



Civic Engineers

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Job Title

Llandegla Forest Pods

Prepared for

OnePlanet Adventure

Report Type

Transport Statement

Date

5 August 2022

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Appendix A: Proposal

Appendix B: Vehicle Tracking and Proposed Means of Access

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### Manchester

Carver's Warehouse  
77 Dale Street  
Manchester M1 2HG  
+44 (0)161 228 6757

### London

Reeds Wharf  
33 Mill Street  
London SE1 2AX  
+44 (0)20 7253 2977

### Leeds

Unit 02/01 Tower Works  
Globe Road  
Leeds LS11 5QG  
+44 (0)113 2025 130

### Glasgow

Gresham Chambers  
45 West Nile Street  
Glasgow G1 2PT  
+44 (0)141 370 1829

## Transport Statement

**Prepared by** Marie-Rose Benjamin

Reviewed by Keith York

Civic Job No. 2380-01

Issued 5th August 2022

Revised

## 1. Introduction

Civic Engineers has been appointed by OnePlanet Adventure to provide transport advice in support of their forthcoming outline planning application for the development of holiday lodges on a site in Llandegla, Denbighshire, a county in the northeast of Wales. The site comprises an existing woodland, located in an Area of Natural Beauty (AONB). OnePlanet Adventure currently operates a mountain biking centre which lies immediately to the east of the site.

The existing OnePlanet Adventure centre provides bike hire services, hiking and cycling trail guides, bike skills courses and bike repair services along with a popular café. The scheme will encourage tourism that benefits the existing OnePlanet Adventure business by enabling existing users of the centre to lengthen their stay beyond a day trip.

The development proposals can be summarised as follows:

- 9 single pods (2 persons) and 5 double pods (4 persons)
- Associated green space and communal seating areas.
- 34 cycle storage spaces in close proximity to pod terraces and distributed at a ratio of 1 cycle storage space/bedspace: and
- 20 dedicated car parking spaces including 1 disabled parking space.

The masterplan is shown as Figure 1 below and can be found in full in Appendix A.

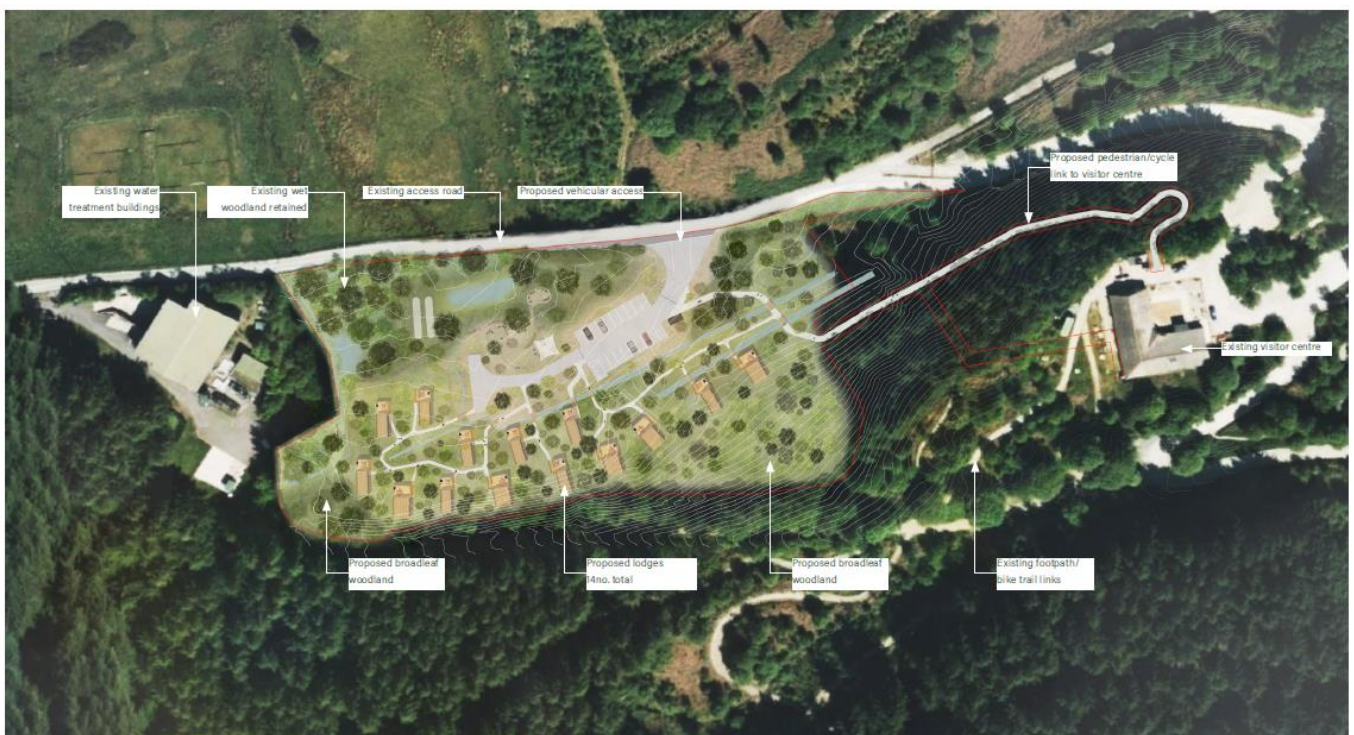


Figure 1: Site Masterplan

## 2. Existing Conditions

This section describes the existing situation and how the transport context will be reviewed.

### 2.1 Existing site

As shown in Appendix A, the site is located in Llandegla Forest which is approximately 600m from to the border with Wrexham. The city centre of Wrexham is some 17 km to the east of the site and Ruthin town centre can be found 14km northwest of the site.

The site lies to the south of an unnamed rural road which connects the OnePlanet Adventure Centre to the closest junction on the primary road network, the A525. The western corner of the site is bounded by a water treatment plant. The area around the site is the established Llandegla Forest including bike trails and the Pendinas Reservoir. The Blue Route and Red Route biking trails run close to the south-eastern boundary of the site.

