



## Consultation – summary of responses

# A483 Junctions 3 to 6 Improvements

March 2021

Mae'r ddogfen yma hefyd ar gael yn Gymraeg.  
This document is also available in Welsh.

(This page is intentionally left blank)

# **Contents**

- 1 Introduction**
- 2 Development and Appraisal of Options**
- 3 Public Consultation**
- 4 Analysis of Responses**
- 5 Outcomes**
- 6 Minister for Economy and Transport Decision**
- 7 Protection of preferred option at Junction 4**
- 8 What happens next?**

## **References**

**Annex A: Junctions 3, 4, 5 and 6 Consultation Plans**

**Annex B: Public Consultation**

**Annex C: Junction 4 - TR111 Plan**

# 1. Introduction

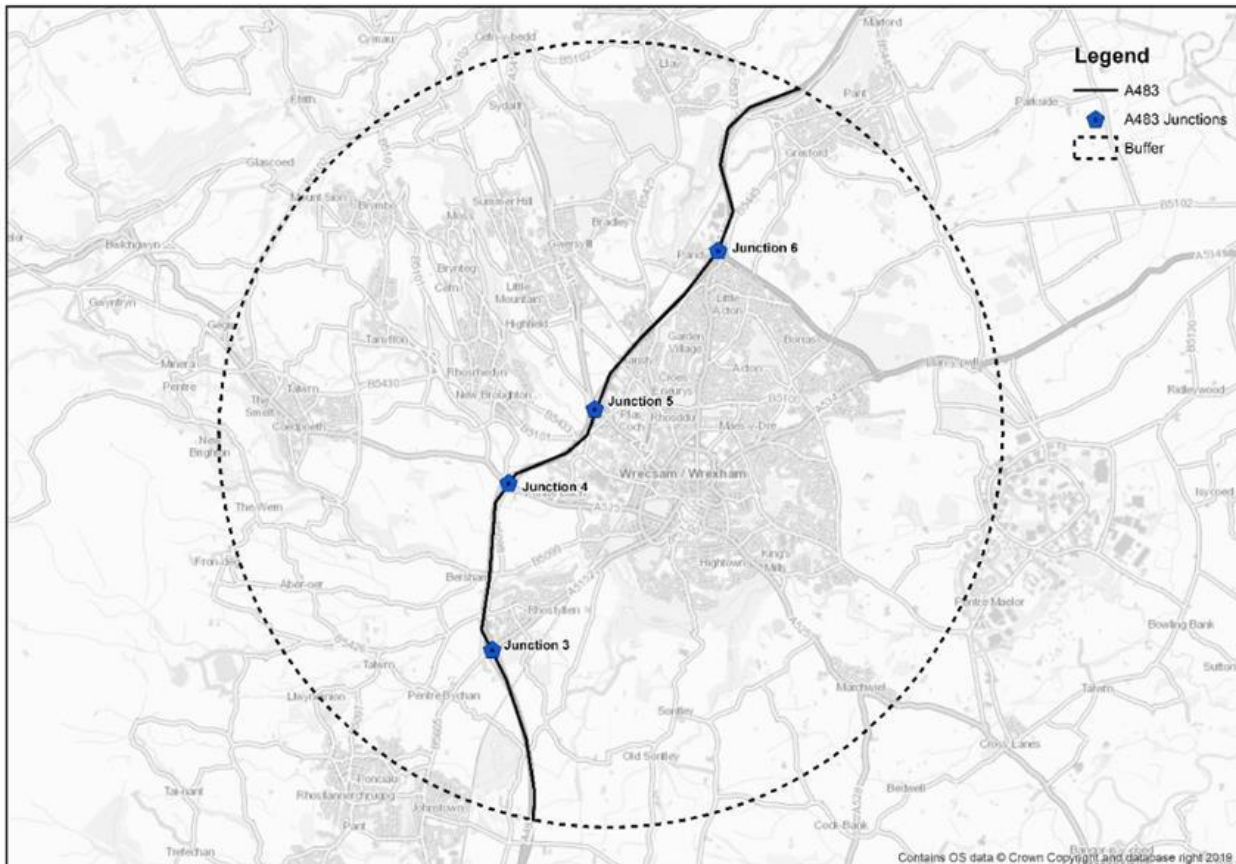
- 1.1 This summary of responses summarises the comments received from key stakeholders and the views expressed during the Public Consultation for the A483 Junction 3 to 6 Improvements Study. This consultation process took place between 25 August 2020 and 22 November 2020. The summary of responses also explains the Minister for the Economy and Transport's decision on the preferred options for Junctions 3 to 6.
- 1.2 The A483 Wrexham Bypass, which was constructed in the late 1980s, provides a vital connection between Mid Wales and North Wales as well as the North West of England. Over 58,000 vehicles a day use the route which connects people, communities and businesses. During peak time junctions 4, 5 and 6 experience regular congestion and are seen as a constraint to economic growth and development aspirations for Wrexham and the wider north Wales region.
- 1.3 The National Transport Finance Plan 2017 and 2018 Updates include the A483 Wrexham Bypass Junctions 3-6 Improvements as a scheme to be developed as part of the Pinch Point Programme. Moving North Wales Forward, published in March 2017, also includes a commitment to improve the A483 between Junctions 3 and 6.
- 1.4 All work has been undertaken in accordance with the Welsh Transport Planning Appraisal Guidance 2017 (WelTAG 2017). The WelTAG assessment process develops, appraises and evaluates any proposed transport intervention. WelTAG 2017 was developed to reflect the Active Travel Act 2012 and Wellbeing of Future Generations (Wales) Act 2015. WelTAG 2017 ensures that for any proposed scheme, all the proposed options are measured against how they impact on existing local communities from the point of view of environmental, social, economic and cultural effects. The assessment also considers how each option contributes to the wellbeing goals and project objectives.
- 1.5 This study utilised earlier work from WelTAG Stage 1 that was undertaken between 2016 and 2017 and commissioned jointly by Welsh Government and Wrexham County Borough Council. The problems were identified and project objectives developed in consultation with stakeholders and a list of 57 solutions were initially identified including highway improvements at Junctions 3-6, carriageway widening of the A483 and other minor upgrades such as improved signage, variable speed limits and additional provision for walkers and cyclists. These were narrowed down to a shortlist of solutions following their assessment against the project objectives.
- 1.6 This study takes forward the recommendations from WelTAG Stage 1 that rely on improvements to the trunk road network on the A483 between Junctions 3 and 6. The other recommendations from WelTAG Stage 1 will need to be progressed and developed by other organisations including Wrexham Borough County Council and Transport for Wales.
- 1.7 WelTAG also aims to ensure that public sector transport proposals demonstrate the following criteria:
  - A positive contribution to objectives of transport;
  - Good value for money;
  - Overall economic, social and environmental benefits;
  - Maximum benefits and minimal impact;

