning when I went there to look at this Lane, at the bottom of Coronation Street junction it is like a ploughed field.

This needs urgent action.

Please advise
Cheers
Derek

From: yvonne handford <yhandford06@hotmail.co.uk>
Sent: 27 January 2020 10:26
To: Dave Metcalfe <pkcgroup@hotmail.co.uk>
Subject: Re: Meeting 28.01.20 & Queens Street Road Safety Issue.....

Dear Dave,

As the owner of the Queens Hotel in Queens Street, Cefn Mawr, I am extremely concerned about the issues surrounding traffic on Queen Street, and would like to see an improvement of road safety in this location.

Yours sincerely,

Yvonne Handford.

Sent from my iPhone

On 26 Jan 2020, at 13:53, Dave Metcalfe <pkcgroup@hotmail.co.uk> wrote:

Dear Yvonne,

Don't worry about the CCC meeting on Tuesday, I may well not be there myself as Iona and I have to attend a funeral in Glencoe tomorrow!

What I need from you right now is an email as the Queens Hotel owner stating that you would like to see an improvement if road safety on Queens Street.

Regards,

David,

David & Iona Metcalfe,
Fron House,
Canal Side,
Froncysyllte,
LL20 7RB,

Tel Office: 01691 239 644
Tel Mobile: 07796 260 666 & 07515 915 020
www.baynon-property-services.co.uk
www.pkcgroup.wales
www.fronhouse.co.uk

From: Carol Davies <carolgreenfrog@gmail.com>
Sent: 23 January 2020 23:36
To: pkcgroup@hotmail.co.uk <pkcgroup@hotmail.co.uk>
Cc: satratdave@hotmail.com <satratdave@hotmail.com>
Subject: Queens Street/Hill Street

Hi Dave,

I'm so sorry that I missed you earlier. We had my sister and family round for dinner, and I was also on the phone to my parents up in Northumberland, so it was all going on.

Here is the account.

In the summer of 2018, I was returning a bucket to our next door neighbor, who had given us some new potatoes in it. I stood at our front gate and saw a car paused opposite, waiting its turn to go past the front of our garden wall, on its way down Hill Street towards Queen Street. I glanced down the road to my right and saw a vehicle on its way up Hill Street. Usually, cars alternate through this narrow section, so I believed I had enough time to safely leave the front gate and turn left, to head to my neighbour's house, one door up from us on Hill Street. As I stood on the step in front of our gate, I was protected by the wall. I turned as usual to close the gate with my right hand, and in doing so, my left hand swung out maybe 6 or 8 inches beyond the wall.

Suddenly, my arm was jerked with incredible force, as the car heading up Hill Street had chosen to speed up and squeeze through the gap between our garden wall and the car waiting opposite. The handle of the bucket I was carrying had got caught on the wing mirror of the speeding car and I was pulled forward into the car as it travelled past me. It happened so fast I have no idea how I wasn't more injured. As I found myself falling into the road, the car cracked the bucket, making a loud noise. I felt shocked, but grateful not to have been seriously injured.

To leave our property, we must either step outside of our front gate, directly onto the road where there is no pavement, and where the road curves slightly, obscuring vision, or we can leave via the back door and walk down the alleyway between us and the next house, and cross the road from there. However, this option affords even less visibility, so we continue to step out of our front gate. I am a carer for our two daughters, both registered disabled. This is not an ideal situation for us.

Here is my suggested solution:
If a pavement could be made extending the existing pavement on Hill Street so it ends at our front gate, we would be able to step out of our gate safely. If similarly, a pavement was created outside of Emma Forrest's house, the section between that location and our front gate could be made into a priority road. If both these locations were marked with a bollard, and the pavement opposite to them was similarly widened, then it would make it impossible for traffic to speed through, as it currently does. It would also make it impossible for a bus and a car to attempt to pass each other in the manner that has led to Pat's house being damaged on several occasions. The angle that the bus approached the bend would be changed. Another advantage would be that elderly people going to and from the Post Office and crossing by Emma's and Pat's houses would be made safer, as their visibility would be greatly increased, and they would have a shorter distance of road to cover to get to the other side.
Similarly, parents pushing buggies or managing toddlers on their way to the two primary schools would be safer crossing at the narrowed sections. Early morning and late evening bus travellers, hurrying to catch the bus from the bus stop just above Pat's house would be more visible and safer.

I hope this helps. I look forward to reading your report. We're away this weekend but if you email it we'll read it and can have a chat about it in the car - we have a 4hr journey ahead of us so it will be a good chance to have a natter about it.

I look forward to speaking to you sometime next week.

Kind regards,

Carol

Cefn House, Cefn Mawr.

From: Derek Wright <Derek.Wright@wrexham.gov.uk>
Sent: 13 January 2020 13:46
To: Dave Metcalfe <satratdave@hotmail.com>; 'Trina ' <cefnmawrparish@btconnect.com>; Sonia Benbow-Jones <Sonia.Benbow-Jones@wrexham.gov.uk>; 'gaynor-wright1' <gaynor-wright1@hotmail.co.uk>; Paul Blackwell <Paul.Blackwell@wrexham.gov.uk>; joan.jones6@talktalk.net <joan.jones6@talktalk.net>; Isabel Twigg <itwigg299@gmail.com>; Phil Vaughan <pmv014@outlook.com>
Cc: 'Goodban, David (Staff Cymorth Aelod Cynulliad | Assembly Member Support Staff)' <David.Goodban@assembly.wales>
Subject: FW: Yet another Arriva incident to my property.

Dear Trina/All

Dave asked me to send information on the bus problems on Queen Street, Cefn. I thought other may be interested in the mails I've sent.

I've had several meetings with WCBC Highways and their Bus Officer, also with Arriva and other bus companies who operated in the village some time ago.

Bus arrangements where deregulated years ago, therefore these routes are the responsibility of the bus companies not the Community or County Councils. The only change to this would need to come from Welsh or the Westminster Governments.

Trina, my iPad was taken in over Christmas as the whole system collapsed there are some people I have not sent this to who are on email Kate, Barry and the Ennises, Ben? Also the councillors that are not in the email. Can you please forward this please.

Best regards

Derek

From: Patricia Savage <patricia.savage1@btinternet.com>
Sent: 02 January 2020 11:29
To: Darren.Green@wrexham.gov.uk <Darren.Green@wrexham.gov.uk>
Cc: Derek Wright <Derek.Wright@wrexham.gov.uk>; Arrivaclickenquiries@arriva.co.uk <Arrivaclickenquiries@arriva.co.uk>; pkcgroup@hotmail.co.uk <pkcgroup@hotmail.co.uk>
Subject: Clarification of the danger to pedestrians and property in Queen Street.

After several attempts to inform you of the danger to both pedestrians and property in Queen street, to no avail ,I have decided to try once more in the hope of having some response from yourself. The first photograph has been sent to you previously clearly providing evidence of the problem encountered when the bus has to mount the pavement to allow access to the other vehicle, this happens on a regular basis. The enclosed cctv recording demonstrates the necessity for the driver to avoid hitting the pedestrian before encountering a vehicle on the opposite side and consequently damaging my porch for the fourth time in less than ten months.
The previous response is that you have no authority over bus routes but surely if a route is deemed to be unsafe, which is clearly shown by the attached then this is an accident waiting to happen and needs some solution. Previous suggestions are:- a barrier on the dangerous bend, traffic lights, one way system, Oswestry buses servicing the village by a different route or smaller buses.
Still awaiting your reply.
Pat Savage

From: Derek Wright <Derek.Wright@wrexham.gov.uk>
Date: Wednesday, 27 Nov 2019, 2:42 pm
To: Patricia Savage <patricia.savage1@btinternet.com>
Cc: 'Goodban, David (Staff Cymorth Aelod Cynulliad | Assembly Member Support Staff)' <David.Goodban@assembly.wales>
Subject: RE: Yet another Arriva incident to my property.

Dear Pat,

I'm on holiday at the moment in Florida. As you can see I've forwarded your mail to Ken Skates' office to see if they can help while I'm away, in the mean time if you could email me all the contact details of Arriva you have I'll contact them on my return?
Best Regards
Derek

Hi Dave,

Can you take a look at the email below and see if Ken can put any pressure on Arriva to at least be responsible for the damage they cause?
I, and Ken in the past have looked at all aspects of stopping this damage, from installing a three way traffic light system at the Queen's junction (too expensive), to re-routing the buses around this problem by getting the buses going to Oswestry to go via Cae Gwilym Lane and Coronation Street etc, they would then never meet each other as the only buses that go up Queen Street are the buses going to Oswestry all the others come down Queen Street (due to deregulation they decided against this).

Please advise
Cheer
Derek

From: Patricia Savage [patricia.savage1@btinternet.com]
Sent: 27 November 2019 07:30
To: Derek Wright
Subject: Yet another Arriva incident to my property.

Hi Derek,

I accept all that you are trying to do but at the moment I am at my wit's end. At about 4.15 pm yesterday the Oswestry bus coming down met with the Oswestry bus going up Queen street and neither could pass consequently the one coming down mounted the pavement and in traversing down damaged my porch once again. This is the third time in the last twelve months, the first time a friend was travelling on the offending bus and supplied me with concise details,(unlike the driver who picked up the damaged mirror and drove off] and i was reimbursed. Th second time I arrived home to find a similar but more extensive problem with broken brackets strewn on my yard and on the road with a tell tale yellow stain on the facing which is indicative of paint transferral from wing mirror. I contacted Arriva company but without witnesses I was ignored. Luckily for me yesterday I was at home when the incident occurred and was able to approach the driver who had to park up to retrieve his broken mirror, he has supplied me with his details including name and number. I spent nearly two hours last night trying to contact Arriva on their complaint system but to no avail the form would not allow submission for some reason, it was very frustrating so I will try to ring them today. I have also, in the past, sent four informative e-mails to Darren Green and the only response I had was an automated e-mail stating he was on holiday, not impressed!

Regards
Pat Savage

Subject: RE: Fwd: Queen Street bus danger

Dear Councillor,

Thank you for your email regarding the concerns of bus services in Cefn Mawr. As you have laid out in your email unfortunately it is the case that a bus company can register a local bus service where they feel that there is commercial viability, and the Local Authority does not have any powers under deregulation to prevent this, and nor does the Office of the Traffic Commissioner when considering the registration application give consideration to the adverse impact of using the highways in question.

You will be aware of previous engagement with Arriva Midlands, who undertake the Cefn/Oswestry services in question, and their response that they did not wish to vary or amend their current routing or timetable.

I have extracted some of the detail of your email to ensure confidentiality, and together with the photographs supplied, I have forwarded these to the area manager in Shropshire for their review with regards to Health and Safety matters. If and when I receive a reply from Arriva Midlands I will share the outcome.

I am sorry that I am unable to propose a viable outcome that will resolve the problems, but I hope that I can put it back into the minds of Arriva management for their consideration

From: Derek Wright <Derek.Wright@wrexham.gov.uk>
Sent: 08 September 2019 12:31

Cc: Goodban, David (AM Support Staff, Ken Skates) <David.Goodban@Wales.gov.uk>; Skates, Ken (Aelod Cynulliad | Assembly Member) <Ken.Skates@assembly.wales>; 'patricia savage' <patricia.savage1@btinternet.com>; JONES, Susan Elan <susan.jones.mp@parliament.uk>; ELLIS, Amy <amy.ellis@parliament.uk>
Subject: FW: Fwd: Queen Street bus danger

Dear *****

Please see the mail below and take a look at the photos from a very frustrated resident I represent, I know I have raised this problem with you and other Officers of WCBC in the past. Also I realise your hands are tied somewhat with the deregulation of bus services.

Previously I have suggested the buses re-route from the present routes, one suggestion was for the Wrexham to Oswestry buses to turn in Cae Gwilym Lane at the Queens Hotel and come back out at Hill Street from the Plas Kynaston Lane. Another suggestion was as a trial the Cefn - Wrexham - Cefn buses go through Well Street and King Street at Tesco, then Llangollen Road and follow the same route as the Oswestry buses suggested above.

Another plan I suggested was to install a three way traffic light system on the junction at the Queens Hotel which would have prevented the buses passing on such a narrow road outside Pat's house which wasn't even designed for cars never mind buses of this size.

Is there anything you can suggest to find a solution to these problems that I can do you, as a Council can do, Susan our MP can do or Ken Skates as the AM can do, this has gone on far too long?

Please advise

Kind regards
Derek Wright
Ward member for Cefn
01978 822497

From: Patricia Savage <patricia.savage1@btinternet.com>
Date: Saturday, 07 Sep 2019, 11:45 am
To: Derek Wright
<Derek.Wright@wrexham.gov.uk>, Ken.Skates@assembly.wales <Ken.Skates@assembly.wales>
Subject: Fwd: Queen Street bus danger

Dear Derek and Ken

I have contacted Arriva Bus and Wrexham Council several times regarding the dangerous situation with buses using the Queen Street, Cefn Mawr route to no avail.
This has already resulted in damage to my home twice, and as you can see from the pictures is likely to result in further accidents if something isn't done.
I'm frustrated that nobody is taking this remotely seriously and fear the next accident could involve human life.
A neighbour recently had to push her daughter inside my gate on her way to school for the child's safety as the bus mounted the pavement.
Given the obvious risk I implore you to please act on this information. I honestly fear that the next accident will involve more than bricks and mortar.
I know re-routing may seem a big ask, but please don't ignore this significant danger.
Kind regards
Patricia Savage

Begin forwarded message:

From: Patricia Savage <patricia.savage1@btinternet.com>
Date: 7 September 2019 11:30:27 GMT+01:00
To: arrivaclickenquiries@arriva.co.uk
Cc: darren.Green@wrexham.gov.uk
Subject: Queen Street bus danger

To: Customer Service

From Pat Savage

Below are photographs to illustrate the problems we are enduring on a regular basis on Queen street Cefn Mawr when buses break the law by mounting the pavement, this particular incident happened on 06.08.19 at 7.15a.m . My gate and post are visible on the first photograph which also indicates what happened last January when you re-imbursed me for damages against my porch. Fortunately for me a colleague was travelling on the offending bus providing me with in depth details allowing my claim to be proved without doubt, I was annoyed and disappointed that the driver did not have the decency to inform me of the damages herself because she did have to leave the bus to collect the damaged wing mirror parts from outside my house.
When I discovered an identical incident some months later, because of no witnesses, save that of yellow wing mirror paint on the facia, my report to you was discounted.
The second photograph indicates the narrowness of the only footpath on this street, indeed when the bus does not mount the pavement the nose of the bus covers the area required by pedestrians.
Th third photograph shows how near to the wrong side of the road the bus travelling up had to reverse to negotiate the bend.
The fourth photograph shows your frustrated driver trying to resolve the situation.
This whole set up has become a nightmare to residents of Queen street and could be alleviated by returning your buses to the original route through the village thus avoiding this happening and servicing again the people of upper Cefn Mawr.

From: patricia.savage1@btinternet.com
Date: 12/07/2017 - 18:48 (BST)
To: Sonia.Benbow-Jones@wrexham.gov.uk
Subject: Re: RE: Excessive traffic on Hill Street/Queen Street

Hello Sonia,

Thank you for your quick response for which I am grateful. I still think that the above problem should be addressed sooner rather than later because of the obvious hazards. In a former reply I had when making the 'powers that be' aware of the conditions, I was told that because there had not been a fatality in the area it was not urgent. That nearly came to fruition with myself, I am currently recovering from a broken ankle and when crossing the street after visiting my neighbor a car travelling up the street at an unreasonable speed had to brake to avoid a catastrophe. This is not unique because one has to rely on hearing when crossing the street from Bowens Lane because of lack of visibility.

I still feel that we are being ignored and the problems are not being taken seriously.
Regards
Pat.

From: Sonia.Benbow-Jones@wrexham.gov.uk
Date: 10/07/2017 - 23:19 (UTC)
To: patricia.savage1@btinternet.com
Subject: RE: Excessive traffic on Hill Street/Queen Street

Hello Pat
Thank you, re the roads we are getting a proposal together regarding safer roads in Cefn. It is in the early stages and I hope we can get some information out fairly quickly, I will keep you posted.

Kind regards
Tyger

From: patricia savage <patricia.savage1@btinternet.com>
Date: Monday, 10 Jul 2017, 7:25 pm
To: Sonia Benbow-Jones <Sonia.Benbow-Jones@wrexham.gov.uk>
Subject: Excessive traffic on Hill Street/Queen Street

Hello Sonia,

First of all, congratulations on deservedly achieving your current status.

Now to get down to the problems on the above streets, I have written, e-mailed and contacted people whom I thought would listen and respect the traffic conditions we are subjected to on these streets. I read with interest a post on Facebook stating that the 20mph restriction on the Llangollen road is to be re-instated, whereas I am in favor of all safety measures I still think there is no comparison between those and the problems here. At least the Llangollen road has clear visibility with pavements each side of the road, we have neither of these benefits.

Why is Cefn Mawr such a forgotten and neglected village? As rate payers surely, we are entitled to the same equitable consideration. Rhos, Penycae, Afoneitha to Ponciau are all 20mph speeds with a one-way system through Rhos village, I have also noticed a traffic triggered sign outside the school in Afoneitha yet throughout Cefn it is 30mph that includes outside our schools with no electronic sign.

I feel that Cefn is dominated by the Tesco store and since its intervention we have become a lost village with no footfall, one factor is obviously the lack of public transport throughout, a facility now denied to the residents of Upper Cefn and King Street are they not entitled to these considerations? With the erection of several new dwellings on School Lane, Cae Gwilym Lane and the approved plans for Queen Street the present problems will be exacerbated.

We experience the problem daily with buses meeting at the dangerous bend near my residence, as we have a pavement on one side of the street only when the buses meet at this point one bus invariably mounts this pavement to allow egress. This is surely deemed as unacceptable and certainly a safety hazard for pedestrians, there have been several cases of this when buses mounting the pavement have broken the gate and post on the new development site, evidence of this is clearly visible.

I and other residents who witness all of the above problems feel that to continue to allow this amount of traffic on a street not fit for purpose is to install a one-way system or several sets of traffic lights.

In short, are there any strategic plans for Cefn or are we to remain a backwater?

I would really appreciate your comments on the above.

Thanking you in anticipation,

Pat Savage.

From: patricia.savage1@btinternet.com
Date: 07/09/2016 - 19:56 (BST)
To: darren.williams@wrexham.gov.uk
Subject: Bus Services in Cefn Mawr

Dear Mr. Williams

Having seen the repainted Bus Stop signs in Well street Cefn Mawr I assume that at last common sense has prevailed and the services will now be directed through the village and not down Hill street/Queen street. I admit that since the GHA services have ceased to exist the bus problem has lessened but it has been superseded by the heavy traffic caused by the numerous new buildings being erected around this area.

I have suffered subsidence in my house caused by the heavy traffic and it has cost both myself and my insurers great expense to have it restored, I am asking would it not be possible to have a weight restriction on this street because it obviously is not built for such weight, I certainly could not afford neither the expense or the effort and trauma to experience the same again.