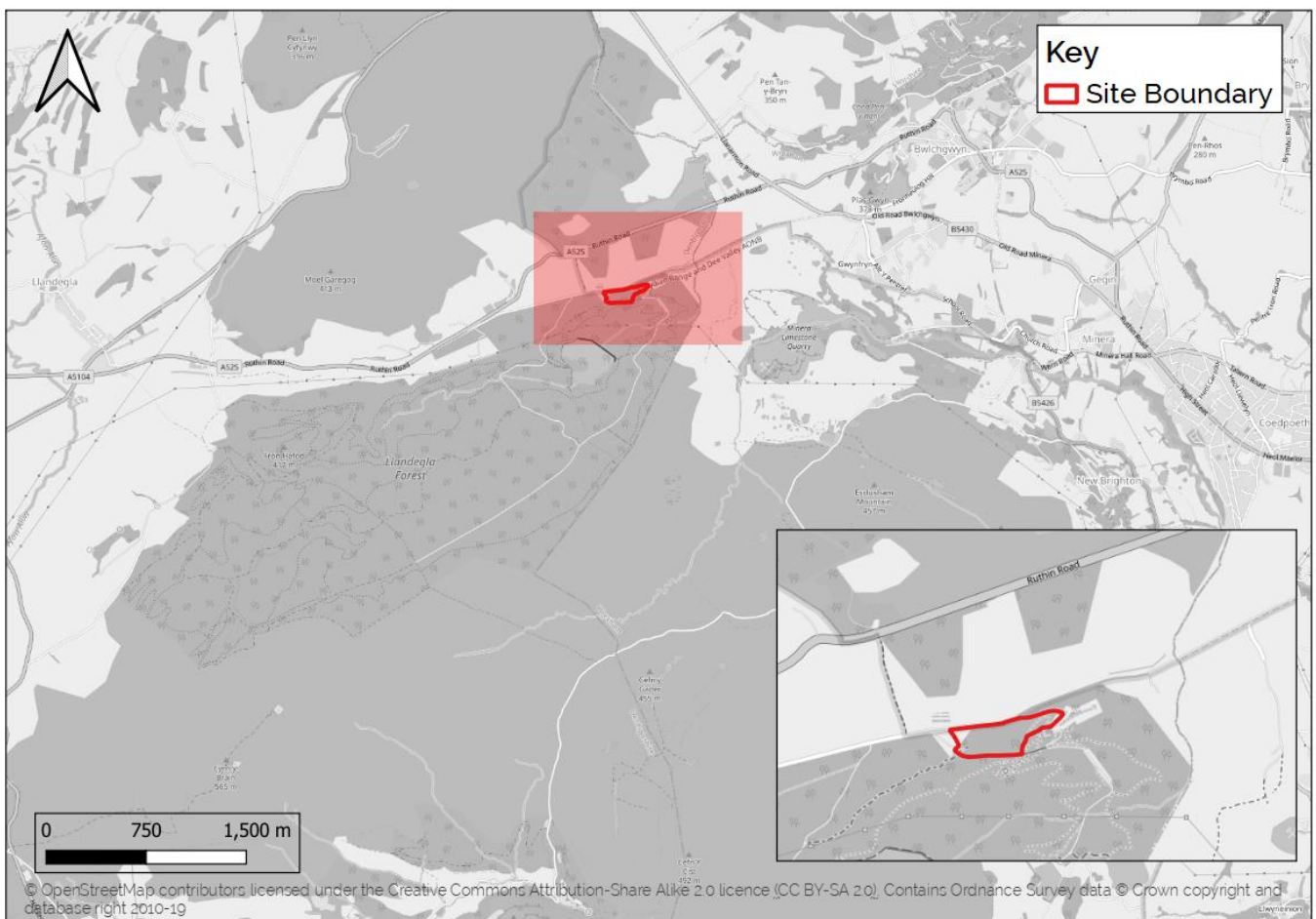


Figure 2: Site Location

### 2.2 Pedestrian Access

The surrounding roads and routes linking the site to other local facilities and services are low trafficked rural roads which are approximately 5 m wide with some passing lanes where the width of the roads increase to approx. 6m. There are no paved footways along the rural roads, and vehicles passing by are travelling at low speeds on the narrow rural roads (see references to speed survey later in this report).

Ruthin Road (A525) is a single carriageway major route north of the site that runs parallel to the unnamed rural road bordering the site and is a major route connecting Denbigh and Wrexham. Ruthin Road can be accessed by a 10-minute walk from the site west along the unnamed rural road and through a formal public right of way footpath. This length of Ruthin Road has a 60mph speed limit and no footways, the verges have been cleared but are quite narrow along some sections.

Within a 2km walk from the site there are numerous walking trails and cycling trails in the Llandegla forest. The nearest bus stops are located at Moors Inn 2.3km from the site and Ffordd Newydd, 2.5km from the site, servicing one direction each. More details of the bus services are provided in the public transport section of this report.

### 2.3 Cycle Access

The site is located close to 4 local bike trails and routes through the Llandegla forest as shown in Figure 3. The Blue and Red route trails start within 500m of the southern extent of the site. There are no national cycle routes that connect to roads close to the site or Llandegla.

