

MONA OFFSHORE WIND PROJECT

Preliminary Environmental Information Technical Report

Volume 7, annex 21.2: Description of network links and sensitivity



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Final

Image of an offshore wind farm

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Acronyms

Acronym	Description
PEIR	Preliminary Environmental Information Report
NSL	National Speed Limit

Units

Unit	Description
m	Metre (distance)

1 DESCRIPTION OF NETWORK LINKS AND SENSITIVITY

1.1 Introduction

1.1.1.1 This Traffic and transport technical report presents a description of network links and their sensitivity for the Mona Offshore Wind Project. The links are set out in Table 1.1 and have been used to characterise the traffic baseline and assessment as set out in volume 3, chapter 21: Traffic and transport of the Preliminary Environmental Information Report (PEIR).

1.1.1.2 The description of the links and their sensitivity incorporates the following aspects.

- Link type
- Typical width
- Forward visibility
- Footways
- Street lighting
- On-street parking
- Speed limit
- Frontage access.

1.1.1.3 The sensitivity assigned to each link has been determined in accordance with Table 1.12 within volume 3, chapter 21: Traffic and transport of the PEIR.

1.1.1.4 The links included within the description of network links and sensitivity table have been determined based upon an initial estimate of the likely routing of construction vehicles along the adjacent highway network and the sections of highway (highway links) that form this. A figure showing the location of the highway link references listed in Table 1.1 is provided in volume 7, annex 21.1: Transport figures of the PEIR).

Table 1.1: Description of network links and sensitivity.

Link Reference	Description	Link Type	Typical Width (m)	Forward Visibility	Footways	Street Lighting	On-Street Parking	Speed limit	Frontage Access	Sensitive Receptors
L1	A55 between Junctions 27 and 27A	Trunk Road - Dual Carriageway	7.3	Good	N	N	N	NSL	N	Negligible
L2	A55 between Junctions 27 and 26	Trunk Road - Dual Carriageway	7.3	Good	Y - Combined footway/cycleway provided on south side for 450m between Cwtir Lane and slip road for Junction 26.	Y - starting approx. 90m east of Junction 26 slip road and continuing west into Link 3.	N	NSL	N	High - National speed limit dual carriageway road. Combined footway/cycleway unsegregated from carriageway.
L3	A55 between Junctions 26 and 25	Trunk Road - Dual Carriageway	7.3	Good	Y - Footway on south side between Junction 26 slip road to Gors Cottage slip road. Combined footway/cycleway from Gors Cottage slip road and junction 25.	Y	N	NSL	N	High - National speed limit dual carriageway road. Combined footway/cycleway unsegregated from carriageway.
L4	A55 between Junctions 25 and 24A	Trunk Road - Dual Carriageway	7.3	Good	N	N	N	NSL	N	Negligible
L5	A55 between Junctions 24A and 24	Trunk Road - Dual Carriageway	7.3	Good	N	N	N	NSL	N	Negligible
L6	A55 between Junctions 24 and 23A	Trunk Road - Dual Carriageway	7.3	Good	N	N	N	NSL	N	Negligible
L7	A55 between Junctions 23A and 23	Trunk Road - Dual Carriageway	7.3	Good	N	Y - In vicinity of Junction 23.	N	NSL	N	Negligible
L8	A547 through Llanddulas	Single Carriageway Road	6.0-6.5	Good, limited at points around bends.	Y - on both sides/intermittent on southside.	Y	Y	30mph from A55 junction to Beulah Avenue; east of Beulah Avenue NSL.	Y	Medium - residential areas, adequate footways, green spaces, some commercial spaces, church.
L9	A547 between Llanddulas and Parc Busnes Gogledd Cymru	Single Carriageway Road	6.5-7.3	Good	Y - on the north side of the road.	N	N	NSL until 50m west of roundabout for Parc Busnes Gogledd Cymru.	N	Negligible