Awaiting your reply
Yours faithfully
Par Savage (Mrs)

From: patricia.savage1@btinternet.com
Date: 17/05/2016 - 20:55 (BST)
To: csmidlands@arriva-shires.com
Subject: Re: RE: Arriva

To: Arriva
From: Pat Savage

Thank you for responding to my e-mail, I find it difficult to accept your cavalier attitude to the safety of the residents and residences here.

Regards
Pat Savage

From: csmidlands@arriva-shires.com
Date: 13/05/2016 - 13:17 (UTC)
To: patricia.savage1@btinternet.com
Subject: RE: Arriva

Dear Ms Savage
Thank you for your email and comments. I will make sure they are passed to the Management at the depot to keep on record regarding any future reviews of the route.

Kind Regards
Matt Williams
Customer Service Advisor
Arriva UK Bus
Arriva,
487 Dunstable Road,
Luton, Beds, LU4 8DS
www.arrivabus.co.uk

From: patricia savage [mailto:patricia.savage1@btinternet.com]
Sent: 12 May 2016 22:24
To: Customer Services Midlands <csmidlands@arriva-shires.com>
Subject: Re: Arriva

Dear Ms Harris

Thank you for your reply to my e-mail but I cannot accept that you put the safety of residents and pedestrians before indiscriminate illegally parked vehicles. I still maintain that Well street and Crane street offer a much safer route than Hill street and Queen street, has anyone observed this area? I feel that unless this is done physically a comparison cannot be made and the obvious hazards cannot be comprehended. I accept your operators are driving to the best of their ability on such a treacherous route but on occasions they still have the necessity to mount the only pavement on this street when negotiating oncoming traffic. On one such occasion, the bus mounted the pavement and damaged a concrete post on a neighbour's property, we have the evidence in our possession. Whilst you state you are not the only operators in this area, you are in fact the only operator servicing the Oswestry route which is the main problem causing your buses to traverse this street in both directions, the Wexham route uses just one direction.

Since you rerouted the Oswestry service. the residents of upper Cefn are denied the service they once enjoyed, rumour has it that the sole purpose of the change of route is to service Tesco, this is totally unnecessary as they already have several buses passing their store.

Having always lived in Cefn Mawr I wonder why when the village was in full operation with multiple shops the transport, which consisted of double decker buses, went through the village in both directions and this street was quiet as was its design.

Finally, I would urge you to reconsider your decision and revert to the original Oswestry bus route.

Yours faithfully

Pat Savage

From: csmidlands@arriva-shires.com
Date: 12/05/2016 - 09:07 (UTC)
To: patricia.savage1@btinternet.com
Subject: Arriva

Customer Services
487 Dunstable Road
Luton
Bedfordshire
LU4 8DS

Customer Services 0344 800 4411
Traveline 0871 200 2233

Fax +44 (0)1582 587 025
www.arrivabus.co.uk
11th May 2016

Our Ref: 488422-1808863666

Dear Ms Savage

I am writing following your telephone call to our office regarding the service 2 in the Cefn Mawr area.

Your comments were passed on to the manager of the Oswestry depot who has informed me that we have reviewed the option of diverting a proportion of our services via the High Street but unfortunately when we have monitored the area there have been obstructions such as lorries unloading or indiscriminate parking that either jeopardise safety and/or delay the services. We expect all our drivers to drive safely at all times and ensure they adapt their speed to the road and area conditions.

Whilst we understand your concerns the manager has advised me that we serve the area due to the needs of our passengers and that we are not the sole operator of services within the area.

Thank you for taking the time to contact us and for allowing us to comment and please accept our apologies for any inconvenience caused.

Yours sincerely

Sarah Harris
Customer Service Advisor

Correspondence – Letters

RE: BUSES ON QUEEN, STREET, CEFN MAWR

We have lived at 4 Berwyn Villas, Queen Street, Cefn Mawr as a couple since 1991. This last few years we have become extremely concerned about the sheer number of buses that are using Queen Street as part of their route.

Our first concern is the potential safety issue. The path on Queen Street is narrow on the bend. There have been many occasions when one of us has been walking up the road when a bus has been coming down. Depending on where you are on the path, which is not wide, it has resulted in some scarily close misses with the left hand wing mirror of the bus. We really don't feel that Queen Street is particularly safe to use as a bus route and that it is only a matter of time before something serious may happen. We are already aware of instances where busses have caused collision damage to property on this bend.

We are also extremely concerned about the cumulative negative effects on our house caused by so many busses passing every day. The vibrations we feel inside when a bus goes past are very noticeable indeed. These daily vibrations cannot fail to be having an effect on the structure of our house: our front room window shakes.

Along with the issues stated above we also feel that a more suitable route, for at least some of the busses, would be for them to go through the main street of the village. Along with alleviating the heavy bus traffic in Queen Street, surely this would help generate footfall and potential growth for businesses for the village main street.

Dave and Jeanette Parry - 6th March, 2020

David R Taylor
Cefn Mawr Post Office
Crane Street, Cefn Mawr, Wrexham
LL143LN

To whom it may concern 17th January 2020

I write regarding some serious issues which may affected the economic viability and sustainability of our village. A number of years ago it was deemed by Wrexham County Council that due to the history of our village it would attain Conservation and Heritage status.

Since then, over the past three years, after the previous five years 2012-2017 of some investment from Lottery Funding, a degradation of investment and services. Funding that went into the Ebeneezer Chapel, wasted due to ineffective and appropriate planning of what to do with the building, signage decaying and falling apart, the cleanliness of the area and cleanliness of in particular land owed by Wrexham Council looking messy and unkept.

In particular the complete lack of planning on how Cefn Mawr, the village that built the Pontcysyllte Aqueduct (a world heritage site) through its Iron Works and Stone Work, has been left out in the cold instead of seeing how the closest economic/shopping area can be integrated into the planning of the historic area.

Secondly, due to the bus routes being changed to the outskirts of the village due to the building of Tescos in the local area, we have seen a huge lack of footfall within the local shops. Again their is to connectivity from the Tescos site into the centre of the village thus cutting the village shops off from any potential economic viability/sustainability.

Over the past 3 years I am ashamed of the lack of any action taking place wiping away any good that was previously undertaken and look forward to the next Council elections when action can be taken to ensure the village can be appropriately represented.

What is needed is some connectivity between the World Heritage Site and the village of Cefn Mawr, this can be best achieved by linked the areas via the old Railway Road which runs from the village through the old Monsanto site and by highlighting the many old photos and map as well as highlighting the key Industrialists that brought economic prosperity to the area, this can be done in the village and along the route, thus encouraging tourism movement through the area and increasing their stay and spending.

Yours sincerely
D.R Taylor

Y Crydd, 01978 448612

Queen Street 07807 240893

Cefn Mawr,

LL14 3BD .

benpercygriffiths@yahoo.co.uk

Copies to Derek Wright,

Wrexham Highways,

Daily Post,

Cefn Mawr Heritage.

David Taylor,

The Post Office,.

Crane Street, Cefn Mawr.

Dear David,

I have lived on Queen Street for some seven years.

Not too long ago, I expressed my concern to you about the traffic along Queen Street, Cefn Mawr, which has increased considerably over the past year.

This has most likely been been Tesco Traffic, private cars and delivery vehicles.

Latterly, we have been lumbered with more buses so that we now have eight or more buses per hour going up and down Queen Street. About half these turn down Dolydd Road, the rest plough on along Queen Street.

I made mention of the fact that the house/contents rattle when the buses and the larger delivery vehicles go down. These delivery vehicles consist of HGVs, bread vans etc ., which appear to be the longest two axle HGVs permitted by law, large fridge vehicles, and articulated lorries with up to three axels on the trailers

There is also a problem with the speed these vehicles go up and down the road near to Monsanto gates. It seems to be an open invitation to drivers to go like the clappers, a speed which some are still doing as they come past the house and into the narrow bend. . The buses tend to "overhang" the footpath as they come round the corner.

You will be only too aware of the width of the road, the bends, the number of pedestrians of all ages, including children on bikes, and of all shapes and capabilities using the area and now we are

hoping to bring the tourists in. This together with the lack of suitable footpaths is a recipe for disaster. Indeed, I am noticing more people who appear to be tourists, both on foot and in vehicles, coaches included, using the road.

Several times, I have had close shaves when crossing the road with the dogs, and indeed manoeuvring in or out of the house because of the speed of the traffic and the lack of visibility. Trying to cross the road out of Bowens Lane is indeed a task I wouldn't like to take were I any older or less physically capable.

Lately, I have noticed cracks appearing in my gable end wall. The house has been standing here since 1972 and until these last few weeks has been sound and intact. It would seem to be a coincidence that these cracks appeared as the traffic increased.

It may need taking into consideration that The North and west side of Queen Street including

" Y Crydd", and the Queens Hotel is also in a Conservation Area, and as such, need to be "conserved"

I would like to put forward some proposals before it becomes any more dangerous and indeed, where the properties are concerned, any more destructive.

1. Re- route the buses as soon as possible.
2. Extend the Maximum weight restrictions as are already on Dolydd Road, to include all of Hill Street and Queen Street.
3. Take a leaf out of the books of Rhosllanerchrugog, and of Penycae, introduce 20mph speed limits on Hill Street and Queen Street,
4. Make a proper job of resurfacing the roads.

In relation to the above, action on number one is vital.

Numbers two and three would cost very little after the niceties had been dealt with, but have a great effect.

For number four, every year, a gang arrives and spends minutes, rather than hours patching the holes, but within weeks they are appearing again, the result of heavy traffic, too much traffic, poor workmanship or any permutation of all three.

I hope that you can instigate some positive action as soon as possible to prevent further problems, make the area a safer place for the residents and passengers, and allay our fears of further problems to come.

Yours faithfully,

Ben W. Percy-Griffiths

To Highways Dept:

Wrexham Borough Council

From: Mrs. P. Savage

1 Queen Villas

Queen Street

Cefn Mawr. LL14 3BG

With reference to Planning Application P/2010/0374, Land off Queen Street, Cefn Mawr, I wish to express my deep concerns regarding the access/egress to the proposed site.

I have lived at my present address for the past 51years and during that time have experienced a vast increase in traffic without any improvement in traffic management, I can remember when Monsanto Chemicals were in operation they were prohibited from using this road because it was not fit for purpose, a time when buses were not using this highway.

We currently have four buses an hour with the proposal of Oswestry buses which would mean an extra two buses an hour in each direction using this route along with school buses, extra Tesco traffic and other heavy vehicles.

The proposed access/egress on such a dangerous corner would exacerbate a current hazard for both traffic and pedestrians using the only footpath which is contiguous to the proposed site.

I have had my wall and gate knocked down by speeding traffic on two occasions, which borders the proposed access/egress hence my deep apprehension at this suggested proposal and I feel the whole picture has not been taken into account.

What I need to know are your proposals for the safety of this area, the only solution I envisage is having a one way system down this street or using a traffic light system, I am aware that throughout Plasbennion, Penycae and Rhos there is currently a 20 mile per hour speed limit throughout with a one way system through the main street, a street which is much wider than Queen street with a pavement on both sides, surely this consideration should be given to our problem.

Hoping this problem will be given your urgent attention.

Yours faithfully

P. Savage.

26 MAY 2016

E KEN SKATES

Dear S.E.Jones MP

We have a dangerous situation in our street, it has become the main ~~through~~ thoroughfare ~~road~~ since a by pass road was built for a new Tesco store rather than a egress access entry off the existing road.

With the introduction of this bypass many more vehicles, buses, trucks lorries and general motorcars have been encouraged to gain access to Tesco and beyond via our street. Indeed it should be noted that ~~neither bus service services the village, a whole~~ the main village street community of upper Cefn is now denied a bus service. to no longer service by the bus companies.

The situation that we now have along our street (which is a village road) is it is not fit for the purpose for which it is now used. We come down the street to a restriction both visually and physically (two vehicles cannot pass each other without mounting the only pavement, this occurs regularly). From here we encounter a sharp, narrow and blind bend, Again here vehicles often mount the only pavement, sometimes having to reverse to allow the oncoming traffic to pass by and twice recently hitting a wall causing some damage. Just around the bend we have the cross road of the footpath from the lower part of the village to the village shops and post office. This is used by many residents and the school children, mothers with prams etc and as it is blind in one direction hearing is required as well as vision.

Together with our local councillor and independently we have approached the bus companies and the County Council only to be continually fobbed off with:-

We hear you but it can't be done
No funds to do anything
No fatalities
How about a mirror to aid vision, "its against health and safety"?
Reduce the speed limit, "it will be looked at but nothing for a few years yet, its not a priority.
The volume of buses in a working day is up to ten per hour and they come in both directions, the bus companies are saying they go where there is

a demand and they stopped going through the village because of illegally parked cars giving the drivers problems, although we have ~~hand~~ very strong rumours that the reason was to show support for Tesco and ~~ignore~~ fear the needs of the village now abandoned.

The reason for contacting yourselves is that we the residents require a plan to alleviate this problem and potential fatal situation. We require your pressure on our council to give us a named person who is responsible for such matters a point of contact.

Just now today as I write this letter I looked out of my window for inspiration, to see a taxi drive up on the whole of the only foot path as a bus was coming up the hill, just then a double decker bus began to overtake the taxi (having no vision down the hill and one assumes the bus driver assumed that the taxi driver was parked up) and when the up coming bus was spotted he went into reverse up the curb and covered yet more of the only footpath until the upcoming bus passed. I ask is this what is considered acceptable.

We the residents would appreciate your assistance, this has been going on sometime and we are no further forward than if we had never reported the developing situation in the first place.

Yours faithfully

M.G.Growney

E mail:, mauricegrowney@btinternet.com

2 Queens Villas
Queens Street
Cefn Mawr
Wrexham
LL14 3BG

To Traffic Management
Dear Sir,

Re: Traffic management over Queens Street, Cefn Mawr.

My neighbour @ No 1 Queens Villas has contacted your office on at least three occasions with respect to the lack of traffic management on this bend. Once was by phone once was via your web site and once by letter delivered in person and as yet has received no reply.

I wish to add weight to the points raised by her (Mrs P Savage) as we now also have the Oswestry busses No's 2 and 2A using this route.

This very morning (22 April 2014) I witnessed a 2V bus coming down the hill and an Oswestry bus coming up the hill, at the bend they had to stop and make a slow manoeuvre to get around each other. This manoeuvre required the 2V to pull in close to the curb the front end of the bus then encroached the only footpath servicing this rout and at this particular spot is the proposed egress access to a site development (currently in planning No P/0374/2010).

It would appear that traffic is allowed to increase without due consideration to the prevailing conditions. To date no changes have taken place with respect to traffic management, and with the lack of response to my neighbour one assumes nothing is planned.

Traffic using this route is,
6 busses going down per hour 2,2A,2Vand 2C.
2 busses going up per hour 2 and 2A.
We also have the 65 using the lower section of Queens Street.
We have school busses, service vehicles including articulated reversing into the Queens Hotel.
There are taxis, commercial vehicles both through traffic and those servicing the village shops (including some to Tesco).
Also we have added general traffic caused by Tesco, Ty Mawr Country Park and the Aqueduct heritage site.

All the above traffic on a minor road to narrow to even accommodate a central white line.

I would appreciate you looking into this problem before its to late and advising me of your findings.

Yours faithfully

M.G.Growney
Cc Cefn Ward Councillors Derek Wright and David Taylor

2 Queens Street
Cefn Mawr
Wrexham
LL14 3BG

Cefm Mawr Community Council

Ref: Queens Street Cefn Mawr

Dear Councilors,

I am a resident of Queens Street of over three years standing and have an intimate knowledge of the same for an additional 13 years.

I wish to bring to your attention the status of this road,
The volume of traffic,
The speed of traffic
And the weight of traffic currently using this road, all of which I fear is far greater than that for which it was designed.
The road itself is both narrow (affording only one footpath) and at the run from Bowens lane to the turn towards Trevor has some blind spots for both vehicles and pedestrians.

Eg: when pulling out onto Queen Street (opposite the Queens Hotel) you are blind to the left until you are substantially out into the road by which time traffic from the right can be upon you or traffic from the left is close behind you.
The traffic at this point is in general moving too fast in both directions.

When traversing up the hill towards Tesco you encounter a blind bend at no's 2 and 3 Queens Street. Vehicles going up the hill mount the grass verge and those coming down the hill mount the only pavement, buses with overhang in the front covering the whole of the pedestrian way to pass each other.

Going up a little further we have a cross road at Bowens Lane. This is the way pedestrians from lower Cefn make their way to the village. This is a blind spot for pedestrians who have to listen for any sounds to check their way.

Since 'Tesco' both the volume and weight of traffic has increased including the number of buses 6 going down and 2 going up every hour none of which service the village.
I attended a meeting recently (held in the Holy Bush) in which it was asked "how do we get people ie tourists into the village well it is certainly not by withdrawing the buses. I am sure from a visitor's point of view Cefn consists only of Tesco and the abandoned Co-op and are not made aware of the other businesses on offer, this is surely unfair to our local traders.

There is no doubt that the area I have described is in need of some traffic management system. I have several thoughts which may be worth giving some consideration to.

1) Create a "enforced" 20 mph zone
2) Employ a traffic light system that will allow a one way at any one time.
3) Create a one way system, say down the hill and up to be through the village.

The above could slow the traffic down, bring back some of the buses to the village and deter the through traffic from using these roads.

Might it be possible to convey a site meeting to capture visually the problems that need addressing and to formulate a workable strategy to overcome the same.

I look forward to your comments eagerly.

Yours faithfully

M.G.Growney

QUEENS STREET CEFN MAWR

This street either by design or default has become the main through fare for Cefn Mawr, the design of the street is still that of a village road.

We have 6 buses coming down the road and two going up every hour, we also have school buses, some heavy Tesco traffic also construction traffic.

Since Tesco we have far greater use by the general public, used not only for the weekly shop but also as the corner shop and since the loss of banks it is used to get at cash.

We have one footpath which is regularly encroached upon as traffic approaches each other and an inability or an unwillingness to give way. This is either by wheels upon the footpath or by (mainly buses) the overhang. The verge opposite is also mounted in an attempt to make way.

Beyond my house up the road is a main crossing point (at Bowens lane/School lane)for lower Cefn's pedestrians access to the village post office, doctors and general shops , this on the return journey has next to no vision down the street (the speed of the approaching traffic reduces the time to cross). Whilst going down the road we experience a dramatin narrowing of the road and for cars a corresponding reduction in vision.

Driving up to the Queens junction from Cae Gwylm lane you have no vision to the left and the speed of many coming down Queen street from the right leaves little time to cross as you have to inch out by whyich time vehicles are upon you.

THIS IS A VILLAGE LANE
NOT A TOWN STREET OR A MAIN THROUGH ROAD.