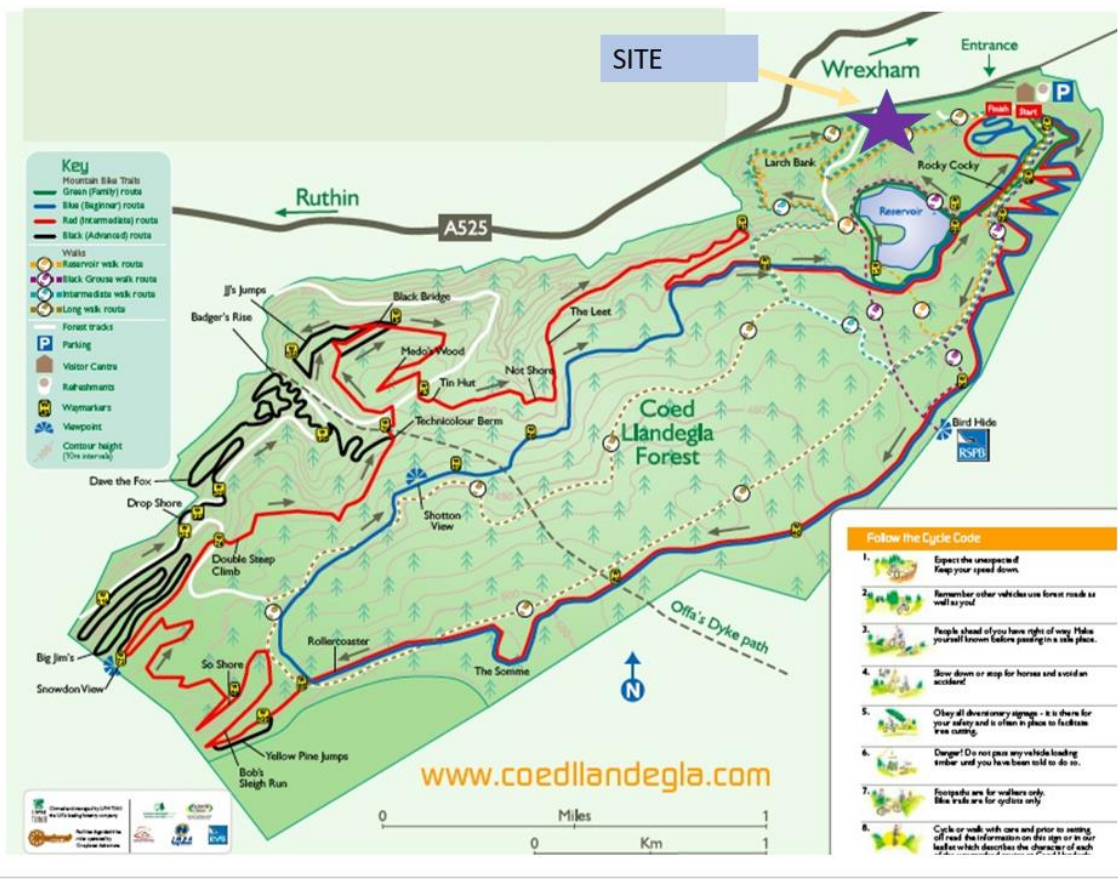


Figure 3: Llandegla Forest Cycle Map<sup>1</sup>

<sup>1</sup> Llandegla Forest Cycle Map, 2011. <https://www.flickr.com/photos/66358332@N04/6080420245/in/album-72157627301730751/> (accessed 7<sup>th</sup> July 2022)

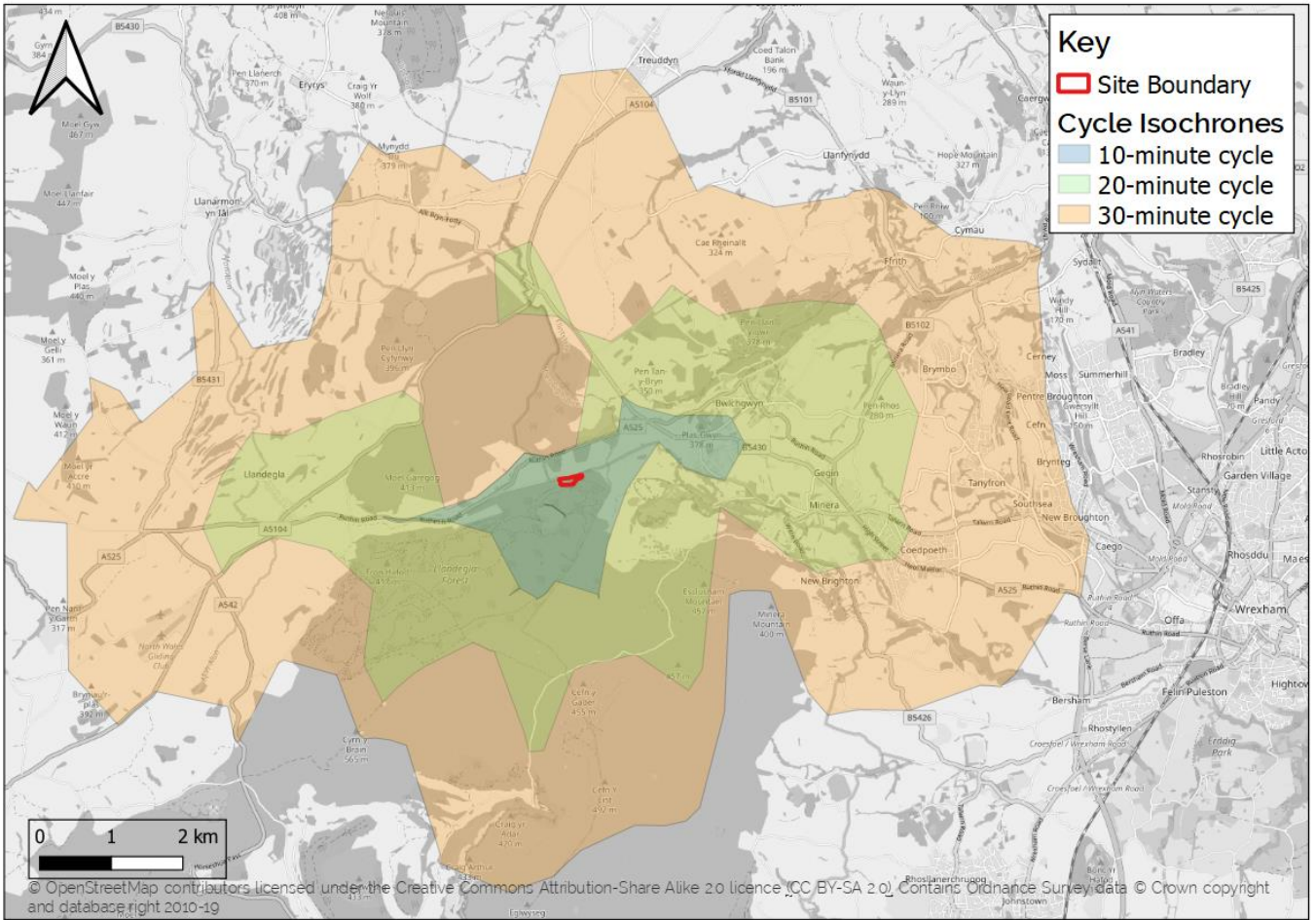


Figure 4: Cycle Isochrones

As shown in Figure 4, within a 10-minute cycle ride of the site, is of course the Llandegla Forest itself, including the bikes trails within the forest and the OnePlanet Adventure Bike shop. The proximity of the site to the OnePlanet Adventure Bike shop, cafe and repair services also presents an opportunity for guests of the proposed holiday lodges to fix their bikes, purchase maps, cycling and walking gear, hire trail guides, or purchase/hire bikes before exploring the trails.

Within a 20-minute cycle ride of the site are the villages of Bwlchgwyn, Llandegla, Glascoed, Gegin and Minera.

Lastly within a 30-minute cycle ride are the residential villages of New Brighton, Coedpoeth, Tanyfron, Cefn, Brymbo and Ffrith.

There are other populated areas across the counties of Wrexham, Denbighshire and Cheshire which are more than hour's cycle ride away yet may still be within an attractive distance for the keener cyclist.

## 2.4 Public transport

As mentioned previously, the two bus stops closest to the site can be found on Ruthin Road, 2.3km from the site and on Ffordd Uchaf 2.5km from the site as shown in Figure 5.

The Moors Inn stop on Ruthin Road serves bus X51 which has 1 bus service per hour to Denbigh between 10:30am and 11:32pm from Monday to Saturday and 1 bus service every 2 hours between 11:15am and 11:17pm on Sundays.

The Ffordd Uchaf bus stop on Ffordd Newydd serves bus 11A which has one bus a day at 6:25am to Wrexham Bus Station from Monday-Saturday.