- To enable the most beneficial scheme to be identified;
- To allow the comparison of schemes on a like-for-like basis.

1.8 The consultation document linked to this summary of responses is available via the following link:

<https://gov.wales/sites/default/files/consultations/2020-08/a483-junction-3-6-improvements-consultation-document.pdf>

1.9 Location of A483 junctions under review:



**Figure 1: Junction 3 to 6 of A483, Located west of Wrexham**

## 2. Development and Appraisal of Options

2.1 The WelTAG Stage 2 appraisal has reviewed the need for the improvements and considered potential material changes since the WelTAG Stage 1 study. The problems and objectives have been reviewed and solutions identified, reviewed and appraised.

2.2 The main matters identified through this study were:

- **Lack of capacity at Junctions 4 and 5** - Junction 4 operates over capacity in both peak periods, while Junction 5 operates over capacity in the PM peak period, affecting traffic flow along and across the corridor.
- **A483 related delay and operational safety issues due to tailing back onto the A483 at peak periods is hindering the viability of new development in Wrexham** – With the knock-on impact that the town will take longer to achieve its economic potential.
- **Potential for trips to reassign between A483 junctions due to congestion** - With increased 'junction hopping' it will reduce the ability of the A483 to cater for longer distance movements.
- Needs to support the Wrexham County Borough Council Local Development Plan and associated economic growth.

2.3 As part of the WelTAG Stage 1 study, five transport planning objectives (TPOs) were developed. Following further stakeholder consultation, these five TPO's were reviewed and updated to the following eight TPOs which are relevant for this A483 Junction 3 to 6 Improvements Study:

Objective 1: Support and enable LDP growth aspirations of Wrexham.

Objective 2: Maintain the strategic function of the A483/A5 by improving resilience and journey time reliability.

Objective 3: Improve air quality and noise impact along A483 between Junctions 3 and 6.

Objective 4: Reduce high car mode share for journey starting or ending within the Wrexham CBC area that use the A483 and its junctions.

Objective 5: Ensure that the A483 is effective in serving local movements.

Objective 6: Enhance connectivity, accessibility and transport network coherence for journeys that cross the A483.

Objective 7: Minimise disruption during construction.

Objective 8: Have no adverse impact on safety (personal injury accidents) and reduce the levels of incidents.

- 2.4 Through understanding the current issues and future challenges, potential options were identified which aim to deliver the scheme objectives. These options were assessed using WeITAG and through a process of engineering, transport and environmental appraisal, options were assessed to identify a short list, discounting those options which did not address the TPOs. Through further refinement of the short list and consultation with key stakeholders, preferred scheme options were selected which best deliver against the TPOs. The following preferred package of schemes would improve access into Wrexham, improve journey times and provide new active travel links for local residents:

**Junction 3: Minor highway improvements with active travel improvements**

- Active travel enhancements by upgrading/widening footway to a shared use route between B5098 and Croesfoel Industrial Park to include new/improved crossing facilities.
- Additional flare lane on B5605 approach to roundabout.

**Junction 4: Major highway improvements with active travel improvements**

- Replacing the existing junction 4 arrangement with a new gyratory roundabout to the immediate south of the existing junction;
- Retention of the existing A525 bridge over the A483 traffic;
- New active travel shared use route and improvements to pedestrian and cyclist provision along the A525 between Heritage Way and Croesnewydd Road.

**Junction 5: Active travel improvements**

- Signals proposed for Mold Road entry to Junction 5 to provide improved opportunity and safety for pedestrians/cyclists to cross A483 south on-slip road;
- Upgrade existing pedestrian crossings to signalised crossings on Plas Coch Roundabout and Berse Road.
- Active travel enhancements by upgrading/widening footway to shared use route between Berse Road and Summerhill Road.

**Junction 6: Minor highway improvements with active travel improvements**

- Active travel enhancements by upgrading/widening footway to shared use route on majority of roundabout to include new/improved crossing facilities.
- Additional lane on Chester Road southbound approach and the Blue Bell Lane approach;
- Additional circulatory lane between the A483 northbound off-slip and industrial estate access road.

- 2.5 Plans of the above Junction options are contained in Annex A.

### 3. Public Consultation

3.1 This section outlines the measures that were undertaken to publicise the consultation activities and events, seeking to maximise involvement with all groups of people. A public consultation for this stage of the scheme began on 25 August 2020 and closed on 22 November 2020. This consultation invited members of the public and other interested parties to comment on the Proposed Options outlined above. A copy of the consultation document is attached in Annex B.