Susan Elan Jones MP / AS
Clwyd South / De Clwyd

Our Ref / Ein Cyf S16/098

6th June 2016

Ms M. G. Grownley
Queens Villas
Queen Street
Cefn Mawr
Wrexham
LL14 3B6

Dear Ms M. G. Grownley,

Thank you for contacting my office with regard to your concerns in relation to the volume of traffic passing through Queen Street, Cefn Mawr, Wrexham.

This is a short letter to inform you that I have now made representations on your behalf directly to Wrexham County Borough Council regarding this matter.

I am now awaiting a reply to the letter sent and as soon as I receive any response I shall contact you further.

Yours sincerely,

pp.

SUSAN ELAN JONES MP

01978 824288 – susan.jones.mp@parliament.uk – House of Commons, London, SW1A 0AA – www.susanelanjones.co.uk

Susan Elan Jones MP / AS
Clwyd South / De Clwyd

Our Ref / Ein Cyf: S16/098

29th July 2016

Ms M.G Grownley
2 Queens Villas
Queen Street
Cefn Mawr
Wrexham
LL14 3BG

Dear Ms Grownley,

Please find enclosed a copy of a response that I have received from Mr Lawrence Isted, Head of Environment and Planning at Wrexham County Borough Council regarding your case.

I hope that the information provided proves useful and relevant to your initial enquiries.

Please do not hesitate to contact me again in the future if you feel that I may be able to offer my assistance with regard to any other matters.

Yours sincerely,

SUSAN ELAN JONES MP

01978 824288 – susan.jones.mp@parliament.uk – House of Commons, London, SW1A 0AA – www.susanelanjones.co.uk

Pennaeth yr Amgylchedd a Chynllunio/Head of Environment and Planning
Lawrence Isted

De Ffordd yr Abaty, Ystad Ddiwydiannol Wrecsam, Wrecsam LL13 9PW
Abbey Road South, Wrexham Industrial Estate, Wrexham LL13 9PW
Ffôn/Tel: 01978 298989 BT Text Phone: 01978 292067
www.wrecsam.gov.uk www.wrexham.gov.uk

wrexham
COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL
wrecsam

Ms Susan Elan Jones MP
House of Commons
LONDON
SW1A 0AA

Eich Cyf/Your Ref	S16/098
Ein Cyf/Our Ref	LI/DPW/DG/ACW/1644
Dyddiad/Date	26 July 2016
Gofynner am/Ask for	Darren Green
Rhif Union/Direct Dial	01978 729643
E-bost/E-mail	darren.green@wrexham.gov.uk

Dear Ms Jones

Re Ms MG Grownley, 2 Queens Villas, Queen Street, Cefn Mawr, Wrexham LL14 3BG

Thank you for your letter dated 6 June 2016, highlighting the concerns of local residents regarding buses using Queen Street, Cefn Mawr.

The current provision of local bus services on Queen Street, up to 10 buses per hour, is operated on a commercial basis by transport providers who are free to choose the route that they wish to take and the frequency of their services. Wrexham County Borough Council cannot determine either of these factors. Whilst there may appear to be overcapacity in this particular area, some services are en-route to/from destinations such as Oswestry.

During late January 2016 meetings were co-ordinated by a Transport Officer to allow the local Elected Member, Councillor Derek Wright, the opportunity to speak directly with senior representatives from Arriva Midlands and GHA Coaches Ltd. Councillor Wright expressed the desire from local residents and the Community Council to see buses return to the town centre along King Street and Crane Street. In doing so the suggestion made would relieve the volume of traffic on Queen Street. Following a review of their operations both companies indicated that they wished to maintain their current service pattern, citing that it was the most commercially viable and operationally effective.

With regards to your request that traffic calming measures be introduced along Queen Street, I must inform you that, at this present time, Wrexham County Borough Council will only consider such works outside schools within the County Borough. This is in accordance with our Executive Board agreed policy to introduce 20mph zones outside all schools within the County Borough, in order to encourage lesser speeds in such areas.

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

As a result of these works funding for the implementation of traffic calming schemes at locations other than those outside schools is currently unavailable.

Yours sincerely

Lawrence Isted
Head of Environment and Planning

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

Cynulliad
Cenedlaethol
Cymru

National
Assembly for
Wales

M. G Growney
2, Queens Villas
Queen Street
Cefn Mawr
Wrexham
LL14 3BG

26th July 2016

Dear Constituent,

Thank you for your letter regarding concerns about buses using Queen Street, Cefn Mawr and the impact this is having on residents and other motorists.

I apologise for the delay in responding to you, the letter was sent to Cardiff and only received by my constituency office yesterday. I have been contacted by Cllr Derek Wright and other residents regarding concerns about this very issue and wrote to the council last month to implore them to look into the issue and advise what action they could/would take to improve the situation.

I enclose a copy of the letter I received from them in response which is very disappointing. As I am sure you are aware GHA Ltd have gone into administration, but I have now written to Arriva buses to request that they reconsider the decision to continue using Queen Street. I will send you a response as soon as I receive it.

Thank you again for your letter.

Best regards,

Ken Skates AM
Clwyd South

Ken Skates AM

Logo designed by
Ross Griffiths
from Cefn Mawr

Mail: The Malthouse, Regent Street, Llangollen, LL20 8HS
Web: www.kenskates.co.uk
Tel: 01978 869058
Email: ken.skates@wales.gov.uk
Facebook: Ken Skates
Twitter: @kenskatesam

Pennaeth yr Amgylchedd a Chynllunio/Head of Environment and Planning
Lawrence Isted

De Ffordd yr Abaty, Ystad Ddiwydiannol Wrecsam, Wrecsam LL13 9PW
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www.wrecsam.gov.uk www.wrexham.gov.uk

wrexham
COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL
wrecsam

Mr Ken Skates AM The Malthouse Regent Street Llangollen Wrexham LL20 8HS	Eich Cyf/Your Ref Ein Cyf/Our Ref Dyddiad/Date Gofynner am/Ask for Rhif Union/Direct Dial E-bost/E-mail	NEH 150616 LI/DPW/AM/CLP/1664 22 July 2016 Andrew Mytton 01978 729760 andrew.mytton@wrexham.gov.uk

Dear Mr Skates

Queen Street, Cefn Mawr

Thank you for your letter dated 22 June 2016 highlighting the concerns of local residents regarding buses using Queen Street, Cefn Mawr.

The current provision of local bus services on Queen Street, up to 10 buses per hour, are operated on a commercial basis by transport providers, who are free to choose the route that they wish to take, and the frequency of their services. Wrexham County Borough Council cannot determine either of these factors. Whilst there may appear to be overcapacity in this particular area, some services are en-route to/from destinations such as Oswestry.

During late January 2016, meetings were co-ordinated by a Transport Officer, to allow the local Elected Member, Councillor Derek Wright, the opportunity to speak directly with senior representatives from Arriva Midlands and GHA Coaches Ltd. Councillor Wright expressed the desire from local residents, and the Community Council, to see buses return to the town centre along King Street and Crane Street. In doing so, the suggestion made would relieve the volume of traffic on Queen Street. Following a review of their operations both companies indicated that they wished to maintain their current service pattern citing it to be the most commercially viable and operationally effective.

Yours sincerely

Lawrence Isted
Head of Environment and Planning

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

Cynulliad Cenedlaethol Cymru National Assembly for Wales

Mr M G Growney
2, Queens Villas
Queen Street
Cefn Mawr
Wrexham
LL14 3BG

23rd March 2018

Dear Mr Growney,

Please find enclosed a copy of the e mail that I received from Wrexham County Borough Council in response to the letter I wrote on your behalf regarding road safety and the increased use of Queen Street by bus services.

If there is anything else I can do to be of assistance, please do not hesitate to get in touch.

Best regards,

Ken Skates AM
Clwyd South

Ken Skates AM

Logo designed by Ross Griffiths from Cefn Mawr

Mail: The Malthouse, Regent Street, Llangollen, LL20 8HS
Web: www.kenskates.co.uk
Tel: 01978 869058
Email: ken.skates@wales.gov.uk
Facebook: Ken Skates
Twitter: @kenskatesam

Mr Skates

Thank you for your e-mail regarding the above.

The current local bus services on Queen Street are operated on a commercial basis by transport providers, who are free to choose the route that they wish to take and the frequency of their services. Wrexham County Borough Council cannot determine either of these factors. We have previously asked if the operators would consider re-routing their services to relieve the volume of traffic on Queen Street, but they have indicated that they wish to maintain their current service pattern, citing it to be the most commercially viable and operationally effective.

With regard to the specific questions posed by Mrs Savage and Mr Growney, I offer the following comments:-

- As you may be aware, Wrexham County Borough Council have an Executive Board-agreed policy to introduce 20 mph zones outside all schools within the County Borough. This programme, which is currently being undertaken across the County Borough, also requires the implementation of traffic calming works, where suitable, to ensure that traffic speeds are maintained at suitable levels.

  A consultation to introduce a 20 mph zone outside both Ysgol Cefn Mawr and Ysgol Min-y-Ddol on Plas Kynaston Lane has recently been undertaken. The results of that consultation revealed that those who responded supported such action. We have, therefore, placed an order with our contractors to sign and implement that 20 mph zone.

- Wrexham County Borough Council have submitted a Safe Routes in the Communities bid to the Welsh Government for funding which, if successful, will allow us to implement an area-wide 20 mph zone within Cefn Mawr and Rhosymedre, inclusive of Queen Street.

- The signals were placed at the end of Cae Gwilym Lane to accommodate roadworks at this location. However, there is no highway safety justification for the placement of permanent signals at this site.

- Wrexham County Borough Council do not approve traffic mirrors within the highway for either public road junctions or private accesses. Nevertheless, we will not oppose their erection on private land, subject to compliance with any planning permission and that their positioning causes no obvious road safety problems. However, should any road safety issues result from the placement of a traffic mirror adjacent to the public highway, the Council reserve the right to request its removal. In addition mirror owners are also required to consider their position in relation to legal liability indemnity in the event of any accident resulting from their erection.

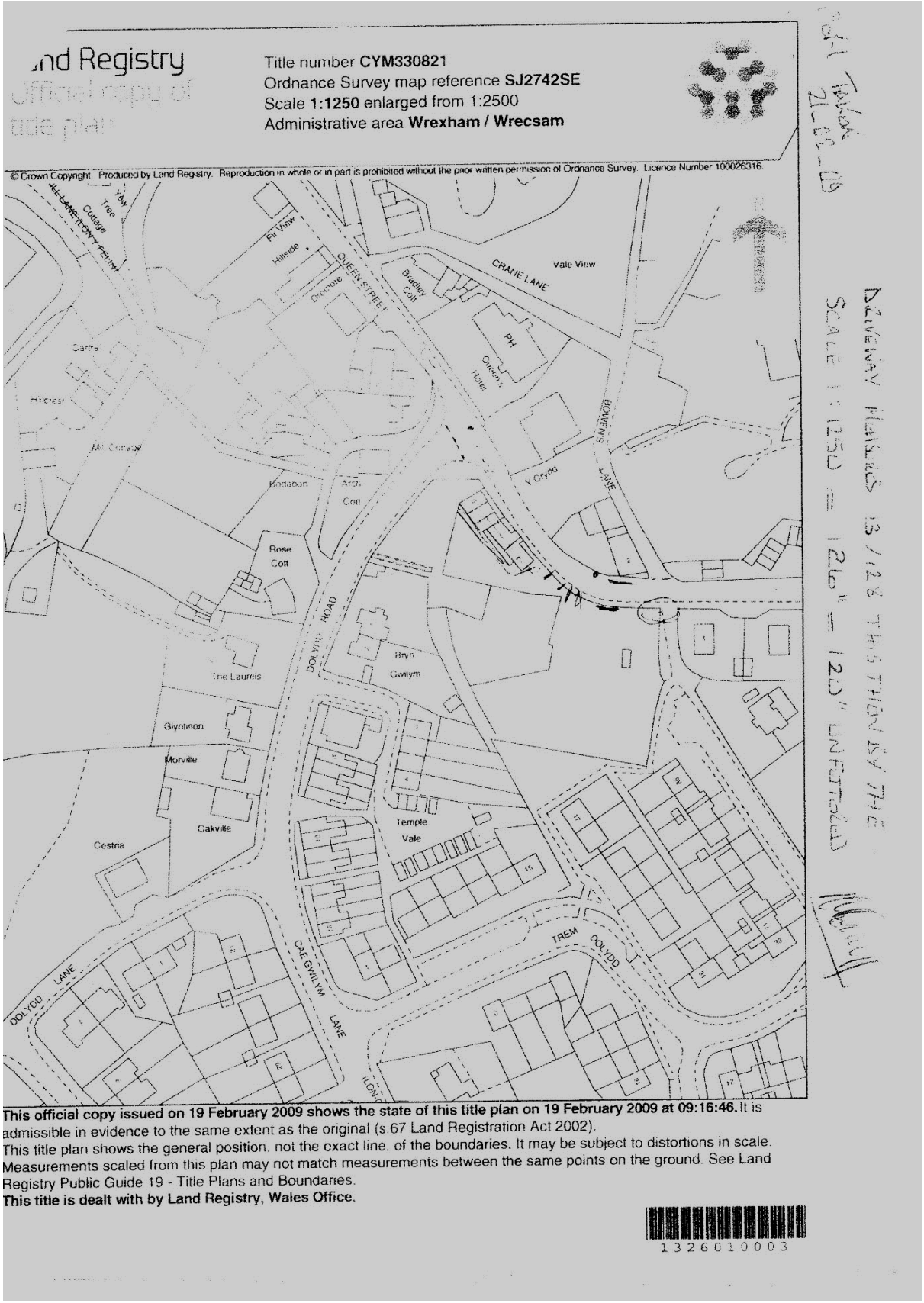
I hope the above is of some benefit.

Regards

Lawrence Isted
Pennaeth yr Amglchedd a Chynllunio/
Head of Environment and Planning

01978 729700

wrexham
wrecsam


Land Registry
Official copy of title plan
Title number CYM330821
Ordnance Survey map reference SJ2742SE
Scale 1:1250 enlarged from 1:2500
Administrative area Wrexham / Wrecsam
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CRANE LANE
Vale View
QUEENS STREET
Bradley Coft
PH
Queens Hotel
BOWENS LANE
Y Clyro
Fir View
Hillside
Cromore
Carrel
Hiscrest
Mill Cottage
Bodabon
Arch Coft
Rose Coft
DOLYDD ROAD
Bryn Gwlym
The Laurels
Glyntwnon
Morville
Oakville
Cestria
Temple Vale
TREM DOLYDD
CAE GWILYM LANE
DOLYDD LANE
Driveway Plans 13/128 This Thursday the
Scale 1:1250 = 126" = 120" unfolded
This official copy issued on 19 February 2009 shows the state of this title plan on 19 February 2009 at 09:16:46. It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002).
This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale.
Measurements scaled from this plan may not match measurements between the same points on the ground. See Land Registry Public Guide 19 - Title Plans and Boundaries.
This title is dealt with by Land Registry, Wales Office.
1326010003

Petition

QUEENS & HILL STREET ROAD SAFETY PETITION

Name	Address	Date
MS Jacqueline Kiff	18 Queen Street, Cefn Mawr, WXM LL14 3NN	17/01/20
BRENDA ROBERTS	4 NANT GWYN RHOSEMEDRY	17/01/20
MRS PAT SAVAGE	1 QUEENS VILLAS . QUEEN ST CEFN MAWR LL14 3BG	17/01/20
Keith Dudhrath	CEFN KYNASTON, LL14 3BA	23/1/20
CAROL DAVIES	" "	23/1/20
DAVE METCALFE	54 CRANE LANE CEFN MAWR. LL14 3RA.	23/1/20
MAURICE GROWNEY	2 Queen Villas Queen STREET LL14 3BG.	23/1/20.
SEN GRIFFITHS	Y CRYDD. QUEENS ST. LL14 3BD	25/1/20
SUSAN PERCY-GRIFFITHS	Y CRYDD QUEEN ST. LL14 3BD	25/1
D Gibson	5 Barwyn villas Queen street. LL14 3BG	25/1/20

www.pkcgroup.wales

The most notable and common comment by all our residents living along Queens and Hill Street signing the petition was the volume and speed of the traffic, far in excess of the speed limit.

QUEENS & HILL STREET ROAD SAFETY PETITION

Name	Address	Date
KATH: McHALE	BRYN VIEW K. McHale QUEEN ST: CEFN MAWR LL14 3NN.	25.1.20
GEORGE HANMER	BRYN VIEW G Hanmer QUEEN ST. CEFN MAWR LL14 3NN.	25.1.20
MIKE BOWEN	CESTRIA, DOLYNN CEFN MAWR	25/1/20
DAVE PARRY	4 BERWYN VILLAS QUEEN STREET CEFN MAWR	25.1.20
Si Gammond	Iskalyn, Hill St CEFN MAWR WREXHAM	25/1/20
CAROLE RICHARDS	BRAEMORE HILL ST. CEFN MAWR WREXHAM	25-1-20
Geoff RICHARDS	Braemore Hill St Cefn Mawr	25-1-20
CLIVE AUSTIN	PENRHYN TREDL ICIA CEFN MAWR.	25/1/20
Stacey Cameron	45 Plas Isaf, Rhosymedre.	6/3/20
Melanie Cameron.	36 Idwal, Plas Madoc.	6/3/20

www.pkcgroup.wales

One resident even reported the new nick name for the through fare is the “M1”.

QUEENS & HILL STREET ROAD SAFETY PETITION

Name	Address	Date
Carol Evans	Hillside, Queen St Cefn Mawr	25-1-2020
	S. Mustes Bradley Cottage	25/1/20
G JAMES	QUEENS HOTEL	25/1/20
H Richards	1 BERWYN CLOSE HILL ST, CEFN	25/1/20
NAZ FARHAT	19 Hill Street	25/1/20
B Evans	Plas Kynaston House	25/1/20
J Perkins	1 Plas Kynaston Terrace Hill St Cefn Mawr	25/1/20
Lottie Edwards	Bethel Hill Street Cefn Mawr.	25/1/20
Jean Bates	Sunnyside Hill St Cefn mawr	25/1/20
IONA MITCHELL	FRON HOUSE, CANAL SIDE FRONCYSYLLTE, LL20 7RB.	26/3/20.

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QUEENS & HILL STREET ROAD SAFETY PETITION

CLAIRE PARTRIDGE	CHURCH VIEW, CHURCH ST, ROABON, WREXHAM, LL14 6DS	6/3/20
Angela Marshall	New House Penne Broughton.	6/3/20
Christine Nicholson	SWN Y NANT GLYNDYFRDY LL21 9HE	6/3/20
Gary Bullett	Trewarren Llangollen Road Trevor LL20 7TW	6/3/20
Julie Lewis	7 Meredith Street. Wrexham LL13 7RN	6.3.20.
Carol Davies	Cefn Gymnasium, Hill St Cefn Mawr LL14 3BA	6/3/20
Gladys Boggs	O.B.B. WELL ST. CEFN MAWR LL14 3AE	6/3/20
DAVE TWAN	BYNTH CYFFAR GLY CERIOG LL20 7HS	6/3/20

www.pkcgroup.wales

QUEENS & HILL STREET ROAD SAFETY PETITION

Name	Address	Date
Fraser Savage	1 Berwyn View Newbridge LL14 3AJ	26-1-20
Joyce Roberts	Y Bellan Cae Gwilym Lane Cefn	26/1/20
R SIMMONS	ARCH COTTAGE DOLYDD ROAD LL14 3NH	3/2/20

www.pkcgroup.wales

Vehicle Traffic Count

The road traffic count report – waiting on Cefn Community Council & WCBC.