The closest train station is Wrexham Central and Wrexham General which are 13.5km (32-minute cycle) and 10.9km (31-minute cycle) away respectively. These train stations are operated by Avanti West Coast and Transport for Wales provide connections to places such as Bidston, Holyhead, Birmingham New Street, Cardiff Central and Liverpool Lime Street.

The site has some connection to the public transport network via the bus stops described above which can be accessed by lightly trafficked scenic rural routes. Train travel as part of a multi-modal trip could be a viable option for potential visitors to the site.

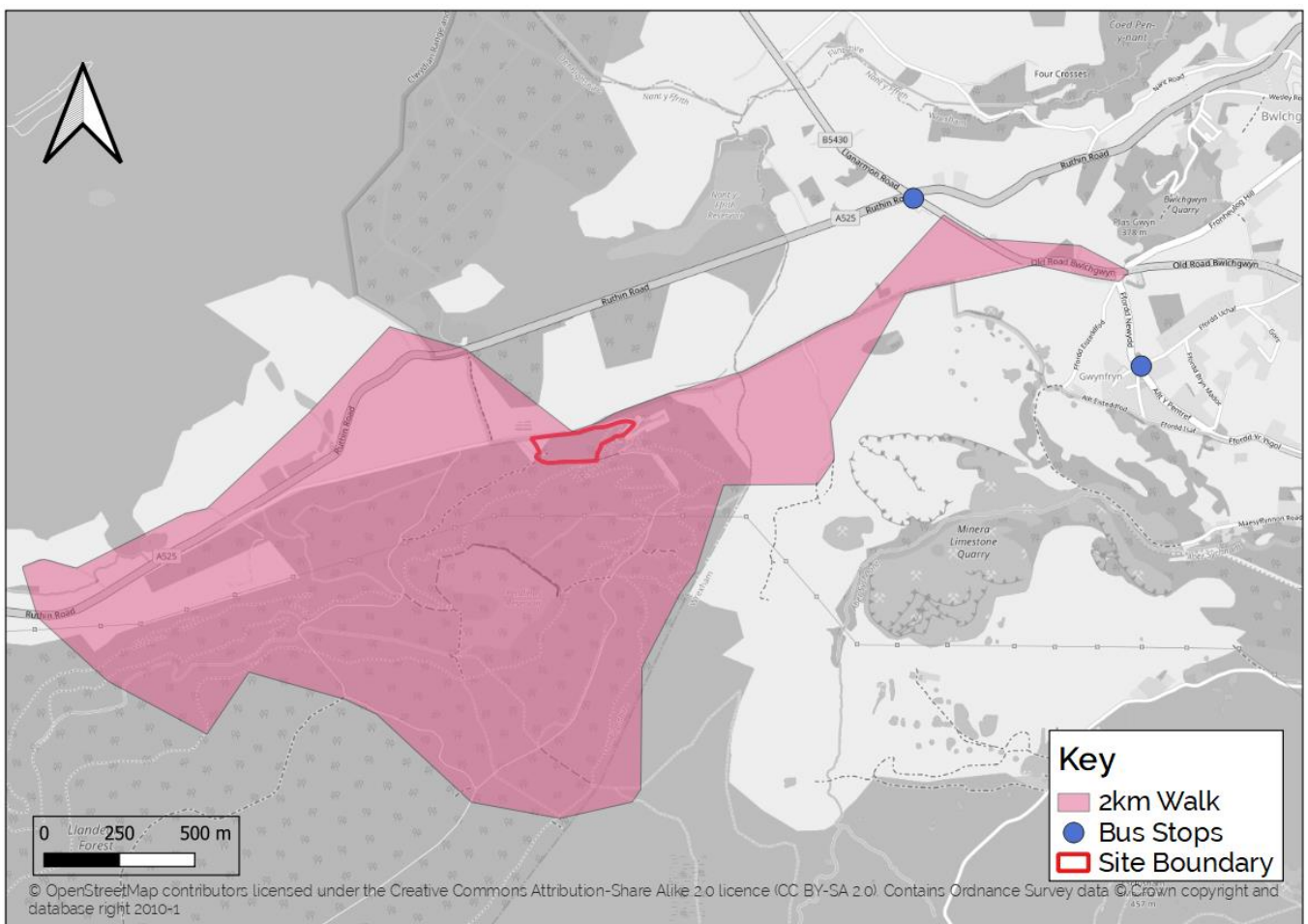


Figure 5: The bus stops around the site

## 2.5 Car Parking

There are existing car parking areas located within close proximity to the site, Those car parking areas are associated with the OnePlanet adventure centre, comprising a total of approximately 300 parking spaces.

### 3. Policy Considerations

This section gives a full review of transport-relevant local, regional, and national policies and how this development responds to them.

#### 3.1 Technical Advice Note 18: Transport (TAN 18)

In March 2007, the Technical Advice Note 18: Transport (TAN 18) was set out to be read in conjunction with Planning Policy Wales (2002). The TAN 18 states that an efficient and sustainable transport system is a requirement for a modern, prosperous and inclusive society. However, transport, in particular road traffic, can also have negative impacts on human health and the environment.

Wales Transport Strategy aims to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities. This includes:

- integration of transport and land use planning.
- integration between different types of transport.
- integration of transport policy with policies for the environment, education, social justice, health, economic development and wealth creation.

#### Local and Regional Policy Review

**Table 1** summarises the relevant transport related policies from national and local policy documents and outlines how the proposed development is responding to these policies.

*Table 1: Policy response*

Policy	Response
<b>Technical Advice Note 18: Transport</b>	
Chapter 3: Location of development: Rural Areas <ul style="list-style-type: none"> <li>• Tourism</li> </ul> Chapter 6: Walking and Cycling <ul style="list-style-type: none"> <li>• Walking</li> <li>• Cycling</li> </ul> Chapter 9: Assessing Impacts and Managing Implementation <ul style="list-style-type: none"> <li>• Transport Assessment</li> <li>• Travel Plans</li> </ul>	Potential impact on the highway network has been considered and the development will not have a material impact in terms of congestion and capacity, thus passing the severity test.  Internal layout allows increased permeability for cyclists and pedestrians and gives pedestrians priority.  Some accessibility by bus.  Transport Statement and Travel Plan provided.