3.2 Due to COVID-19 pandemic regulations at the time, the scheme and public consultation events were not publicised in public spaces. All reasonable steps were made to make appropriate publicity arrangements, including:

- i. **Press Release** – An official press release was issued on 25 August 2020 by Ken Skates (Economy, Transport and North Wales Minister). Information was also sent to Wrexham County Borough Council press officer who engaged relevant local online organisations to post an editorial. These included Wrexham.com, Leader Live (Wrexham), and Business Live (Wrexham).
- ii. **Social Media** - An announcement of the consultation was made on Twitter by the Wrexham County Borough Council, Traffic Wales and Welsh Government.
- iii. **Leaflet Distribution** - Bilingual leaflet-drop to residence within the vicinity of the scheme.
- iv. **Emails** - Emails were sent to local Wrexham councillors key stakeholder businesses in advance of the Public Consultation events. A wider email distribution was also carried out through the Wrexham County Borough Council media officer.

3.3 In a written statement released by local editorial organisations, Economy, Transport and North Wales Minister Ken Skates said:

*“Action needs to be taken on this stretch of the A483. Left as it is the situation will hinder the growth of Wrexham and the North Wales region as a whole. I would urge everyone who uses the A483 in the Wrexham area to have their say on these plans which are vital to the region.”*

3.4 Councillor David A Bithell, Lead Member for the Environment and Transport, said:

*“The A483 is a vital part of the road network in Wrexham and the wider North Wales area. It’s important that improvements take place to ease congestion and benefit the area. They will also improve Active Travel routes in the area. Please take the time to take part and let the Welsh Government have your views.”*



- 3.5 Two public consultation events were held to support efforts to engage the local population and provide people with an opportunity to meet the project team and view the proposals. The details for these events are set out below:

23 September 2020 10:00 – 20:00	Ramada Plaza Hotel, Ellice Way, Wrexham, LL13 7YH
24 September 2020 10:00 – 20:00	Ramada Plaza Hotel, Ellice Way, Wrexham, LL13 7YH

- 3.6 Members of the public and interested parties were able to respond to the questionnaire online, by completing a questionnaire by hand or by sending a letter/email to the project team directly. In total 91 responses were received to the consultation with 90% responding via the online questionnaire, 9% by e-mail and the remaining 1% by postal letter.
- 3.7 The free text responses enabled the project team to capture the wide variety of suggestions, questions and concerns that interested parties and local stakeholders hold. By conducting a thematic analysis, a consolidated list of summary of responses has been carried out which is included in Section 4.
- 3.8 The consultation document asked consultees to provide their postcode. With the exception of those individuals and organisations that did not provide a postcode, we have taken this data and produced the following map (Figure 2) to indicatively show where the majority of consultees live. As the map shows, the majority of those people or organisations responding to the consultation live relatively close by to the proposed improvements:

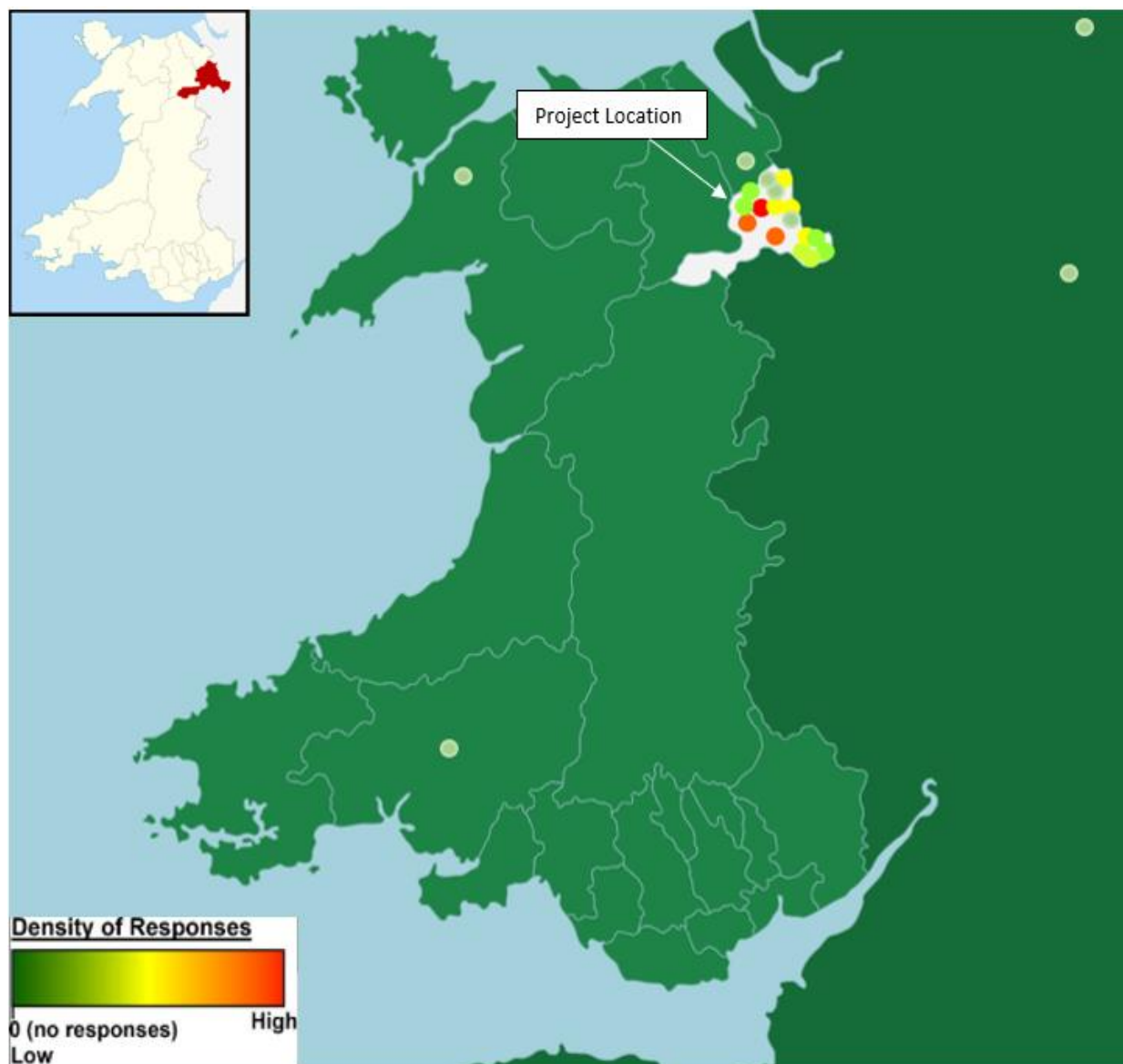


Figure 2: Map of indicative location of response postcodes

## **4. Analysis of Responses**

### **4.1 Question 1 - *Do you have any comments on the preferred scheme for the A483 Junction 3 (Wrexham Road)***

4.1.1 In summary, the key points raised in response to Question 1 are:

- i. Many respondents who raised comments state their support for improvement at junction 3 and its benefits;
- ii. A few respondents raised their concern on the safety of uncontrolled crossings to pedestrians and cyclists, and as such, suggested controlled over uncontrolled crossings;
- iii. A few respondents think the junction has no issues and no changes are required;
- iv. A large number of respondents stated they have no comment in regard to this improvement or did not comment at all;
- v. One respondent suggested a westbound cycle lane on westbound side of the carriageway;
- vi. One responded stated that active travel facilities are the only improvements required.

### **4.2 Question 2 – *Do you have any comments on the preferred scheme for the A483 Junction 4 (Ruthin Road)?***

4.2.1 In summary, the key points raised in response to Question 2 are:

- i. A large number of respondents stated their support for improvement at junction 4 and its benefits with specific comments being made on safer and improved Active Travel provision;
- ii. Many respondents raised concerns about existing congestion issue especially during peak period and its impact to road safety;
- iii. Many respondents raised concerns on the impact of the scheme to the local environment and residents;
- iv. A few respondents stated their concerns on drivers not obeying traffic laws e.g. high-speed driving, not obeying signals etc.;
- v. Two respondents raised concerns on impact to traffic and journey times due to closure of Berse Lane;
- vi. One respondent stated their concerns on absence of proposed green spaces / trees.

**4.3 Question 3 – Do you have any comments on the preferred scheme for the A483 Junction 5 (Plas Coch Roundabout / Mold Road)?**

4.3.1 In summary, the key points raised in response to Question 3 are:

- i. A large number of respondents state their support for improvement at junction 5 and its benefits;
- ii. Many respondents raise concerns on the existing congestion issue especially during peak period and its impact to road safety;
- iii. Many respondents stated that poor signage, traffic signals system and road markings / lane designation is the cause of conflict, accidents and congestion at the junction;
- iv. A few respondents raised their concerns on whether modifying existing roundabouts will address the issues at this junction;
- v. A few respondents stated that the improvements are not needed at this junction.

**4.4 Question 4 – Do you have any comments on the preferred scheme for the A483 Junction 6 (A5156 / Gresford Interchange)?**

4.4.1 In summary, the key points raised in response to Question 3 are:

- i. A large number of respondents state their support for improvement at junction 6 and its benefits;
- ii. Many respondents raise concerns on the existing congestion issue especially during peak period and its impact to road safety;
- iii. Many respondents stated that poor signage, traffic signals system and road markings / lane designation is the cause of conflict, accidents and congestion at the junction;
- iv. A few respondents raised their concerns on whether the proposed improvements will address the issues at this junction;
- v. A few respondents stated that the improvements are not needed at this junction.

**4.5 Question 5 – Do you have any comments relating to the overall pedestrian and cyclist facilities incorporated as part of the scheme plans?**

4.5.1 In summary, the key points raised in response to Question 5 are:

- i. A large number of respondents stated that there is opportunity to create more

direct and active travel facilities integrated to the wider area;

- ii. A few respondents raised concerns on absence of physical segregation between cyclists / pedestrians and vehicles;
- iii. Two respondents stated that investment in active travel facilities is not required;
- iv. Two respondents stated that the existing active travel infrastructure is poor;
- v. One responded raised concerns on the absence of background information, data or justification published particularly in the context of how the scheme aligns with Objective 5 of the WeITAG Stage 1 study.

#### **4.6      Question 6 – *What are your views on the existing active travel facilities in the area?***

4.6.1    In summary, the key points raised in response to Question 6 are:

- i. A large number of respondents stated that the existing active travel facilities are sub-standard and require upgrading;
- ii. Many respondents suggested need for a robust active travel network;
- iii. A few respondents stated that the existing facilities are unsafe for young cyclists / pedestrians;
- iv. One respondent stated that investment in active travel facilities is not required;
- v. One respondent expressed his experience on cycling and walking through the site and stated that proposals only deal with the immediate junctions and not where people actually travel and want to get to. The proposal could and should contain improvements to routing cyclists onto well surfaced and well-maintained alternatives.