20 MPH Speed Limits

The Daily Mail 23rd November 2018

Britain's roads are 'not made safer by 20mph zones': Average speed falls just 0.7mph and there aren't fewer crashes, official report finds

The spread of 20mph zones across the country has failed to make the roads any safer, according to an official report.
A damning four-year study commissioned by the Government has found there has been no significant reduction in accidents in areas where the lower speed limit has been introduced.

It concluded that the average speed has fallen by just 0.7mph in 20mph zones in residential areas and by 0.9mph in such zones in city centres.

Almost half (47 per cent) of drivers are routinely breaking the 20mph limit, with 35 per cent ignoring it in city centres. But this rises to 94 per cent on roads where motorists typically drove faster than 24mph before the new limit was introduced.

Town halls have spent millions setting up tougher speed limits in an attempt to improve road safety, cut air pollution and boost health by encouraging people to walk and cycle.

But the Department for Transport report suggests 20mph zones are having little or no impact on all counts.

It analysed data from 12 areas before and after 20mph zones were set up, using sat-nav systems on cars and interviewing drivers and local residents.

It focused largely on zones where only the new speed limit signs had been put up, rather than those with 'traffic calming measures' such as speed bumps and chicanes. Parts of Walsall, Winchester, Liverpool, Brighton, Middlesbrough, Portsmouth and Chichester were among those included in the study. With the exception of Brighton, there has been 'no significant change in the short term in collisions and casualties', the report concluded.

Lack of enforcement by police was a key reason so many motorists ignored 20mph limits, according to drivers. The study found there was a 'widespread view among the public' that the 'likelihood of being caught exceeding the limit is very small'.

The report also found that almost all residents had not walked or cycled any more since 20mph zones were introduced. They have cost anywhere between £10,000 and £1.7million each, according to the DfT. Edmund King, president of the AA, said the report has vindicated the reservations of motorists about 20mph zones. He said: 'Speed limits need to reflect the nature of the road so that drivers can easily understand why the limit is set.

'We believe that targeted 20mph limits work best on roads where there is an obvious need: outside schools, hospitals or where older and other vulnerable road users are likely to be encountered. Limits are more effective when accompanied by road engineering features.'

A DfT spokesman said: 'The study found 20mph limits have a role to play in improving road safety and, while decisions on speed limits are a matter for councils, it is good to see they are supported by the majority of residents and drivers.'

https://www.msn.com/en-gb/cars/news/britains-roads-are-not-made-safer-by-20mph-zones-average-speed-falls-just-07mph-and-there-arent-fewer-crashes-official-report-finds/ar-BBQ04Uh?ocid=spartandhp

20mph zone proposed for Cefn Mawr to help create "network of safe and convenient routes" – Wrexham.com November 5th 2018

Plans to introduce a new 20mph speed restriction to help create a network of safe and convenient routes in communities in the south of Wrexham, have been unveiled. If supported by the public the proposals, put forward by Cefn Community Council, would see the new 20mph zone introduced across parts of Plas Madoc, Cefn Mawr, Acrefair, Newbridge and Rhosymedre.

It is hoped the plans will encourage people travelling in and around the area out of their cars – meaning they won't have to get behind the wheel if they want to travel from one area to another.

The main focus of the new speed limit is making sure parents and guardians can walk their children to and from schools in the area, rather than having to rely on driving to school.

Members of the public are now being invited to have their say on a network of safe and convenient routes around Cefn and surrounding areas by linking communities and making drivers slow down on some key routes; along with making them safer for pedestrians and cyclists.

Wrexham Council are keen to hear from those who use the routes involved in the proposals – with a public drop-in session taking place in Cefn Mawr on Tuesday 6th November.

Cllr David A Bithell, lead Member for environment and transport, said: "Encouraging people out of their cars is one of our key aims in tackling carbon targets – but it can also help people stay healthier for longer, and help provide better links between communities.

"I'd encourage anyone interested in the proposals for the routes through Cefn Mawr, Rhosymedre, Newbridge, Acrefair and Plas Madoc to take part in the consultation."

Cllr Tyger Benbow-Jones, ward member for Cefn and member of Cefn Community Council, said: "Being able to walk safely around our villages is so important for all people in our community, especially during school times.

"We live in such a beautiful area and there are health and wellbeing benefits to be gained by getting out of our cars and enjoying some fresh air and gentle exercise – whilst getting to explore some of the forgotten pathways lets us all discover more about our history.

"Please come along to the consultation and share your views."

Any views on the consultation should be e-mailed to darren.green@wrexham.gov.uk, and a drop-in session will be held at the George Edwards Hall, Cefn Mawr on Tuesday, November 6 between 6pm and 8pm.

http://www.wrexham.com/news/20mph-zone-proposed-to-help-create-network-of-safe-and-convenient-routes-158337.html

- A Grant of £66,000.00 was allocated to the 20mph scheme.
- But what is the total cost and ongoing maintenance cost of the scheme that the Department of Transport has proved not to work and is now proving not to work in our community?

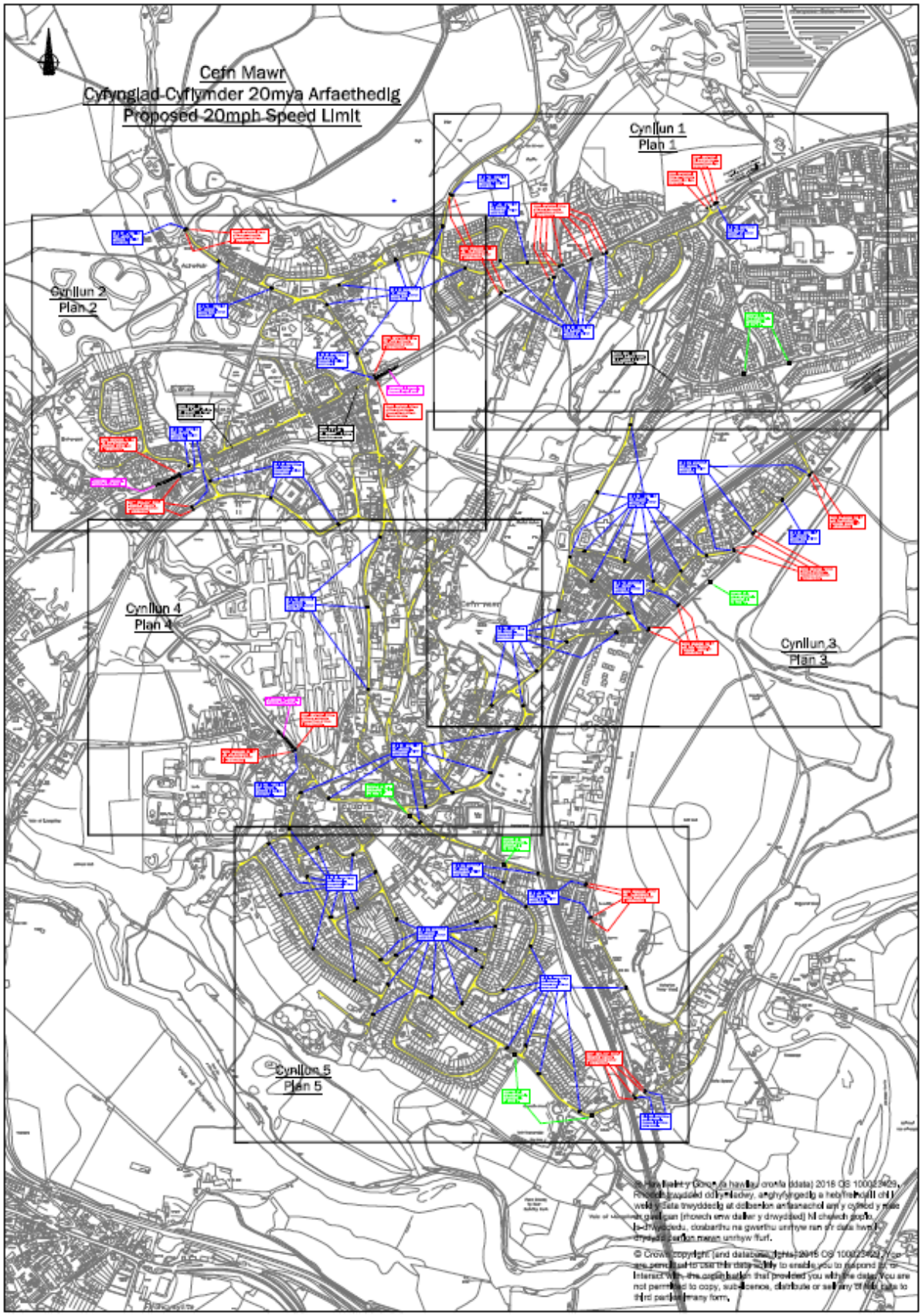
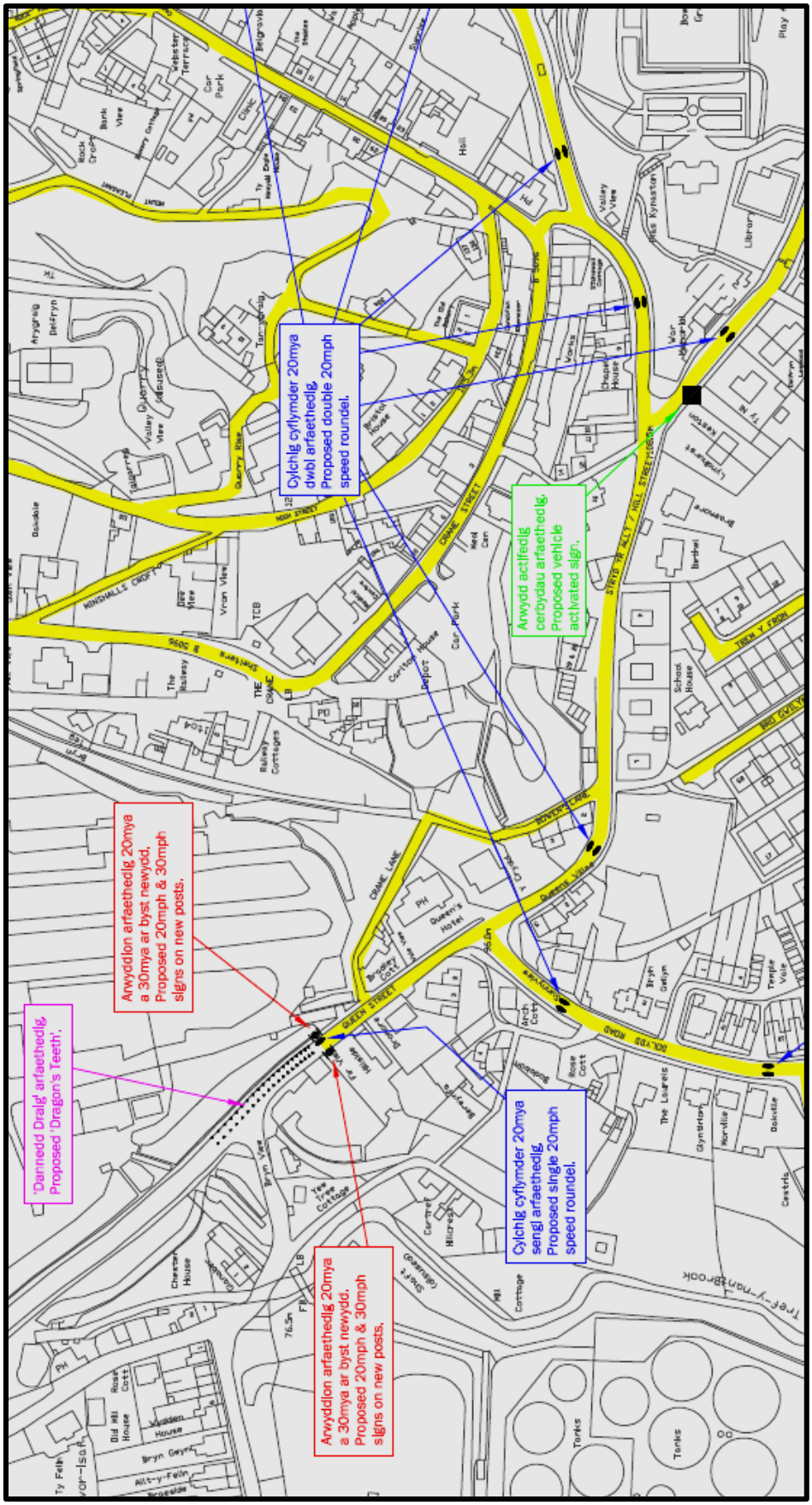


Figure 24 20MPH Scheme in Cefn Mawr



The 20mph speed restrictions for the given area do not work. Failure of these schemes was indicated by the Department for Transport Report in 2018 prior to the application of such in our community.

More practical measures need to be taken to rectify the current and ongoing problem.

Furthermore, speed restriction weather working or not do not alter the traffic flow volume which has moved from the B5096 to the new through fare of Queens Street and Hill Street which is an unsuitable and unclassified road.

The 20mph speed restriction in our community has had very little effect if any and is largely ignored as the DfT report did say the case would be before it was imposed.

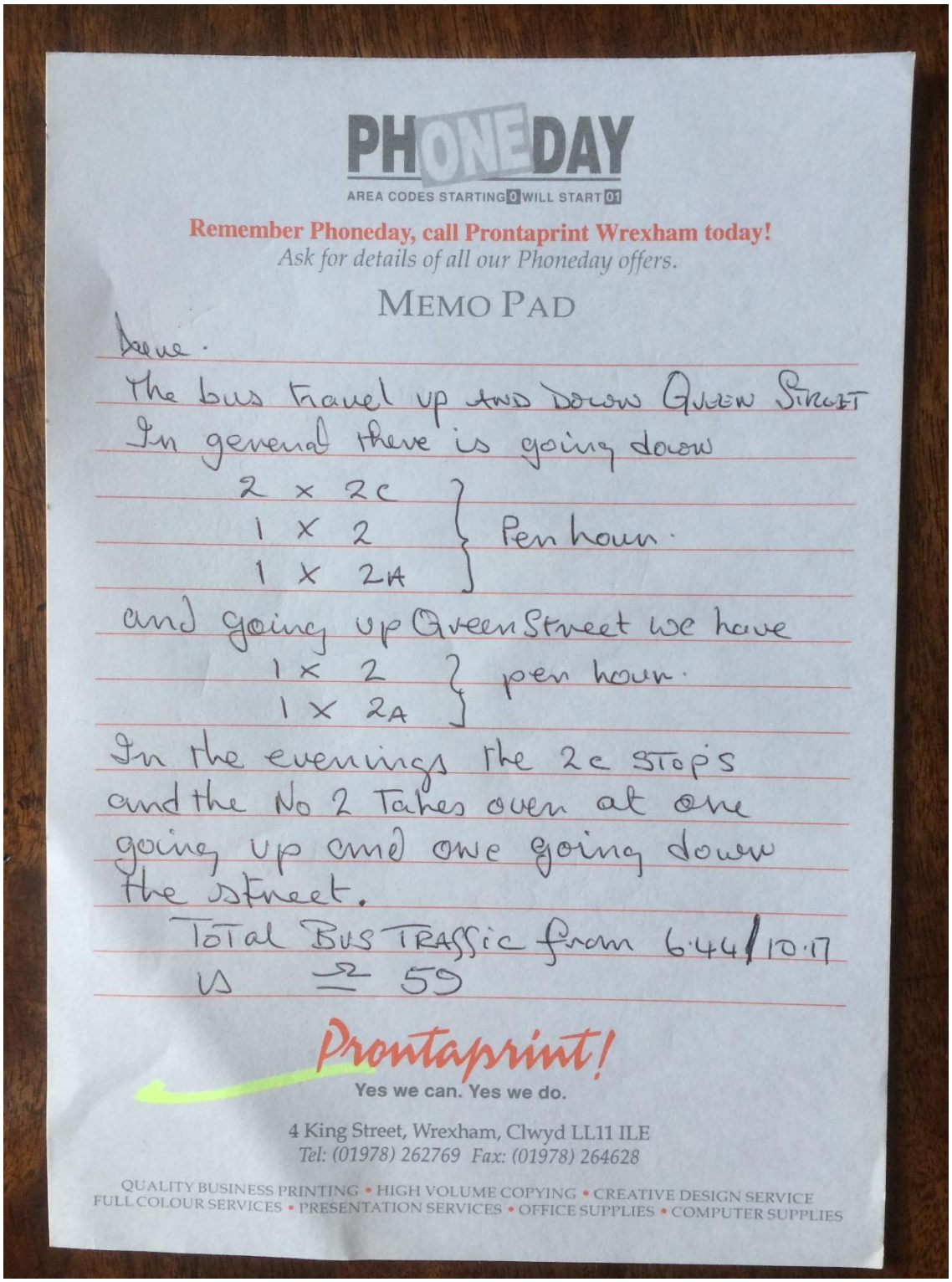
Figure 25 20 MPH Scheme Queens Street

Damage to Property

Figure 26 Roof Damage

More impact damage to Queens Villars on Queens Street, early 2019.

Bus Services 2019



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MEMO PAD

Dear.

The bus travel up and down Queen Street

In general there is going down

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1 x 2A
} Per hour.

and going up Green Street we have

1 x 2
1 x 2A
} per hour.

In the evenings the 2c stop's and the No 2 Takes over at one going up and one going down the street.

Total Bus Traffic from 6.44/10.17 is = 59

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Figure 27 Cefn Mawr Busses

Total Busses running up and down a single lane road per day 59, in addition to the excessive traffic flow that has occurred since the opening of Tesco and the new Oxford Road by pass of Cefn Mawr village centre.