Policy	Response
<b>Denbighshire County Council: Local Development Plan<sup>2</sup></b>	
<p>Policy RD 1 - Sustainable development and good standard design</p> <p>Policy VOE 2 - Area of Outstanding Natural Beauty and Area of Outstanding Beauty</p>	<p>Protects and where possible enhances the local natural and historic environment.</p> <p>Incorporates existing landscape or other features, takes account of site contours and changes in levels.</p> <p>Design provides safe and convenient access for disabled people, pedestrians, cyclists, vehicles and emergency vehicles together with adequate parking, services and manoeuvring space.</p> <p>A Transport Statement and Travel Plan are provided with the planning application.</p> <p>Design is appropriate in its context and makes best use of opportunities to improve the character and quality of the area.</p> <p>Designs will provide sufficient car and cycle parking, manoeuvring and operational space, whilst encouraging active travel and use of public transport over the private car.</p> <p>Design provides good connections within the site and to the surrounding area.</p> <p>Pedestrian routes to be a safe and attractive environment..</p>
<b>Supplementary Planning Guidance Note: Parking Requirements in New Developments (October 2014)<sup>3</sup></b>	

<sup>2</sup> Denbighshire County Council Local Development Plan 2006 – 2021. June 2013.  
<https://www.denbighshire.gov.uk/en/documents/planning-and-building-regulations/ldp/adopted-ldp/adopted-local-development-plan-2006-2021.pdf> (accessed 7th July 2022)

<sup>3</sup> Supplementary Planning Guidance Note: Parking Requirements in New Developments, October 2014.  
<https://www.denbighshire.gov.uk/en/documents/planning-and-building-regulations/ldp/supplementary-planning-guidance/adopted-spg-documents/parking-requirements-in-new-developments.pdf> (accessed 7th July 2022)

Policy	Response
<p>Section 5 Parking Standards</p> <p>Section 6.2 Parking Zone 2</p> <p>Section 7 Access for disabled people</p> <p>Section 8 Cycle Parking Standards</p>	<p>This report will demonstrate that there is adequate space for parking, manoeuvring, loading, and unloading to fulfil the operational requirements of the proposed development.</p> <p>The movement arrangement for pedestrians and cyclists will be prioritised over cars, and both pedestrians especially visually impaired, partially sighted and wheelchair users and cyclists prioritised over motorised vehicles as required in section 8.1 and 8.6.</p> <p>Facilities for cycle parking will be high standard and conveniently located (section 8.1 and 8.2).</p> <p>Car parking provided within minimum standards. (Section 6.1.3)</p> <p>Cycle parking, parking for disabled people to be at least the minimum required. (Section 7)</p>

## 4. Development Proposals

The scheme proposals are contained in Appendix A and can be summarised as follows:

- 9 single pods (2 persons) and 5 double pods (4 persons)
- Associated green space and communal seating areas.
- 34 cycle storage spaces in close proximity to pod terraces and distributed at a ratio of 1 cycle storage space/bedspace: and
- 20 dedicated car parking spaces including one disabled parking space.

### 4.1 Pedestrian and Cycle Access

The main pedestrian and cycle access will be located on the eastern edge of the site which provides a foot/cycle linkage to the existing OnePlanet Adventure Centre and its associated facilities, as shown in **Figure 6**.

Pedestrians and cyclists could also access the holiday lodges from the proposed site access on the unnamed rural road to the immediate north of the site.

Defined walking paths will be cleared with sensitively designed lighting, signage and the appropriate surfacing to guide guests.

The proposed pedestrian and cycle access which connect the site with the surrounding facilities and trails available for guests to explore as shown in **Figure 6**.



Figure 6: Vehicle, Pedestrian and Cycle Access and Routes

## 4.2 Vehicular Access

Vehicular access and egress will be provided at the central northern edge of the site from the unnamed rural road and will take the form of a simple give-way junction. The access will be located at an existing break in the tree line to retain the natural landscape and minimise the impact upon the existing trees. The access point is also positioned away from the passing points along the unnamed rural road, mentioned in section 2.1 of this report.

In response to comments made by the council's highways officers during the pre-application process, a speed survey was carried out in the vicinity of the site access in order to inform the visibility assessment for the site access proposals. The full results of that speed survey are contained at Appendix C.

The speed survey results demonstrate that the calculated 85<sup>th</sup> percentile speeds based upon 7 days of observed speeds were:

- 36.4 mph for eastbound traffic; and
- 34.0 mph for westbound traffic

Making due reference to the guidance contained within TAN18, the visibility splays for the site access have been determined using Table A.

The point at which the speed survey was undertaken is representative of the speeds of eastbound vehicles approaching from the direction of Ruthin Road, along the unnamed rural road on arrival to either the proposed lodges or the OnePlanet Adventure Centre. Table A suggests a Y-distance of 90m ought to be applied and this has been adopted for visibility to the left of the access as shown on drawing 2380-XX-CIV-XX-XX-D-H -40001.

For the westbound traffic flow, i.e. vehicles departing the OnePlanet Adventure centre heading along the unnamed rural road towards the A525, the location of the single automatic traffic counter (ATC) would have recorded traffic speeds following their emergence from the adventure centre and drivers would begin to build up their speeds. It is reasonable therefore to suggest that the speeds would be lower at and around the terminal point of the visibility line to the east of the site (close to the orange gates shown in image 4.2 below). A visibility Y-distance of 70 metres has been applied in this direction, representing an 85<sup>th</sup> percentile speed of 30 mph. This distance still provides an adequate sightline whilst at the same time minimising the degree of need to maintain the height of the adjacent vegetation.

Notwithstanding, all areas within the visibility triangles will be offered for adoption (where such areas currently lie beyond the adoption boundary) with the site boundary fence being line being amended to suit and any vegetation will be able to be maintained to a low height.



Image 4.2 – Existing Entrance to the OnePlanet Adventure Centre

### 4.3 Cycle Parking

There will be 34 cycle storage spaces provided for the lodges. Each single pod will have 2 cycle storage spaces and each double pod will have 4 cycle storage spaces contained in a bike store in close proximity to the pod terraces to maximise security.

Staff and visitors to the lodges will also have access to the ample amount of cycle storage and parking provided at the visitor centre east of the development. There will be a dedicated pedestrian/cycle route linking the visitor centre to the pod lodges as shown in **Figure 6**.

Understandably, there is a lack of applicable relevant policy for cycle parking spaces for this bespoke type of development. However, with 34 proposed cycle parking/storage spaces, the on-site provision would exceed any minimum quantum for broadly similar development types.

### Car Parking

#### *Parking Proposal*

The proposed development, which comprises a total of 9 single-pod and 5 new double-pod new lodges, will include on-site provision for 20 car parking spaces. Each of these spaces will be contained within the private car parking area in the central part of the proposed development. These spaces will be communal spaces for sole use by guests of the lodges.

There will be one accessible car parking space included in the 20 car parking spaces located close to an accessible lodge which will be adapted to sit close to the ground to remove the need for steps and long access ramps to gain entry. The accessible parking strategy is shown in **Figure 7**.