#### **4.7      Question 7 – *Would the proposals impact upon/change your regular route of travel?***

4.7.1    In summary, the key points raised in response to Question 7 are:

- i. A large number of respondents stated that the proposals would impact their route of travel but did not state nature of impact;
- ii. Many respondents stated that it would not impact their route of travel;
- iii. A few respondents stated that it would negatively impact their route of travel;
- iv. One respondent stated that he/she would consider cycling.

#### **4.8 Question 8 – *Do you have any further comments that you would like to make about the proposed scheme?***

4.8.1 In summary, the key points raised in response to Question 8 are:

- i. A large number of respondents stated that they are supportive of the preferred scheme and its benefits;
- ii. A few respondents stated that junction 1 improvement works could be considered;
- iii. A few respondents stated that investment in active travel facilities is not required as they are rarely used;
- iv. A few respondents stated that local cyclists/pedestrians and engineers could be consulted as a local knowledge of the junctions is key;
- v. Two respondents stated that impact of scheme on local residents needs to be considered;
- vi. One respondent expressed their concerns in regard to the proposals' compliance with Wales Transport Strategy which aims to reduce greenhouse gas emissions;
- vii. One respondent suggested it could be better for the environment if the 50-mph limit is extended from junction 6 run all the way to junction 3.

#### **4.9 Welsh Language Questions**

4.9.1 Question A: We are under a duty to consider the effects of our policy decisions on the Welsh language, under the requirements of the Welsh Language (Wales) Measure 2011. We would like to know your views on the effects that the A483: junctions 3 to 6 improvements would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favorably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

- i. Signage to be bilingual;
- ii. Provide Welsh only signage;
- iii. Give roundabouts / infrastructure a Welsh name only;

4.9.2 Question B: Please also explain how you believe the A483: junctions 3 to 6 improvements could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language

- i. Signage to be bilingual;
- ii. Provide Welsh only signage;
- iii. None Welsh speakers to be offered “crash course” on Welsh language / Culture.

4.9.3 Question C: We have asked a number of specific questions. If you have any related issues which we have not specifically addressed, please use this space to report them

- i. Signage could be in a different colour, lettering or size on all Welsh names.

## **County and Community Council Views**

4.9.4 **Wrexham County Borough Council (WCBC)** - The proposals will unlock the potential for Wrexham to thrive. The proposals will lead to improved traffic flow and safety at all times. They will provide new and upgraded active travel provision and further improvements of air quality. There is a particular sense of anticipation about the significant and ambitious improvements at the A525/A483 (Junction 4). The unlocked potential will assist WCBC economy and connectivity.

4.9.5 The proposals will also unlock the further development of the Western Gateway site for high growth business, creating new employment opportunities together with the Wrexham Gateway (Mold Road) project. The improvements will form a critical link in WCBC aspirations for further economic development and accessibility to key destinations.

4.9.6 Whilst improving the journey time for vehicular traffic and more integrated travel, the improved choice and quality of active travel routes associated with the project will help provide and encourage healthier choices and decrease reliance on the use of the car for shorter and local journeys.

4.9.7 WCBC fully supports progress to the next more detailed stage of the study and design for the projects from Junctions 3 to 6.

4.9.8 The Council also requested:

- Extension and widening of the proposed shared use pathway from the existing bridge/footpath 7 between the Toyota garage and the MoD Army Reserve Centre to Station Road (B5441);
- Upgrading of the shared use pathway between the River Dee pathway and Claremont Avenue (North side of existing bridge);
- The ‘Link road’ facility from Factory Road, down Chemistry Lane connects to the existing shared use pathway on Chester Road East (B5129);
- All Active Travel infrastructure involving cyclists and pedestrians to be developed in accordance with the Welsh Government Design Guidance and the Interim Advice Note (IAN) 195/16 Cycle Traffic and the Strategic Road Network;
- The shared use pathway from the proposed new bridge to the River Dee pathway (NCN568/WCP) be made as direct as possible.

4.9.9 **Gwersyllt Community Council (GCC)** provided the following comments:

4.9.10 Junction 4:

- i. GCC welcome the proposed significant improvements to Junction 4.

4.9.11 Junction 5:

- i. GCC have received comments about the overall long waiting times at Junction 5 particularly at peak periods. GCC have requested consideration of an additional lane on the approach to this junction from the A541 (Mold / Gwersyllt direction) to enable quicker left turns (northbound traffic towards Gresford & Chester);
- ii. Concerns on lack of improvements for traffic joining the Mold Road Roundabout from the Summerhill Road. Current entry arrangement to the roundabout from Summerhill is uncontrolled;
- iii. GCC suggest that this is an opportunity to consider the speed limit for the Summerhill Road (national speed limit even though the dual carriageway A541 is limited to 50mph);
- iv. GCC do not feel that enough is being done to reduce the projected traffic flows from this direction which will continue to rise and will remain consistently higher than other main routes into Wrexham (A525 etc.);
- v. Overall, GCC feel that the proposed improvements to Junction 5 benefit traffic departing Wrexham (which will also be reduced by the improved Junction 4) but not traffic entering Wrexham from the A541 (Gwersyllt direction). Furthermore, it will not address the problem of vehicles using the Stansty Chain Road (and driving past a primary school) to enter Wrexham rather than queuing at the Mold Road roundabout.

4.9.12 Active Travel: GCC also feel that the current active travel provisions are very limited.

4.9.13 **Offa Community Council (OCC)** provided the following comments:

4.9.14 Junctions 3, 5 and 6:

- i. OCC noted the modest improvements and welcomed the inclusion of improved cycle routes and shared pavements;

4.9.15 Junction 4:

- i. OCC acknowledged that major works are required to improve traffic flow and welcomed the inclusion of Active Travel improvements in the form of cycle and shared routes. They also noted the works would be at a cost of losing some countryside.