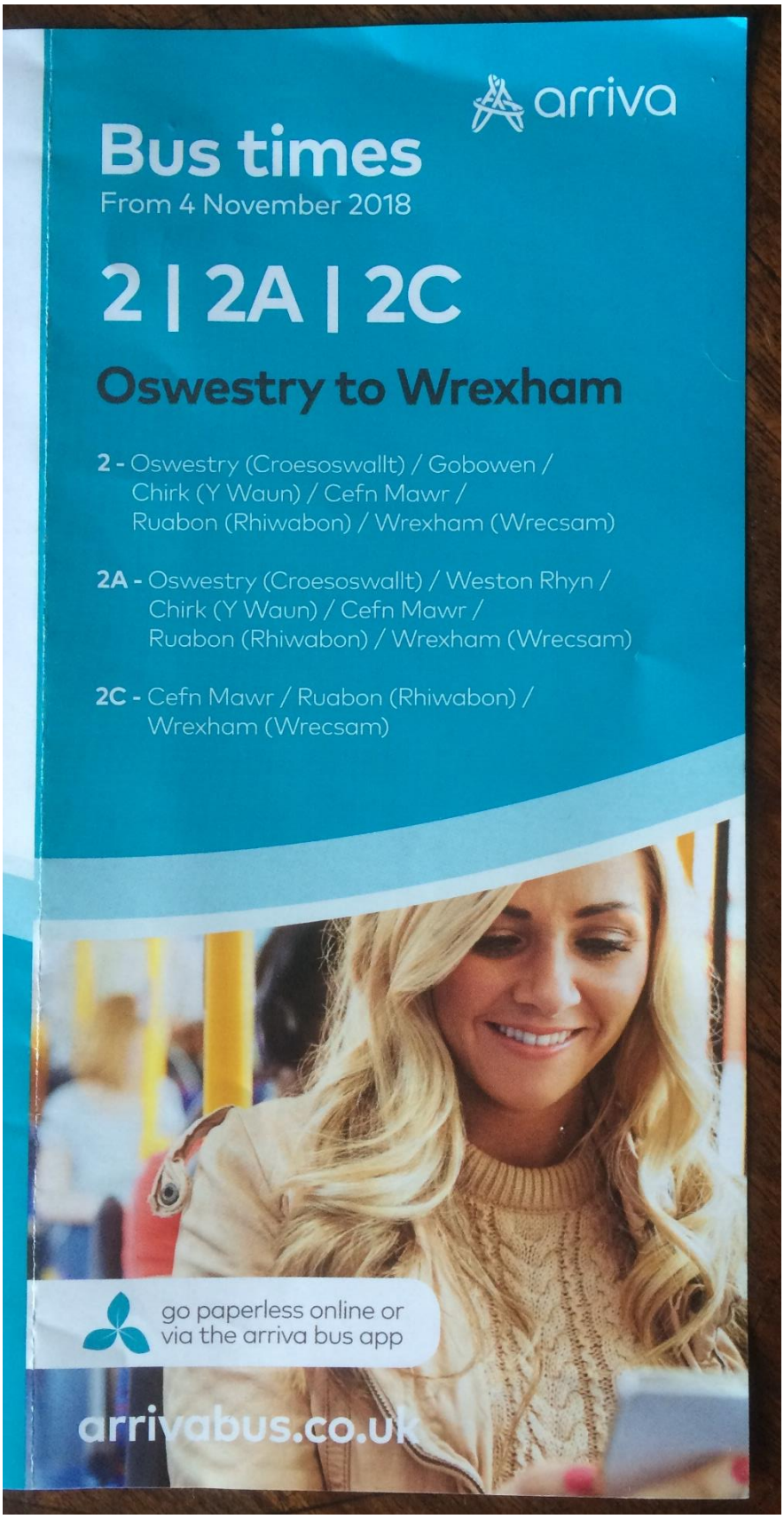


Figure 28 Bus Timetable 1

Oswestry - Gobowen - Chirk - Cefn Mawr - Wrexham
Oswestry - Weston Rhyn - Chirk - Cefn Mawr - Wrexham
Oswestry - Chirk - Cefn Mawr - Wrexham

2
2A
2C

Mondays to Saturdays / Dydd Llun i Ddydd Sadwrn

Route Number	2A	2	2	2C	2A	2A	2C	2C	2	2	2C	2C	2A	2C	2	2C
Day Code	NS	NS	S	NS	NS	S	NS	S	NS	S	NS	S				
Oswestry Bus Station	0608	0628	0638	0648	0658	0708	0718	0728	0728	0738	....	0758	0808	....	0838	....
Gobowen Post Office	....	0636	0646	....	....	....	....	....	0736	0746	....	....	....	....	0846	....
Weston Rhyn Institute	0622	....	....	....	0712	0722	....	....	....	....	....	....	0822	....	....	....
Chirk, Hand Hotel	0629	0649	0659	0702	0719	0729	0732	0742	0749	0759	....	0812	0829	....	0859	....
Lodgevale Estate	....	0654	0704	....	....	0734	....	....	0754	0804	....	....	....	....	0904	....
Chirk Green	0633	....	....	....	0723	....	....	....	....	....	....	....	0833	....	....	....
Cefn Mawr, Bro Gwilym	....	....	....	0717	....	....	0747	0757	....	....	0817	0827	....	0857	....	0927
Cefn Mawr, Tesco	0644	0704	0714	....	0734	0744	....	....	0804	0814	....	....	0844	....	0914	....
Cefn Mawr, opp Tesco	....	....	....	0722	....	....	0752	0802	....	....	0822	0832	....	0902	....	0932
Plas Madoc, Hampden Way	0654	0714	0724	0729	0744	0754	0759	0809	0814	0824	0829	0839	0854	0909	0924	0939
Ruabon, High Street	0659	0719	0729	0734	0749	0759	0804	0814	0819	0829	0834	0844	0859	0914	0929	0944
Rhostyllen, Black Lion	0709	0729	0739	0744	0759	0809	0814	0824	0829	0839	0844	0854	0909	0924	0939	0954
Wrecsam/Wrexham, Bus Station	0717	0737	0747	0752	0812	0817	0827	0832	0842	0847	0857	0902	0917	0932	0947	1002

Route Number	2A	2C	2	2C		2A	2C	2	2C		2	2A	2A	2	2	2
Oswestry Bus Station	0908	....	0938	....	then at these mins past each hour	08	....	38	....	until	1638	1708	1738	1852	1952	2052
Gobowen Post Office	....	....	0946	....		....	....	46	....		1646	....	....	1900	2000	2100
Weston Rhyn Institute	0922	....	....	....		22	....	....	....		....	1722	1752	....	....	....
Chirk, Hand Hotel	0929	....	0959	....		29	....	59	....		1659	1729	1759	1910	2010	2110
Lodgevale Estate	....	....	1004	....		....	....	04	....		1704	....	....	....	....	....
Chirk Green	0933	....	....	....		33	....	....	....		....	1733	1803	....	....	....
Cefn Mawr, Bro Gwilym	....	0957	....	1027		....	57	....	27		....	....	....	....	....	....
Cefn Mawr, Tesco	0944	....	1014	....		44	....	14	....		1714	1744	1814	1922	2022	2122
Cefn Mawr, opp Tesco	....	1002	....	1032		....	02	....	32		....	....	....	....	....	....
Plas Madoc, Hampden Way	0954	1009	1024	1039		54	09	24	39		1724	1754	1824	1927	2027	2127
Ruabon, High Street	0959	1014	1029	1044		59	14	29	44		1729	1759	1829	1932	2032	2132
Rhostyllen, Black Lion	1009	1024	1039	1054		09	24	39	54		1739	1809	1839	1940	2040	2140
Wrecsam/Wrexham, Bus Station	1017	1032	1047	1102		17	32	47	02		1747	1817	1847	1947	2047	2147

Sundays and Bank Holiday Mondays / Suliau a Gwylianu Cyhoeddus

Route number	2	2	2	2	2	2	2	2
Oswestry Bus Station	0830	0930	1030	1130	1230	1330	1430	1530
Gobowen Post Office	0838	0938	1038	1138	1238	1338	1438	1538
Chirk, Hand Hotel	0848	0948	1048	1148	1248	1348	1448	1548
Cefn Mawr, Tesco	0900	1000	1100	1200	1300	1400	1500	1600
Plas Madoc, Hampden Way	0905	1005	1105	1205	1305	1405	1505	1605
Ruabon, High Street	0910	1010	1110	1210	1310	1410	1510	1610
Rhostyllen, Black Lion	0918	1018	1118	1218	1318	1418	1518	1618
Wrecsam/Wrexham, Bus Station	0925	1025	1125	1225	1325	1425	1525	1625

Notes NS - Not Saturdays **S** - Saturdays only
Nodiadau NS - Dim ar dydd Sadwrn
S - Dydd Sadwrn yn unigonly

Wrexham - Cefn Mawr - Chirk - Gobowen - Oswestry
Wrexham - Cefn Mawr - Chirk - Weston Rhyn - Oswestry
Wrexham - Cefn Mawr - Chirk - Oswestry

2
2A
2C

Figure 29 Bus Timetable 2

Wrexham - Cefn Mawr - Chirk - Gobowen - Oswestry 2
Wrexham - Cefn Mawr - Chirk - Weston Rhyn - Oswestry 2A
Wrexham - Cefn Mawr - Chirk - Oswestry 2C

Mondays to Saturdays / Dydd Llun i Ddydd Sadwrn

Notes A - journey commences from Lodgevale Estate entrance at 0800

Route Number	2A	2A	2A	2C	2C	2	2	2C	2A	2C	2	2C	2A	2C
Day Code	NS	NS	S	NS	S	S	NS							
Wrecsam/Wrexham, Bus Station	0637	0722	....	0742	0752	....	0802	0822	0837	0852	0907	0922	0937	0952
Rhostyllen, Black Lion	0644	0730	....	0750	0800	....	0810	0830	0845	0900	0915	0930	0945	1000
Ruabon, High Street	0653	0740	....	0800	0810	....	0820	0840	0855	0910	0925	0940	0955	1010
Plas Madoc, Hampden Way	0658	0748	....	0807	0815	....	0828	0847	0903	0917	0933	0947	1003	1017
Cefn Mawr, opp Tesco	0702	0753	....	....	....	....	0833	....	0908	....	0938	....	1008	....
Cefn Mawr, Tesco	....	....	....	0812	0822	....	....	0852	....	0922	....	0952	....	1022
Cefn Mawr, Bro Gwilym	....	....	....	0817	0827	....	....	0857	....	0927	....	0957	....	1027
Chirk Green	0711	0804	0804A	....	....	....	....	....	0919	....	....	....	1019	....
Lodgevale Estate	....	....	....	....	....	0835	0845	....	....	....	0950	....	....	....
Chirk, Hand Hotel	0715	0810	0810	....	....	0840	0850	....	0925	....	0955	....	1025	....
Weston Rhyn Institute	0722	0817	0817	....	....	....	....	....	0932	....	....	....	1032	....
Gobowen Post Office	....	....	....	....	....	0852	0902	....	....	....	1007	....	....	....
Oswestry Bus Station	0737	0832	0832	....	....	0902	0912	....	0947	....	1017	....	1047	....

Route Number	2	2C	2A	2C	2	2C	2A	2C	2	2C	2A	2C	2	2	2	2	2
Wrecsam/Wrexham, Bus Stn	07	22	37	52	1607	1622	1637	1652	1707	1722	1737	1752	1822	1852	1952	2052	2152
Rhostyllen, Black Lion	15	30	45	00	1615	1630	1645	1700	1715	1730	1745	1800	1830	1900	1959	2059	2159
Ruabon, High Street	25	40	55	10	1625	1640	1655	1710	1725	1740	1755	1810	1840	1910	2007	2107	2207
Plas Madoc, Hampden Way	33	47	03	17	1633	1647	1703	1717	1733	1747	1803	1817	1848	1918	2012	2112	2212
Cefn Mawr, opp Tesco	38	....	08	....	1638	....	1708	....	1738	....	1808	....	1853	1923	2017	2117	2217
Cefn Mawr, Tesco	....	52	....	22	....	1652	....	1722	....	1752	....	1822	....	....	....	....	....
Cefn Mawr, Bro Gwilym	....	57	....	27	....	1657	....	1727	....	1757	....	1827	....	....	....	....	....
Chirk Green	....	....	19	....	....	....	1719	....	....	....	1819	....	....	....	....	....	....
Lodgevale Estate	50	....	....	....	1650	....	....	....	1750	....	....	....	1905	1935	....	....	....
Chirk, Hand Hotel	55	....	25	....	1655	....	1725	1742	1755	1812	1825	1842	1910	1940	2029	2129	2229
Weston Rhyn, Institute	....	....	32	....	....	....	1732	....	....	....	1832	....	....	....	....	....	....
Gobowen Post Office	07	....	....	....	1707	....	....	....	1807	....	....	....	1922	1952	2039	2139	2239
Oswestry, Bus Station	17	....	47	....	1717	....	1747	1757	1817	1827	1847	1857	1932	2002	2047	2147	2247

then at these mins past each hour

until

Figure 30 Bus Timetable 3

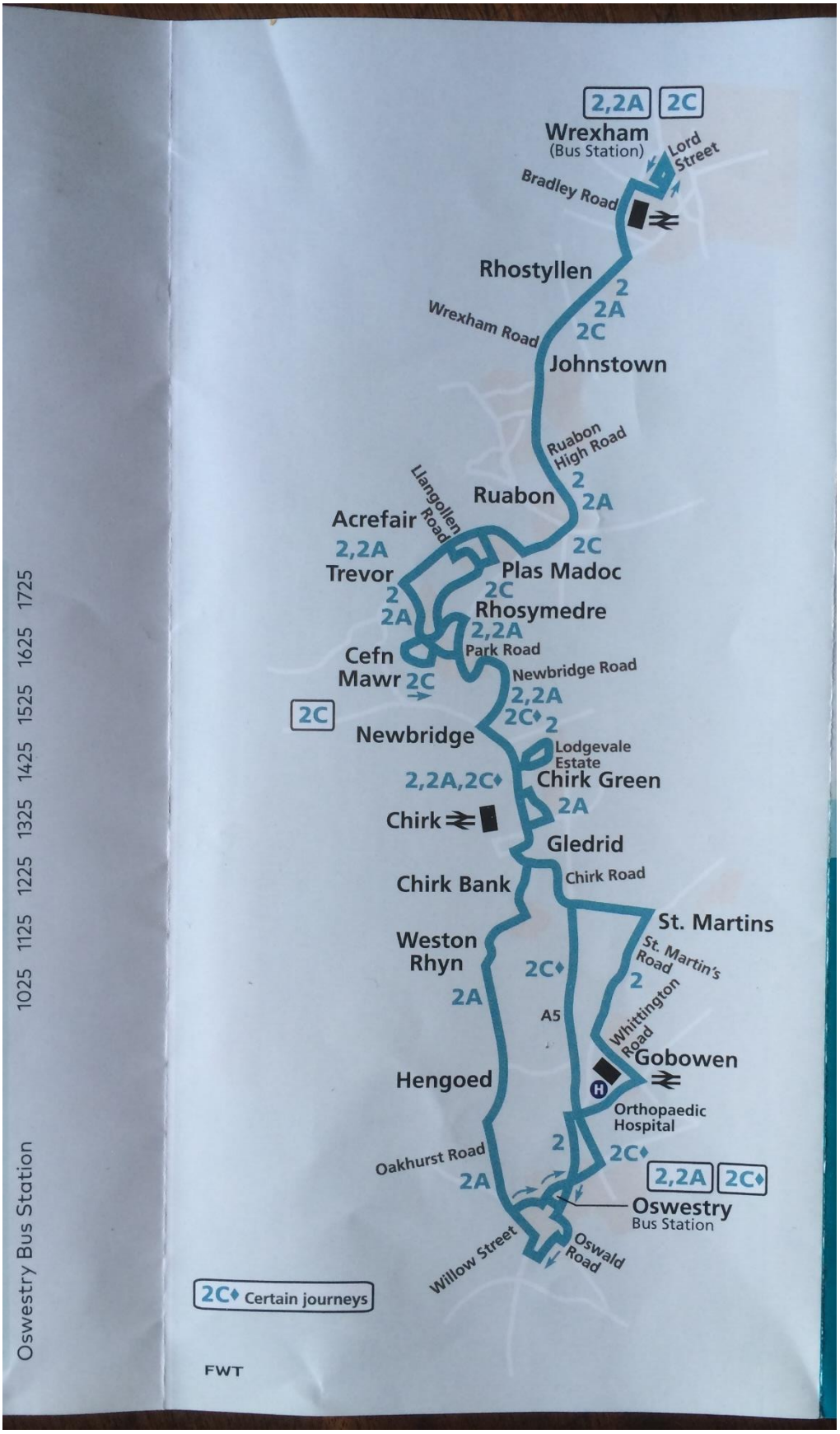


Figure 31 Bus Routes

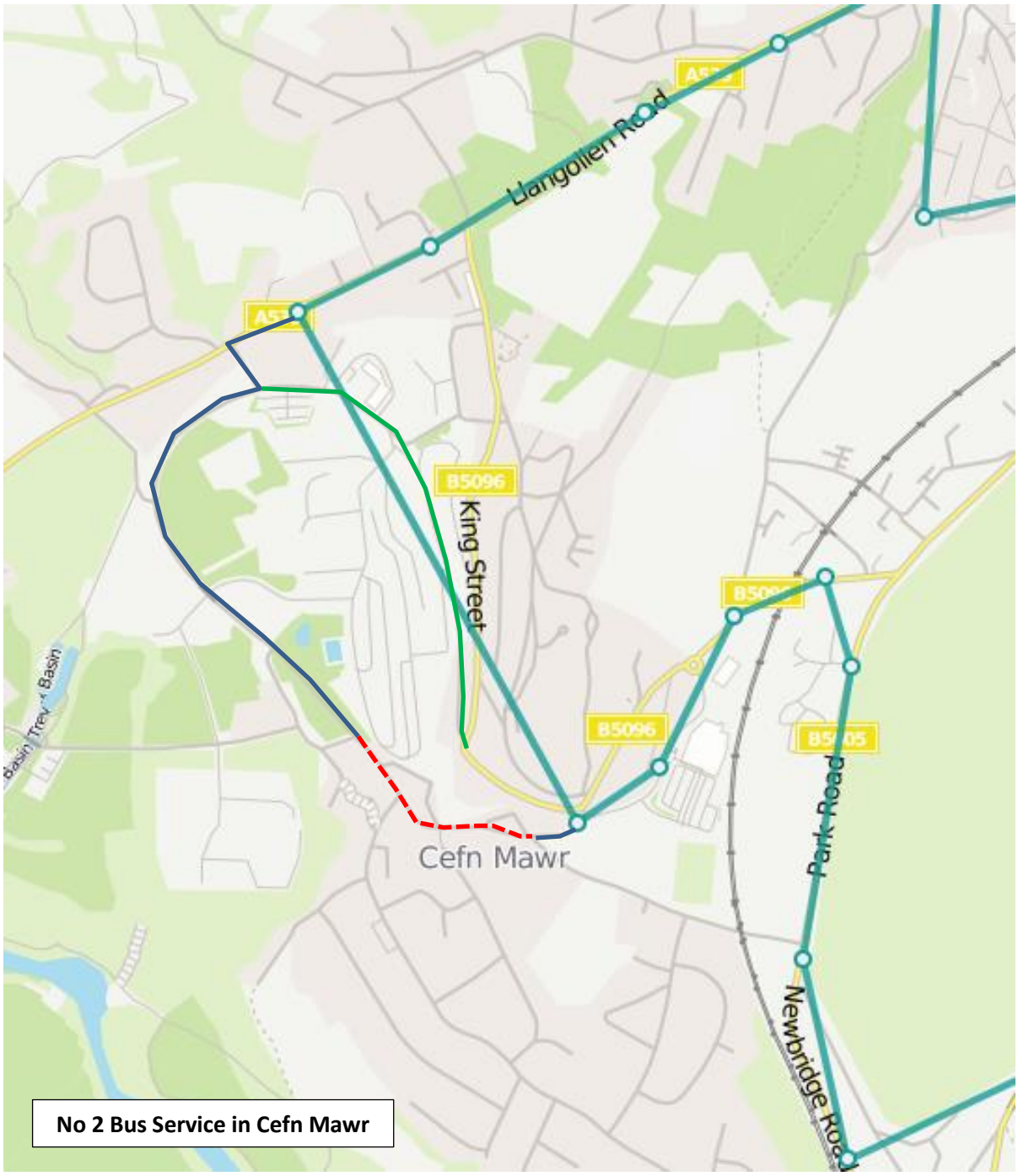


Figure 32 No 2 Bus Route

Please note the bus service is shown in blue and the dangerous section along Queens & Hill Street is shown in Red Hatched line. Alternatively, these buses could be routed along Abernant Road (Green) or King Street as they used to be before the arrival of Tesco. This bus routing would serve the community far better that the present routing which is a positive danger to our residents and citizens.