Figure 7: Accessible Parking Strategy

Placing the above into context, Supplementary Planning Guidance Note<sup>4</sup> ,for typical hotel developments suggests there should be a minimum car parking provision of 1 space per 3 non-resident staff & 1 space per bedroom. For car parks associated with new employment premises,5% of the total car park capacity should be designated (to include both employees and visitors). The council's policy would suggest a requirement of 20 car parking spaces (including 1 disabled parking spaces)

The proposed quantum of on-site car parking (at 20 spaces for 14 lodges) for this development is therefore considered to be reasonable without representing an overprovision.

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<sup>6</sup>Supplementary Planning Guidance Note: Parking Requirements in New Developments, October 2014. <https://www.denbighshire.gov.uk/en/documents/planning-and-building-regulations/ldp/supplementary-planning-guidance/adopted-spg-documents/parking-requirements-in-new-developments.pdf> (accessed 7th July 2022)

#### 4.4 Electric Vehicle Charging

The redevelopment proposals include 4 EV charging points within the overall 20 car parking spaces. These will be for use by residents of the development. The other parking bays will be fitted with ducts to enable future installation of charging points as demand increases.

#### 4.5 Delivery, Refuse and Emergency Access Strategy

Servicing and delivery activity will take place within the site from the two-way access at the central northern area of the site. Refuse vehicles will enter from the main vehicle access and will temporarily stop in close proximity to the proposed bin store. The refuse vehicle access strategy is as shown in Figure 8.



Figure 8: Refuse Vehicle Access Strategy |KY2|KY3

Emergency vehicles will have access to the site and adequate turning space is provided for those vehicles on the western extent of the car park.

There will be a controlled barrier at the vehicle entrance for which emergency vehicles will be given a special access code/fob access.

Swept path analysis has been undertaken to demonstrate that emergency vehicles, and refuse vehicles can safely access the site and the results are shown in Appendix B.

45m offset from hardstanding for fire tender access has been used to inform the layout of the development and the fire access strategy. The fire access strategy is as shown in Figure 9. [KY4] [MRB5] [KY6]



Figure 9: Fire Access Strategy

There will be a framework construction logistics plan provided as a separate document as part of this planning application which will provide more information about the movements of cranes and lorries during the construction phase.

#### 4.6 Road Safety

The publicly available data is contained online at [www.crashmap.co.uk](http://www.crashmap.co.uk) and is presented at Figure 8. This task has reviewed the most recently available 5-year period of data and has determined that a total of 2 PIAs have been reported during that period. One of those accidents were classified as being "slight" and the other "serious" in their nature in respect of the extent of injury(ies) suffered by those involved.

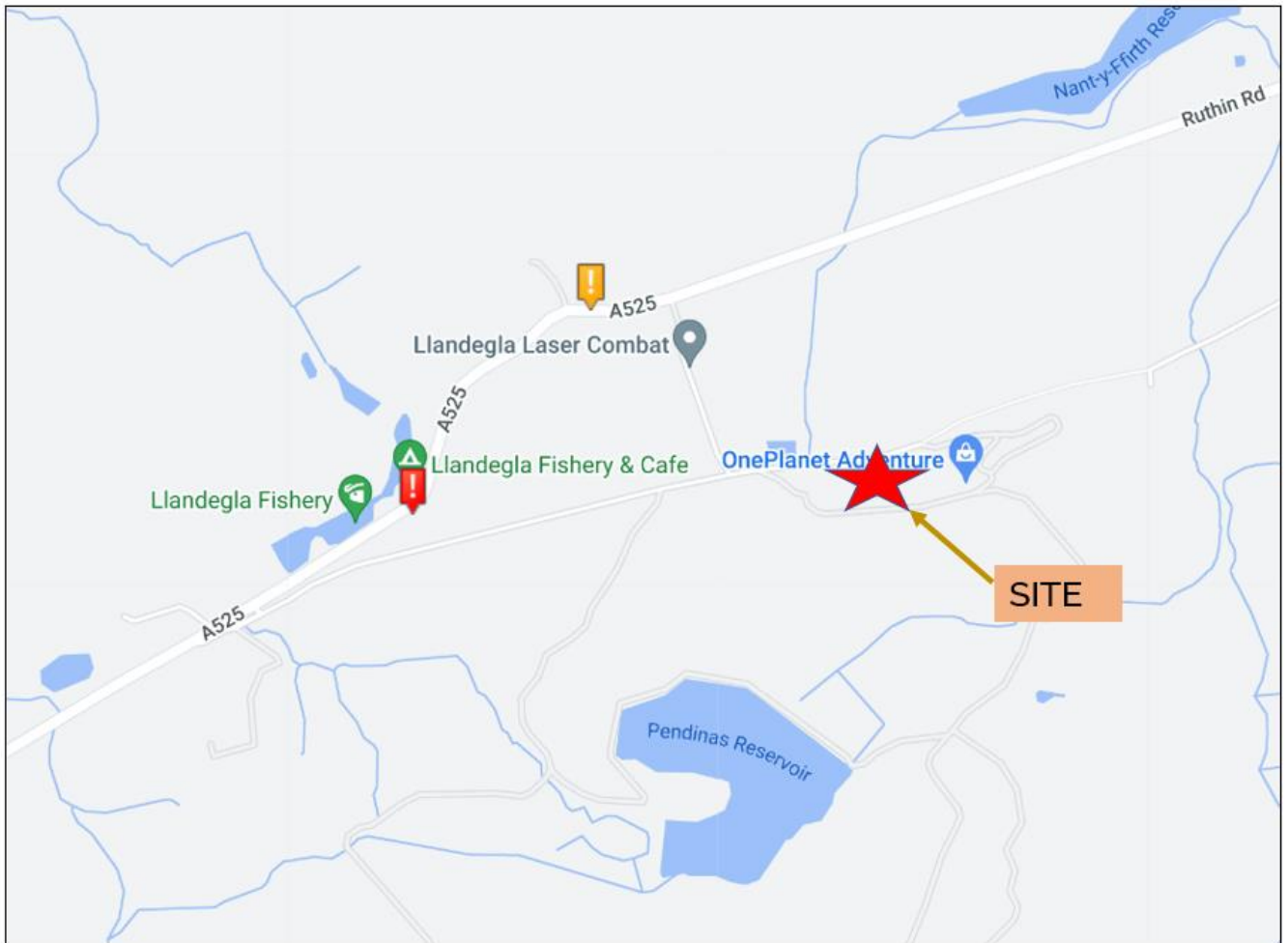


Figure 8: Crashmap Data

The location, frequency and nature of the reported accidents do not indicate a pattern or failure of the design of the existing highway as attributable factors. This analysis has included consideration of the current speed limits along A-roads in the area and it is concluded that the nature of the reported accidents indicates that the speed limits did not contribute to the causation of those accidents. Further, the low levels of additional vehicular movements are not considered likely to have a material effect upon the existing safety of the highway network.