Link Reference	Description	Link Type	Typical Width (m)	Forward Visibility	Footways	Street Lighting	On-Street Parking	Speed limit	Frontage Access	Sensitive Receptors
L10	A547 between Parc Busnes Gogledd Cymru and A548 Chapel Street	Single Carriageway Road	6.0-7.0	Good	Y - on both sides save for a short section of the south side on the west side of Abergele.	Y - save for a short section on the west side of Abergele.	Some, but doesn't impact upon free-flow of traffic.	40mph between the business park and Abergele; 30mph within Abergele.	Y	High - built up area and town centre location with footways provided and high footfall in locations.
L11	A547 between A548 Chapel Street and A55	Single Carriageway Road	6.0-7.0	Good	Y	Y	Y	30mph	Y	High - built up area and town centre location with footways provided and high footfall in locations
L12	A548 Chapel Street between A547 and Lon Dirion	Single Carriageway Road	6.0-7.0	Good	Y	Y	Y	30mph	Y	High - built up area and town centre location with footways provided and high footfall in locations
L13	A548 Chapel Street between Lon Dirion and Abergele Hospital	Single Carriageway Road	6.0	Limited - bends and confined by hedges, walls and crests.	N - footways only provided for 130m south of Lon Dirion	N	N	30mph for approx. 130m south of Lon Dirion then 40mph for approx. 330m to the south then NSL to Hospital	Limited	Low- footways provided small section of residential area with limited pedestrian demand, limited frontage access
L14	A548 Chapel Street between Abergele Hospital and B5381 Roman Road	Single Carriageway Road	6.0	Limited bends and high hedges	N	N	N	NSL	N	Negligible
L15	B5381 Roman Road between A548 and Moelfre	Single Carriageway Road / Single Track Road	Generally 6.0 with a short section of narrowing	Limited - bends and confined by hedges	N	N	N	NSL	N	Low - Two adjacent caravan parks and residential properties all separated from the carriageway by hedgerow
L16	B5381 Roman Road between Moelfre and Capel Carmel	Single Carriageway Road	6.0	Limited in places due to hedgerow	N	N	N	NSL	Limited	Negligible
L17	B5381 Roman Road between Capel Carmel and Roberts D a O	Single Carriageway Road	6.0	Limited in places due to hedgerow	N	N	N	NSL	Limited	Negligible

Link Reference	Description	Link Type	Typical Width (m)	Forward Visibility	Footways	Street Lighting	On-Street Parking	Speed limit	Frontage Access	Sensitive Receptors
L18	B5381 Roman Road between Roberts D a O and Engine Hill	Single Carriageway Road	6.0	Limited in places due to hedgerow and crests	N	N	N	NSL	Limited	Negligible
L19	B5381 Glascoed Road between Engine Hill and Ffordd William Morgan	Single Carriageway Road	6.0	Limited in places due to hedgerow	N	N	N	NSL	Limited	Negligible
L20	B5381 Glascoed Road between Ffordd William Morgan and Cwttir Lane	Single Carriageway Road	6.0	Good	Y - Provided on north side of the road	Y	N	30mph	N	Low - some business parks, adequate footway provision for demand
L21	Ffordd William Morgan between A55 and Carlton Court	Single Carriageway Road	6.5	Good	Y	Y	N	30mph	N	Low - business units on both sides set back with good screening from carriageway, footway /cycleway on west side segregated from the carriageway by a verge and footway on east side with provisions suitable for demand
L22	Ffordd William Morgan between Carlton Court and B5381 Glascoed Road	Single Carriageway Road	6.5	Good	Y	Y	N	30mph	N	Low - business units on both sides set back with good screening from carriageway, footway/cycleway on west side segregated from the carriageway by a verge and footway on east side with provisions suitable for demand
L23	Engine Hill between A55 and B5381 Glascoed Road	Single Carriageway Rod	5	Limited on bends due to dense hedges, trees and walls	N	Y between Kimmel Drive and the A55; N to the south of Kimmel Drive	N	30mph between A55 and Ledbury Road; NSL to the south of Ledbury Road	Limited	Low - hotel, commercial areas and some residential properties all set back and screened from carriageway. Footways provided at location of demand and segregated from carriageway by a grass verge and trees.