Traffic Lights a box junction or a one-way system along Well Street would allow a combination of bus routes and traffic flow that would bring much needed trade back into the village centre of Cefn Mawr while alleviating the excessive traffic flow along Queens Street.

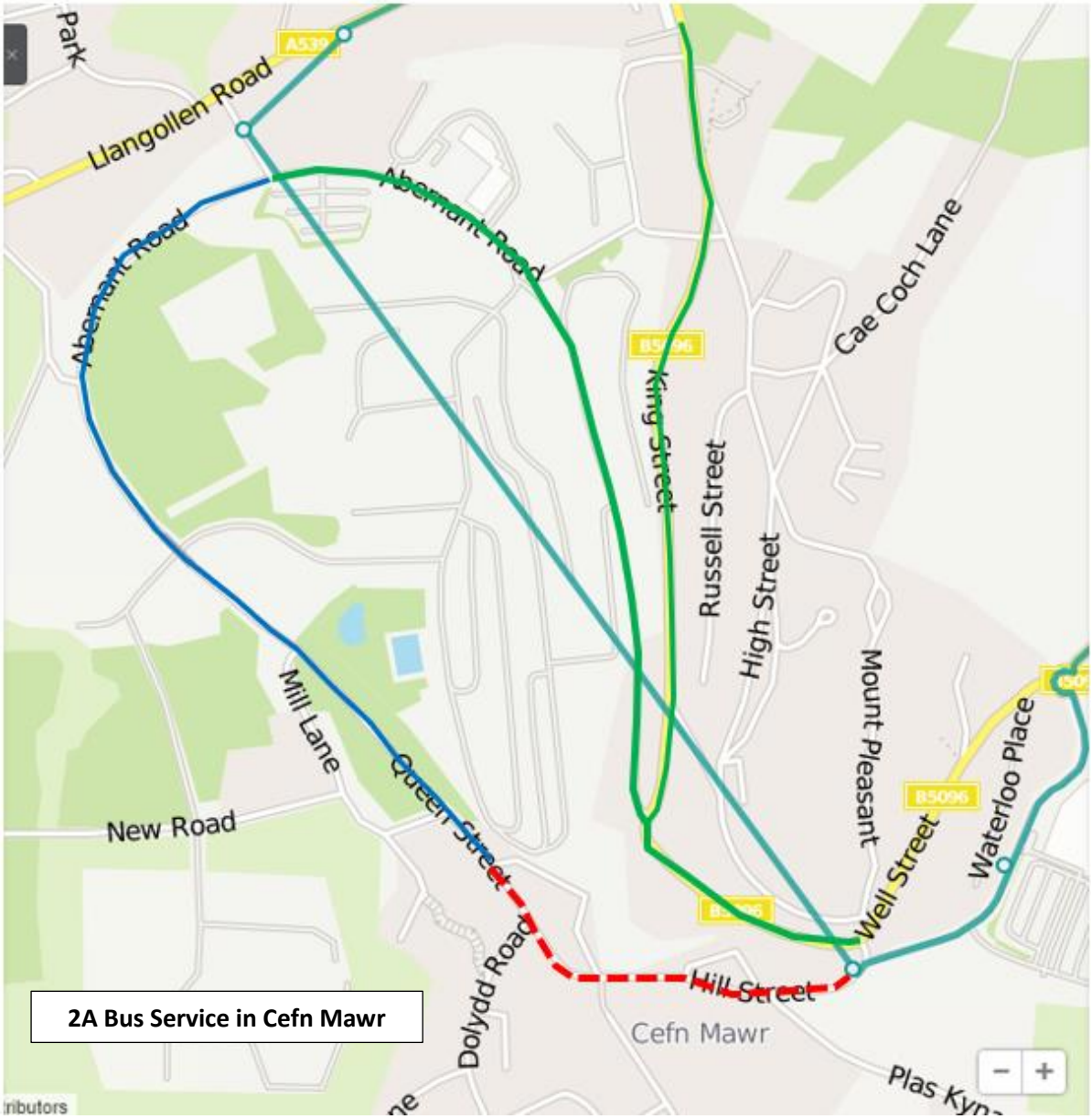


Figure 33 2A Bus Route

Please note the bus service is shown in blue and the dangerous section along Queens Street is shown in Red Hatched line.

As can be seen from this document the black spots along what is largely a single lane road with blind bends are all in the section of red hatched line. This situation is liable to cause a serious accident with injury or loss of life and needs to be addressed.

Please note apart from the section highlighted in red hatched line the roadways are dual lane with pedestrian pavements on both sides for the majority of their length.

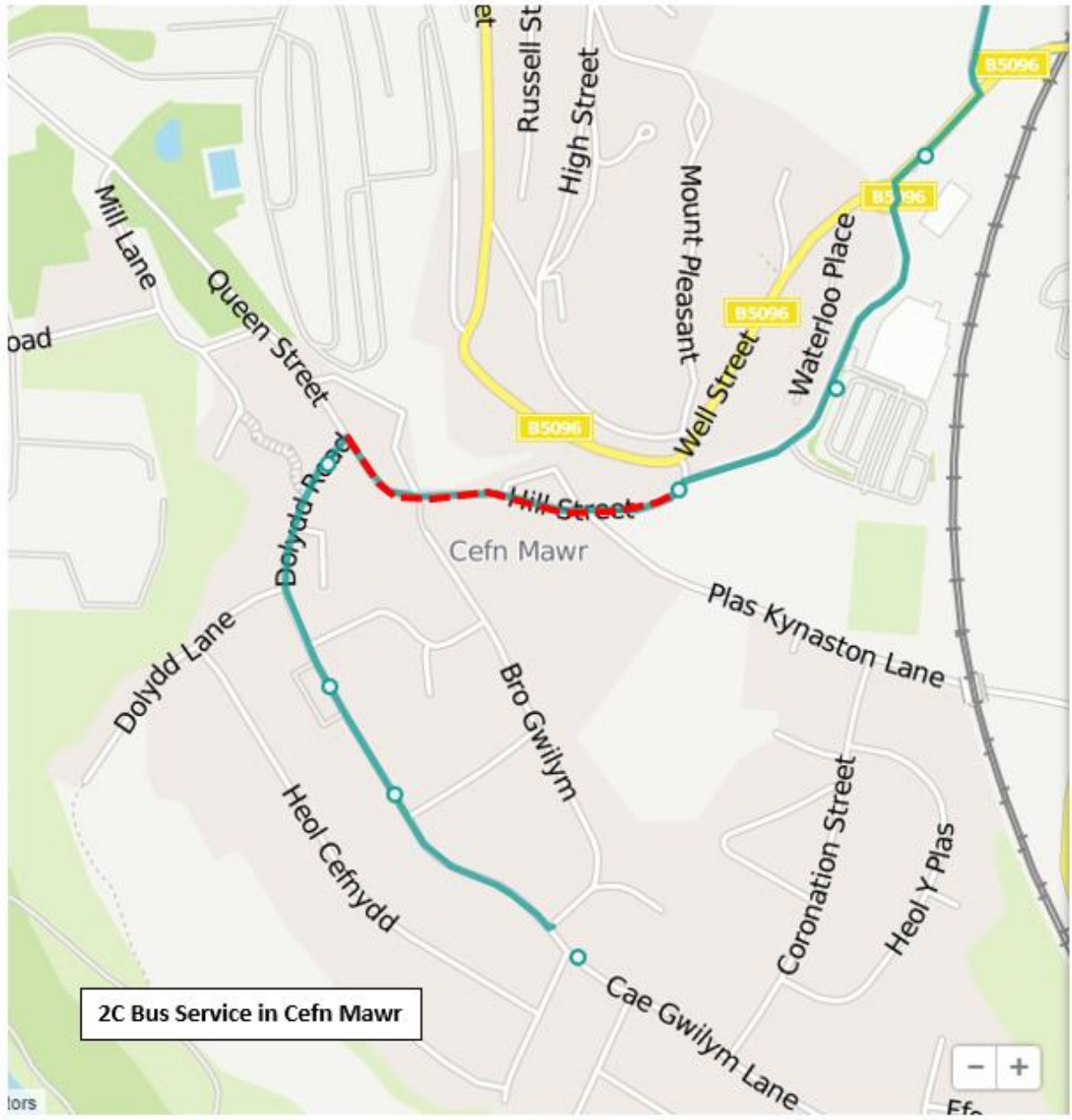


Figure 34 2C Bus Route

Please note the bus service is shown in blue and the dangerous section along Queens Street is shown in Red Hatched line.

Traffic flow along the red hatched line section of this minor road has now exceeded the expected traffic flow predicted in the TESCO planning application and approval.

This problem needs addressing as soon as possible – BEFORE – a serious accident occurs, and to help prevent further damage to property along this section of Queens Street in Cefn Mawr.

Road Classification

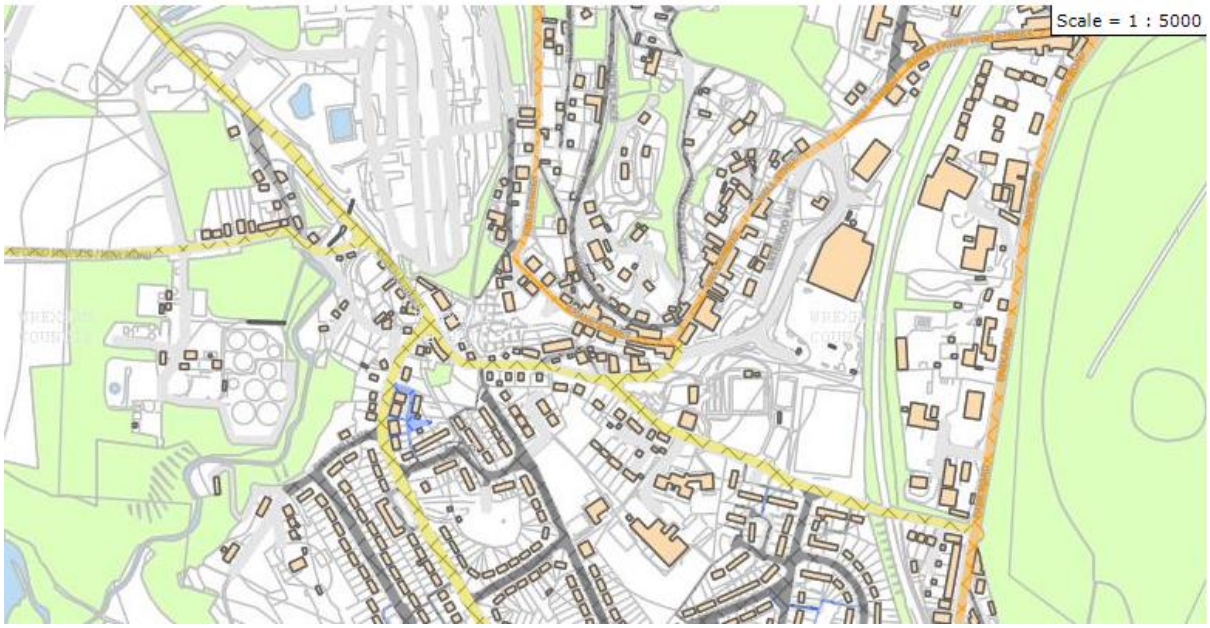


Figure 35 WCBC Road Classification

Queens Street is a C Class Road by WCBC:

C Class Roads - Classified & unnumbered are smaller roads intended to connect unclassified roads with A and B roads, and often linking a housing estate or a village to the rest of the network. Like 'minor roads' on an Ordnance Survey map and sometimes known unofficially as C roads.

The problem in Cefn Mawr is that Queens Street has now become the main through fare since the opening of the Tesco Supermarket which it is not suitable for because of the restrictive section between the Queens Hotel and the bottom of Hill Street as identified in this document.

The B5096, King Street, Crane Street in Cefn Mawr in now virtually deserted as the bulk of through traffic has diverted to Queens Street and Hill Street which is clearly an unclassified road as indicated by WCBC.

This is wrong and has been aggravated by the licencing of bus routes along the same unclassified roads by WCBC.

This needs correction.

Setting Road Classifications

Roads classification exists to ensure that there is a feasible, logical road network throughout the country. Roads classifications should be set to reflect the ways in which a community links to the wider world. It can also take into account the traffic management goals and road categorisation approach of the local highway authority.

There are wide disparities in the road networks in different parts of England. It is not helpful to adopt a single standard for selecting different classes of road in every part of the country. Classifications must be set in a way that reflects the road network in their local area.

Any standards must therefore be relative:

- An A road will generally be among the widest, most direct roads in an area, and will be of the greatest significance to through traffic
- A B road will still be of significance to traffic (including through traffic), but less so than an A road
- A Classified Unnumbered road will be of lower significance and be of primarily local importance, but will perform a more important function than an unclassified road
- An Unclassified road will generally have very low significance to traffic and be of only very local importance.

Reasons for granting a road a higher classification can include:

- The role the road plays in letting people travel from one location to others;
- The volume or character of traffic that road should take;
- The traffic management objectives of the authority; and
- The standard of the road relative to other nearby roads.

In the absence of clear reasons otherwise, the default state of a road is to be unclassified.

Queens Street from the Queens Hotel to the junction of Plas Kynaston Lane with Hill Street is of a lesser standard that other relative roads.

So why is this road being used as a main through fare?

Please note: Extracts for this section are taken directly from the Guidance on Road Classification and the Primary Route Network by the Department for Transport.

Queens & Hill Street Substrate

Poor substrate.

Poor substrate of unclassified road.

Poor Substrate of Queens Street

Queens Street is an old unclassified road

Poor substrate in Hill Street and Queens Street leads to road deterioration

Poor substrate in Queens and Hill Street leads to ground movement.

Heavy traffic flow on poor substrate leads to ground shake and vibration form vehicles.

Heavy traffic flow on poor substrate leads to ground shake and vibration form vehicles.

Heavy traffic flow, ground shake and vibration form vehicles leads to disturbance.

Heavy traffic flow, ground shake and vibration form vehicles lead to disturbance. In these pictures the Gas Main is under repair.

Poor Substrate

Poor Substrate

Hill & Queens Street unclassified road and poor substrate.

Hill & Queens Street unclassified road and poor substrate.

Subsidence & Structural Damage

Indications of vibration and ground shake can be seen in buildings with cracks appearing.

This is 18 Fair View House on Queens Street and cracks are appearing on the external wall adjacent to Queens Street since the road has become a thoroughfare.

Tesco Transport Assessment 2008

Planning Application by

TESCO STORES LIMITED

For

Proposed New Store

at

Hill Street

Cefn Mawr

Transport Assessment

Volume 1: Report & Figures

0807-57/TA 01

September 2008

P / 2008 / 1081

Transport Assessment

PINNACLE Transportation (Cardiff) Limited
24 Windsor Place
Cardiff
CF10 3BY

T 02920 230303
F 02920 230252
E cardiff@ptl.co.uk

5.22 A summary of the redistributed traffic movements is provided in Table 5.1.

Table 5.1 Predicted Redistribution of Traffic in Cefn Mawr

Existing Movement	Predicted Movement with Link Road
Crane Street – Hill Street	Crane Street – Well Street (South) – Well Street (North) – Link Road – Hill Street
Well Street (South) – Hill Street	Well Street (North) – Link Road – Hill Street
Hill Street – Crane Street	Hill Street – Link Road – Well Street (North) – Well Street (South) – Crane Street
Hill Street – Well Street (South)	Hill Street – Link Road – Well Street (North)

Table 6.3 Final Expected Trade Draw Distribution: Tesco store

Approach	Attraction
High Street	39%
Queen Street	18.9%
King Street	6.3%
Newbridge Road	35.8%
Total	100%

6.16 Projected trip distributions based on the above are shown in **Figure 6.1**, it has been assumed that Weekday and Saturday Tesco trips will be distributed in the same manner.

6.17 Development traffic attracted to the proposed Tesco store has been assigned to the highway network with reference to the derived distributions. These trips are presented as **Figures 6.2** and **6.3** for the Friday PM and Saturday peak periods respectively.