4.9.16 Comments were also made regarding planning applications where WCBC need to learn lessons and take a strategic view at the area's infrastructure needs when considering planning applications for new developments such as the housing estate in Brymbo and McDonalds at Plas Coch – these developments place huge strain



on the road network which is already busy particularly during the pinch points between 0730 to 0930 and 1630 to 1800.

- 4.9.17 OCC believed the town would change dramatically in the next decade with fewer larger shops replaced with smaller units and more residential center living. More car free zones and more attractive walkways and cycle routes would also be required.

## **Other Organisations**

### **4.9.18 Wrexham & Flintshire Local Access Forum and North East Wales Bridleways Association –**

- i. Little consideration made in relation to impact of scheme on existing recreational facilities and also the proposal of new or enhancement of existing;
- ii. Opportunity to provide a good network of attractive recreational paths which are currently disconnected and made unattractive or unsafe by the busy roads;
- iii. Scheme plans show no cognizance of Welsh Government's Access Reform proposals to make public rights of way open to cyclists, horse-riders and pedestrians;
- iv. Bridges with equine access crossing the A483 should have 1.8m high fencing including that adjacent to the Hafod Park. Proposed A525 bridge should consider horse-riders. Signage on active travel facilities should consider equine access i.e. cycle lanes should not require horses to share the carriageway with vehicles;
- v. Network should be regarded as Green Infrastructure with trees and hedges promoted.

### **4.9.19 Rossett Focus Group (RFC) –**

- i. RFC do not anticipate significant positive impact with the addition of a 3rd flare lane on the B5605 on the western approach to the roundabout as it is already difficult to access the northern slip to the A483 from 2 lanes due to fast moving traffic on the uncontrolled roundabout.
- ii. Uncontrolled crossings are not safe from their experience.

### **4.9.20 Cycling UK (CUK) –**

- i. CUK are unable to support the current status of the scheme due to concerns of the scheme being in compliant with neither WelTAG nor the Well-being of Future Generations (Wales) Act (WBFGA). The consultation document makes only one brief passing reference to WBFGA and, as such, it seems that the sustainable development principles embedded in WBFGA (2015) have not been applied;
- ii. The out-of-date 'predict and provide' philosophy upon which the scheme is based, the apparent omission of highly relevant Welsh Government (WG) policy initiatives, including the Active Travel (Wales) Act (2013) and its associated Guidance, 'Planning Policy Wales' (2019), 'Prosperity for all: a low carbon

Wales'(2019), and the 'Clean Air Plan for Wales' (2020), and most of all the seeming failure to apply the WBFGA method of working render all of the scheme's objectives questionable; the same concerns therefore apply to the proposals;

- iii. It is difficult to see how the current proposals comply to the new (draft) Wales Transport Strategy of facilitating modal shift from the private car to Active Travel. The Welsh Government has said in its infographic that it wishes to reduce greenhouse gas emissions by planning for physical and digital connectivity, more local services, more home and remote working and more active travel. CUK would however fully support the preparation of a comprehensive WelTAG 3 report and are keen to co-operate;
- iv. CUK would also like to receive a formal response and not merely an acknowledgement to the specific questions raised;
- v. CUK also requested:
  - 1. A 3m wide shared use path along the Ruthin Road. CUK are also pleased to see the proposed shared use path parallel to and on the east side of the A483 trunk road;
  - 2. Safe (controlled) crossing facilities for pedestrian and cyclist as the scheme proposals are uncontrolled crossings at the A483 roundabout that appear to be unsafe;
  - 3. A coherent, direct, safe, comfortable and attractive active travel network as some routes appear indirect and unsafe. Active travel facilities should also be compliant with the guidance that was published in connection with the ATWA 2013.
- vi. CUK feel that there appears to be a lot of room for improvement in regard to the existing active travel facilities and would like to see a comprehensive plan showing the existing and proposed active travel networks in this area.

#### **4.9.21 Lightsource bp (LSbp)**

- i. LSbp are supportive in principle to an improvement scheme at Junction 4, however, the proposals would have a detrimental impact on the delivery of a proposed solar farm at the Plas Power Estate. LSbp's client wishes to safeguard the land in the south-western quadrant of the existing Junction 4;
- ii. The preferred scheme is not something that has been considered as an option in the previous stage and there is no accompanying background information, data or justification published to support it, and, as such it is impossible to offer meaningful input to the consultation process and to work with the Welsh Government with regard to the interaction of an improvement scheme with our clients' land;
- iii. LSbp requests that the accompanying background information, data and justification for the preferred scheme is made public so that this can be

scrutinised as part of the consultation process.

#### 4.9.22 **Natural Resources Wales (NRW) –**

- i. The flood risk comments (19-22) provided within the NRW response dated July 2020 to EIA scoping report, have not been incorporated into the Welsh Government: WG40360 A483 Wrexham Bypass Junction 3 to 6 Improvement scheme document dated August 2020.

#### 4.9.23 **Redrow Homes (RH) –**

- i. RH mentioned their involvement in the development of the area of land bounded by the A525 to the north, A483 to the west and the B5099 to the south;
- ii. Junction 4: Indicative access shown leading into the future housing site appears to be inappropriately sited and should be moved clockwise around the roundabout to a position pointing approximately south into the site, providing access to the development, but avoiding landscape features as practically as possible. RH are happy to liaise further on the detail of such an amendment;
- iii. The road layout would 'isolate' an area of land around the buildings at Lower Berse Farm, leaving it physically separated from the greater part of the development site. The proposed access to Lower Berse Farm should be sited to provide an appropriate access to an area within which there could be significant future development;
- iv. Proposals to cross the watercourse need to demonstrate that even under blockage scenarios and having regard to climate change, the construction of the road will not increase flood risk on adjoining land;
- v. Much of the proposed road is elevated on embankments and would therefore be a highly visible feature in the landscape. It is important that detailed proposals incorporate a comprehensive scheme to safeguard amenity;
- vi. In summary, RH hopes that the scheme will be delivered in its entirety, but with Junction 4 recognised as priority.