#### 4.7 Highway Impact

With regard to the baseline traffic conditions, following several visits to the site during typical peak and off-peak times, it was witnessed that the local roads in the vicinity of the proposed development operate with no operational issues in terms of highway capacity, delay or material road safety concerns. The latter being reaffirmed by the Crashmap data analysis presented in the previous sub-section of this report.

The proposed development will integrate well within this rural area with trails and facilities for biking and hiking enthusiasts. It is expected that a high proportion of the car journeys attracted to the development will comprise multiple occupancy trips that will help to minimise the number of new car trips on the surrounding roads. Further, it is reasonably expected that there will be very few new car-borne trips generated by the development proposals since many of the guests will be existing visitors to the adventure centre who will choose to stay overnight.

It can therefore be concluded that the proposed development will have no material effect upon the operation of the surrounding road network.

#### **4.8 Travel Plan**

A Travel Plan will be in place to enable and encourage guests to travel by sustainable modes. It will communicate to them the accessibility of the development, and what facilities are available in the areas surrounding the site to support this. It will also monitor the success of the measures and will suggest more enhanced measures in the future if necessary.

## 5. Summary and Conclusions

This Transport Statement supports the proposed development of holiday lodges on a site in Llandegla Denbighshire, a county in the northeast of Wales. The development consists of 9 single pods (2 persons) and 5 double pods (4 persons), associated green space and communal seating areas.

The site is in a strategic location to meet the needs of guests looking to explore hiking and mountain bike trails which are accessible from the OnePlanet Adventure centre immediately adjacent to the site, which also comprises a bike shop, bike repair services and cafe.

Within a 20-30 minutes cycle of the development are residential villages which give locals an opportunity to access the lodges.

Trips to the lodges from further afield will be car reliant considering the rural nature of its location and the location of public transport stops. The nearest bus stop is approximately 30 minutes away.

This Transport Statement has demonstrated that the proposed vehicular site access point is positioned in an optimum location so as to minimise impact upon the existing trees and vegetation whilst adhering to safe design standards including appropriate visibility distances for drivers emerging from the access.

The proposed development will include on-site provision for 20 car parking spaces including one disabled parking space. This quantum of car parking is considered to be appropriate for the proposed number of lodges without representing an over provision.

Accident data in the local area has been reviewed and it is concluded that the proposed development will have no material effects upon the current safe operation of the highway network.

Secure on-site cycle storage will be provided for lodgers at a ratio of 1 space per pod bedspace while visitors and staff will take advantage of ample cycle storage at the visitor centre. A Travel Plan is welcomed by planning condition in order to continue to promote active travel and reduce single-occupancy car trips for guests using the facilities.

In conclusion, considering the proposed development's interdependence with the existing mountain biking centre, and its immaterial impact upon the local highway network, this development proposal to create a modest number of new holiday lodges in this area should be supported from a traffic and transport perspective.

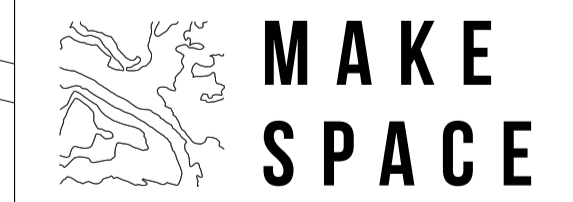
# Appendix A

## Development Proposals



Notes

Date	Sta	Rev	Description	Drawn by	Approved
15-07-22	S1	PR1	Client issue for comment	SKFF	SKFF
22-07-22	S1	PR2	Client issue for comment	SKFF	SKFF
29-07-22	S1	PR3	Revised Planning	SKFF	SKFF
04-08-22	S1	PR4	Issued for Planning	SKFF	SKFF



Contact  
 T: 01928 789 944  
 E: hello@makespace.land  
 Make Space Landscape Architecture Limited  
 201 Manchester Road,  
 Altrincham,  
 WA15 9NJ

Client  
 OnePlanet Adventure

Project  
 Llandegla Forest Pods

Drawing size Drawing scale Workstage  
 A1 1:500 Stage 3

Drawing title  
 Landscape General Arrangement

Drawing number Submittal Rev  
 0002-MS-XX-XX-DR-L-0002 S1 P04



# Appendix B

Vehicle Tracking and Proposed Means of Access



Standard Notes

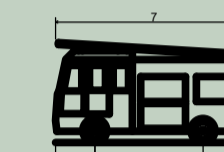
1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and the specification.
2. This drawing should not be scaled.
3. All dimensions are to be verified by the contractor on site.
4. All discrepancies should be reported to the C.A. prior to the commencement of the works.

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Notes and Keys

1. SITE PLAN BY MAKE SPACE (DRAWING MS-0002-VW-001-04), RECEIVED 05.08.22
2. TOPO PLAN BY MAKE SPACE (DRAWING LLANDEGLA FOREST 3d[22]), RECEIVED 02.08.22

Key



Dennis Sabre Fire Tender (SWB)	
Overall Length	7.000m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.836m

- VEHICLE BODY OUTLINE
- VEHICLE CHASSIS

05.08.22	P01	ISSUED FOR INFORMATION	MRB	KY
Date	Rev	Description	Drawn	Chkd



MANCHESTER Carver's Warehouse, 77 Dale Street, Manchester, M1 2HG. Tel: 0161 228 6757  
 LONDON Reeds Wharf, 33 Mill Street, London SE1 2JX. Tel: 020 7253 2977  
 LEEDS Tower Works, Unit 02-01, Glouster Road, Leeds, LS11 5GG. Tel: 0113 2025 130  
 GLASGOW Gresham Chambers, 45 West Nile St, Glasgow, G1 2PT. Tel: 0141 370 1829

[www.civicengineers.com](http://www.civicengineers.com)