Tesco Stores Limited

Proposed Tesco Store at Cefn Mawr
Transport Assessment

8. CAPACITY ANALYSIS

Introduction

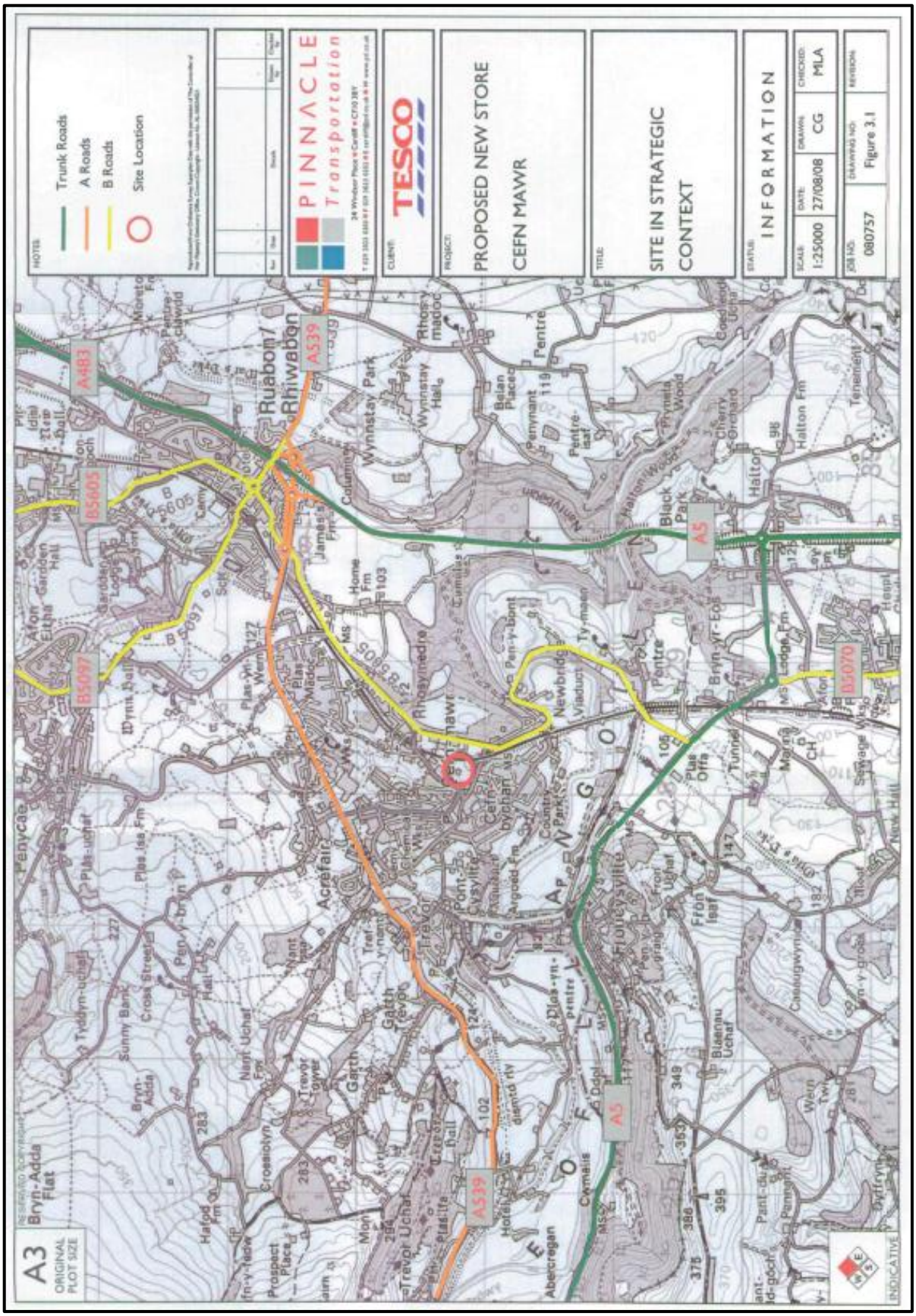
8.1 This section of the TA considers the off-site junction capacity implications of the additional traffic attracted to the proposed Treorchy Tesco store. As agreed with Wrexham County Borough Council, the following junctions have been considered:

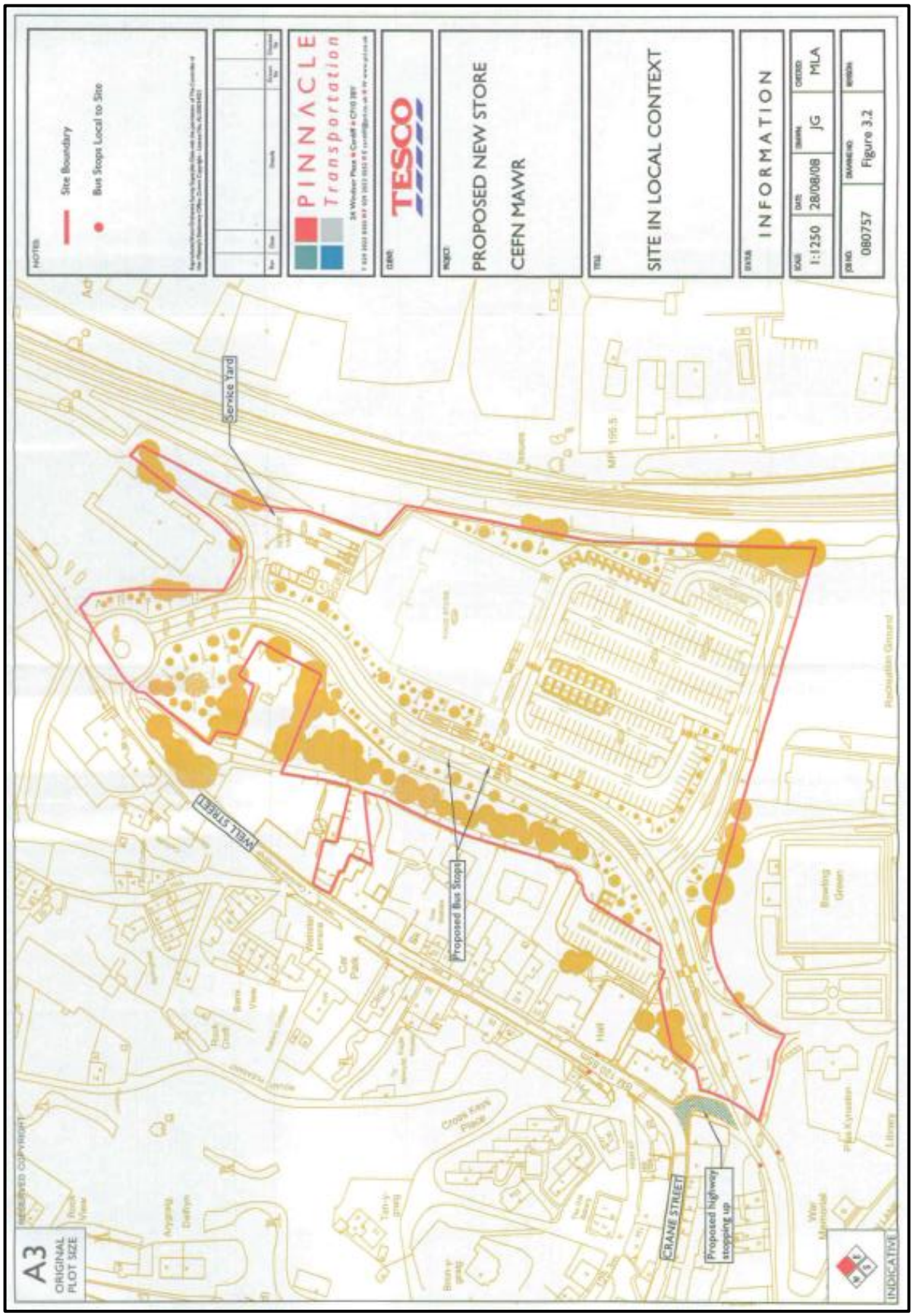
Junction 1	Hill Street/Crane Street (priority junction);
Junction 2	Plas Kynaston Lane/Hill Street (priority junction);
Junction 3	Plas Kynaston Lane/Park Road (priority junction);
Junction 4	High Street/Park Road (priority junction);
Junction 5	Tesco customer access junction (new junction)
Junction 6	Well Street/Link Road (new mini roundabout)

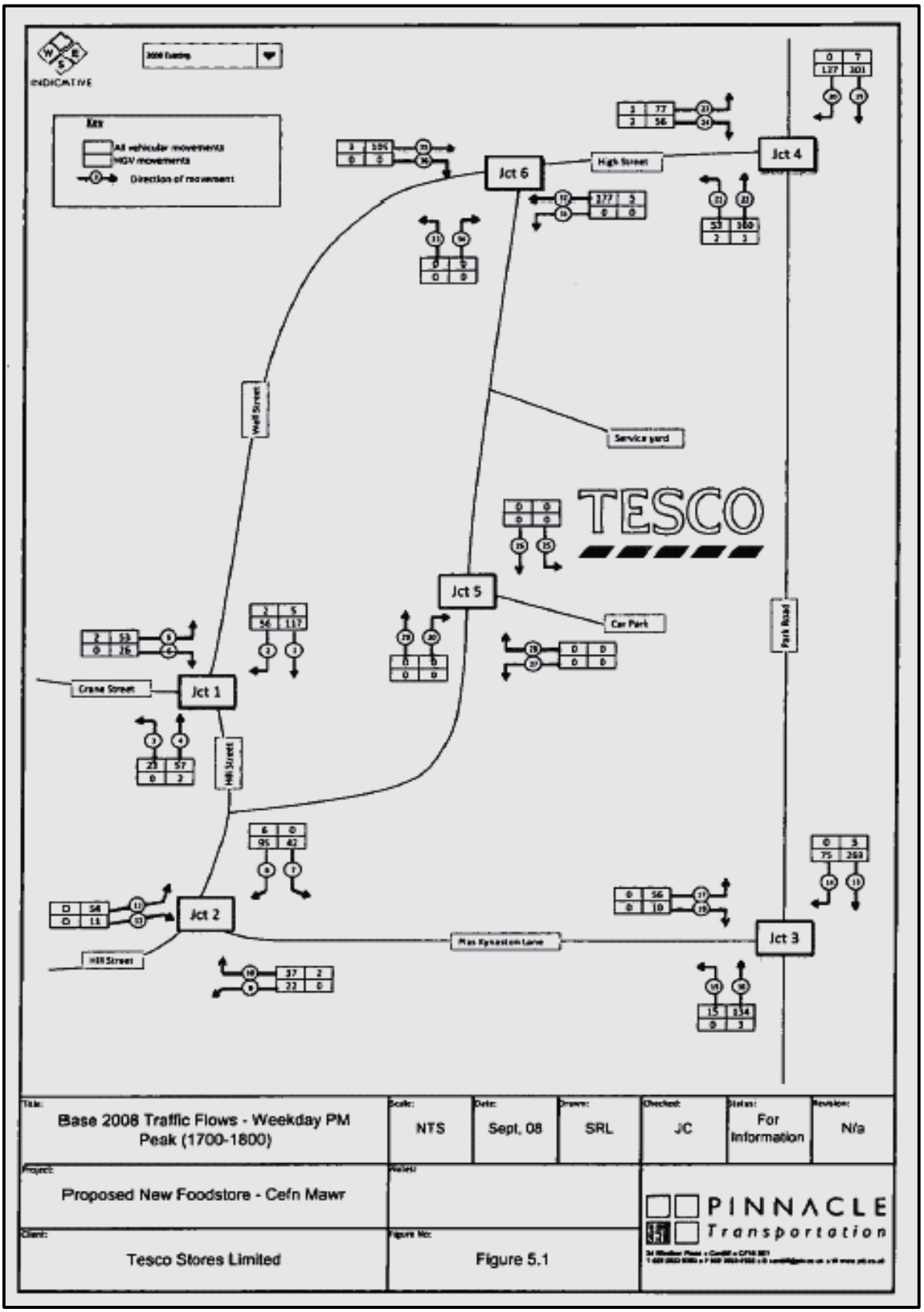
In the Tesco Transport Assessment very little mention was made of Queens Street and the above extracts are the sum of such for a 79-page document.

Furthermore, in the junction analysis, Queens Street is not even mentioned.

This has been a very large omission in the planning for the Tesco Store in our community.


NOTES
Trunk Roads
A Roads
B Roads
Site Location
PINNACLE
Transportation
CLIENT
TESCO
PROJECT
PROPOSED NEW STORE
CEFN MAWR
TITLE
SITE IN STRATEGIC
CONTEXT
STATUS
INFORMATION
SCALE
1:25000
DATE
27/08/08
DRAWN
CG
CHECKED
MLA
JOB NO.
080757
DRAWING NO.
Figure 3.1
REVISION
A3
ORIGINAL PLOT SIZE
INDICATIVE


NOTES
Site Boundary
Bus Stops Local to Site
PINNACLE
Transportation
TESCO
PROJECT
PROPOSED NEW STORE
CEFN MAWR
TITLE
SITE IN LOCAL CONTEXT
STATUS
INFORMATION
SCALE
1:1250
DATE
28/08/08
DRAWN
JG
CHECKED
MLA
JOB NO.
080757
DRAWING NO.
Figure 3.2
REVISION
Service Yard
WELL STREET
Proposed Bus Stops
CRANE STREET
Proposed highway stopping up
A3
ORIGINAL PLOT SIZE
INDICATIVE



Again, no mention of Queens Street in the analysis and what reference has been made to Hill Street is far below the reality of what has happened since the store has opened.

Tesco Transport Assessment Addendum 2008

Planning Application by
TESCO STORES LIMITED
For

Proposed Superstore

at

Hill Street,
Cefn Mawr

Transport Assessment Addendum

Report & Appendices

0807-57/AD/01
November 2008

PINNACLE Transportation Limited
24 Windsor Place
Cardiff
CF10 3BY

T 02920 230303
F 02920 230252
E cardiff@ptl.co.uk

The Addendum by Tesco was produced in response to WCBC comments on the initial Transport Assessment by Tesco.

Hill Street adjacent to property known as Braemore.

- *The carriageway adjacent to this dwelling is approximately 4.1m wide for a distance of some 50m although the road is effectively narrower due to a degree of wall shyness caused by the boundary wall north of the carriageway edge. The carriageway does not permit the simultaneous passage of vehicles and given the length of the restriction is likely to cause serious delays and congestion.*

4.30 On-site measurements reveal that Hill Street is 4.1m wide at its narrowest point for an approximate distance of 12m. From west to east the width of the road splays up to a road width of 5.1m. According to Manual for Streets a road width of 4.1m is sufficient for two cars to pass simultaneously, whilst a road width of 4.8m is sufficient for a normal private vehicle and a HGV to pass simultaneously.

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There seems to be some discrepancy here in the figures and interpretation of.

Tesco Stores Limited

Proposed Tesco Store at Hill Street, Cefn Mawr
Transport Assessment Addendum

4.31 The anticipated two-way traffic volumes at this location as anticipated in the TA will be as follows:

- The maximum number of development generated trips will be 115 during the weekday PM and 107 during the Saturday peak periods;
- The anticipated traffic volumes in the 2015 with development scenario will be 327 vehicles in the weekday PM and 321 vehicles during the Saturday peak periods.

4.32 However, as noted in 4.3, the initial development trip assignment exercise was guided by a robust, although unrealistic, assumption that trips generated within Cefn Mawr would not dissipate within the internal highway network. A total of 9.9% of Cefn Mawr generated trips were assigned along this route. In practice less than half of these trips are expected to pass along this lane. Realistically therefore, there will be 30 less development generated trips using this link during the PM peak period and 28 less during the Saturday peak period.

4.33 A more realistic two-way traffic flow along this section of High Street is as follows:

- 85 development generated trips during the weekday PM and 79 during the Saturday peak periods;
- A total traffic flow in the 2015 with development scenario of 297 during the weekday PM and 293 during the Saturday peak periods

This has not proved correct and number are exceeding this.

4.34 The capacity of High Street at this location lies somewhere between the 300 two-way trip capacity for a single track road and the 1500 two-way trip capacity for a busy high street. The guideline of 600 two-way vehicles per hour noted with regard to chicanes provides a further useful marker in anticipating the volumetric capacity at this location. Given that the realistic two-way flow at this link in 2015 with development is likely to be less than 300 vehicles per hour serious congestion is unlikely to occur at this location.

4.35 A review of accident statistics has revealed that there have been no recorded incidents at or near this location in the latest 5 year period. Furthermore visibility along this section was seen to be very good.

- *Pedestrian provision through this area is limited to a footway of less than 1m width on the south of the carriageway and is not conducive to a presumed increase in pedestrian generation.*

4.36 On-site measurements reveal that the pedestrian footway is 1.3m in width at its narrowest point. Inclusive Mobility (DfT) states that where there are physical constraints 1500mm could be regarded as a minimum in most circumstances, with

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We find this a poor response to WCBC and appreciation of our community.

the absolute minimum set as 1000mm where there is an obstacle.

4.37 As noted, this is an existing situation and accident records have revealed that there have been no incidents at this location over the most recent five year period. The total traffic movements along this section are relatively low even during peak periods, with a maximum anticipated flow of less than six vehicles per minute during the weekday PM or Saturday peak hours.

4.38 The number of development generated pedestrian movements for which this section of footway will represent the primary route is likely to be low and as a result the increase in footfall at this location is likely to be small.

4.39 Given the relatively low levels of vehicular traffic, combined with the relatively low levels of pedestrian movement and the excellent accident record at this location, the existing footway width is not expected to present any undue concerns.

- *Plas Kynaston Terrace accesses on to Hill Street in the immediate locality. Existing visibility is well below recommended standards and increased traffic generation is likely to cause additional danger to highway users.*

4.40 Plas Kynaston Terrace is not marked on OS maps, although it is presumed that this refers to a small lane that exits onto Hill Street close to Braemore to the west of the localised narrowing identified above. This is a small lane serving only a handful of properties.

4.41 This is an existing situation and accident statistics for the most recent 5-year period reveal that there have been no recorded incidents at this location. The road speed in this area will be low due to the localised narrowing along Hill Street close to the junction. The level of traffic using the Plas Kynaston Terrace lane is expected to be very light. Furthermore both the increase in and overall numbers of traffic along this route is not excessive.

4.42 It is worth noting that the relationship between traffic volume and accident risk is difficult to define, with some research pointing to a negative correlation between accident risk and traffic volume.

We have clearly shown where Plas Kynaston Terrace is in this document and the problems.

Queen Street beyond Bowens Lane

- *This was the site of a recent Welsh Assembly appeal that highlighted safety problems for pedestrians with a footway of only 0.6m width outside numbers 1 to 5.*
- *Visibility for and of pedestrians at Bowens Lane is seriously substandard. The existing situation is dangerous and will only be exacerbated by increased traffic generation.*

4.43 Requests have been made for details relating to the Welsh Assembly appeal described in this response, although it has not been possible to obtain these details, nor the relevant inspectors report.

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Please see Welsh Assembly Appeal

Tesco Stores Limited

Proposed Tesco Store at Hill Street, Cefn Mawr
Transport Assessment Addendum

4.44 On-site measurements revealed that the minimum footway width was 0.8m, at which point the carriageway width was 4.8m. The increase in pedestrian footfall at this location as a result of the development is expected to be low. This is an existing situation and a review of accident statistics has revealed that there have been no incidents at this location over the most recent five year period.

- *Forward visibility for vehicles driving toward Cefn was highlighted by the Welsh Assembly inspector as being below standard. It is a busy bus route and they can be witnessed driving up and down the hill straddling the centre line due to the geometry of the road.*

4.45 Again details of the Welsh Assembly inspector report have not been received. The forward visibility towards Cefn is substandard as highlighted by the Welsh Assembly inspector. The main issue described by WCBC is the use of this route by buses, which are reported to straddle the centre line.

Here again we see a disagreement about a very minor amount in the figures to address the major points made by WCBC Highways Department.

4.46 The only regular bus route that uses this section is 2V, which serves the Cae Gwillym Lane section of Cefn Mawr. Recorded survey data shows no buses travelling in-bound to Cefn along this section throughout the weekday afternoon or Saturday, although buses were recorded travelling away from Cefn along this route. This would suggest that in order to overcome the issue highlighted by the Welsh Assembly, buses have been rerouted, potentially following a looped route and travelling toward Cefn from Cae Gwillym Lane via Coronation Street and Plas Kynaston Lane.