#### 4.9.24 **Moneypenny –**

- i. Post COVID-19, Moneypenny will endeavor to resume full operations from the office premises as soon as possible. Moneypenny will cease to operate a full homeworking model in the future. However, within certain areas of the business, a blended approach between home and office will be applied. As such, we expect employee numbers, operating out of the Wrexham office, to increase by 10 to 15% per year over the coming 3 years.

##### *Junction 3:*

- ii. In conjunction with the Junction 4 works, this appears appropriate. Without the junction 4 works, this is clearly insufficient to alleviate the traffic issues.

##### *Junction 4:*

- iii. There are considerable problems with this area of Wrexham, resulting in serious congestion, particularly towards the end of the working day. This congestion is a

seriously limiting factor to Moneypenny's ability to continue to enlarge the workforce within the Western Gateway site. It is also likely to be a major barrier to further development of the site for both Moneypenny and other businesses looking to locate there.

- iv. Current transport links and congestion inhibit our ability to operate productively from our Wrexham offices. Development of Junction 4 is critical for Moneypenny's ability to continue to grow at the current rate on the Western Gateway site.

*Junction 5:*

- v. In conjunction with the Junction 4 works, this appears adequate. Without the junction 4 works, this is clearly insufficient to alleviate the traffic issues.

*Active Travel/Public Transport:*

- vi. Public transport links are not sufficient to sustain further growth in employment within the area. Planning restrictions placed upon new business property development, in particular with regards to parking spaces, are provided on the assumption that there are alternative travel facilities available. This is not the case in Wrexham, particularly with the absence of a Park and Ride facility.
- vii. Wrexham is a semi-rural area, which means that pedestrian or cycle access to and from Moneypenny is often not feasible. Local public transport facilities are inadequate to alleviate this. Consequently, car dependency is very high amongst the workforce.
- viii. Assuming that there will not be a notable change in office development parking planning policy, there is a need to create a Park and Ride facility to enable staff to travel up to the last mile, then use a shared resource from there in (Moneypenny would happily provide staff busses to and from a common parking area).

*Regular Travel Routes:*

- ix. Expect that most Moneypenny's employees would utilise the new Junction 4, no longer accessing via Plas Coch. Many, who currently pass through the town, would make better use of the A483 bypass.

#### **4.9.25 Others Stakeholders –**

- i. Other Stakeholders consulted with include:
  - 1. Cadw;
  - 2. Clwyd Powys Archaeological Trust (CPAT);
  - 3. Flintshire and Wrexham Joint Local Access Forum;
  - 4. Wrexham Ramblers;
  - 5. Sustrans Cymru;
  - 6. Wrexham Roads Club;
  - 7. West Cheshire & North Wales Chamber of Commerce;
  - 8. Maelor Hospital;
  - 9. Glyndwr University;
  - 10. Wrexham Football Club;

11. Wrexham Industrial Estate representatives;
12. North Wales Economic Ambition Board;
13. Association of Voluntary Organisation in Wrexham (AVOW).

## **5. Outcomes**

- 5.1 The public consultation process was considered to be effective in terms of attendance at exhibitions and the number of returned questionnaires and written responses. The heat map of responses demonstrates that stakeholders living close to the proposed option engaged with the proposals (figure 2). Even with the consultation period being carried out during the COVID-19 pandemic, more responses were received when compared with the previous consultation of summer 2019. It is therefore considered that the consultation achieved the objectives of :
- i. Attracting as many people as possible, from a range of backgrounds and interests.
  - ii. Sharing the key messages about the project, openly and honestly, and provide a fair and balanced representation of the project.
  - iii. Inform and gain support of the project by explaining the need for the proposals, addressing any concerns, queries or misconceptions, and putting people at ease.
  - iv. To give the opportunity and encourage feedback on the proposals.
  - v. To educate people about the process required to progress the project.
- 5.2 A large number of respondents offered their support for proposed improvements between A483 Junction 3 to Junction 6, with support particularly focused on Junctions 4, 5 and 6. The respondents acknowledged benefits of the scheme such as improved traffic flow through the junctions.
- 5.3 Active Travel improvement proposals was another aspect of the proposals welcomed by a number of different people and organisations which provides a wider spectrum of responses from different end user perspectives. Many respondents commented on the existing sub-standard active travel infrastructure in place. Respondents identified the scheme as an opportunity to develop a more direct safer and robust active travel network integrated into the wider area to promote sustainable modes of transport.
- 5.4 A concern expressed was the impact of the scheme on the local environmental and residential areas. Some of these concerns are in regard to impact on route of travel due to stopping up proposals of certain roads to vehicle traffic.
- 5.5 A small number of respondents also expressed their opposition to the scheme. A few respondents questioned whether the operational capacity of new roundabouts will be adequate to solve the current issues at the junctions and its approaches.

## **6. Minister for Economy and Transport Decision**

6.1 Having taken into account the technical, social, economic and environmental aspects of the scheme along with the positive comments received during the public consultation and support for the scheme from Wrexham County Borough Council, the Minister for Economy and Transport had decided to:

- Adopt the preferred options presented at the public consultations for Junctions 3, 4, 5 and 6.
- Publish a TR111 Plan (Annex C) to protect the entire Junction 4 option for planning purposes.
- Progress and carry out further work to develop the preliminary design for Junctions 3, 4, 5 and 6, including addressing the following stakeholder's comments:
  1. Continue to engage with stakeholders to develop a comprehensive plan of Active Travel proposals for the area.
  2. Review the proposed Junction Improvements in line with Llwybr Nwydd: a new Wales transport strategy.