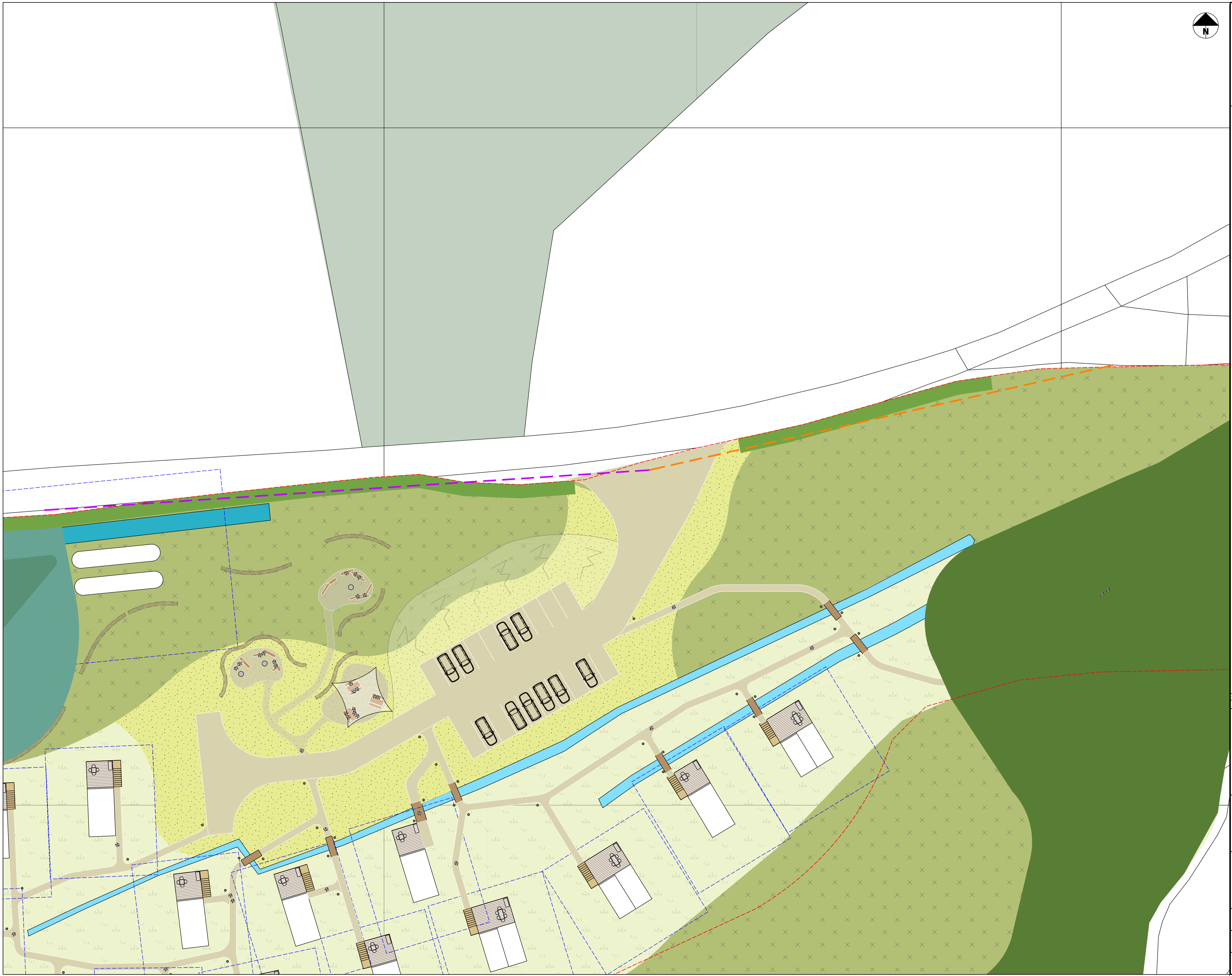
Project  
**LLANDEGLA FOREST**

Title  
**VEHICLE TRACKING  
 FIRE TENDER**

Status **INFORMATION**

Project Number	Scale @ A1	Date Created	Drawn	Checked	Suitability
2380	1:250	05.08.22	MRB	KY	----
Drawing Number					Revision
2380-CIV-XX-XX-D-H-40002					P01





**Standard Notes**

1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and the specification.
2. This drawing should not be scaled.
3. All dimensions are to be verified by the contractor on site.
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**Notes and Keys**

1. SITE PLAN BY MAKE SPACE (DRAWING MS-0002-VW-001-04), RECEIVED 05.08.22
2. TOPO PLAN BY MAKE SPACE (DRAWING LLANDEGLA FOREST 3d[22]), RECEIVED 02.08.22

**Key**

- 2.4MX90M VISIBILITY SPLAY
- 2.4MX70M VISIBILITY SPLAY

Date	Rev	Description	Drawn	Chkd
05.08.22	P01	ISSUED FOR INFORMATION	MRB	KY

**Civic Engineers**

MANCHESTER: Carver's Warehouse, 77 Dale Street, Manchester, M3 3ND, Tel: 0161 228 8700  
 LONDON: Revus Wharf, 38 Abchurch Lane, London EC4A 3DF, Tel: 020 7258 2997  
 LEEDS: Tower Works, Unit 02-03, Globe Road, Leeds, LS11 5QS, Tel: 0113 2025 1300  
 GLASGOW: Graham Chambers, 45 West Nile St, Glasgow, G2 3PT, Tel: 0141 330 8809

[www.civicengineers.com](http://www.civicengineers.com)

**Project**

LLANDEGLA FOREST

**Title**

PROPOSED MEANS OF ACCESS

**INFORMATION**

Project Number	Scale @ A1	Date Created	Drawn	Checked	Suitability
2380	1:250	05.08.22	MRB	KY	----
Drawing Number					Revision
2380-CIV-XX-XX-D-H-40001					P01

# Appendix C

## Speed Survey Results

Llandegla Forest ATC 01, Unnamed Road

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound













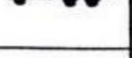
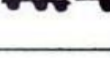
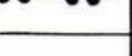
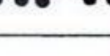
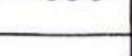

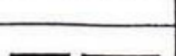




	23/06/2022 Thursday	24/06/2022 Friday	25/06/2022 Saturday	26/06/2022 Sunday	27/06/2022 Monday	28/06/2022 Tuesday	29/06/2022 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	114	121	301	268	98	105	199	127	172
Mean Speed	29.9	28.4	27.5	28.1	28.2	29.8	30.0	29.3	28.8
85%ile Speed	38.9	33.8	33.3	33.2	38.6	38.2	38.6	37.6	36.4
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channel 2 - Westbound

	23/06/2022 Thursday	24/06/2022 Friday	25/06/2022 Saturday	26/06/2022 Sunday	27/06/2022 Monday	28/06/2022 Tuesday	29/06/2022 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	113	120	302	263	98	108	201	128	172
Mean Speed	27.4	27.2	25.4	26.5	27.7	26.8	27.5	27.3	26.9
85%ile Speed	33.1	33.3	33.2	33.5	33.4	33.5	38.1	34.3	34.0
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channels 1+2 - Eastbound & Westbound

	23/06/2022 Thursday	24/06/2022 Friday	25/06/2022 Saturday	26/06/2022 Sunday	27/06/2022 Monday	28/06/2022 Tuesday	29/06/2022 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	227	241	603	531	196	213	400	255	344
Mean Speed	28.7	27.8	26.5	27.3	28.0	28.3	28.8	28.3	27.9
85%ile Speed	36.0	33.5	33.3	33.4	36.0	35.9	38.3	35.9	35.2
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Goose coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic. 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic. 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic. 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic. 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic. 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic. 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 