4.47 It would further be possible to route both inbound and outbound services via Plas Kynaston Lane and Coronation Street, thereby entirely overcoming the issue regarding buses using this section of Queen Street. It is noteworthy that existing survey data suggests that no HGVs currently use this route.

4.48 Regardless, this is an existing issue that specifically concerns the bus route along this section of highway. The development will not lead to an increase in buses or HGVs along this route and the increase in development trips along this section is not excessive.

- *The road width at the Queens Hotel is only 4.9m. For residential roads current WCBC guidelines recommend a minimum width of 5.5m for developments serving more than 24 dwellings. Based on proposed traffic flows the road width is unsuitable of catering for further development*

4.49 The road width has been highlighted as 4.9m. Manual for streets advises that a road width of 4.8m is sufficient for a normal private vehicle and HGV to pass simultaneously.

4.50 The anticipated two-way traffic volumes at this location anticipated in the TA was as follows:

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The bus services have clearly increased along the given sections of roadway, along with other traffic, however the roadway has remained the same. This is wrong.

- 115 development generated trips during the Weekday PM and 107 during the Saturday peak periods;
- Total traffic flow in the 2015 with development scenario of 327 vehicles in the weekday PM and 321 during the Saturday peak period.

4.51 However, as noted in 4.3, the initial development trip assignment exercise was guided by a robust, although unrealistic, assumption that trips generated within Cefn Mawr would not dissipate within the internal highway network. A total of 9.9% of Cefn Mawr generated trips were assigned along this route. In practice less than half of these trips are expected to pass along this lane. Realistically therefore, there will be 30 less development generated trips using this link during the PM peak period and 28 less during the Saturday peak period.

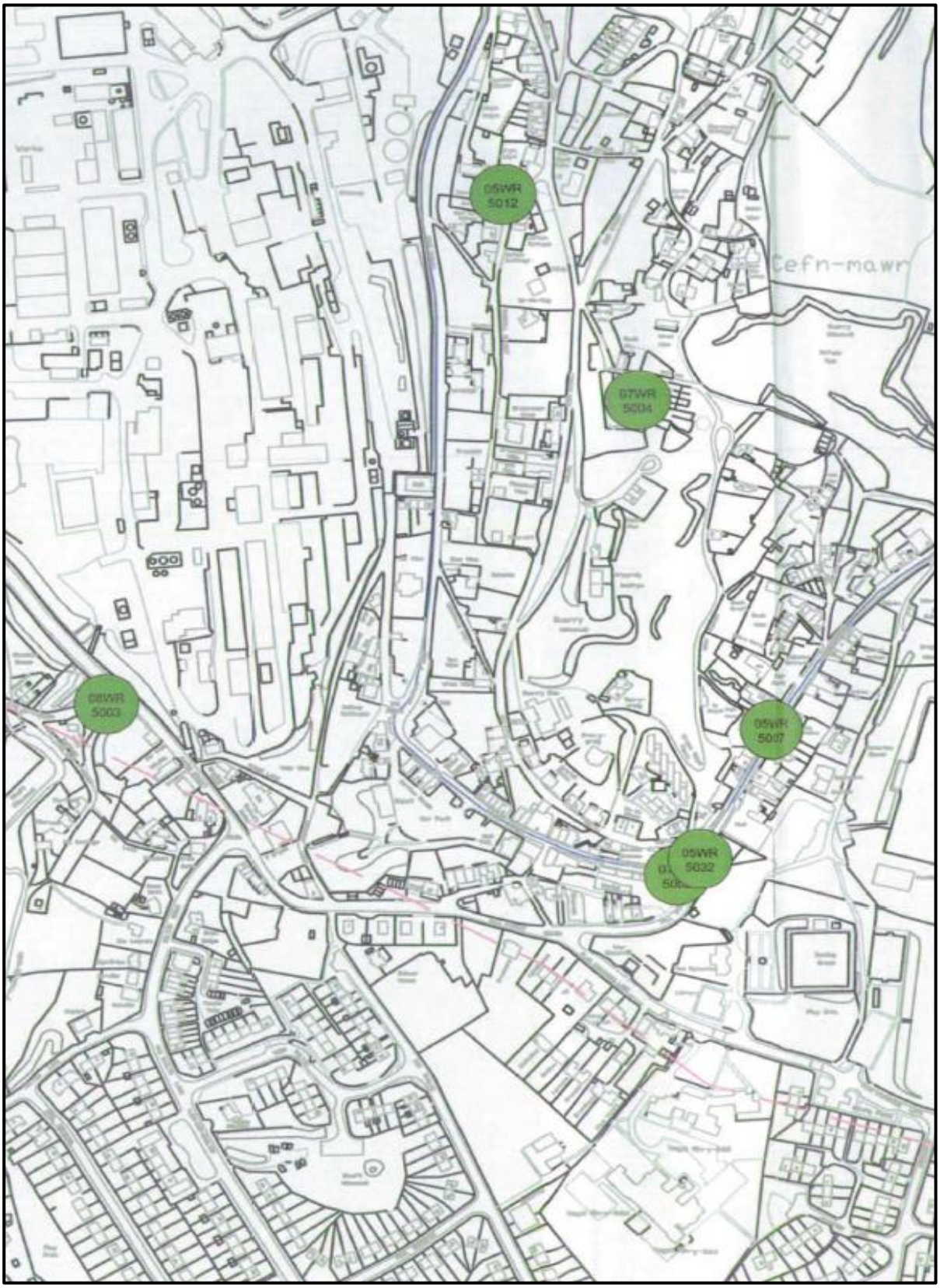
4.52 A more realistic two-way traffic flow along this section of Queen Street is as follows:

- 85 development generated trips during the weekday PM and 79 during the Saturday peak periods;
- A total traffic flow in the 2015 with development scenario of 297 during the weekday PM and 293 during the Saturday peak periods

4.53 The capacity of Queen Street at this location lies somewhere between the 300 two-way trip capacity for a single track road and the 1500 two-way trip capacity for a busy high street. The guideline of 600 two-way vehicles per hour noted with regard to chicanes provides a further useful marker in anticipating the volumetric capacity at this location. Given that the realistic two-way flow at this link in 2015 with development is likely to be less than 300 vehicles per hour serious congestion is unlikely to occur at this location.

The bus services have clearly increased along the given sections of roadway, along with other traffic, however the roadway has remained the same. This is wrong.

Personal Injury & Accident Data:



Extract from Tesco TA Appendices September 2008 (page 181).

WCBC Memorandum TH/DC/PD/2018/1081

MEMORANDUM

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

Our Ref: TH/DC/PD/2008/1081 **Your Ref:** P/2008/1081

Date: 26 November 2008

TOWN AND COUNTRY PLANNING ACT 1990.
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 2811 4220 Cefn Druids Football Club, Cefn Mawr
Development: Erection of class A1 retail store, 253 car parking spaces, link road and ancillary works

I refer to your consultation dated 9 October 2008 in respect of the above.

The development site is located in Cefn Mawr village centre. The village centre itself is served by a narrow lane (B5096) that does not generally permit the simultaneous passage of two vehicles along most of its length.

We would like to say that we find the WCBC Memorandum from the Chief Planning Officer very good except for the predicted outcome of traffic flow which has been experienced since the opening of the Tesco Store in 2013.

We would also like to correct the above in that the B5096 is a two lane road for most of it's length other than at the Crane on King Street where the Kings Head pub once was where it narrows to less for a short section (50mts) and Well Street where it is less.

Crane Street was restricted but WCBC has now removed the restrictions and although Crane Street only has narrow pavements, they are on both sides of the road and two-way traffic is possible without mounting the pavement.

The applicant has submitted proposals to erect an A1 class retail unit of significant size and to construct a new road to serve the site.
A Traffic Assessment (TA) has been submitted to determine the theoretical impact of the traffic likely to be generated by the proposal on the existing highway network. The TA concludes that the 'proposed Tesco store will present no material highway capacity or safety implications for existing road users'

At this stage I cannot accept this conclusion and have concerns that the proposal will result in traffic congestion on the existing highway infrastructure in the vicinity of Cefn Mawr village centre.

The following report will comment on the Cefn Mawr TA submitted in support of the application and will then discuss the issues raising highway concerns.

Cefn Mawr Transport Assessment

The purpose of the TA was to provide a robust assessment of the impact of the proposed development on the local transport infrastructure, considering all modes of transport. Figure 6.2 identifies the traffic that is likely to be generated by the development but does not appear to include anything from within Cefn Mawr itself. All traffic is shown to be generated outside of the immediate area.

A new access road is to be constructed to serve the new Tesco store and the closure of the Hollybush junction was expected to reduce vehicular pressure on Well Street.

The proposal to close this junction has now been shelved and there is little reason for traffic to use the new link road other than to visit Tesco.
It is considered unlikely therefore that this proposal will have any dramatic impact in reducing vehicular traffic on Well Street and given the amount of traffic likely to be generated by the proposed development it is considered that traffic numbers on Well Street could increase.

The TA comments how Well Street has an inability to maintain two way traffic flow due to inadequate carriageway width but has not mentioned that Crane Street leading on from Well Street is of similar width and alignment to Well Street and similarly does not permit the simultaneous passage of two vehicles.
The TA demonstrates that traffic along Crane Street will increase as a result of the proposals. Given its inability to cater for two way traffic now, increased traffic is likely to worsen the situation but the TA passes no comment on the effects of this increase.

Pedestrian and cycle facilities for the new development are more than adequate.
However, as the TA quite correctly points out, the existing facilities around the village centre are extremely narrow and intermittent causing people to walk on the highway or cross the carriageway to continue their journey. The TA does not demonstrate any intention to improve the existing substandard facilities.

Bullet point 1 of Paragraph 4.1 of the TA discusses reducing the level of road traffic. The proposal may help reduce traffic flows to other retail stores in locations far more suitable for such development but will inevitably generate significant amounts of traffic in Cefn Mawr village centre which is considered incapable of catering for the predicted traffic generation.

The TA has undertaken a theoretical study of future traffic flows on four existing and two proposed junctions in the locality.

The Picady analysis of these junctions determines that there will be no significant capacity issues. However Plas Kynaston Lane currently suffers from inadequate visibility – a fact recognised by the existence of STOP markings/signs at the junction. No consideration has been made of the safety implications of the increased use of this junction.

In isolation the capacity analysis of the junctions indicate that there will be little problem with the proposals. However the TA has failed to address a number of issues of vital importance to the effects of a significant increase in traffic movements.

1. **High Street.**

- There is an existing Traffic Regulation Order between 20 and 29 High Street for approximately 50m in length. This order permits on street parking (restricted to 20 minute periods) throughout the day and is for the benefit of those people visiting the butchers, newsagents and chip shop. From recent site visits it is clear that these spaces are used continually throughout the day with a constant changing of clientele. This has the effect of throttling traffic by reducing the available road width to 2.6m. Even with the existing traffic generation this can cause queueing. Increasing traffic generation will only exacerbate the problem and could theoretically lead to vehicles queueing back to the Park Road junction.

- There is restricted forward visibility and inadequate pedestrian provision at the rail bridge. Pedestrians approaching the bridge from the west must cross the road to continue their journey. Visibility at the bridge for and of pedestrians is severely restricted. This is an existing problem which will only be exacerbated by the development.

2. **Well Street**

- Well Street is a narrow carriageway that does not permit the simultaneous passage of two vehicles. Although there are footways provided these are only 0.6m wide and do not adequately cater for the mobility impaired, pram users or even pedestrians. Narrow footway widths and inadequate carriageway width will inevitably lead to conflict in vehicular and pedestrian traffic. The TA has recognised that there is a problem on Well Street but has not adequately addressed the issue particularly as there is potentially greater numbers of traffic likely to use it.

3. **Crane Street**

- Crane Street is a narrow carriageway that does not permit the simultaneous passage of two vehicles. Although there are footways provided these are only 0.6m wide and do not adequately cater for the mobility impaired, pram users or even pedestrians. Narrow footway widths and inadequate carriageway width will inevitably lead to conflict in vehicular and pedestrian traffic. The TA has not assessed the implications of the inadequacy of Crane Street despite stating that there will be increased traffic along its length.

4. Hill Street / Crane Street junction

- The junction suffers very poor pedestrian provision
- Buses turning out of or into the junction straddle the whole of Well Street and Hill Street and often mount the footway whilst attempting the manoeuvre and vehicles are often observed reversing when opposing traffic meet at this location.. This also applies to any long wheel based vehicle. Although this is an existing problem, the addition of significant numbers of extra traffic will inevitably lead to increased danger for road users in general.

5. Hill Street adjacent to property known as Braemore.

- The carriageway adjacent to this dwelling is approximately 4.1m wide for a distance of some 50m although the road is effectively narrower due to a degree of wall shyness caused by the boundary wall north of the carriageway edge. The carriageway does not permit the simultaneous passage of vehicles and given the length of the restriction is likely to cause serious delays and congestion.

- Pedestrian provision through this area is limited to a footway of less than 1m width on the south of the carriageway and is not conducive to a presumed increase in pedestrian generation.
- Plas Kynaston Terrace accesses on to Hill Street in the immediate locality. Existing visibility is well below recommended standards and increased traffic generation is likely to cause additional danger to highway users.

6. Queen Street beyond Bowens Lane

- This was the site of a recent Welsh Assembly appeal that highlighted safety problems for pedestrians with a footway of only 0.6m width outside numbers 1 to 5.
- Visibility for and of pedestrians at Bowens Lane is seriously substandard. The existing situation is dangerous and will only be exacerbated by increased traffic generation.
- Forward visibility for vehicles driving toward Cefn was highlighted by the Welsh Assembly inspector as being below standard. It is a busy bus route and they can be witnessed driving up and down the hill straddling the centre line due to the geometry of the road.
- The road width at the Queens Hotel is only 4.9m. For residential roads current WCBC guidelines recommend a minimum width of 5.5m for developments serving more than 24 dwellings. Based on proposed traffic flows the road width is unsuitable of catering for further development

7. Plas Kynaston Lane – traffic calmed area

- The area has been traffic calmed using ramps and build outs as part of safe routes to school initiative. Any additional traffic may be throttled by the build outs so creating additional queues and congestion. It would be contrary to the safe routes to school initiative to agree to a significant increase in vehicular traffic past the school site.
- There is also a playground in the vicinity and additional traffic will lead to additional danger to children.

8. Plas Kynaston Lane – Railway Bridge

- The bridge has an 8 foot height limit and traffic signs on both approaches to the bridge advise that vehicles should be driven in the middle of the highway. The addition of extra traffic can only cause additional danger to road users and may well create congestion and queuing issues.
- The width of highway is only 4.9m near the bridge and is considered inadequate to cater for additional traffic.

9. Plas Kynaston Lane junction with B5605

- As previously discussed there is a visibility problem at this junction. Any additional traffic is likely to create additional danger to all road users.

10. Cae Gwilym Lane

- This road was not assessed by the TA but is likely to be affected by the proposals. Should the restricted width and traffic calming on Plas Kynaston Lane cause congestion, this will be the alternative route for southbound traffic. The obvious problem with this route is the restriction in visibility and free flow of traffic caused by the Railway bridge. Any additional traffic is likely to cause additional danger to highway users.

11. Mill Lane

- Mill Lane was not assessed as part of the TA. It is considered likely that people from the Trevor, Garth and Llangollen direction are likely to use the B5434 Station Road near the aqueduct and cut through past Flexsys on to the narrow one way system around Mill Lane. The lane itself is totally unsuitable to cater for additional traffic due to its geometry. Visibility at its junction with Queen Street is below standard.

12. Whalleys Way

- The TA indicates some traffic generation is anticipated from the Plas Madoc area. These flows are not demonstrated on Figure 6.2 of the Tesco Trip attraction. The most direct route for vehicles from Plas Madoc is along Whalleys Way – a narrow traffic calmed route considered unsuitable to cater for additional traffic.

13. Right turn junctions / Ghost islands

- Highway Agency advice on right turn junctions is set out in TD42/95. It states that the upgrading of existing urban junctions should always be considered where the minor road flow exceeds 500 vehicles. The TA has not assessed any of the junctions off Park Road or Llangollen Road with this requirement in mind.

14. Travel Plan

- An adequate travel plan should be submitted in support of the application.

15. Pedestrian & Cycle facilities

- The TA does not adequately assess the inadequate existing pedestrian and cycle facilities on the village roads giving access to the proposed development.

16. Visibility at Queen Street junction with proposed Tesco link Road

- A revised TA must demonstrate adequate lateral and forward visibility is achievable at the new junction particularly now that the proposed stopping up of the Hollybush junction is to be shelved.

General

Para 3.7 of TAN 18 states that 'Development plans should seek wherever possible to identify locations for such development which offer genuine and easy access by a range of transport modes'. Clearly Cefn Mawr does not meet these criteria. All of the roads giving access to the village have significant existing problems.

The Institution of Highways and Transportation Guidelines on Traffic Impact Assessments states that the public at large should not be endangered or inconvenienced by the development because the capacity of the highway is insufficient or has been increased so that the development traffic causes additional congestion or detriment to existing road users.
It is clear from my assessment of the local highway infrastructure that the roads giving access to the centre of Cefn Mawr are well below standard and are liable to serious congestion should the Tesco store be permitted.

It is of some concern that the TA did not comment on the areas highlighted. It is considered that the inadequacy of the roads will cause a throttling of the additional traffic and potentially cause serious traffic congestion problems.

I suggest that the applicant produces an addendum to the Transport Assessment to address all the above issues. This should include revised proposals for the Hollybush junction.
In the absence of further detailed analysis to address the considerable number of concerns I would recommend the application be refused.

For Operational Manager Traffic & Transportation

4 LINK CAPACITY & ANTICIPATED LINK FLOW

4.1 A comparison between the situation on the highway network with and without development is displayed in Figures 15 and 16 for the Weekday PM and Saturday peak periods respectively. This compares the situation in 2015, taking into account the new link road that will be constructed as part of the development. The anticipated two-way traffic levels on key links with and without development in the future year 2015 is displayed in Table 4.1, which includes detailing the change in traffic levels on these links.

Table 4.1 – Total Traffic (Two-way) with and without development 2015

	Weekday PM Peak			Saturday Peak		
Link	**Without Dev**	**With Dev**	**Change**	**Without Dev**	**With Dev**	**Change**
High Street	360	473	+113	403	529	+126
Well Street	335	191	-144	341	199	-142
Crane Street	181	201	+20	177	200	+23
Hill Street (nr Braemore)	217	262	+45	214	262	+48
Plas Kynaston Lane (west of Coronation St)	139	297	+158	85	253	+168
Plas Kynaston Lane (east of Coronation St)	178	318	+140	129	278	+149
New Road (leading to Mill Lane)	N/A	N/A	+15	N/A	N/A	+17

Again Queens Street not taken into account.