6.2 The TR111 plan shows the Preferred Option at Junction 4 as a broad black line. This is indicative only and may change slightly during the next stage of design.

## **7. Protection of preferred option at Junction 4**

- 7.1 By publishing a TR111 plan for Junction 4, we protect this option under the Town and Country Planning (General Development Procedure) Order 1995. This means that the Local Planning Authority will refer to the Welsh Government all future planning applications that are near to the Junction 4 Preferred Option. You may inspect the TR111 plan at the offices of Wrexham Borough County Council, Wrexham and at the WG Offices in Llandudno Junction, Conwy.
- 7.2 In certain circumstances, any owner having difficulty selling property on the line of the route may apply for blight. If any case meets set criteria, we will purchase the property.
- 7.3 The protection of the preferred option does not commit us to the line and layout of Junction 4. We are only committed once the Line Order and Side Road Orders are made, described in the next section "What happens next".
- 7.4 The preferred options for Junctions 3, 5 and 6 are within the existing highway boundary therefore there is no requirement for planning protection.

## **8. What happens next?**

- 8.1 We will progress the design development of the Junctions in more detail – known as preliminary design. There will be further opportunities for stakeholders and the public, to give their views and make comments during this phase of the design development.
- 8.2 After preliminary design, we will publish draft Orders for Junction 4 under the Highways Act 1980 and the Acquisition of Land Act 1981. The draft Orders comprise the powers to establish a line, slip roads, modify the side roads, purchase land and put in place any other rights we need to deliver Junction 4 improvements. There will be a period during which people who have an interest in, or might be affected by, the proposals to comment, support or object to the draft Orders.
- 8.3 During this time there will also be an Orders Exhibition held at a local venue, where the proposals will be available, and the project team in attendance to discuss the scheme with anyone affected / interested in the improvements. If we cannot resolve these objections, and depending on the issues raised and the weight of objection, we may hold a Public Local Inquiry. An independent Inspector would hear and consider the evidence and make a recommendation for the Minister for Economy and Transport to take into account when deciding whether to make the Orders.
- 8.4 Along with the draft Orders, the Environmental Statement and Non-Technical Summary, and the Statement to Inform the Appropriate Assessment (SIAA) will be published and made available both electronically and also in hardcopy at agreed local locations for the public to view.
- 8.5 There is unlikely to be a requirement to publish draft Orders for Junctions 3, 5 and 6 as the proposals do not affect the existing highway side roads and do not require additional land beyond the existing highway boundary.
- 8.6 As the Junction improvements continue to be progressed and developed, we intend to continue to engage and keep the public informed. Further public information events will be held, and updates / information will be provided via the project website <https://gov.wales/a483-junctions-3-6>

# Annex A: Public Consultation Plans

## Junction 3



## Junction 4





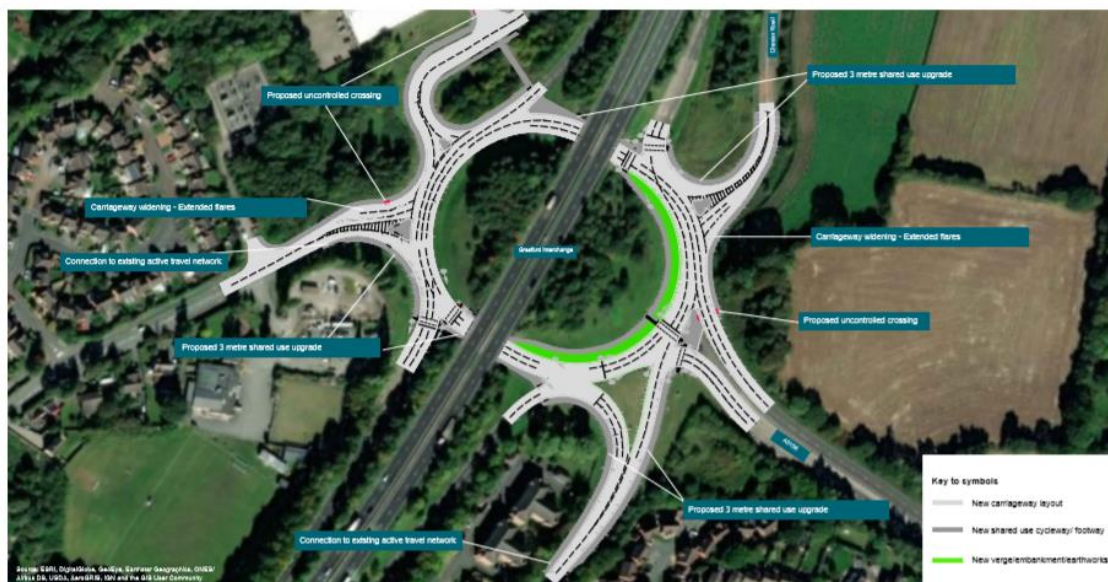
## Junction 5

### Proposed Scheme for Junction 5 (Plas Coch Roundabout / Mold Road)



## Junction 6

### Proposed scheme for Junction 6 (A5156 / Gresford Interchange)



## **Annex B: Consultation Document**

The consultation document linked to this report summary is available via the following link:

<https://gov.wales/sites/default/files/consultations/2020-08/a483-junction-3-6-improvements-consultation-document.pdf>

Annex C: Preferred Option Plan for Junction 4 - TR 111

